

International Melges 24 World Council AGM 2012
Helsinki, Finland, 24 November 2012

Combined Regatta Regulation Change Proposal Document
Linked Items Are Indicated By A Red Line In The Right Margin

In order to streamline the business of the meeting the Regatta Regulation Change proposals submitted by the National Classes and Executive Committee are combined here in a single overview document. All proposals have been imported in their original format and no edits or amendments have been made. Where more than one proposal on the same subject has been submitted these are grouped together and highlighted with a red line in the margin. The original submissions from can be seen on the Agenda at <http://melges24.com/node/6583>

Submitted by the Norwegian Melges 24 Class

Having a world championship without having any boats selected for full measurement is ridiculous. Some of the items inspected are not possible to do before an event. One example is the keel templates. Furthermore, the measuring of keel bulbs with the templates! Needs to be done at a certain angle. In Tallin many boats were found top have illegal bulbs, had to grind them down only to later hear that the measurer had performed the template check the wrong way or the wrong angle.

- 10% random check is great, either before registration deadline or just during the event
- Alternatively 10% of the boats should be published before the event, at the last 1-2 weeks before the start of the event.

Submitted by the Finnish Melges 24 Class (See also Proposal From The German Class And Counter Proposal From The USMCA below)

Current rule / regulation

IMCA regatta regulations for the World and European Championship racing schedules on are too short. Too many risks in organizing an event if i.e. the weather / wind forecast doesn't play out the best way. Both events are the major championship events of the year. These events should be highly respected.

Proposal for new rule / regulation

Both the World and European Championship should be:
Friday to Sunday - registration & weigh-in + practice racing
Monday to Saturday - championship racing
Saturday evening - closing ceremonies and awards

Submitted by the German Melges 24 Class

For World and Continental Championships we propose that the number of racing days should revert to 5 or 6 days (depending on whether there is a split fleet requirement) as it was in the past and not be limited to 4 days.

Counter Proposal Submitted by the USMCA

Counter-Proposal to Finnish Proposal One and German Proposal One: Championship Days and Schedule.

We recognize that different venues may have different needs and conditions. Rather than increase the number of days or further delineate the championship schedule in the Class' regatta regulations, we propose that the Class should have the flexibility to deal with such variability on a venue-by-venue basis by: i) setting the current number of days as the *minimum* number of days; ii) making the regulation's current schedule the *suggested* standard for Organizing Authorities; and iii) providing the Class' Championship Coordinator the *flexibility* to negotiate the precise days and schedule with each venue's Organizing Authority, as appropriate, subject to IMCA over-sight and approval.

Submitted by the Finnish Melges 24 Class

Current rule /regulation

We sail 6 round robin races (each group sails the other twice to decide Gold and Silver) followed by up to 6 Championship races with the points from all 12 races counting towards the overall results.

Proposal for new rule

The Round Robin series just 3 races (each group sails the other just once to decide gold and silver) and making is a separate series so that the points do not carry forward. We would then run up to 9 championship races with points from those races only counting to the overall result.

Submitted by the Italian Melges 24 Class

EVENT APPLICATION & TIME SCHEDULE

4. IMCA REQUIRMENTS

☑ The IMCA requires that the event is organised and managed to the requirements of the class as described by the Event Regulations and the Championship Rules. The Event Organiser shall use standard documents and forms supplied by the Class where required.

☑ The IMCA will send members of their team at the expense of the Event organiser to assist in running the event. These personnel will include a minimum of Championship Coordinator, ~~Administrator, Scorer~~, International Measurer, Press Officer, ~~Web Master~~, ISAF Sailor Classification Commission Representative and Official Photographer. The event organiser is required to cover costs as follows:

In order to reduce unnecessary costs for the Organizers we propose to cancel the obligation for the Organizers to cover costs of IMCA persons not really necessary for the event.

Submitted by the Italian Melges 24 Class

IMCA EVENT MANAGEMENT REQUIREMENTS

C: EVENT PERSONEL

1. PRINCIPAL RACE OFFICER

- ~~The IMCA shall appoint the PRO and individual course RO's.~~
- The IMCA shall **approve** the PRO and individual course RO's.

The Organization of the event should be the one in charge to appoint Race Officers with the necessary skill and knowledge of the specific racing area.

Submitted by the Italian Melges 24 Class

9. IMCA ~~MEDIA COORDINATOR~~ AND EVENT PRESS OFFICER (two people)

- The IMCA ~~Media Coordinator~~ and event Press Officer for the event shall be appointed by the IMCA and are responsible to the IMCA and competitors for the overall smooth running of the event communications and press office functions

- The IMCA Press ~~Team~~ **Officer** will work with the Event Organisers press team and any event Sponsor press representatives.
- The IMCA Press ~~Team~~ **Officer** shall ensure that the every reporting is distributed to the correct press circulation.
- The IMCA Press ~~Team~~ **Officer must approve may control** all press releases regarding the event.
- The Press ~~Team~~ **Officer** shall receive
- Free accommodation in a minimum 3 star hotel or equivalent. This should preferably be within walking distance of the regatta site. Rooms should not be shared.
- Free entry to all official functions and social events.
- Free transport to / from the race site & harbour under their direct control if necessary.

In order to reduce unnecessary costs for the Organizers we propose to concentrate on one person only any media work. The obligation of control by the IMCA Press Officer on all releases is unfair to the other professionals and could create risky conflicts in a key area of the event.

Submitted by the Italian Melges 24 Class

D: RACE MANAGEMENT EQUIPMENT

5. PRESS BOATS

- A dedicated fast RIB or similar boat shall be provided for the sole use of the IMCA Photographer **and Press Officer**. Suggested size 6 meters with minimum top speed of 30 knots.

~~*-A dedicated fast RIB or similar boat shall be provided for the sole use of the IMCA Event Press Officer. Suggested size 6 meters with minimum top speed of 30 knots.*~~

- At least one other dedicated fast, dry boat shall be supplied for visiting press. It shall provide a steady camera platform and must be provided with an experienced driver who understands racing and is used to driving for photographers.

In order to reduce unnecessary costs for the Organizers we propose to eliminate the boat for the Press Officer who will follow the race on the Photographer boat.

Submitted by the Italian Melges 24 Class

~~6. IMCA ADMINISTRATION & SECONDARY PRESS BOAT~~

~~• A dedicated deck salon high speed motor boat (eg Bertram 28) or similar shall be provided for the sole use of the IMCA Championship Coordinator and/or Administrator. This boat will also be used as a secondary IMCA press boat.~~

In order to reduce unnecessary costs for the Organizers we propose to eliminate the boat for the IMCA Administrator

Submitted by the Italian Melges 24 Class

STANDARD NOTICE OF RACE

13. SCORING

13.1 Five (5) races are required to be completed to constitute a series.

13.2 When fewer than six races have been completed, a boat's series score will be the total of her race scores.

13.3 When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

13.4 After 13.2 and 13.3 applied, Corinthian Division boat's score will be the total of her race scores.

World and Continental events: we propose the Corinthian boats will be scored in the relevant ranking using the real score extrapolated from the over-all results. That will permit a fair racing on the water where the Corinthian boat target will be to sail as fast as possible and not only a control of the closest Corinthian boat.