

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

Combined Rule 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 rule changes submitted by the National Classes, Builder 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 and supporting papers can be seen on the Agenda at <http://melges24.com/node/6583>

Submitted by the German Melges 24 Class

In accordance to the NC voting last year, the German Class doesn't want any major technical changes for the boat.

Submitted by IMCA Executive Committee

Situation:

This comes from the experience in other classes, where crews use Hi-tech to trim their boats during training sessions and parts of this tools my be present on board during a race

INTRODUCTION

*The intention of these International Melges 24 Class rules is to ensure the boats are as identical as possible in construction, hull shape, weight, weight distribution, equipment, rigging and sail plan. Therefore, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, fairing interior or exterior parts of **hull, hull appendages** or **rig** that improves moments of inertia, or changes the standard shapes or contours shall be prohibited.*

International Melges 24 hulls, hull appendages, rigs and sails are measurement and manufacturing controlled.

International Melges 24 hulls shall only be manufactured by Melges Performance Sailboats in the US, Devoti Sailing S.R.O in Europe and Northshore Yachting Services Pty Ltd in Australia – in the class rules referred to as licensed builders.

International Melges 24, hull appendages shall only be manufactured by Devoti Sailing S.R.O – in the class rules referred to as the licensed builder.

International Melges 24, rigs shall only be manufactured by Southern Spars – in the class rules referred to as the licensed builder.

International Melges 24 Sails may be manufactured by optional sailmakers.

Equipment is required to comply with the International Melges 24 Building Specifications and is subject to an ISAF approved manufacturing control system.

International Melges 24 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the International Melges 24 Class Rules proper begin on the next page.

The class permits IHC for Section D hulls, Section E hull appendages, Section F masts and for Section G sails. Although the licensed builders may operate IHC for sections D, E and F they are also checked by random independent inspection by official measurers.

ADD “WHEN AN EQUIPMENT AND/OR COMPONENT IS NOT ALLOWED BECAUSE IT IS NOT SPECIFICALLY PERMITTED BY THE CLASS RULES, THEN THIS RESTRICTION PERTAINS NOT ONLY TO THE USE BUT ALSO THE PRESENCE ON BOARD OF THIS EQUIPMENT AND/OR COMPONENT.”

Submitted by the IMCA Executive Committee

MAST & MEASUREMENT FORM.

SITUATION:

- 1) Class Rule F.2.3(a): The **official measurer** shall **certify spars**.
- 2) *The Measurer does a certification recording the dimensions of the mast on the Measurement Form, but the mast serial number is not recorded, even in the Measurement Certificate (Class Rules A.11.1) and the mast is not Certified by the measurer*
- 3) *When a crew alter or change a mast (broken or damaged), a new certificate should be issued for the mast.*

4) Crews can change the mast and this can create a difference in the distribution of the boat weight.

5) Normally crews use only 1 mast and few of them may have a second mast as spare.

Solution A

We start to record the mast serial number on the Measurement Form and Measurement Certificate (as for the keel)

As for the keel, if a boat changes the mast, the Measurement Form and the Measurement Certificate is updated.

During a race, if a boat need to change the mast (damaged or broken):

1) If the 2nd mast is lighter, (1/2kg, 1kg??) and the boat has a corrector weight, they should add a corrector weight to the boat.

2) If the 2nd mast is lighter, (1/2kg, 1kg??) and the difference is less than the overweight of the boat, nothing happens.

3) If the 2nd mast is heavier, nothing happens.

1)	Boat	809
	Corrector weight	10
	1 st mast	29
	2 nd mast	28
	Mast Corrector weight	1
2)	Boat	811
	Corrector weight	0
	1 st mast	29
	2 nd mast	28
	Mast Corrector weight	0
3)	Boat	809
	Corrector weight	0
	1 st mast	28
	2 nd mast	29
	Mast Corrector weight	0

Solution B

If we don't think that the mast is a problem, we stop to record the mast in the Measurement Form and we start to attach a Certification Mark on the mast.

In this case we may have boats slightly lighter then others.

Submitted by the IMCA Executive Committee

NAVIGATION INSTRUMENTS

SITUATION:

- 1) *In Torbole 2012 few boats had a mast head unit with a wind speed sensor*
- 2) *Class Rules say:*

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(b) Optional.....

(2) Navigation lights, tactical and navigational instruments and their associated power sources.

And

F.3.3(a): The following are permitted Mast head crane, backstay batten, wind vane, sheaves and sheave boxes, tangs and T ball sockets, one pair of spreaders, spreader attachments, gooseneck, boom vang fitting, halyard cleats and line stowage cleats, supplied mast foot, compass bracket, mast alignment shims, protective cloth sleeves and items as permitted or prescribed by other applicable rules.

*The wind sensor may open a new way to the cost of electronic equipment on board
If the class decide to refuse this, we can approve this solution:*

New rule

F.3.3(a): The following are permitted: Mast head crane, backstay batten, wind vane **without electronic wind speed sensors and/or electronic wind direction**, sheaves and sheave boxes, tangs and T ball sockets, one pair of spreaders, spreader attachments, gooseneck, boom vang fitting, halyard cleats and line stowage cleats, supplied mast foot, compass bracket, mast alignment shims, protective cloth sleeves **and items as permitted or prescribed by other applicable rules.**

Submitted by the IMCA Executive Committee

TRANSOM GUDGEON FITTINGS

SITUATION:

The existing rule is not absolutely clear. There is a misunderstanding about the definition of "Official Drawings"

In the official drawing the material is detailed, as "304 stainless steel".

But the spirit of the rule is to permit to have gudgeons of better quality, same design.

We need to change the rule as follow:

Rule E.4.4.(a)1:

The rudder shall be attached to the transom by means of 2 pintles on the rudder and 2 fittings, with loose pin or pins, on the transom. These fittings shall comply with official drawings

New Rule E.4.4.(a)1 :

The rudder shall be attached to the transom by means of 2 pintles on the rudder and 2 fittings, with loose pin or pins, on the transom. These fittings shall comply with official drawings **but the material should be metallic and electrical conductor . Material like ceramic and/or FRP (fibre reinforced plastic) are not permitted.**

Submitted by IMCA Executive Committee

WEIGHT OF THE BODY OF THE SAIL

SITUATION:

After the change of the rule regarding the weight of the sails, the rule G.2.3(b) is valid only for the Spinnaker

Rule G.2.3(b) says:

The weight in g/m² of the body of the sail shall be indelibly marked near the head point by the sailmaker together with the date and his signature or stamp.

The same rule but shifted in G.5.2

G.5.2(f) The weight in g/m² of the body of the sail shall be indelibly marked near the head point by the sailmaker together with the date and his signature or stamp.

Submitted by the IMCA Executive Committee

TRAVELLER AND BACKSTAY CLEATS ON BRACKETS

SITUATION:

Few new boats in Torbole 2013 had a double cleat (two for side) with a double block for the control of the traveller and of the backstay. These cleats are supported by a small bracket, that allows the crew to trim the traveller and the backstay from the opposite side. These fittings are original from Melges and are present in their catalogue from the introduction of Appendix 2 in the class rules. For the spirit of the rule in H2 they are legal, but the rule is not enough clear.

We can change the rule as follows:

Old rule

H2 (Omissis...) 1 cleat on each side tank for traveller control line (...omissis)

and

H2 (Omissis...) 1 cleat on each side tank for backstay (...omissis)

New Rule

H2(Omissis...) **1 or 2 cleats on bracket** on each side tank for traveller control line (...omissis)

and

H2 (Omissis...) **1 or 2 cleats on bracket** on each side tank for backstay (...omissis)

Submitted by the IMCA Executive Committee

PROTEST TIME

SITUATION:

by the experience of Torbole 2013 the reweigh time should be modified, but I think that a better solution can be suggested by Hank Stuart.

Old rule

H3 Crews shall be weighed during the registration period prior to racing. During the event, Crews will be selected at random to be reweighed. Such reweighing shall be done on the same scale and at the same place and within one (1) hour of the boat's return to the dock. Should a boat be found to exceed the maximum weight, she will be penalized by adding one point for each race of the day to her final total score - after discards - of the regatta for every kilogram over the limit. A boat found over the weight limit shall not continue racing until she complies with the class rule. Reweighing under this situation shall be at the discretion of the Race Committee.

New rule

H3 Crews shall be weighed during the registration period prior to racing. During the event, Crews will be selected at random to be reweighed. Such reweighing shall be done on the same scale and at the same place and within one (1) hour **of the end of the protest time of the last race of the day**. Should a boat be found to exceed the maximum weight, she will be penalized by adding one point for each race of the day to her final total score - after discards - of the regatta for every kilogram over the limit. A boat found over the weight limit shall not continue racing until she complies with the class rule. Re-weighing under this situation shall be at the discretion of the Race Committee.

Submitted by the IMCA Executive Committee (See Also Proposal From Norwegian Class and Counter Proposal From USMCA Listed Below)

REAR GATE

SITUATION:

in Torbole 2013 we found many boats with a slack in the rear gate bigger than 10cms, till 15cms also for top teams. Normally this happens because is used a carabineer instead of a shackle, as the rule prescripts .

Many competitors don't know the difference between shackle and carabineer.

A) We can try to improve the rule allowing the use of a lashing and shackles and prohibiting the use of a carabineer.

B) Or we can decide to change the measurer from 10 to 15cm.

Old rule

The rear gate line across the transom shall be closed whilst racing. It shall be in one continuous piece, fixed using shackles of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more than 100mm.

New rule solution A:

The rear gate line across the transom shall be closed and **can not be trimmed whilst racing. It shall be in one continuous piece, fixed using shackles or a lashing of optional design: carabineer are not accepted.** The deflection at the centre when measured from a straight line between the attachment points shall not be more than 100mm.

Or New rule solution B:

The rear gate line across the transom shall be closed whilst racing. It shall be in one continuous piece, fixed using shackles **or carabineer** of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more than **150mm**.

Better the solution B, more easy for the crew open and close the gate.



Submitted by the Norwegian Class

(C.7.2.a.1) rear gate, change to "one continuous piece + lashing" and increase deflection to 150mm. Reasoning - 150mm deflection will allow the use of a shallow hook or shackle, the lashing will make it possible to adjust correctly. Remember that spectra stretches when wet, and shrinks back again when left to dry. The rule should include measurement. Method and amount of force applied. We have had measurers put their full weight on the line (90kg?) to take out the slack and the measure with aprox 15420 kg downward thrust. We suggest that the thrust should be one bucket of water (9L). It's unbelievable that this part of the rule should get this much attention, but I for one will not be happy if I get into trouble at a championship because of this.

Counter Proposal Submitted by the USMCA

Counter-Proposal to IMCA Executive Committee Proposal Eight: Rear Gate.

We believe that the proposed Solution B, permitting either a shackle or carabineer, would allow deflection to remain limited to the current 100mm (already an increase over the prior year).

*The rear gate line across the transom shall be closed whilst racing. It shall be in one continuous piece, fixed using shackles **or carabineer** of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more than **150mm 100mm**.*

Submitted by the IMCA Executive Committee

CREW LIMITATION

SITUATION:

At a recent event a boat was protested for sailing some days of a regatta with 5 crew and some days with 4 crew. The current Class Rule wording does not require a boat to sail with the same number of crew each day. It controls substitution and crew weight but it doesn't correctly govern numbers.

Old Rule

C.2.1. Does not cover this issue

New Rule

We propose to add a new point to rule C.2.1. as follows to close this unintended loophole.

C.2.1.d The number of crew shall not change during an event of less than 7 consecutive days, unless prior written permission has been granted by the race committee or Jury.

Submitted by Melges Performance Sailboats - Introduction (See Supporting Letter from Vince Brun of North Sails at <http://melges24.com/sites/default/files/page-images/letter-north-sails-one-design.pdf>)

For years, we have followed the Class' debate regarding hiking and deflection. We believe the current situation is not only unhealthy for existing crews, but dissuasive for prospective owners.

Three small changes would go a great way towards solving this problem:

- 1) Require that some part of the buttocks remain in contact with the deck or gunwale while hiking;
- 2) Set minimum hiking line deflection to 100mm, as we do with the Melges 32; and
- 3) Allow the Licensed Builders to provide optional shorter stanchions to owners who wish to make the boat more comfortable for their crew.

In addition, we believe that making a change to the traveler system and going to a mainsheet bridle system will simplify the job of the helmsperson and help to further level the field between amateur and professional drivers.

Finally, we are continuing to see a problem with jib halyard wires breaking at the sheave on the mast. We would like to allow for the use of 7X7 coated wire for the halyards. Some testing has been done with the coated wire and we believe they will

add longevity to the jib halyard making them safer.

You will find our formal proposals below. Thank you for your consideration.

Submitted by Melges Performance Sailboats

Proposal One: Seated Hiking

Current Rule:

C.11 Boat Handling Rules

(6) When hiking, the crews shall either sit facing outboard in such a way that at least a part of the back of the thigh/buttocks is in contact with the deck or gunwale edge, kneel on the aft corner of the side deck or, stand with at least one foot on the cockpit floor.

Proposal (delete “back of the thigh”):

“When hiking, the crews shall either sit facing outboard in such a way that at least a part of the buttocks is in contact with the deck or gunwale edge, kneel on the aft corner of the side deck or, stand with at least one foot on the cockpit floor.”

Submitted by Melges Performance Sailboats

Proposal Two: Hiking Line Deflection

Current Rule:

C.7.2 Fittings

(a) Use

(5) When pushing down hard on the hiking lines at the mid point between the two centre stanchions, no part of the hiking line including padding etc shall touch the deck.

Proposal (adapted from the Melges 32 Class Rule):

“When pushing down hard on the hiking lines, the hiking line shall when measuring from the deck to the top of any padding on the hiking line not measure less than 100mm in the lowest position between the two centre stanchions.”

Submitted by Melges Performance Sailboats

Proposal Three: Optional Shorter Stanchions

Current Rule:

H.2

<i>Standard Fitting Specification</i>	<i>Minimum</i>	<i>Maximum</i>	<i>Permitted Modifications or Dimension Specification</i>
<i>Two factory supplied stanchions either side with hiking line</i>	<i>450mm</i>	<i>475mm</i>	<i>Underside of hole in stanchion above deck</i>

Proposal:

- 1) Replace the above minimum dimension with “350mm.”
- 2) Over the course of the 2013 season, the Class’ Licensed Builders shall test and make available to owners shorter stanchions of an agreed common dimension and design. These stanchions shall be strictly optional for those owners who wish to make hiking more comfortable for their crew.

Submitted by Melges Performance Sailboats (see also counter proposal from USMCA listed below and Supporting Letter And Photos at <http://melges24.com/sites/default/files/page-images/lowerstanchionreportwithphotos.pdf>)

Proposal Four: Mainsheet Bridle

Current Rule:

D.6.1 Fittings

(a) Mandatory

Fittings shall be positioned in accordance with the building specification and not modified unless stated within these rules: See H.2

H.2

<i>Standard Fitting Specification</i>	<i>Minimum</i>	<i>Maximum</i>	<i>Permitted Modifications or Dimension Specification</i>
<i>One mainsheet track</i>	<i>2260mm</i>	<i>2370mm</i>	<i>Mainsheet track aft of MB</i>

<i>One mainsheet traveller car</i>			
<i>Mainsheet double block on car</i>	<i>Dia</i>	<i>Dia</i>	
	<i>48mm</i>	<i>58mm</i>	
<i>Double block either side for traveller control line</i>	<i>Dia</i>		<i>A block may be added above above the traveller cleat, or the traveller may be rigged in such a way as to be able to use a windward sheeting system of optional design, except that the mainsheet shall still be attached to the traveller car in the standard way.</i>
	<i>Optional</i>		
<i>1 cleat on each side tank for traveller control line</i>			<i>The traveller cleats may be placed within a box measuring 1900mm and 2150mm aft of the Measurement Beam and between the lower edge of the deck non skid and a line 180mm below this edge on the cockpit moulding</i>
<i>1 block on deck eye on each side tank to lead traveller control line to cleat</i>	<i>Dia</i>		<i>Location optional</i>
	<i>optional</i>		

Proposal:

D.6.1 Fittings

(a) Mandatory

Fittings shall be positioned in accordance with the building specification and not modified unless stated within these rules: See H.2

(1) The mainsheet traveller track, mainsheet traveller car, as well as all associated traveller cleats and pulleys shall be removed.

H.2

<i>Standard Fitting Specification</i>	<i>Minimum</i>	<i>Maximum</i>	<i>Permitted Modifications or Dimension Specification</i>
<i>Two mainsheet bridle pad eyes</i>	<i>2260mm</i>	<i>2370mm</i>	<i>Aft of MB and mounted within 60mm of cockpit sole on cockpit side walls. Pad eyes to be approved by Licensed Builder</i>
<i>One mainsheet bridle</i>			<i>Material and length optional. May be adjusted using only a knot or the eye splice.</i>

<i>Mainsheet double block on bridle</i>	<i>Dia 57mm</i>	<i>Dia 57mm</i>
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Counter Proposal Submitted by the USMCA

E. Counter-Proposal to Melges Performance Sailboats Proposal Four: Bridle.

We recommend that the World Council refer this proposal to the IMCA Technical Committee for study and public comment during the 2013 season, and request that the Committee provide the results of its study, along with a formal recommendation, no later than sixty (60) days before the 2013 AGM.

Submitted by Melges Performance Sailboats

Proposal Five: Jib Halyard Wire Material

Current Rule:

F.7.1 Materials

(b) The jib halyard for the original system shall be 7x19 stainless steel wire.

Proposal:

F.7.1 Materials

(b) The jib halyard for the original system shall be either 7x7 coated stainless steel wire or 7x19 stainless steel wire.

Submitted by the USMCA

Proposal One: Adopt a Standardized Measurement Process and Guide (see also separate Draft Measurement Handbook at <http://melges24.com/sites/default/files/page-images/melges-24-measurement-handbook.pdf>)

For years, the Class has suffered from a lack of volunteer measurers, as well as clarity and consistency for our owners of what is involved in re-measuring their boats. To that end, JA Booker, US Melges 24 Technical Chair, has prepared a draft Measurement Handbook that we currently are using in the United States, to provide

transparency for owners and consistency in training for our measurers. Please find a copy enclosed.

Therefore, it is proposed that:

A) The World Council, refine as may be required, and otherwise adopt a standard Measurement Handbook for use world-wide by 15 March 2013.

B) Should the IMCA Technical Committee wish to study, refine, or recommend modification to the attached, as may be amended by the World Council, it may do so by 28 February 2013, with formal notice to the delegates present at the 2012 IMCA AGM, who may then vote to accept or decline the Technical Committees recommendations electronically. Otherwise, the determination of the World Council at the AGM shall be final, with publication of the final Measurement Handbook to members no later than 15 March 2013.

Submitted by the Italian Class (See also Counter Proposal To Italian Class Proposal from USMCA, USMCA Proposal On Same Subject and Subsequent Withdrawl Of Proposal Below)

C.10.2 LIMITATIONS - CURRENT WORDING

- (a) Not more than 1 mainsail, 1 headsail and 2 spinnakers shall be carried aboard.
- (b) Not more than 1 mainsail, 1 headsail and 2 spinnakers shall be presented for registration and used during an event of less than 8 consecutive days, except when a **sail** has been lost or damaged beyond repair.
- (c) Sails shall not be changed or substituted whilst underway or away from the dockside.

PROPOSED NEW WORDING

- (a) Not more than 1 mainsail, 1 headsail and 2 spinnakers shall be carried aboard.
- (b) **For World and Continental events** not more than 1 mainsail, 1 headsail and 2 spinnakers shall be presented for registration and used during an event of less than 8 consecutive days, except when a sail has been lost or damaged beyond repair.
- (c) **For any other event and for Corinthians Division boats only, not more than 1 mainsail, 2 headsail and 2 spinnakers shall be presented for registration and used during an event of less than 8 consecutive days, except when a sail has been lost or damaged beyond repair.**
- (d) Sails shall not be changed or substituted whilst underway or away from the dockside.

We propose to help Corinthian Teams that can not compete against Pro Teams in

terms of money. The improved rule will permit all Corinthian Teams to save the best jib when racing in strong wind.

At World and Continental Championships all boats will respect the same sail limitations.

Counter Proposal Submitted by the USMCA

We believe this idea will be of considerable help to both Corinthian and professional competitors alike. Further, that the proposed rule change should include National championships as well, in order to prevent the cost of participation in Continental and National regattas from diverging further. Consequently, the following refinements are suggested:

10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 headsail and 2 spinnakers shall be carried aboard.*
- (b) For World, Continental, **and National events championships** not more than 1 mainsail, 1 headsail, and 2 spinnakers shall be presented for registration and used during an event of less than 8 consecutive days, except when a sail has been lost or damaged beyond repair, **subject to the prior written approval of the Race Committee.***
- (c) For any other event **and for Corinthians Division boats only**, not more than 1 mainsail, 2 headsails, and 2 spinnakers shall be presented for registration and used during an event of less than 8 consecutive days, except when a sail has been lost or damaged beyond repair, **subject to the prior written approval of the Race Committee.***
- (d) **Sails Headsails** shall not be changed or substituted whilst underway or away from the dockside.*

Submitted by the USMCA

Proposal Two: Adopt a Sail Limitation Rule. (see also Counter Proposal From USMCA Withdrawing This Proposal From The Agenda Because Of Time Limitations)

The inspection of sails at IMCA World Ranking Events presents the Class with the opportunity to introduce an “earn-as-you-go” sail limitation rule. Thereby, helping to level the playing field further, introduce some modicum of cost control, making the Class even more attractive, while supporting continued sail innovation, and bringing the Melges 24 inline with best practice in other one-design classes, such as the Melges 20 and Melges 32. Therefore, it is proposed that the following section be added to our Class Rules:

- A) “*Sail Limitation Marks*”

Sail buttons shall be displayed on any sail used in a Class sanctioned event or series and shall not be removed during the event or series. If the sail button becomes damaged or lost, this shall be reported to the Race Committee as soon as possible.

Sail buttons shall be issued by the NCA administrator to all owners who have paid their annual class association dues. Sail buttons may only be used on one sail, shall be permanently affixed near the tack and the serial number of the class royalty button recorded on the sail declaration form and submitted prior to each class sanctioned event to the class manager. Sail buttons shall only be issued to boat owners or to charterers.

Sail buttons shall follow the charterer, not the boat. Charterer may choose to use the sails belonging to the boat if they have the boat owner's sail buttons applied. If the charter boat owner's sail buttons are not applied, Charterer shall apply the sail buttons issued to said charterer. Owner charterers shall utilize the sail buttons issued for the boat they own when chartering a boat and using their own sails. Owner charterer may choose to use the sails belonging to the boat if they have the boat owner's sail button applied. If the charter boat owner's sail buttons are not applied, owner charterer shall apply the sail buttons issued to owner.

Non-owner charterers, upon payment of annual class association dues will be issued four sail buttons. These sail buttons are valid only for the year of issuance. If charterer becomes an owner in the year of charter, the four initial sail buttons shall count towards the first seven issued in the first year of ownership and the charterer becomes entitled to the following:

Each owner, upon payment of class association dues is entitled to:

(a) Seven sail buttons in the first calendar year (January 1-December 31) of ownership of a new or used boat.

(b) Three sail buttons annually.

(c) On completion of the fourth class sanctioned event in the prior calendar year a fourth

sail button will be allocated upon receipt of the sail limitation request form by the class manager for the following year of participation. (Appendix A)

(d) On completion of the sixth class sanctioned event, a fifth sail button will be allocated upon receipt of the sail limitation request form by the class manager. (e) On completion of an eighth class sanctioned event, a sixth sail button will be allocated upon receipt of the sail limitation request form by the class manager.

(f) New sails must be ordered prior to year-end of the year the sail button was awarded and delivered by April 1st of the following year. (g) Sail buttons shall not be transferable between boats. If an owner owns two boats, sail button shall be boat specific. If an owner owns two boats, annual class association dues must be paid for both boats to receive the annual sail buttons for each boat.

(h) Previously declared sails with sail buttons recorded may be declared for use in

any future class sanctioned event with the existing sail limitation mark, new sail buttons do not need to be applied. Unused sail buttons shall expire at the end of the calendar year of issuance. No more than the base inventory (four sails) may be declared for a class sanctioned event.

(i) For sails damaged beyond repair or lost sail buttons owner or charterer may fill out the request form Appendix A.

B) Further, to facilitate implementation of the rule, it is requested that the rule be made effective 1 January 2014. Should the IMCA Technical Committee wish to study, refine, or recommend modification to the above, as may be amended by the World Council, it may do so by 31 July 2013, with formal notice to the delegates present at the 2012 IMCA AGM, who may then vote to accept or decline the Technical Committees recommendations electronically. Otherwise, the determination of the World Council at the AGM shall be final, with notification of the final rule change to members no later than 15 August 2013 (so that they may begin planning for 2014).

Counter Proposal Submitted by the USMCA

Withdrawal of US Class Proposal Two: Sail Limitation.

Lastly, we would like to formally withdraw the above proposal. Given the limited time available to the AGM, we feel that there is already enough on the table.

Submitted by the Norwegian Class

(E.4.4.a.1) Rudder fittings - rudder gudgeon –today's design is too weak. Please allow for an updated design with 4 additional m6 bolts (one in each corner to help stabilize the gudgeon) minimal cost and great upside.

In addition we request there will be designed and built “knees”, to support the inside of the transom. There has to be two knees one on each side of the bolts. This will stiffen the area for the rudder gudgeons. The transom of the M24 is too soft and adds great loads on the gudgeons and rudder straps. New gudgeons and knees for the transom will solve this problem.

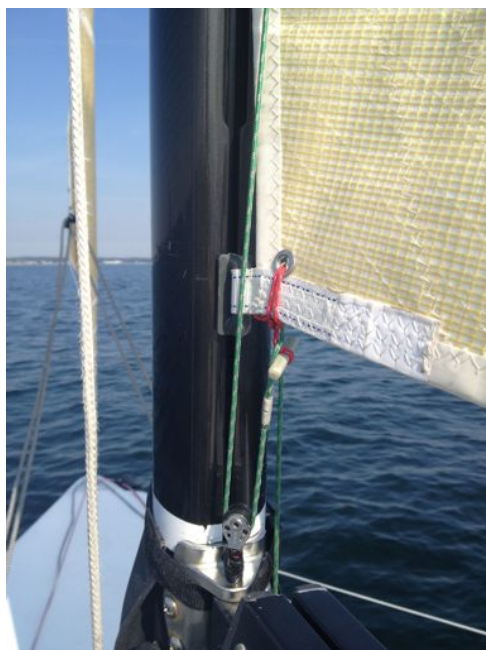
Submitted by the Norwegian Class

ISAF & Snorkel

From time to time we make rules that alter the basic rules of sailing for example, one-turn penalty vs two-turn penalty. In the same fashion we would like to see the Melges class allow for a standard scuba diving snorkel to be used when cleaning the boat. Cost is negligible (max €!30) and benefits are great when doing the most boring job of sailing. We are not talking about long pvc tubes, generators, compressors and diving tanks.

Submitted by the Norwegian Class

(C.9.7.a.7) the Cunningham may be led through the mainsail eye/block and tied on to the gooseneck fitting." Please allow a block to be added on the gooseneck fitting as most boats run the Cunningham through the mainsail eye and through the block mentioned and deadened on the lower sail grommet. Most mains are fitted with this grommet and allows the sails to be pulled down to the gooseneck before tensioning the cunningham/sail.



Submitted by the Norwegian Class (see also Counter Proposal From The USMCA below)

(C.6.1) weight - "all batteries and power sources shall be removed" In case of reweight removing the solar power display for an instrument may not be possible. Rule should read "all removable batteries and power sources..." The problem is non existing but I always fear the measurer that gets hung up in the wrong aspect of the rule.

Counter Proposal Submitted by the USMCA

C. Counter-Proposal to Norwegian Proposal Four: Fixed Solar Panels.

We suggest removing any ambiguity by making the proposed rule change as specific as possible. *C.6.1 WEIGHT. . . All batteries and power sources shall be removed, with the exception of fixed solar panels powering instruments.*

Submitted by the Norwegian Class

(C.7.2.a.5)"when pushing down hard on the hiking lines.... no part of the hiking line including Padding shall touch the deck" but if one uses the hiking line pads should they be flat or vertical? Common sense should be flat but a measurer may foul the boat on this point.

Submitted by the Norwegian Class

MastPad – for some reason the length of the mastpad became an issue at this years worlds. I do not see how having 3” longer mastpad is going to boost performance? Lets focus on the important issues, - please.