

MELGES24 CLASS

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1) INTRODUCTION

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 may be present on board during a race

Existing rule:

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.

New Rule:

INTRODUCTION

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“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.”

2) 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 than others.*

3) 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.~~

4) TRANSOM GUDGEONS 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.**

5) WEIGHT OF THE BOY 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.

6) 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. This cleats are supported by a small bracket, that allows the crew to trim the traveller and the backstay from the opposite side. This fittings are original from Melges and are present in their catalogue from the introduction of Happendix 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)

7) PROTEST TIME

SITUATION:

by the experience of Torbole 2013 the reweigh time should be modified, but I think that a better solution can be suggest 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 reweighting 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. Re-weighing 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 reweighting 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.

8) 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.



9) 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.