

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

The following Melges 24 Class Rule changes were approved by the World Council to come into force on 1 January 2013 subject to ISAF approval.

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

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.”

REASON

To clarify that prohibited equipment that might be placed aboard the boat during training must be removed during racing.

EXISTING RULE:

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.

NEW RULE

To retain the same wording but move the rule to become 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.

REASON

This is a housekeeping change only. A previous change in the rules had resulted in this rule unintentionally applying only to the spinnaker when the intent was that it would apply to all sails. This change simply brings the rule back in line with the original intent.

EXISTING RULE

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

NEW RULE

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

REASON

This proposal is simply to bring the Class Rules in line with what is now a common practice in the class.

CURRENT 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. 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 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 limit 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.

REASON

The existing time limit wording is extremely difficult to define accurately, particularly when boats are moored in multiple locations at a regatta. In addition it is open to potential abuse by teams who deliberately do not return to the dock for a protracted period to give themselves additional time to prepare for a re-weigh when they are likely to be very close to the limit.

EXISTING RULE

C.7.2.(a)(1) 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

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

REASON

Excluding the option to use a standard lashing makes applying the current rule without the purchase of a costly shackle or carabineer difficult.

OLD RULE

C.2.1. Does not cover this issue

NEW RULE

C.2.1.d The number of crew shall not change during a regatta unless prior written permission has been granted by the race committee or jury.

REASON

This is a housekeeping change to close a loophole. 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.9.7.(a).(7)

The Cunningham may be led through the mainsail eye/block and tied off on the gooseneck fitting

NEW RULE

C.9.7.(a).(7)

The Cunningham may be led through the mainsail eye/block and tied off on the gooseneck fitting or may be led through the mainsail eye/block and through a block attached to the gooseneck fitting and tied off to the tack lower eye/cringle, but not tied off to the higher eye/block.

REASON

The addition of the block prevents wear and extends the life of the Cunningham line.

OLD RULE

C.6.3 MAINTENANCE
Does not address this issue

NEW RULE

C.6.3 MAINTENANCE
(b) the use of a snorkel of maximum length overall of 350mm and of a mask is allowed.

REASON

Desire of the class to permit a snorkel to facilitate cleaning of the boats afloat.

CURRENT RULE

(C.6.1) Weight - "all batteries and power sources shall be removed"

NEW RULE

C.6.1 WEIGHT. . . All batteries and power sources shall be removed, with the exception of fixed solar panels powering instruments.

REASON

This is to recognize the introduction of solar powered equipment with permanently installed solar panels.
