



15 September 2012

Executive Committee
c/o Tomi Hakola, Secretary
International Melges 24 Class Association
Kirkkoniementie 6 c 2
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Finland

Subject: Builder's Recommendations

Dear Gentlemen;

Ahead of this year's IMCA AGM, we would like to provide a few recommendations, that should you see fit, you might wish to propose to the World Council for formal consideration in Helsinki.

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.

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.”

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.”

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.

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 48mm</i>	<i>Dia 58mm</i>	
<i>Double block either side for traveller control line</i>	<i>Dia optional</i>		<i>A block may be added 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>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 optional</i>		<i>Location 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>

One mainsheet bridle

*Material and length optional.
May be adjusted using only a
knot or the eye splice.*

<i>Mainsheet double block on bridle</i>	<i>Dia 57mm</i>	<i>Dia 57mm</i>
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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.

Thank you for your time and consideration.

Sincerely,

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