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World Sailing Secretariat

February 07, 2017

Dear Rob,

Please find below the class rule changes for the Melges 24 class approved by the Annual General Meeting of the International Melges 24 Class Association (IM24CA) on November 5, 2016.

No 1

Current Rule H.2.

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
1 or 2 cleats on brackets on each side tank for traveler control line			The traveler 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.
1 block on deck eye on each side tank to lead traveler control line to cleat	Dia optional		Location optional

New Rule H.2.

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
1 or 2 cleats on brackets on each side tank for backstay control line			The traveler and backstay 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.
1 block on deck eye on each side tank to lead backstay control line to cleat	Dia optional		Location optional

REASON: This is considered a “housekeeping measure” and puts each system on the same level. The control lines and cleats for the Backstay are within 25 mm of those for the Traveler. These controls are within the reach of the helmsman an effect sail shape to a similar degree. It is logical that the systems should have similar level of convenience and functionality. The motion will make sailing the Melges 24 easier for by using a continuous backstay one can cleat the leeward side of the backstay from the weather side.

No 2

Rule H.2. - BOWSPRIT

PROPOSAL: Permit the use of a second method to fix the tack on the bowsprit. Use an optional loop with a block or a ring with the eye strap on the bottom of the bowsprit to avoid the movement of the loop

REASON: This system can be easier and cheaper, the ring is more durable than the block, less risk of break.

Current Rule H.2.

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
BOWSPRIT			
Eye bolt at outer end of bowsprit			See C.9.5.(b)
End block on eye bolt	Dia optional		Only working sheeve
End block on eye bolt	Distance from the bowsprit surface to the lowest point of the sheave race shall be not less than 40mm		

New Rule H.2.

STANDARD FITTING SPECIFICATION	DIMENSIONS	DIMENSIONS	PERMITTED MODIFICATION OR DIMENSION SPECIFICATION
BOWSPRIT			
Eye bolt/ Fairlead at outer end of bowsprit			See C.9.5.(b)
End block, ring or timble	Dia optional		Only working sheeve
End block, ring or timble			The way to fix the tack is optional. The tackline shall be leaded through a optional fitting which shall be attached to a fairlead mounted along the bowsprit.

No 3

Current Rule C. 7.2.(5)	New Rule C.7.2.(5)
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<p>The hiking lines shall be tight at all times. When pushing down hard on the hiking line, 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 stanchions.</p>	<p>The hiking lines shall be tight at all times. The distance between the top of the bearing point of the lifeline straps and the deck shall be no closer than 10 cm when a 20 kg load is placed at mid-span.</p>
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REASON:

The language of the old rule is vague and impossible to enforce uniformly. The new rule provides a standardized weight and allowable deflection.

No 4

Rule H.3. - Crew Weighing

Current Rule H.3	New Rule H.3
<p>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.</p>	<p>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 (Class Rule C.2.2.), she will be penalized by adding the following points for the final total score of each race of the re-weighing day in which she raced and finished, as follows: 375>376 1 point 376>377 2 points 377>378 3 points etc 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.</p>

REASON: During the event the jury was in doubt how to read Class Rule C2.2 together with H3. At an event like Continentals or Worlds, NoR and SI state that the class rules apply. This means that C2.2 applies. To avoid stating C.2.2 in Notice of Race or Sailing Instructions again, the Class rule H3 need clarifying.

No 5

Rule G - Sails

Insert the following where indicated:

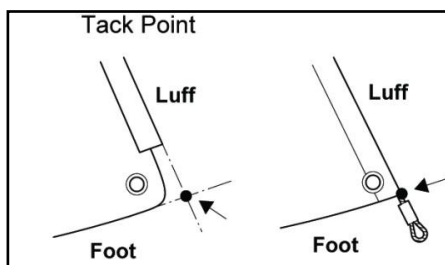
G.2 GENERAL

G.2.1.2 If a **sail corner** is rounded or has a cut out, a uniform stiffness batten, not more than 150 mm long, shall be used to find the **corner point** by extending the **sail edges**

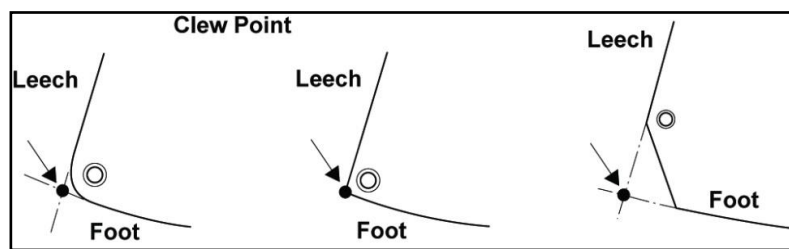
beyond the cut out or rounding starting point. The batten shall be positioned on the sail edge and bent to follow and extend the sail edge as shown by the dashed lines on the diagrams. This modifies ERS H.5.4.

G.4.2 CONSTRUCTION

G.4.2.1 Only the following arrangements are permitted for the tack corner, indicating the tack point.



G.4.2.2 Only the following arrangements are permitted for the clew corner, indicating the clew point.



Current position:
As above

REASON:

On January 1st 2017 the new ERS will take effect with the new rule H.5.4 that specifies the way to extend sail edges to define **sail corner points**. This method forces the **sail edge** to have a specific shape, otherwise the tool used to find a **corner point** may depart from the **sail edge** at a point other than the sail corner round or cut-out starting point, and give a **sail corner point** that is not the one indicated in the ERS diagrams. Any tool used to extend a **sail edge**, must be used to follow the actual **sail edge** shape – not the opposite. There is no indication in the ERS that **sail edges** must have a specific shape.

The most common tack corner arrangement of current Melges 24 jibs (leftmost case in **tack** diagram above) requires a bridging of about 5 mm, which is easy to do even without special tools since the very last part of the respective **sail edge** is almost straight.

The bridging for the most common clew corner arrangement (rightmost case in clew diagram above) is about 30 to 50mm.

The class must change ERS H.5.4 to keep the normal way of sail measurement. In addition, simple diagrams will indicate the corner arrangements that are normally used for Melges 24 jibs.

No 6

Housekeeping:

6.1. Index

In the Index there is missing in PART III final paragraph – **H.3. Crew Weighing**. Please add it to the Index.

6.2. C.5.2.

Mistakes in the rules:

Current rule:

C.5.2 NOT FOR USE

(a) MANDATORY

(1) One functioning outboard engine and bracket:

2 stroke minimum nominal power – 2kw (3hp)

4 stroke minimum nominal power - 1.46kw (2hp)

Electric outboard of minimum power 450kw

Minimum engine weight empty of fuel – 12.5kg

To be read:

C.5.2 NOT FOR USE

(a) MANDATORY

(1) One functioning outboard engine and bracket:

2 stroke minimum nominal power – **2kW** (3hp)

4 stroke minimum nominal power - **1.46kW** (2hp)

Electric outboard engine of minimum power 1kW output wattage

Minimum engine weight empty of fuel – 12.5kg

We hope that World Sailing can handle these class rule changes at your earliest convenience approving them and updating the Melges 24 Class Rules.

Looking forward to hearing from you soon,

Piret Salmistu

Administrator

International Melges 24 Class Association