

## **International Melges 24 Class Association**

### **Technical Committee Meeting Report**

**05 December 2014 – Milan, Italy**

#### **Present:**

Peter Göckel – Chairman  
Jan Schmidt – Member Rep Europe  
Riccardo Simoneschi – IMCA Chairman  
Chris Farkas – IMCA Vice Chairman  
Michael Schineis – IMCA Vice Chairman  
Jens Wathne – IMCA Member EU  
Tomi Hakola – IMCA Secretary  
Michael Good – Switzerland SUI  
Piret Salmistu – IMCA Administrator

#### **Via Skype:**

Egidio Babbi – Chief Measurer  
Warwick Rooklyn – Members Rep Asia Pacific  
J A Booker - Member Representative North America  
Rob Britts - Member North America - Acting Officer until the AGM 2014  
Hank Stuart – IMCA Championship Coordinator

#### **Apologies:**

Heath Walters – Melges Asia Pacific Team

#### **Proposed Agenda of the meeting:**

1. Round table/Skype introductions of delegates
2. Introduction by Chairman Peter Goeckel
3. Report from the Tech Com members about the last rule changes
4. Keel/Rudder Template Situation
5. Review of all Rule Changes on the AGM agenda
6. Any other business

The Technical Committee met to discuss the current technical matters and to review the technical and rule change proposals made to the AGM.

#### **Report from the Tech Com members about the last rule changes**

Jan gave an overview about the situation with the shortened stanchions which was the only rule change from the last AGM and according to him the sailors are happy with the solution.  
Warwick from Australia did report about the difference of hiking pads what the world is using and the issues related to the hiking.  
Heath Walters has sent the short overview about the Asia Pacific region: “We have had a number of international boats sold locally after the Worlds in Geelong and has bolstered our fleets and cemented the class long term now in this region. Melges Asia Pacific organised and physically unpacked & packed containers for all overseas teams. Sold boats to new Aussie teams, for Japanese, USA and Canadian teams. We look forward to a big future in this region!” One more concern considers rudder and its material which will be discussed separately later.  
Rob from US did not have much to report just highlighting that all US measurement certs has been added to the online folder for the use of class office.

#### **Keel/Rudder situation**

Riccardo made a report about the experience with 4 different keels from new production – 2 used before the Geelong Worlds and 2 after. His conclusion was that the reality wasn't the same what we had on the templates. The new one, which is more alike to Devoti-ones, will be tested in January-February 2015 and seems to be consistent. If this is going to work well, then Melges Workboat will produce the new keels like

the new one. Rudders are too much compensated, as he has a C-shape and the Devoti-rudders will be tested on the boat now.

Egidio got a suggestion to work with Melges Boatworks to have the new templates to work with. The Committee will focus on this issue in 2015 and Riccardo will help Egidio, Melges Boatworks and committee with the relevant information to make sure that the new boats will not come out with the same problems as Riccardo's boat.

In addition, the Technical Committee meeting makes the following recommendations to the IMCA World Council AGM on 06 December 2014.

### **National Class Submissions**

#### **USMCA Proposals**

We recommend that the proposal no 2 will be discussed and voted at the AGM. The majority of the Committee did not support the proposal as it will change the basics of the class.

#### **Class Rule C.2.2 WEIGHTS**

*The USMCA proposes the complete abolishment of existing Class Rule C.2.2 WEIGHTS. If the abolishment of the existing Class Rule C.2.2 WEIGHTS is not possible, the USMCA proposes a complete reevaluation/abolishment of Class Rule H.3."*

Increasing the weight limit to 375 kg was already a big change and it leaves the class very flexible anyway. Michael Schineis was comparing this proposal and the influence of it with other sports where the doping is a very big issue (to lose the weight with help of the pills in very short time) and M24 doesn't want to be similar for these reasons. Besides, M24 class is worldwide class and not the US class where the rules can be different. Jens comment on this was that while taking out H3 from the rules, the top boats will disappear and the class is going to die. IMCA ranking events (European Sailing Series, North American, Australasian) will be not comparable while in US on the ranking events H3 will not be implemented. It's not a question at all in Europe.

The Committee recommends the proposal no 3 will be discussed and voted at the AGM.

#### **Class Rule G.4.2 (h) Fixed Forestay Rule**

*The USMCA proposes a review of the Class Rule G.4.2 (h) Fixed Forestay Rule. Currently USMCA members are not happy with the mandatory upgrades that need to be applied every two years."*

The same proposal was made in Salzburg few years ago and the chance according to this rule has been given to those wanting to use it. Top teams do not use it, and the sailors will choose the best solutions for themselves. For the future we are definitely looking at the costs and we do not want to increase costs with the rule change just like that.

### **Rule Change Proposals**

#### **Technical Committee**

The Technical Committee reviewed the following proposal on the table:

1. The Chairman proposes to correct **the rule about the hiking lines and its tightness**. The Committee is proposing to delete the first sentence from the Class Rule C.7.2.5.

#### **C.7.2 FITTINGS**

##### **(a) USE**

(5) CURRENT RULE: 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.

NEW RULE: 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.

REASON: "Tight" can't be measured and it's not the base or argument for protesting. This slight change will make the things easier and clearer both for the measurers and sailors as well.

2. The proposal was made for new **fittings rule / regulation**. Technical Committee supported the proposal to be voted at the AGM and the drawings to be published to launch the production. Peter emphasized that the class has been struggling with rudder fittings and gudgeons delivery problems for many years already and those delivered the sailors have the quality problems. The current Class Rule is pretty weak because the official drawings have never been published and in case someone would like to have custom made rudder fittings, he doesn't have an access to the official drawings. Peter presented the drawings for the gudgeons made by Atomic with correct numbers on the drawings, which will make the work of the measurers much easier. In opinion of Jan Schmidt milling titanium is much easier and cheaper than milling high steel material and committee agreed. The added sentences in red will be added to the current rule.

#### E.4.4 FITTINGS

##### (a) MANDATORY

(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.

The fittings shall comply with the official drawing, showed in H1. The material should be stainless steel or higher quality.

Aluminium, ceramic and/or FRP (fibre reinforced plastic) are not permitted.

The tolerance in any dimension is  $\pm 0,5\text{mm}$

#### REASON:

Rudder fittings are an essential part of every sailing boat and their failures/breakage can lead to significant safety issues. Unfortunately we have seen several failures/breakages in the past. In addition to that class members were blocked from sailing due to shortage of spare parts. The new rule allows local supply to overcome shortage of spare parts and the new specifications will enforce durability and safety significantly.

### Any other businesses

There was a topic raised by J A Booker about **the boat's weight and how to weigh the boat**. He was proposing to change the procedure and Egi was asking the proposal in written to be discussed in more detail. The committee found the idea to be good and suggested J A and Egi to work it out together to make needed amendments proposals to the measurement handbook, send a proposal to Peter and publish it later.

**Centralisation of Measurement Certificates** - Riccardo raised the very important topic which was discussed in 2013 AGM already. For the health of the class the Measurement Certificates should be collected by the class. It works in all the Olympic classes and is mandatory. IMCA is the only class among the ISAF classes who do not have the transparency. And no boat documents in our hands. It comes to our constitution which does not require to have the documents of the boat by the class. We need to build the system where to prove your membership you have to send your certificate and forms to the class (a copy). It's easy to take the examples of wording from any Olympic class how to implement it. It gives to the class the history and makes many things easier to solve and prove (proof of ownership and membership, measurement process in the events, protesting procedures). Committee members were agree to move forward with the issue, prepare and solve all the technical issues in 2015 and bringing the Constitution proposal to the next AGM.

This motion will be brought to the 2014 AGM, discussed in the first place and then future steps decided there.