

## **International Melges 24 Class Association**

### **Technical Committee Meeting Report**

**22 November 2013 – Budapest, Hungary**

#### **Present:**

Peter Goeckel – Chairman & Members Rep Europe  
Egidio Babbi – Chief Measurer  
Federico Michetti – Builder's Rep  
Riccardo Simoneschi – IMCA Chairman  
Warwick Rooklyn – Members Rep Asia Pacific (by Skype)  
Tomi Hakola – IMCA Secretary  
Fiona Brown – Minute Taker

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

The committee draws the following to the AGM's attention

#### **Class Measurers**

Egidio is going to conduct a full review of all current class measurers to identify who is still active and who is not and to identify new measurers where necessary. The class is also working on identifying an International Measurer for Australia.

In addition, the Technical Committee meeting makes the following recommendations to the IMCA World Council AGM on 23 November 2013.

#### **National Class Submissions**

##### **Italian Class Proposals**

We recommend that Italian Class Proposal Number 3 is rejected. It is the responsibility of the builder to produce boats that meet the one design specification within the required tolerances and to within the requirements of the templates. There should be no need for a boat to be retemplated unless it has undergone extreme repair or the boat has been illegally modified. In these cases the International Measurer will be required to attend, bringing with him the templates, to remeasure the boat. This type of measurement can only be undertaken by one of the senior measurers.

##### **IMCA**

Introduction of a centralized Measurement Certification system.  
The Technical Committee recommends that a decision on this is deferred while the Technical Committee makes further investigations into how such a system can be effectively implemented

## **Norwegian Proposal**

The key issue here is a matter of maintenance and knowing the correct procedure for maintenance and tightening the gudgeons. The technical committee is in ongoing discussions with the builder regarding this general issue. At this time we have not clarified all the issues and do not feel we are in a position to make a rule change to cover this.

## **Rule Change Proposals**

### **Melges Performance Sailboat Proposals**

1. Stanchion height. The Technical Committee reviewed the three proposals on the table:
  - 1) MPS propose to allow a wide range of stanchion heights varying from 350mm minimum to 475mm maximum (the existing upper height). 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 330mm in the lowest position between the two centre stanchions.
  - 2) The Exec Comm proposes to allow a choice of two stanchion height options. Option A - 450mm to 475mm, and Option B – 350mm to 375mm. No proposal for change to the line deflection rule was made.
  - 3) The Chairman proposes to allow only one stanchion height option of 350mm to 365mm. In addition he proposes that the hiking line must be tight with the minimum deflection possible without using special tools. The stern pulpit and stern pulpit line will remain the same.

Following discussion and having checked the actual deflection on an existing tight hiking line, the recommendation of the Technical Committee is to

- i. Set the minimum height for the underside of hole in stanchion above deck at 350mm
    - ii. Set the maximum height for the underside of hole in stanchion above deck of at 360mm
    - iii. To state that “The hiking lines shall be tight at all times. The hiking lines shall not stretch more than 250mm measuring from the deck to the top of any padding, when pushing down hard on the hiking lines at the centre point between the two stanchions.”
2. Seated Hiking  
The Technical Committee recommends no change at this time. Such a proposal is difficult to control.

3. Crew weight limit. (Also applies to the proposal from the Chairman)  
The Technical Committee recommends that no change is made to the crew weight limit rule at this time. It is felt that having only amended this rule last year it is too soon to make a further radical change. The Tech Comm feel that further research would be needed before a further change is made.
  
4. Mainsheet Bridle  
The committee recommends that further investigation be made into this system before any decision is made. The issues to be considered are preserving the one design of the class (which ever system is chosen only one system should be allowed) and prior to a rule proposal going forward a more detailed specification for the system should be identified.
  
5. Keel  
The Tech Comm recommends rejecting this proposal.

**Supplementary Rule Changes - All house-keeping from Egidio**

CURRENT RULE:

H.2

			the cockpit moulding.
<b><u>ON COCKPIT BULKHEAD</u></b>			
To port, fairlead with cleat behind for furler line			
To starboard, fairlead with cleat behind for bowsprit launch line			
To starboard, fairlead for bowsprit retraction line			The use of the line is optional. The fittings are optional

NEW RULE:

To starboard, fairled with 1or 2 cleats behind for bowsprit launch line

REASON:

To prevent an unexpected release of the line.

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OLD RULE

G.4.2 CONSTRUCTION

(b) The body of the sail shall consist of the same woven and/or laminated ply throughout.

## NEW RULE

### G.4.2 CONSTRUCTION

(b) The body of the sail shall consist of the ~~same~~ woven and/or laminated ply throughout.

### REASON:

- 1) To adapt the rule as it is for the mainsail;
- 2) with the new sails like 3DL the weight of the sail is different throughout the sail and we want give the same possibility when a is woven made