

MEGLES 24 RULE PROPOSALS- 2016 AMG



Motion A- (Lifelines)

Old 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.

Proposed Rule

The distance between the bearing surface of the lifeline straps and the deck shall be no closer than 10cm when a 20 kg load is placed at mid-span.

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

Existing Rule:H.3

Crews shall be weighed during the registration period prior to racing. During the event, Crews will be selected at random to be reweighed. Such reweighting 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.

Motion B- (Modification to H.3. Re-weigh)

Regatta Organizing Authorities have the option to have no teams re-weigh on the last day of a championship regatta. (This could be employed where there are geographical barriers, such as traffic-

packed bridges between the haul-out and the location of the scales.)

Reason:

In every championship the last race is “the race to the dock”, to the trailer, to the airport. In most cases crewmembers need to be to work or school on Monday morning and missing a flight out could be problematic. To schedule “an extra day for logistics” is deemed quite costly in today’s economy and could be the difference in between a team entering a championship.

In championship regattas teams are held to an allowable weight for a string of 5-6 days. Potential variation from the class weight limit would be minimal and not sufficient to translate into any speed advantage.

Existing Rule H.2

1 or 2 cleats on brackets on each side tank for traveller control line	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.
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1 cleat on each side tank for backstay

The 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.

Motion C- (Backstay)

The cleats and hardware restrictions for the backstay control lines shall be the same as for the traveler- “1 or 2 cleats on brackets on each side tank for Backstay control-line cleats, blocks, etc...”

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 Melges24 easier for by using a continuous backstay one can cleat the leeward side of the backstay from the weather side.

Motion D- (Hatch Boards)

The boat may be sailed without the Companionway Hatch Boards.

Reason:

This is considered a housekeeping measure. Boats are currently weighed without hatch-boards, yet, under the current rule boats must have them on-board (dead weight) while racing. Keeping these boards in-place can obstruct normal use of the berths on the boat.