

21 September 2012

Subject: IMCA AGM 2012: USMCA Proposed Motions

Dear Executive Committee, National Class Officers, IMCA Professionals, and Builders:

The U.S. Melges 24 Class Association Executive Committee and Board of Governors humbly submit the following proposed motions for our members and your consideration. These proposals are submitted – not as hard and fast positions – but rather in the hope that they may facilitate constructive discussion around matters that are important to our membership, as well as help maintain the Melges 24’s position as the preeminent sportboat class in the World today.

Proposal One: Adopt a Standardized Measurement Process and Guide.

For years, the Class has suffered from a lack of volunteer measurers, as well as clarity and consistency for our owners of what is involved in re-measuring their boats. To that end, JA Booker, US Melges 24 Technical Chair, has prepared a draft Measurement Handbook that we currently are using in the United States, to provide transparency for owners and consistency in training for our measurers. Please find a copy enclosed.

Therefore, it is proposed that:

A) The World Council, refine as may be required, and otherwise adopt a standard Measurement Handbook for use world-wide by 15 March 2013.

B) Should the IMCA Technical Committee wish to study, refine, or recommend modification to the attached, as may be amended by the World Council, it may do so by 28 February 2013, with formal notice to the delegates present at the 2012 IMCA AGM, who may then vote to accept or decline the Technical Committees recommendations electronically. Otherwise, the determination of the World Council at the AGM shall be final, with publication of the final Measurement Handbook to members no later than 15 March 2013.

Proposal Two: Adopt a Sail Limitation Rule.

The inspection of sails at IMCA World Ranking Events presents the Class with the opportunity to introduce an “earn-as-you-go” sail limitation rule. Thereby, helping to level the playing field further, introduce some modicum of cost control, making the Class even more attractive, while supporting continued sail innovation, and bringing the Melges 24 inline with best practice in other one-design classes, such as the Melges 20 and Melges 32. Therefore, it is proposed that the following section be added to our Class Rules:

A) “Sail Limitation Marks

Sail buttons shall be displayed on any sail used in a Class sanctioned event or series and shall not be removed during the event or series. If the sail button becomes damaged or lost, this shall be reported to the Race Committee as soon as possible.

Sail buttons shall be issued by the NCA administrator to all owners who have paid their annual class association dues. Sail buttons may only be used on one sail, shall be permanently affixed near the tack and the serial number of the class royalty button recorded on the sail declaration form and submitted prior to each class sanctioned event to the class manager. Sail buttons shall only be issued to boat owners or to charterers.

Sail buttons shall follow the charterer, not the boat. Charterer may choose to use the sails belonging to the boat if they have the boat owner's sail buttons applied. If the charter boat owner's sail buttons are not applied, Charterer shall apply the sail buttons issued to said charterer. Owner charterers shall utilize the sail buttons issued for the boat they own when chartering a boat and using their own sails. Owner charterer may choose to use the sails belonging to the boat if they have the boat owner's sail button applied. If the charter boat owner's sail buttons are not applied, owner charterer shall apply the sail buttons issued to owner.

Non-owner charterers, upon payment of annual class association dues will be issued four sail buttons. These sail buttons are valid only for the year of issuance. If charterer becomes an owner in the year of charter, the four initial sail buttons shall count towards the first seven issued in the first year of ownership and the charterer becomes entitled to the following:

Each owner, upon payment of class association dues is entitled to:

- (a) Seven sail buttons in the first calendar year (January 1-December 31) of ownership of a new or used boat.*
- (b) Three sail buttons annually.*
- (c) On completion of the fourth class sanctioned event in the prior calendar year a fourth sail button will be allocated upon receipt of the sail limitation request form by the class manager for the following year of participation. (Appendix A)*
- (d) On completion of the sixth class sanctioned event, a fifth sail button will be allocated upon receipt of the sail limitation request form by the class manager.*
- (e) On completion of an eighth class sanctioned event, a sixth sail button will be allocated upon receipt of the sail limitation request form by the class manager.*
- (f) New sails must be ordered prior to year-end of the year the sail button was awarded and delivered by April 1st of the following year.*
- (g) Sail buttons shall not be transferable between boats. If an owner owns two boats, sail button shall be boat specific. If an owner owns two boats, annual class association dues must be paid for both boats to receive the annual sail buttons for each boat.*
- (h) Previously declared sails with sail buttons recorded may be declared for use in any future class sanctioned event with the existing sail limitation mark, new sail buttons do not need to be applied. Unused sail buttons shall expire at the end of the calendar year of issuance. No more than the base inventory (four sails) may be declared for a class sanctioned event.*
- (i) For sails damaged beyond repair or lost sail buttons owner or charterer may fill out the request form Appendix A.*

B) Further, to facilitate implementation of the rule, it is requested that the rule be made effective 1 January 2014. Should the IMCA Technical Committee wish to study, refine, or recommend modification to the above, as may be amended by the World Council, it may do so by 31 July 2013, with formal notice to the delegates present at the 2012 IMCA AGM, who may then vote to accept or decline the Technical Committees recommendations electronically. Otherwise, the determination of the World Council at the AGM shall be final, with notification of the final rule change to members no later than 15 August 2013 (so that they may begin planning for 2014).

Proposal Three: Location of 2013 US World Ranking Events, 2014/5 North American Championships, and 2016 World Championship.

A. The United States would like to propose the following nine events for inclusion in 2013:

1. *Quantum Key West Race Week*
2. *Bacardi Miami Sailing Week | Atlantic Coast Championship*
3. *Charleston Race Week | Melges 24 US National Championship*
4. *Sperry Top-Sider Seattle NOOD Regatta*
5. *Bayview One Design Regatta – Detroit*
6. *US Melges 24 Gold Cup – Chicago*
7. *Pacific Coast Championship*
8. *Rolux Big Boat Series | Pre-World Championship*
9. *Melges 24 World Championship – San Francisco*

B. The USMCA would like to propose that the *Chicago Yacht Club* host the 2014 North American Championship; *Studiomilano* host the 2015 North American Championship in conjunction with Bacardi Miami Sailing Week; and *Premiere Racing* the 2016 World Championship in conjunction with Key West Race Week.

Thank you for your time and consideration.

Sincerely,



Christopher Farkas
President
U.S. Melges 24 Class Association

Enc.

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