

INTERNATIONAL MELGES 24 CLASS

RULE CHANGE SUBMISSIONS TO ISAF DECEMBER 2011

EXISTING RULE:

G.4.2

- (i) From the 1st November 2008, the jib shall be fitted with a zip luff designed to enclose the forestay, jib halyard and any purchase system used. The zip shall not be used as a device to alter the sail shape

NEW RULE:

G.4.2

- (i) The jib **may** be fitted with a zip luff designed to enclose the forestay, jib halyard and any purchase system used. The zip shall not be used as a device to alter the sail shape

REASON:

The uptake of the fixed forestay has been varied across the world and this change returns the rule to its pre 2008 wording which allowed the zip to be optional. It was decided that given the choice of forestay system the choice of a zip luff should also be optional.

EXISTING RULE:

C.7.2 FITTINGS

(a) USE

- (1) The rear gate line across the transom shall be closed whilst racing. It shall be in one continuous piece, fixed using shackles of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more than 75mm

NEW RULE:

C.7.2 FITTINGS

(a) USE

- (1) The rear gate line across the transom shall be closed whilst racing. It shall be in one continuous piece, fixed using shackles of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more **than 100mm**

REASON:

The class wants to control the rear gate line to prevent extreme hiking from the stern of the boat. However the 75mm deflection has proved difficult to police and it does not

allow enough slack the effective secure the line after engine use and still meet the deflection requirement.

EXISTING RULE:

C.2.2 WEIGHTS

	minimum	Maximum
The total weight of the crew dressed in underwear	kg	360 kg

Crews shall only be weighed during the registration period prior to racing.

Re-weighing shall only take place if a valid protest shows the pre-race weights were false.

NEW RULE:

C.2.2 WEIGHTS

	minimum	Maximum
The total weight of the crew dressed in underwear	kg	370 kg

Crews shall be weighed during the registration period prior to racing. For class racing, crews selected at random shall be reweighed on the same scale and the same place, available every day. They shall reweigh within one (1) hour of their return to the dock. Should a team be found to exceed the above maximum weight, one point for each race that day shall be added to the team's final total score - after discards - for the regatta for every kilogram they are found to be over at each and any reweighing.

REASON:

The class realise that the crew weight rule has not been working effectively and that too many crews are sailing over the maximum weigh having dipped for pre-race weighing. An increase in weight allows crews to remain together even though they may have been over weight and random weighing will ensure that dipping is no longer an option with points penalties for breaking the rule.

EXISTING RULE:

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code except as modified here. It shall apply to all Melges 24 Class racing.

C.4.2 The following restrictions on advertising shall apply. The number of advertisers is unrestricted.

(a) HULL

- (1) The area 2.4m long, aft of any Bow numbers shall be kept free for event advertising.
- (2) The remaining area may carry advertising chosen by the boat to a total maximum length of 3m.
- (3) The cockpit may carry advertising chosen by the boat and is unrestricted in length
- (4) The deck may carry advertising chosen by the boat of not more than one advertiser and of unrestricted area. The advert may connect to the advert on the hull side.

(b) HULL APPENDAGES

Advertising chosen by the boat may be displayed on the keel fin and bulb, rudder and tiller. The area is unrestricted and each item may display a different advertiser.

(c) MAST

Advertising chosen by the boat may be displayed on the mast. The maximum length of the adverts shall be 3.2m. Different advertisers may be on each side of the mast.

(d) BOOM

Advertising chosen by the boat may be displayed on the boom. The length is unrestricted. Different advertisers may be on each side of the boom.

(e) SAILS

- (1) SPINNAKER: Unrestricted.
- (2) JIB: No advertising allowed.
- (3) MAINSAIL: At all times the advertising shall be below and clearly separated from the national letters and sail numbers. Not more than one advertiser chosen by the boat may be displayed on each side of the Mainsail. The advert shall have a maximum length of 2.6m and a maximum height of 1.3m.

NEW RULE:

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20). Subject to the limitations of Regulation 20, advertising chosen by the person in charge may be displayed.

REASON:

To bring the class rules in line with the latest ISAF Regulations.

EXISTING RULE:

C.7.2 FITTINGS

(a) USE

- (5) When pushing down hard on the hiking lines at the mid point between the two centre stanchions, no part of the hiking line including padding etc shall touch the deck.

NEW RULE:

C.7.2 FITTINGS

(a) USE

- (5) When pushing down hard on the hiking lines at the mid point between the two centre stanchions, no part of the hiking line including padding etc shall be closer to the deck than 150mm. It may be measured using an inverted L shaped gauge using the short length to push on the hiking line and the long arm to check height above deck allowing for any padding and for the line to be pushed down hard.

REASON:

The class believes that the hiking methods used in the class have become too extreme and wish to curb the excess practises. This rule should achieve this whilst still allowing the boat to be a competitive and hard to sail class. **N.B. Although the class believe the figure of 150mm will achieve the aim of controlling hiking, it will be extensively checked at the Key West regatta in early January and should a different figure found to be better this will be reported to ISAF immediately. .**