

Technical Committee Proposal #1 Regarding Masts

Back ground: The International Melges 24 Class Association's technical committee has been asked to clarify the definition of a "Manufacturer-Controlled Class" which is what our class is. Specifically, this is with respect to a contradiction currently written into our class rules. We were contacted by our licensed builder, Melges Performance Sailboats (MPS), and made aware of this situation and they have asked if it was possible to fast track a rule change that would clear this up. This is being done to head off any potential supply issues that the class may face not only now in these uncertain times but also going forward.

The issue before us is that the class rules specifically limit MPS to using a single source for rigs as is stated in the Introduction section of our class rules on page 3 paragraph 5, "rigs shall only be supplied by Southern Spars". This prevents the class and the builder from considering an alternate source for the rigs. This is contravention of our own class rules as stated in the 2nd paragraph in the same section "International Melges 24 hulls, hull appendages, rigs and sails are measured and manufacturing controlled." This defines the International Melges 24 as a Manufacturer-Controlled Class. Clearly paragraph 5 is in opposition to paragraph 2 and potentially the current needs of the class.

This proposed rule change will align our rules with what a Manufacturer-Controlled Class is. With respect to that the Technical Committee purposes the following actions:

Class Rules:

Remove and delete from Page 3 of the Introduction section the following paragraph "*International Melges 24, rigs shall only be manufactured by Southern Spars – in the class rules referred to as the licensed builder.*"

Reason: This is in contradiction of the class rules as they pertain to a Manufacturer-Controlled Class.

Remove and delete from Page 20 F.2.1 (a) "*The spars and their fittings shall comply with the class rules in force at the time of certification of the spar*" and replace F.2.1 (a) with "*Spars shall only be supplied by a licensed builder and built in accordance with the manufacturing specification in force at the time of certification of the spar*". Reason: This allows the class to approve other licensed builders as required and deemed necessary.

Our **Constitution** also has relevance in this matter. Section 3.12 states Reichel/Pugh Yacht Design is the Copyright Holder. Section 3.13 states a "licensed builder" is issued by World Sailing and the Copyright Holder. Section 12.13 states the rights of the Copyright Holder and as mentioned in 3.13. To that end we have contacted Reichel/Pugh Yacht Design to ask for permission of which they were happy to grant. This allows the class to move forward with this resolution.

It is important to clarify this rule change proposal does not approve a new mast supplier or a new mast. It simply corrects a contradiction within our rules.

Mike Gozzard
IM24CA Technical Committee Chair