

IM24CA TECHNICAL COMMITTEE RULE CHANGE PROPOSAL Revision 2, April 28 2020

Subject: E.4. RUDDER BLADE, RDDER STOCK AND TILLER

Class Rules:

Remove and delete from Page 19 the title of Section E.4 "RUDDER BLADE, RUDDER STOCK AND TILLER" and replace with "RUDDER and TILLER". Reason: House Keeping - This more accurately describes the contents of this section.

Remove and delete from Page 19 the wording of E4.4 (a)(1) "The rudder shall be attached to the transom by means of 2 pintles on the rudder and 2 fittings, with loose pin or pins, on the transom." And replace with "The rudder shall be attached to the transom by means of 2 gudgeons on the rudder and 2 gudgeons on the transom with loose pin or pins." Reason: House Keeping – The old rule wording contradicts the wording used in E.4.6 regarding to the correct definition the hardware commonly referred to as gudgeons and pintles.

Remove and delete from Page 19 the wording of E4.6 WEIGHTS:

E.4.6 WEIGHTS

	minimum	maximum
Rudder including gudgeons and fixing bolts	7.5 kg	
Tiller inc extension and bolt to fix tiller to rudder	1.8 kg	

And Replace with the New rule:

E.4.6 WEIGHTS

	minimum	maximum
Rudder including gudgeons, fixing bolts, transom pin or pins, tiller including extension and bolt to fix tiller to rudder.	9.3 kg	

The weight shall be taken assembled.

Reason: This aligns the rule with procedures already in practice during the pre-event inspection (weighing the rudder as an assembly) and clarifies that the rudder pin or pins are to be weighed with the rudder assembly.

Add new section E.4.7 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be permanently fastened on the bottom of the tiller between 150mm and 250mm from the tiller bolt or alternatively inside on the transom between the transom gudgeon backing plates when the weight is less than the minimum requirements.

Reason: This defines where the correctors are to be installed which was not previously controlled.

There is still some discussion on going with how we are going to track these new requirements. The consensus is we should be using a CERTIFICATION CONTROL "sticker" (see the image attached below) which would be affixed to the side of the rudder head. This will also allow us to issue serial numbers for the vast majority of rudders that currently do not have one and are technically in breach of Rule E.4.1 (a) "each rudder shall have a unique serial number on the side of the rudder".

The information is hand written on the sticker with a Sharpie Pin and then once affixed it is covered with a clear cover to prevent tampering and protect against UV damage. This type of sticker would indicate to an inspector that this particular boat requires additional corrector weights which then can be confirmed visually.

April 28, 2020

Mike Gozzard
IM24CA Technical Committee Chair

MELGES²⁴ INTERNATIONAL MELGES 24 CLASS ASSOCIATION	
CERTIFICATION CONTROL	
SERIAL #	Wt. Kg.
Correctors Required Kg.	
Ref. #	Signature

April 28, 2020