



2023 OPEN TECHNICAL COMMITTEE MEETING

Saturday, 21 October 2023 – Zoom meeting.

SUMMARY

Attendees List:

Laura Grondin USA – Chair
Mike Gozzard CAN – Technical Committee Chair
Branko Parunov SLO – Chief Measurer, Tech Comm member
Arto Kiiski FIN - Technical Committee Member, Rules Advisor
Duncan Stamper CAN - Technical Committee Member
Kevin Nixon AUS – Vice Chair Asia Pacific, Executive Committee Member
Scot Zimmerman USA – Member of North America, Executive Committee Member
Michael Tarabochia GER – Member of Europe, Executive Committee Member
David Bartol SLO – Championship Coordinator Europe
Dan Berezin CAN – President of the Canadian Class
Marko Mišura CRO – Class Manager
Marcello Arvedi ITA – President of the Italian Class
Soren Blume Svendsen DEN – President of the Danish Class
Gislo Bø NOR – President of the Norwegian Class
Alan Mahne Kalin SLO – President of the Slovenian Class
George Peet USA – Midwest District Governor (USA830)
Geoff Fargo USA – *USA856 Sentinel*
Piret Salmistu EST – Class Administrator

Melges 24 Class Members,

The following is a brief summary of the meeting held on Saturday, October 21. After introductions, we reviewed our goal, which was to review each proposal and make suggestions and modifications where required so that if they were adapted to the new rules, they would have the best possible outcome for the class. With that, we jumped straight into the discussions.

Technical Committee Proposal #1

C.10.2 (SAILS) LIMITATION

Mike, Marchello, Arto and the team discussed inconsistencies in the current rule regarding spinnaker changes during a race or away from the dock. It was agreed by the team to shorten the description and combine a couple of lines together. The updated rule was deemed clearer and beneficial for those not already familiar with the class. Specifically, we wanted to make it clear that teams can change to the second spinnaker while racing.

Technical Committee Proposal #2

APPENDIX C – Commonly known as the coach boat rule.

Laura brought a request to address the AP/H situation that was highlighted during the 2023 Worlds in Middlefart. Specifically, under the original Appendix C, coaches are not allowed to communicate with their teams after the first warning signal until the end of the last race of the day. During the Worlds, high winds required a postponement ashore (AP/H) after racing had started. Once ashore it was obvious that it was not possible to control communications between team and coaches and nor was that intent of the rule... making it clear that we needed to revise APPENDIX C accordingly.

Technical Committee Proposal #3

C.11.3 BOAT HANDLING RULES

Mike, Arto, Duncan, Scott and Branko discussed the current rule as it pertains to crew sitting facing outward and hiking. With the weight rule discussion pending, it was clear to the technical committee that the class would need to control how a potential 6-person team would be able to hike safely. Arto suggested the rule was reworded to make it clear that crew would only be allowed to sit facing outward and hiking between the forward stanchion and the spinnaker turning block. This would preclude someone from trying to hike forward of this position. A discussion began with respect to the limits on a helmsperson hiking which prohibit a helmsperson from projecting their body above the waistline outside the shear line. Branko clarified the intent of the rule, and it was suggested this would be a good subject for the FAQ section of our website.

Technical Committee Proposal #4

H1 Class Logo

A brief discussion took place on Paul Arntson review/proposal on the class logo. Apparently, it has changed over time and moved away from the builder's original intent. This proposal clarifies what the Melges 24 logo should look like.

With the new directive from World Sailing, International Classes such as IMCA are now permitted to conduct their own "housekeeping" changes to class rules without the need for the class to ratify these changes at an AGM. World Sailing still has the final approval however, before these changes become official. The Technical Committee feels that Proposal C.10.2 LIMITATIONS, C.11.3 BOAT HANDLING RULES, H1 Class Logo all fall into this new "housekeeping" clause as they are not actual changes but rather clarifications to the class rules. Appendix C AP/H is part of the Championship Rules which can only be altered by the executive committee although this could be done by them at the AGM as well.

USMCA Proposal #2

B.2 CLASS ASSOCIATE MEMBERSHIP

Laura, Scot, George and others discussed the potential additional revenues that would be generated by requiring all Group 3 sailors to be full members of the respective NCA to participate in a Melges 24 event as per this proposal. Laura suggested these revenues should be kept by the NCAs and not shared with IMCA sparking a debate about associate membership requirements and the role of the NCA. George, who is a Group 3 sailor agreed, highlighting the positive impact of requiring all participants to pay into their member NCA. Consistency between the different NCAs and what they charge their members was raised as an issue, with Duncan proposing that the International Class Association should provide guidance on associate membership setup. Mike agreed, suggesting the Executive Committee should address this. Discussion continued on where this rule should fall, B.2 or C.2. The need to be able

to track registrants (crew) category was also discussed, suggesting the need to modify rule C.2.1 CREW LIMITATIONS to cover this as per the J70 class as example.

DENMARK Proposal #1

Mike and Laura discussed the need to address the weight limitation issue before discussing the Denmark proposal. But this simply rolled into the discussion of Søren's proposal which was to suspend further consideration on the weight rule for 5 years to avoid repeating the same issue annually. However, Arto pointed out that Søren's proposal cannot be a class rule. Duncan further indicated that the proposal couldn't be considered as policy as there was nothing in the Constitution to support that. Ultimately, the group agrees that the Denmark proposal cannot be recommended due to its improper drafting. Mike suggests the group take the proposal to the Executive Committee for further consideration.

USMCA Proposal #1

C.2.2 WEIGHTS

Mike facilitated the discussion about the weight rule as proposed by the USMCA. Arto was first to say he was in favor of the proposal but added that we must address the return of H3 spot checks if the proposal was rejected. He went on to propose rewriting rule C.2.1(a) to suggest a maximum of six people on a crew to control overloading the boat if the weight limit were deleted. Branko was also favor with the proposal after noting that he had been against earlier versions of it, now arguing that weight limits causes dehydration, health and safety issues that cannot be overlook if the return of H3 was to occur.

There was a discussion about how the J70 addressed having no weight limit. George, Mike, Kevin, and Laura argued that this change would benefit the class, with Kevin noting that a lack of participation in many regattas justified the need to consider this change. The consensus was that removing the weight limit and increasing the max number of crew to 6 would positively impact the class. Concerns about the complexity of implementing the change were raised by Mike. David proposed a cap on weight difference between new and original crew members, which was supported by Branko, who suggested a 10% limit. Mike agreed to all and expressed faith that the technical committee would be able to address these by modifying C.2.1 CREW LIMITATIONS and speaking to the crew substitution issue and not allowing the crew number to change.

Mike noted that this proposal would need to include modifying other existing rules as well, and it was not simply a matter of deleting C.2.2 entirely. He emphasized the importance of adhering to the weight and crew capacity limits as declared by the manufacturer to avoid safety issues, insurance implications, and legal repercussions. Mike explained the process of approving boats for sale in North America and Europe, stressing the role of the governing body in determining a boat's declared capacity which would ultimately put a ceiling on the max weight and number of crew the boat could be sailed with. He concluded it would be beneficial to include a statement about the boat's declared capacity in the rules. Duncan mentioned there was support from Melges to increase participation by eliminating the rule.

Each attendee was then asked for comment. Views varied but it was clear that far more were in favor of the proposal than were against, especially in light of the unpopular threat of the return of H3 random

spot checks. Unlike previous versions of this rule change, it seems that few are in favor of returning spot check but Branko and Arto made it clear this would have to be returned if the proposal was rejected.

After some further random discussion and pleasantries exchanged, the meeting wound down.

Actions:

Mike and Piret were tasked with creating a summary which would be published ASAP.

Scot was to take these comments and ideas back to be shared with his NCA

The Technical Committee would set about creating the final drafts and suggested changes for each proposal.

The meeting was adjourned.

