

**ANNUAL GENERAL MEETING 2019**  
**Saturday, 09 November 2019**

According to the IM24CA Constitution, motions, amendments and nominations for the AGM shall be proposed only by the Executive Committee, NCA's, the Technical Committee and ISAF and must reach the [International Secretary](#) not less than eight (8) weeks before the officially announced date of the meeting. Only the motions, amendments and nominations on the Agenda and its attachment/s shall be voted upon. The Chairman may, in exceptional circumstances, accept amendments from the floor of the AGM when, in his opinion, this will assist the resolution of issues on which the World Council have had an opportunity to express their views.

Deadline for the submissions for the 2019 AGM is **September 13th, 2019**. To allow this process to function smoothly, the each Submission should adhere to the following guidelines:

- The Submission shall clearly state the current position along with the proposal for a change (clearly stating the rule) and the rationale behind this change.
- The Submission should be written to relate to any IM24CA documents or topics as listed below.
- Wherever possible, each submission should contain wording for the proposed new rules.
- Reason for the motion
- Technical items the tech staff can work on during the year should not be sent as an Submission

<b>Nominating Body</b> <i>Exec Comm, NCA, Tech Comm</i>	U.S. Melges 24 Class Association (USM24CA)
<b>Name and Surname</b>	Joy Dunigan
<b>Position in Nominating Body</b>	USM24CA Class Admin / Communications Director
<b>E-mail</b>	communications@usmelges24.com
<b>Title of the motion, amendment, nomination</b>	385kg Weight Limit

**Topics concerned**

	Constitution		Events
<b>X</b>	Class Rules		Technical issues
	Regatta Regulations		General policies
	Nomination		

<b>Proposal</b> <i>You can widen this box if needed</i>	Rule 2.2 to change; <b>375kg</b> , to, <b>385kg</b>
<b>Reason</b>	<p>There is a belief that the Melges 24 has a dynamic performance knuckle at 365kg of crew ballast. That below 365kg, the boat lacks efficiency in high wind and that once at 365kg, the boat achieves enough ballast for its performance to improve dynamically both upwind and downwind in high wind conditions and hard choppy waves. For crew selection, this makes a narrow and difficult 10kg target to hit, between 365-375kg, and proves to be a hardship on corinthian teams that have limited choices for crew, and wish to include family and friends. Increasing the weight limit 10kg doubles the target zone and makes it exponentially easier for corinthian sailors to harvest a team with a total weight within the performance target zone. Many teams already starve themselves before weigh in and then sail at this weight already, so allowing this increase mostly legitimizes current sailing team weights, and would make happier teams. Every KG over 365kg is slower in medium and lighter wind strengths and smoother water, so there is still motivation to keep average crew weights away from maximizing a weight limit of 385.</p>