2019 Technical Committee Report for the
Canadian Melges 24 Class Association

Possibly because we had the North Americans and the Canadian Nationals in our area this year, as technical officer most of the issues we saw this year involved trying to dig up lost documentation to allow owners to get a valid measurement certificate. Also as a measurer I also found myself having to re-measure a number of USM24CA member's boats as I was often the closest measurer and the only current measurer that participated in their local regattas as a competitor. Along with the various event planners I tried to organize "measurement days" that coincided with the local regattas to get as many boats certified as possible while I was there at no cost to the class members.

My take away from all this is that the class members, especially new owners with older boats, would be greatly aided by a national data base where all measurement forms and measurement certificates could be archived. Often we are finding boats not participating in events because they do not have a valid certificate and the owners not wanting to go through the hassles and expense of being re-measured. As such I have started to try and compile and archive as many documents as I can to help but it would likely be best if the data base was international and available to all measurers and technical officers. Right now there is a lot of reaching out to MBW and USM24CA to see if they have any records that might be used to easily allow new members to be compliant.

The following is a list of technical issues that have been discussed this year in our area:
1) Because the fleets in our area are generally made up of a higher percentage of older hull numbers than in some other areas we hear a lot of talk (complaints really) about the structural disadvantages some of the older boats have verses the newer one and ways to try and correct this. The stanchion knees are one (housekeeping) proposals that has come to light from these types of discussions. Since they are not in the rules, technically they are currently illegal. Obviously this should be corrected.
2) Because I was able to measure a number of older boats this year I was also able to see firsthand the issue with the keel foil and how they are measuring in. Again this is another example of how an older boat is being disadvantaged by the current rule.
3) Almost all none pro class members have indicated they are growing frustrated with the cost of sails. Compared to similar sized boats such as the Melges E Scows, sails are almost twice as expensive. Why is that? We have seen examples where in some cases teams are purposely curtailing the number of regattas they are competing solely because of sail budgets and wear and tear an additional regatta has on their racing inventories. This begs the questions as to the results of last year's Norway's Proposal to look into the cost of sails. Where does that stand? If we wish to grow the class and participation this is an issue.

4) Forestay issues. Again this year we had boats with 7x19 forestay halyard maintenance issues. Mike Dow USA613 is a respected fleet leader in Traverse City that has been leading the charge to get many of his fleet into the fixed forestays setups. By sharing his tuning guides and expertise, our area (Eastern Canada and Michigan (Mid West) now has a good portion of their fleets being competitive with this setup. Considering the safety issue in addition to the cost of having to constantly change out the 7x19 halyard some members have wondered what happened to the discussion regarding the USA proposal of 2017 regarding the potential use of a PBO or similar setups? Quite frankly I do not understand why the class simply doesn't stick with the fixed forestay for all boats. One being faster than the other is only an issue if there is a choice.

5) I have a question regard the use of the one piece rudder pin as it pertains to measuring. I had one example where I had an underweight rudder measured (complete with the OEM double pins) that finished up being legal when measured with a heavier single pin. While I suppose the use of a single heavier pin is akin to a corrector I am not sure this is the intent of the rule. Aside, I usually find the rudders over weight on the older boats and measure the pins (weight) with the hull as with the rest of the gear. Indeed some I have seen have the pins secured to the boat with retaining wires as to avoid loss over board. If we are going to revisit the rudder tiller weights perhaps we should consider leaving the pins out of the rudder weight and leaving them stored in the pintels with the hull where they belong.

6) Regarding the comments to the tech comm regarding spar supply and matching the specification, while I agree in principal obviously, I would suggest we also have to consider all the spars that the class currently has out there that are not very close in terms of a single specification as well. White spars are known to be less stiff than black spars and there also appears to be quite a dramatic variance weight as well already.

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