

TECHNICAL COMMITTEE MEETING

15.00 – 18.00

08 NOVEMBER 2019

Bergen, Norway

AGENDA

1. Round table / online introductions of delegates
2. Introduction by Chairman Peter Göckel
3. Review of the Technical Report of 2018
4. Review of all Class Rule Changes on the AGM agenda
5. Housekeeping amendments to the Class Rules
6. Technical reports
 - a. Event Technical Committee report from the Worlds 2019 by Chief Equipment Inspector Branko Parunov (SLO)
 - b. From North America by Mike Gozzard (CAN), CM24CA Technical Officer
 - c. From Europe – Jan Schmidt (GER), Tech Comm Member Europe
 - d. From Australia – Kevin Nixon (AUS), Tech Comm Member Asia Pac
7. Any other businesses
 - a. Chief International Measurer & Technical Advisor Antonio Cardona Espin (ESP) retired – to find and appoint a replacement
 - b. Nomination of the Technical Committee North American Member - Mike Gozzard (CAN) - nominated by Canada
 - c. The weight of the rudder – topic raised by Federico Valenti of Bombarda ITA860
 - d. Follow up 2017 - US proposal regarding alternate forestay materials
 - e. Follow up 2018 – NOR proposal to reduce Cost of Sails

Additions to Agenda:

3. [Technical Report 2018](#)
 - a. [Decisions made at the 2018 AGM](#)
4. **Link to AGM agenda** <http://melges24.com/agm2019>

Proposed Class Rule changes

- a. CAN #1 - [Allow the use of deck reinforcement at stanchion locations](#)
- b. CAN #2 - [Change the keel position definition](#)
 - i. Comment from Harry Melges: Regarding the keel measurement, I don't think you can have both a trailing edge and a leading edge measurement, the tolerance would have to be too big. A leading edge rule would be OK but will require a large sampling of keel measurements to get the range correct.
- c. USA #1 - [Rule 2.2 to change; 375kg, to, 385kg](#)

5. Housekeeping amendments to change Class Rules

- d. Current Class Rules [https://www.sailing.org/tools/documents/M242019CR0325-\[24886\].pdf](https://www.sailing.org/tools/documents/M242019CR0325-[24886].pdf)
- e. **Correct the numbering in H.3** which was added in 2018 – currently the numbering inside this is not correct
- f. **Amend the “Introduction”** in the Class Rules to correct the manufacturers of Melges 24 parts
Current “Introduction” reads:
 - i. International Melges 24 hulls shall only be manufactured by Melges Performance Sailboats in the US, Devoti Sailing S.R.O in Europe and Northshore Yachting Services Pty Ltd in Australia – in the class rules referred to as licensed builders.
 - ii. International Melges 24, hull appendages shall only be manufactured by Devoti Sailing S.R.O – in the class rules referred to as the licensed builder.
 - iii. International Melges 24, rigs shall only be manufactured by Southern Spars – in the class rules referred to as the licensed builder.

Answer from Harry Melges, MPS in Zenda:

Right now Melges PS in the US would be the only approved manufacturer. We still have a set of molds in Poland and may look to find a builder there that is willing to do low volume runs.

I think for appendages you should state MPS as well. We subcontract that out but we don't want to publish who those suppliers are.

Masts, we have had a lot of problems over the last couple years getting masts from SS and they are getting very expensive with extremely long lead times for delivery. I am having Selden make a test mast to see what they can do in terms of making an identical mast in terms of weight and bend characteristics. The J70 class allows two mast builders, SS and Selden. Selden claims their mast is within 1% of the SS mast and both builders coexist in the class. A change would be a last resort but we may be coming to a time when we have no choice.

- g. **MELGES 24 insignia sticker and sail number stickers on the sails** due to the change of sails' colour
It was really hard to see some sail numbers nor recognize the logo anymore on new dark sails. [Proposal/submission](#) to amend the Class Rules from SLO Class Measurer Branko Parunov, who was Chief Equipment Inspector at the Worlds 2019 in Villasimius.

6. Technical Reports

- a. [Event Technical Committee report](#) from the Worlds 2019 by Chief Equipment Inspector Branko Parunov
- b. [Technical Report from North America](#) by Mike Gozzard (CAN), CM24CA Technical Officer

7. Any Other Business

- a. To find and appoint a replacement for Chief International Measurer & Technical Advisor
- b. Nomination of the Technical Committee **North American Member - Mike Gozzard** (CAN) - nominated by the Canadian Melges 24 Class Association - [Submission](#)

- c. **The weight of the rudder** – Comment from MOS: The rudder and tiller weights have always been a problem to build up too. I think those weights were set a bit high to begin with.
- d. 2017 - [US proposal regarding alternate forestay materials](#)
 - i. Decision at the AGM 2017 - Steven Boho was presenting this proposal was pointing out the reason for that proposal. There might be a problem of the swivels instead, as this appears also on M20, Federico Michetti said. Italian Gottifredi Maffioli parts will be tested as they are from newer materials. The problem of Running Rigging will be first tested by couple of pro teams in strong winds. It was agreed unanimously.
- e. 2018 – [NOR proposal on Cost of Sails](#)
 - i. Decision at the AGM 2018 - Tech Comm will move on to put up an independent group to come up with the solutions, and obviously discussing the options with the sailmakers.