



TECHNICAL COMMITTEE REPORT for 2020

November 2, 2020

The Technical Committee had a fairly busy start to its first term with two major issues that had to be resolved before the World Championships in April 2020. The first issue was brought to light by our friends in the Australian Class Association who unfortunately lost 3 rigs in a single event; this event revealed a potential supply shortage of affordable replacement Melges 24 spars. At the core of the issue was the fact that the Melges 24 Class Rules specifically limited our builder to a single rig supplier. Lead times, cost and the requirement for minimum orders coupled with an early call on the World Championships meant that we had to address this issue sooner than later to allow the builder to consider an alternate source. And at the same time, we were also trying to address how our rudders were being measured. While there had been a “work around” in place for a couple of years, clearly it was time to come up with a solution to the corrector weight issue. The mast supply issue was deemed critical to the welfare of the class and warranted fast tracking a rule change which included convening an EGM as these issues could not wait for the fall AGM. Of course, the pandemic did eventually give us some additional time which we were happy to take advantage of.

In addition to some house keeping regarding language and definitions of the rudder fittings, the new rudder rule measures the rudder and tiller as an assembly which now includes the pin(s). The assembly must weigh a minimum of 9.3kgs. An addition sub-section was created to define how to correct an underweight assembly. Corrector weights can now be mounted on the bottom of the tiller or alternatively inside the boat on the transom. Please note the rudder and tiller are now a matched set. Replacement of either element will require consultation with your local class measurer. The changes to the mast rule were made primarily to allow the class and the builder to be able to license an additional rig supplier if required. The rule changes meet with the unanimous consent of our World Council and were quickly ratified by World Sailing.

Over the summer the technical committee began work on addressing questions and comments that we received from the membership and in fact nearly all of our efforts were directed by these requests. Special thanks to Gary Schwarting (USMCA Technical Officer) for leaning into clarifying C.11.6, Mike Dow (US Midwest Fleet Captain) for the H2 question, Peter Bergendahl (our newest class measurer) for prompting us to create a section in our constitution on appointing class measurers, and Harry Melges for suggesting the Project X section on how to define and control experimental development of the boat.

In the fall, following the receipt of proposals from the NCAs and the Technical Committee itself, the committee hosted an open meeting to review the proposals in advance of the AGM. The result was a robust discussion that led to the modification and improvement of several of the proposals.

Other news and outstanding business:

Data List - Last fall we started work on a master data list containing current and past information on as many boats as we had information on. This includes a working list of all known Measurement

Certificates, Measurement Forms and the last known location of the boats. While it is still in development, we encourage our OA's, measurers and technical officers to help us build the data... if you collect data on the fleet please copy Piret so that we can include all the Melges 24s on our master list. And obviously this list is there to be used. If you are looking for information, feel free to contact us.

Cost of Sails - I also took the liberty of looking into the Norway proposal of 2018 regarding reducing the cost of sails. Unfortunately, there appears to be little consensus on how best to proceed although there are a few ideas that we may see more on in 2021. If you are interested in being on a sub committee to look into this feel free to let me know.

Coach boats: just prior to the AGM, this issue was raised as unresolved and unimplemented from the vote taken by the World Council in 2018. This issue is surprisingly complex and will be fully addressed shortly and in advance of the next major event, the Worlds in April 2021.

Of course, none of this would have been possible without the Technical Committee members. The class should recognize Jan Schmidt, Kevin Nixon, Harry Melges and Branko Parunov for their contributions and working knowledge of the Melges 24 Class. Also, the technical committee would like to recognise and thank Arto Kiiski for all his help and understanding with the RRS and Piret for all her behind the scenes efforts.

Mike Gozzard (CAN)
IM24CA Technical Committee Chair