

**ANNUAL GENERAL MEETING 2022**  
**Saturday, 19 November 2022**

**Melges 24 Class Rule Change Proposal**

**Name and Surname**

International Melges 24 Class Association

**Position in Nominating Body**

Technical Committee

**Email**

**Title of the motion,  
amendment, nomination**

C.7.1 HULL MODIFICATION, MAINTENANCE AND REPAIR

**Topics concerned**

	Constitution		Events
x	Class Rules		Technical Issues
	Regatta Regulations		General Policies
	Nomination		

**Current Rule:**

**C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) The moulded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort. The application of paint and epoxy treatments, whilst allowed, shall be completed under the supervision of a measurer.
- (b) Normal propriety polishes may be used on the hull if in compliance with RRS 53.
- (c) Sanding is prohibited on all hull, deck and internal structures unless repair of superficial damage is required. If there is any doubt to the interpretation of "superficial damage", a ruling shall be sought from a measurer or the technical committee before repair work commences and the boat offered for remeasurement on completion.
- (d) If the hull requires to be painted to repair a damaged gelcoat, the process shall be reported to a measurer and the boat offered for re-certification on completion.
- (e) Fairing the keel box area or keel box Delrins is prohibited. The Delrin may be bedded in on optional material and adjusted to fit flush with the underside of the hull.
- (f) A metal plate may be used to reinforce the transom behind the fittings for boats needing repair in this area. The plate shall not exceed 4mm in thickness.

(g) The manufacturer supplied rudder gudgeons and pintles may be replaced in accordance with the specification in rule E.4.4.

(h) A reinforcing gusset may be added between the hull and deck to the area immediately adjacent to the four (4) stanchion bases. The size of the gusset must not exceed 250mm measured from the inside corner of the hull deck joint along the deck or hull surface.

### **Proposed New Rule:**

#### **HULL C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following is permitted without the approval of the IM24CA's Technical Committee under D.2.3:

(a) Below the waterline, the gelcoat may be lightly abraded to allow for the application and adhesion of anti-fouling products. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating.

(b) Routine maintenance of the hull, such as polishing is permitted.

(c) The hull topside gelcoat surface shall not be removed except for light sanding prior to topside painting.

(d) Gelcoat scratches, minimally damaged areas and minor molding imperfections such as print-through may be sanded and repaired, provided the as-molded shape is not altered.

(e) Holes may be made and local reinforcement in the hull for the fitting of electronic navigation systems.

(f) Fairing the keel box area or keel box Delrins is prohibited. The Delrin may be bedded in an optional material and adjusted to fit flush with the underside of the hull.

(g) A backing plate may be used to reinforce the transom behind the fittings for boats needing repair in this area. The plate shall not exceed 4mm in thickness.

(h) The manufacturer supplied rudder gudgeons and pintles may be replaced in accordance with the specification in rule E.4.4.

(i) A reinforcing gusset may be added between the hull and deck to the area immediately adjacent to the four (4) stanchion bases. The size of the gusset must not exceed 250mm measured from the inside corner of the hull deck joint along the deck or hull surface.

(j) Non-skid areas on the deck shall not be reduced in size and/or functionality of the non-skid other than by normal wear and tear and that allowed in C.7.2(11).

### **Reason:**

This reworked version of C.7.1 is intended to make clear what is and what is not allowed under the class rules with specific attention paid to hull fairing. The original rule was nebulous and hard to enforce.

Sub sections (a) through (e) are an edited and combined version using elements of the original D.2.3.

Sub section (g) has been modified removing the word "metal" and replacing it with the word "backing". The reason is to properly identify what this "plate" is and allowing for composite construction in addition to suitable metals.

Sub section (j) is to better align with the newly proposed C.7.2.(11) rule change.