

Melges 24 ルール変更内容(2014 年 1 月 1 日より適用)

1. The following rule change proposals were approved by the meeting:

1. Batten Rule Clarification

CURRENT RULE:

G.3.3(c)

(omissis)...The sail shall have 4 batten pockets in the leech. The upper two shall be full length and extend from leech to luff. The centreline of the 4 batten pockets shall divide the leech into five equal parts, +/- 100mm.

NEW RULE:

G.3.3(c)

The sail shall have 4 batten pockets in the leech. The upper two shall be full length and extend from leech to luff. The centreline of the 4 batten pockets shall divide the leech into five equal parts, +/- 100mm, measuring the straight distance between the aft head point to the centreline of the top batten pocket, between the batten pockets and between the lowest batten pocket and the clew point.

REASON:

To stop the confusion on the method for checking the position of the battens. Proposed by Peter Goeckel, seconded by Riccardo Simoneschi and approved unanimously.

(変更の概要)

計測方法を分かりやすくするためルールの文言追加。

セールにはリーチに 4 つのバテンポケットがなければならない。また、上の 2 つはリーチからラフに伸びたフルバテンでなければならない。4 つのバテンポケットは +/-100mm の範囲でリーチを 5 等分するものでなければならない。そして計測はセールヘッドの後端からトップバテンポケットの中心、バテンポケットの中心から中心、一番下のバテンポケットの中心からクリューポイントの直線で測らなければならない。

2. Short Stanchion Rule Change Confirmation

CURRENT RULE:

H.2.

Two Factory supplied stanchions either side with hiking line	Minimum 450mm	Maximum 475mm	Underside of hole in stanchion above deck
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3. Following discussion (see notes below) Peter Goeckel proposed the following rule wording which was seconded by Jens Wathne and approved by a majority.

4. NEW RULE:

H.2.

Two Factory supplied stanchions either side with hiking line	Minimum 350mm	Maximum 360mm	Underside of hole in stanchion above deck
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5.

REASON:

Various proposals had been submitted to the meeting on this subject. Peter Goekel reported back on the Technical Committees findings on this subject and there was discussion around the table on the correct wording for the rule and the need to protect the one design of the boat (ie that allowing two different heights of stanchion or a variety of heights would not be appropriate). Federico Michetti drew the meetings attention to the detail in the Builder's Report highlighting that a low cost retrofit kit is available for those who do not wish to purchase a new set of stanchions.

(変更の概要)

ハイクアウトのキツさを軽減しクルーの健康を保つこと、そして将来的なオーナーにクラス参入を思いとどまらせることのないようにすることを目的にスタンションの高さを低くするルール変更。

スタンションの穴の下部がデッキから最小 350mm、最大 360mm とする。

6. Hiking Line Deflection

CURRENT RULE:

C.7.2(5) When pushing down hard on the hiking lines at the mid point between the two centre stanchions, no part of the hiking line including padding etc shall touch the deck.

Following discussion Peter Goeckel proposed the following rule change which was seconded by Chris Farkas and approved by a majority:

NEW RULE:

The hiking lines shall be tight at all times. The hiking lines shall not stretch more than 250mm measuring from the deck to the top of any padding, when pushing down hard on the hiking lines at the centre point between the two stanchions.

REASON:

The various proposals and options for hiking line deflection were discussed and Harry Melges (who was attending the meeting by Skype) assisted the meeting by testing several of the proposed solutions in situ on a test boat fitted with the new lower stanchions. It was agreed that the deflection needed to be reduced to match the new shorter stanchions but that to require the lines to be completely tight would be counter productive and could result in a great risk of people falling back into the boat in extreme heeling/broaching situations.

(変更の概要)

スタンションの長さの変更に伴いハイキングラインのテンションを変更

ハイキングラインは常にタイトでなければならない。ハイキングラインはスタンション間の中心を強く押し込んだ時にデッキからパッドの上部のどの部分も 250mm 以上伸びてはならない。

7. Clarification of Crew Limitation Rule

CURRENT RULE:

C.2.1 CREW LIMITATIONS

(b) No **crew** member shall be substituted during an event of less than 7 consecutive days, unless prior written permission has been granted by the race committee or Jury.

NEW RULE:

C.2.1 CREW LIMITATIONS

(b) No crew member shall be substituted during an event of less than 7 consecutive days, unless prior written permission has been granted by the race committee. (delete jury)

REASONS FOR CHANGE:

To avoid confusion at future events. We have in practice used the RC to approve all crew changes for some time, however, a recent jury queried this rule and felt it needed amendment to avoid confusion. This is therefore just a housekeeping change. Proposed by Peter Goeckel, seconded by Chris Farkas and approved unanimously.

(変更の概要)

将来のイベントにおける混乱を避けるため、クルー変更について、これまでレースコミッティーに加えジュリーの許可があった場合に大会期間中の変更が認められたが、レースコミッティーの許可があった場合のみ認められるように変更。

8. Bowsprit Launch Line Cleat

CURRENT RULE:

H.2 – ON COCKPIT BULKHEAD – To port, fairlead with cleat behind for bowsprite launch line

NEW RULE:

H.2 – ON COCKPIT BULKHEAD – To port, fairlead with 1 or 2 cleats behind for bowsprite launch line.

REASON:

To prevent an unexpected release of the line. Proposed by Peter Goeckel, seconded by Tomi Hakola and approved unanimously.

(変更の概要)

タックラインが予期せずアンクリートされてしまうことを防ぐためタックラインクリートの数を1つか2つどちらでも良いという内容に変更。

9. Jib Construction:

CURRENT RULE

G.4.2 CONSTRUCTION

(b) The body of the sail shall consist of the same woven and/or laminated ply throughout.

NEW RULE

G.4.2 CONSTRUCTION

(b) The body of the sail shall consist of woven and/or laminated ply throughout.

REASON:

1. With the new sails like 3DL the weight of the sail is different throughout the sail. This is a purely housekeeping change to ensure the rules continue to reflect actual practise. Proposed by Peter Goeckel, seconded by Tomi Hakola and approved unanimously.

(変更の概要)

3DLのようなセールの部位により重さが異なるセールが認められる内容に変更

10. Spreaders

CURRENT RULE:

F.3.3(b) Spreaders, including the spreader bar, to the approved design shall only be supplied by the licensed builder. The spreaders shall be connected with the spreader bar only.

PROPOSED RULE:

F.3.3(b) Spreaders, including the spreader bar, to the approved design shall only be supplied by the licensed builder. The spreaders shall be

connected with the spreader bar only. The upper shroud shall be retained in the spreader tip using the builder supplied retention clip for newer--style, black spreaders. For older--style, white spreaders the upper shroud may either be captive (as originally supplied) or retained with seizing wire in a slot cut into the spreader tip , parallel to the leading edge, no greater than 5.4 mm in width and extending no further inboard than the original hole. Seizing wire may be threaded through two additional holes of the minimum necessary diameter, drilled for this purpose. Stop swage balls are required above and below the spreader tip in all applications.

REASON:

The Melges 24 is currently sailed with one of two approved masts and spreaders. The newer, black mast and spreaders use a stainless clip to retain the upper shroud in a slot cut into the spreader tip. This configuration allows for easy removal and replacement of either shroud or spreader in the event of damage or periodic maintenance. While it is clearly a superior design, this change was never addressed or allowed by the Class Rules.

The older, white mast and spreaders were designed with a captive shroud. This design requires, in the event of damage to the spreader and its replacement, that the shroud be replaced as well. Prudent maintenance would suggest that the other shroud be replaced at the same time. This unintended consequence of the design was addressed with the transition to the black mast, but remains a dilemma for owners of the older boats.

Following consultation with Melges Performance Sailboats and a review of methods used by existing boats the above rule change is a housekeeping change, proposed to bring the class rules in line with current good practice. Change proposed by Peter Goeckel, seconded by Tomi Hakola and unanimously approved.

(変更の概要)

旧タイプのスプレッダーにおけるアッパーシュラウド交換を容易にするため、旧スプレッダーのエンドを 5.4mm 以内の幅で元の穴の位置までスプレッダー前面に並行に切り込みを入れても良い。また、シュラウドを縫い付けるために必要最低限の径の穴を 2 つ開けても良いという内容に変更。

2. The following rule change proposals were rejected or deferred for further investigations: (ルールチェンジの提案がなされ拒否または保留にされた内容)

1. Rule A.15.1 Centralisation of Measurement Certificates

Peter Goeckel reported that whilst the Technical Committee supports this proposal in theory, in practise there is still some work and research needed before it could be implimented. He proposed that the change be deferred until that work is completed. His proposal was seconded by Riccardo Simoneschi and unanimously approved.

2. Rule C.11. Boat Handling Rules – Seated Hiking

The proposal to introduce a boat handling rule to require crews to be seated when hiking was discussed at length. The Technical Committee recomended that this be deferred pending a review of the introduction of the new stanchion heights and hiking line deflection rules above. Peter Goeckel proposed the change be rejected at this time, this was seconded by Jens Wathne and the meeting unanimously agreed to reject.

3. Rule C.2.1 Limitations – Crew Weight Limit

The proposal to remove the crew weight limit completely was discussed. It was agreed that whilst this was appealing in terms of simplifying things for the sailors, there are a number of issues that need to be clarified before this could move forward. These included how crews of light weight individuals (ie women’s crews, some of the Japanese teams, etc) who already race 6 up could be accommodated, how the issue of varying your crew number from event to event according to expected weather conditions would be handled, what safety implications there might be in terms of the design loading on the stanchions if crews are much heavier, etc. The Technical Committee felt that considerable further research would need to be done before

such a rule change could be drafted and Chris Farkas proposed that this matter be deferred to the Technical Committee for research with a view to drafting a proposal for the next AGM. Riccardo Simoneschi seconded the proposal and it was unanimously agreed to defer.

4. Rule D.6.1 Fittings (a) Mandatory H.2. Mainsheet – Proposal For Mainsheet Bridle

This proposal to allow a mainsheet bridle was discussed. The issue of protecting the one design status was felt to be the key consideration and it was agreed that only one mainsheet system should be allowed. Peter Goeckel proposed that this change be rejected, his proposal was seconded by Jens Wathne and passed by a majority.

5. Builder Enhanced Keel Box

The builder had put forward proposals to modify the keel box for the Melges 24 to use the same system as used on the Melges 20. Federico noted that there have already been some problems with this system. Although no formal rule change proposal had yet been put forward the meeting felt that such a change could not be considered unless clear evidence could be presented that the change would be a marked improvement on the existing system. No vote was needed on this matter.

6. Tilting Trailer

The builder put forward proposals for a new tilting trailer design to make container shipping on the trailer possible and to make the boat legal to tow in countries where it currently exceeds the width limit. The class felt that this was an excellent development but that as no rule change is required, no vote was needed.