

Class Rule Changes

International Melges 24 Association

Effective date: 2023-04(Apr)-19

Status: Approved



No 1

Adding a second licensed builder in the INTRODUCTION

Current rule to read:

International Melges 24 hulls shall only be manufactured by Melges Performance Sailboats in the US – in the class rules referred to as licensed builders.

International Melges 24, hull appendages shall only be manufactured by Melges Performance Sailboats in the US – in the class rules referred to as the licensed builder.

Proposed new rule to read:

International Melges 24 hulls shall only be manufactured by Melges Performance Sailboats in the US, **and/or by Yacht Services Limit (YSL) in Szczecin Poland** – in the class rules referred to as licensed builders.

International Melges 24, hull appendages shall only be manufactured by Melges Performance Sailboats in the US, **and/or by Yacht Services Limit (YSL) in Szczecin Poland** – in the class rules referred to as the licensed builder.

No 2

Amending C.3.1 PERSONAL EQUIPMENT, MANDATORY

Current rule to read:

The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard ISO12402:5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

New rule to read:

The **boat** shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard ISO 12402-5, or USCG Type III, **or AS 4758 Level 50 or equivalent.**

No 3

Adding to C.5.1(b) EQUIPMENT, FOR USE, OPTIONAL

Proposed new equipment to add:

6) POV Video Cameras

No 4

Adding to C.5.1(b) EQUIPMENT, FOR USE, OPTIONAL

Proposed new equipment to add:

7) Weed Removal Stick for the purpose of removing seaweed or debris from the **rudder.**

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No 5

Amending C.7.1 HULL MODIFICATION, MAINTENANCE AND REPAIR

Current rule reads:

- (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 re-measurement 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.

New rule to read:

C.7.1 HULL MODIFICATION, 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 the 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 moulding imperfections such as print through may be **sanded** and **repaired**, provided the as-moulded 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.

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(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).

No 6

Amending C.7.2 FITTINGS (a) USE (11)

Current rule reads:

Non-slip tape or similar non slip material may be added to the decks, cockpit floor and gunwale edge as necessary.

New rule to read:

Non-skid material of any kind may be added to the cockpit floor, upper deck, foot supports, hatch steps, **hull** edge and interior. Thickness shall not exceed 6mm. The deck may be abraded to smooth the gelcoat non-skid for better adhesion of the non-skid material only where it is covered by an additional non-skid product.

No 7

Amending C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Current rule reads:

(a) Normal propriety polishes may be used on the hull appendages if in compliance with RRS 53.

New rule to read:

The following is permitted without the approval of the IM24CA's Technical Committee under E.2.2:

(a) The **hull appendages** may be lightly **sanded** for the purpose of applying anti-foul paint.

(b) Routine **maintenance** of the **hull appendages**, such as polishing, is permitted provided the intent and effect is to polish only.

(c) Scratches and minimal damaged areas may be **sanded** and **repaired**, provided the as-moulded shape is not altered.

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No 8

Amending the keel position definition

Current rules to read:

This change affects 3 areas of the current Class Rules:

C.8.2 KEEL

(a) DIMENSIONS with keel fully lowered:

	minimum	maximum
Hull datum point to intersection of hull and fin trailing edge, around hull on centreline	3482 mm	3494 mm
Hull datum point to intersection of fin trailing edge and top of keel bulb, straight line	3784 mm	3823 mm
Underside of hull in a straight line to top of keel bulb at the trailing edge of the keel	1195 mm	1215 mm

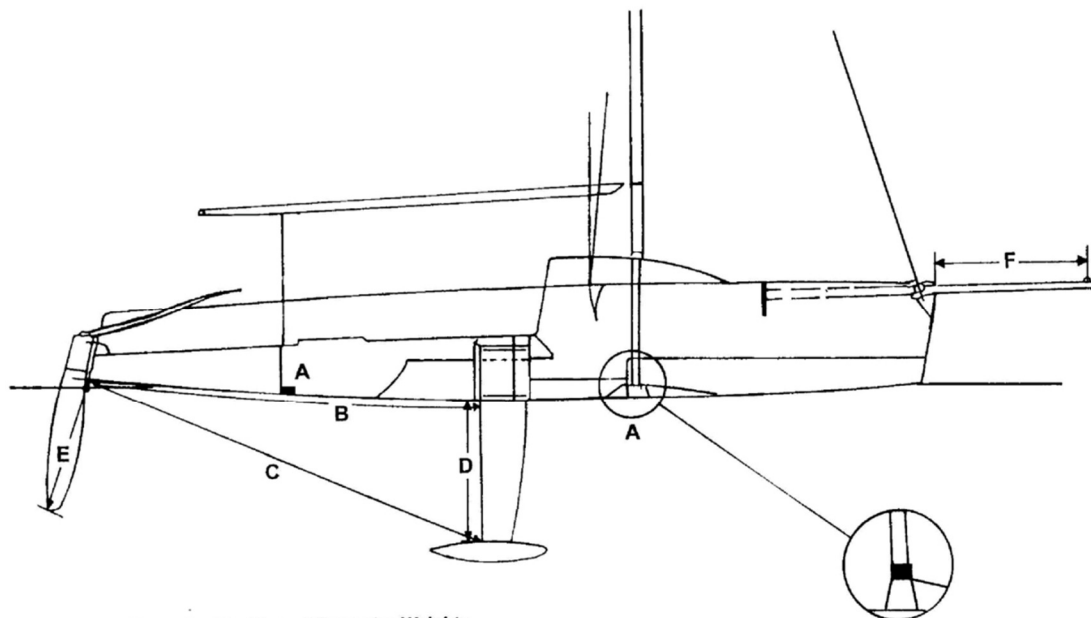
And

E.3.5 DIMENSIONS

The keel fin and keel bulb shall conform to official templates.

And

H.1 MEASUREMENT DIAGRAMS



Key: A = Position of Corrector Weights
B = 3482 → 3494mm (Class Rule E 3.3.1)
C = 3784 → 3823mm (Class Rule E 3.3.2)
D = 1195 → 1215mm (Class Rule E 3.3.3)
E = 1220mm max. (Class Rule E 4.3.2)
F = 1400mm max. (Class Rule C 6.3.2)

Equal weights secured on either side of mast compression post

Illustration regarding dimension C corrected 5th February 1998

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New rule to read:

The proposal is to change the measurement point of the keel fin to the leading edge

C.8.2 KEEL

(a) DIMENSIONS with keel fully lowered:

	minimum	maximum
Hull datum point to intersection of hull and fin leading edge, around hull on centreline	3892mm	3905mm
Hull datum point to intersection of fin leading edge and top of keel bulb, straight line	4039mm	4079mm
Underside of hull in a straight line to top of keel bulb at the trailing edge of the keel	1195 mm	1215 mm

And

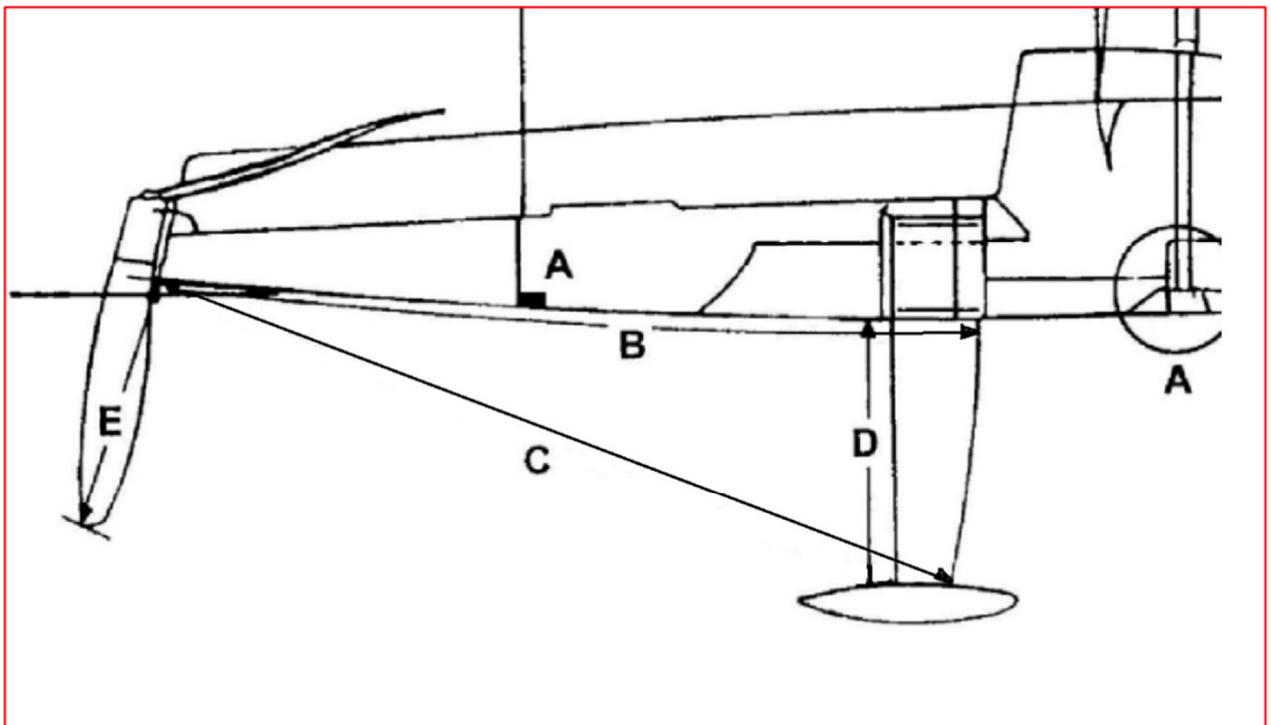
E.3.5 DIMENSIONS

The keel fin and keel bulb shall conform to official templates.

And

H.1 MEASUREMENT DIAGRAMS

Replace the diagram and diagram key



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Key	A = Position of Corrector Weights
	B = 3892 - 3905mm (Class Rule C.8.2(a))
	C = 4039 - 4079mm (Class Rule C.8.2(a))
	D = 1195 - 1215mm (Class Rule C.8.2(a))
	E = 1220mm max. (Class Rule C.8.3(a))
	F = 1400mm max. (Class Rule C.9.5(b))

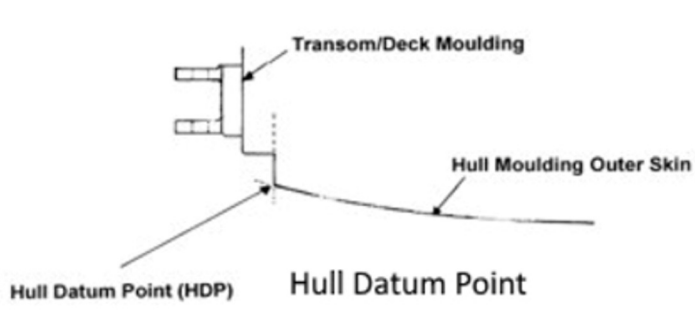
No 9

Moving the drawing of the Hull Datum Point from H.1 to C.8.3 RUDDER (a) DIMENSIONS

New rule to read:

(a) DIMENSIONS

	minimum	maximum
Hull datum point to trailing edge of rudder tip	mm	1220 mm



No 10

Amending C.11.8

Current rule reads:

While racing crew are only permitted in the cabin momentarily. It is prohibited to have crew remain below for the purpose of enhancing performance. The companionway is not considered part of the cabin.

New rule to read:

While racing, **crew** are only permitted in the cabin momentarily. It is prohibited to have **crew** remain below for the purpose of enhancing performance. The companionway is not considered part of the cabin, **but crew heads and shoulders shall remain above the top level of the cabin.**

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No 11

Amending D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

Current rule reads: D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck, bulkheads, and cockpit shall not be altered in any way except as permitted by these class rules.
- (b) Holes not bigger than necessary for the installation of through core knot meters and depth sounders may be made in the hull shell.
- (c) Routine maintenance such as painting and polishing, and minor repairs is permitted without re-measurement and re-certification.
- (d) If any hull moulding is substantially altered or repaired in any other way than described in D.2.3(c), its measurement certificate shall cease to be valid until the relevant parts of the hull have been re-measured and the measurement certificate re-validated by the NMA.

New rule to read:

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

Any **modifications** not contained in C.7.1 may be made only by the Licensed Builder of the boat, or by other repair facilities after a formal request, refer to www.melges24.com/measurement-inspection (Repair Approval Form), has been made to the IM24CA's Technical Committee prior to commencing work and written approval is received by the owner. This shall require the Measurement **Certificate** to be re-issued by the IM24CA.

No 12

Amending E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Current rule reads:

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as cleaning, polishing and the repair of superficial damage and abrasions is permitted without re-measurement and recertification. If there is doubt of the interpretation of "superficial damage" a ruling shall be sought from an **official measurer** or the technical committee before work commences. On completion the **appendage** shall be **re-certified**.

New rule to read:

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Any **modifications** not contained in C.8.1 may be made only by the Licensed Builder of the boat, or by other repair facilities after a formal request, refer to www.melges24.com/measurement-inspection (Repair Approval Form), has been made to the IM24CA's Technical Committee prior to commencing work and written approval is received by the owner. This shall require the Measurement **Certificate** to be re-issued by the IM24CA.

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No 13

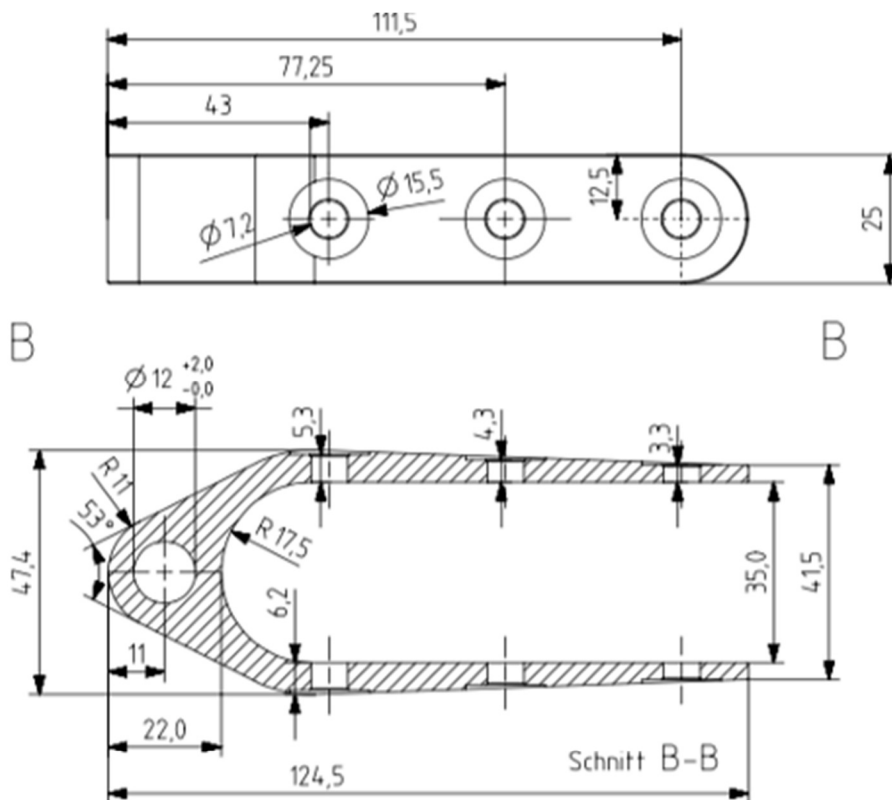
Moving the drawings of the Optional Rudder Fitting, Original Rudder Gudgeon and Optional Replacement Rudder Gudgeon from H.1 to E.4.4 FITTINGS (a) (2)

New rule to read:

E.4.4 Fittings

(a) MANDATORY

- (1) The rudder shall be attached to the transom by means of 2 gudgeons on the rudder and 2 gudgeons on the transom with loose pin or pins.
- (2) The fittings shall comply with the official drawing, **shown below**.



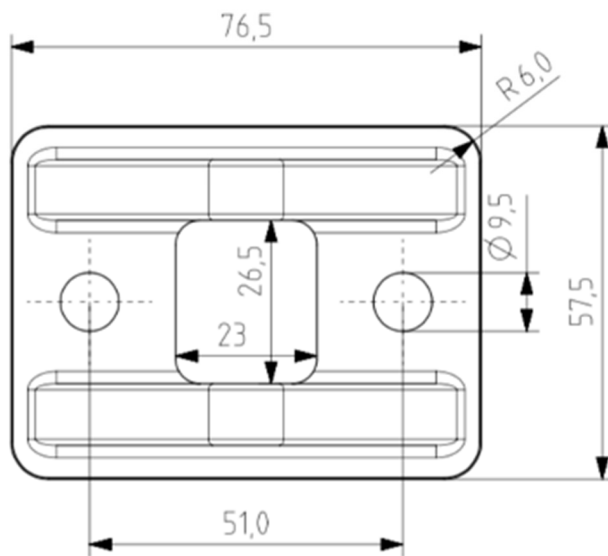
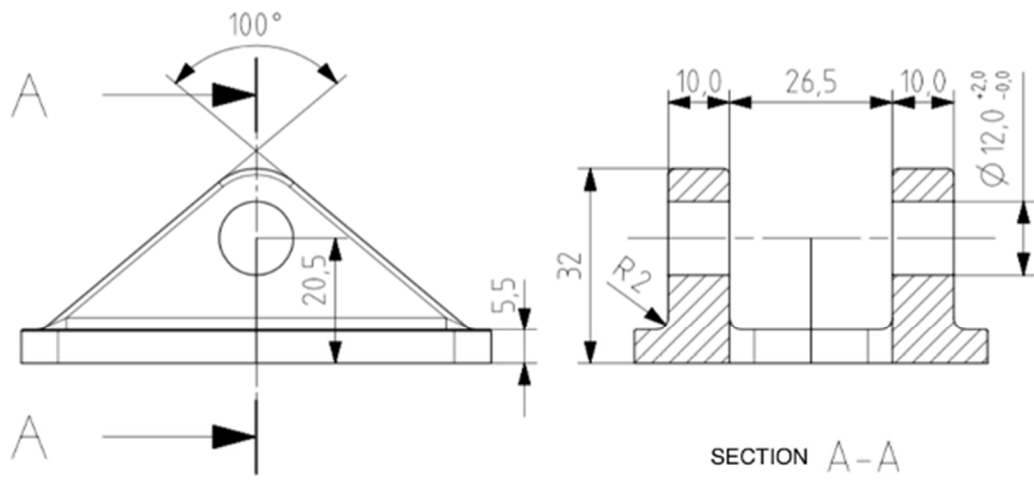
Optional Rudder Fitting

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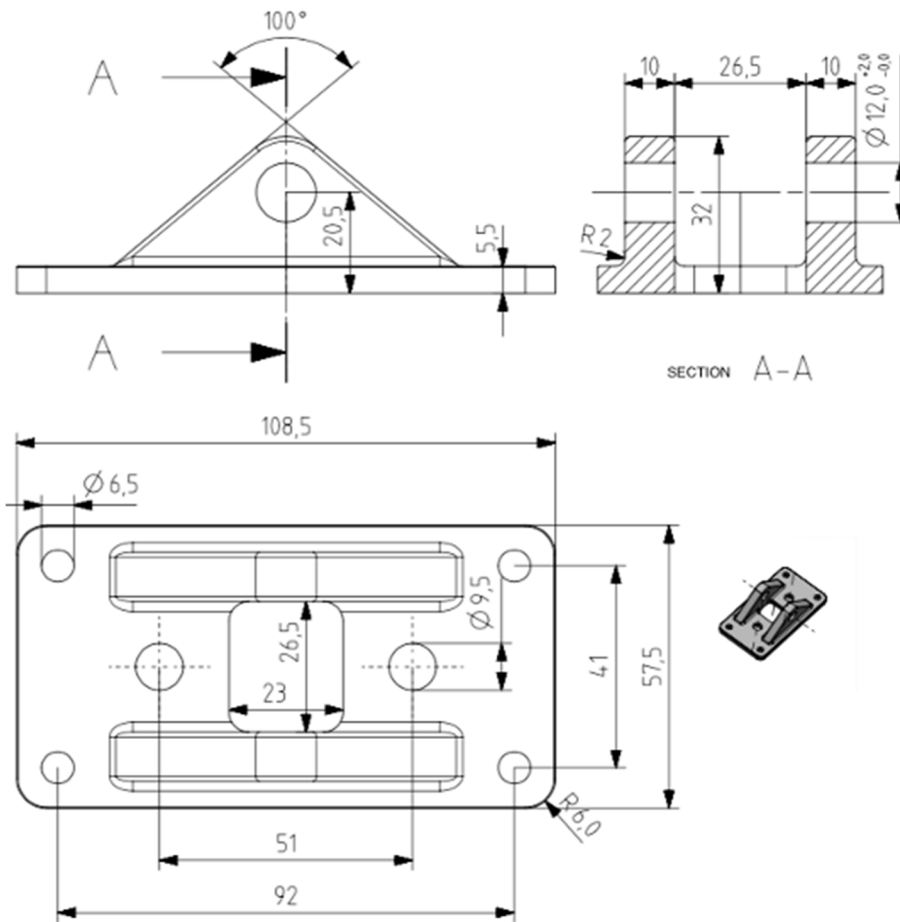
Original Rudder Gudgeon

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Optional Replacement Rudder Gudgeon

No 14

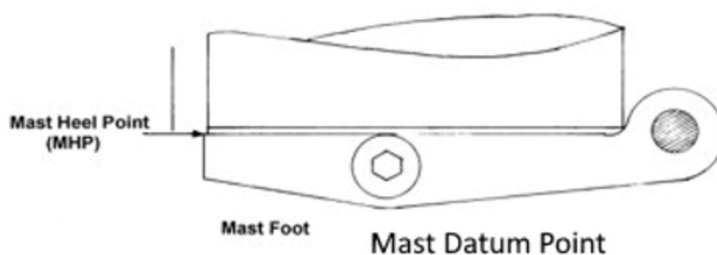
Moving the drawing of the Mast Datum Point from H.1 to F.2.4 DEFINITIONS (a) MAST DATUM POINT

New rule to read:

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is the top face of the mast foot casting as per the diagram shown below.



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No 15

Moving the corrected diagram of the class insignia from Section H to G.3.1.

IDENTIFICATION

Current rule to read:

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram contained in Section H.

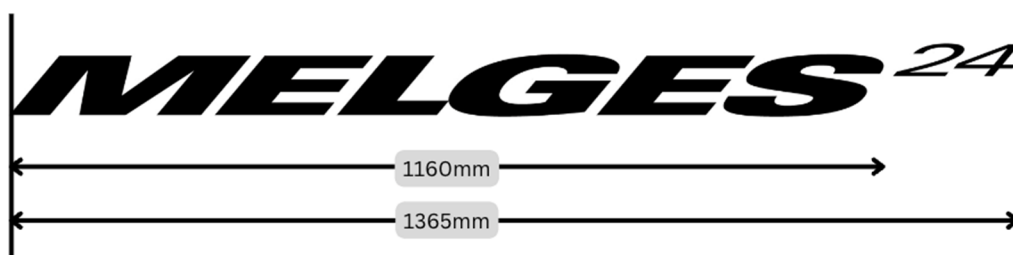
Note: On all measurements (excluding angles) relating to the class insignia there is a tolerance of +/- 5mm.



New rule to read:

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram below.



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No 16

Amending H2 Fittings – Cabin Main Halyard

Current rule reads:

H2. FITTINGS

CABIN

Cleat and cheek block on starboard side for main halyard			Extra cleats or stopper may be added. An additional maximum 4:1 with cleat purchase may be added to assist with halyard tension.
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New rule to read:

H2. FITTINGS

CABIN

Main halyard starboard side with cheek block			Optional cleat or stopper may be added. An additional maximum 4:1 purchase with cleat may be added to assist with halyard tension.
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No 17

Amending H2 Fittings – PURCHASE SYSTEMS – Bowsprit Launch system

Current rule reads:

H2. FITTINGS

PURCHASE SYSTEMS

Bowsprit Launch system	3:1		Shall not be modified.
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New rule to read:

H2. FITTINGS

PURCHASE SYSTEMS

Bowsprit Launch system	2:1		Shall not be modified.
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No 18

Amending H.3.5 SEPARATOR LINE (a)

Current rule reads:

H.3.5 SEPARATOR LINE:

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- a) The use of the Separator Line is discretionary. However, if used, it shall be used in conjunction with the Melges24 Inscription Banner, (H.4.6) and, shall comply with the points following.

Current rule reads:

H.3.5 SEPARATOR LINE:

- a) The use of the Separator Line is discretionary. However, if used, it shall be used in conjunction with the Melges24 Inscription Banner, (H.3.6) and, shall comply with the points following.