EXPERIENCE

- International Melges 24 Class Association, Executive Committee
- President of the North American alumni group for St. Paul’s School, a boys school in London that recently completed a USD 120 million capital campaign and celebrated its 500th anniversary.

ABOUT

An eleven year veteran of the Melges 24 Class and sailor from Long Island Sound and England, Simon has sailed World, European, North American, US, UK, and French National Championships in the Melges 24 Class; and numerous World and major championships in other classes, including: the Interclub, Hornet, 470, Wayfarer, Enterprise, Firefly, Melges 20, Viper 640, Etchells, and Dragon classes; in addition to offshore racing and cruising. He has crossed the Atlantic in a Nicholson 35 and come in second place in the Newport-Bermuda race. He has reached the Finals of the British Universities team-racing Championship and competed in the Wilson Trophy numerous times.

Simon assists infrastructure companies to finance their projects, particularly in the renewable energy sector. He is also in the process of starting a consumer-focused software company.
The Melges 24

Sailing points of difference with other small keelboats:
• Asymmetric spinnaker (same as J-metrics, not J-feet)
• Fast planing hull – lightweight with carbon parts
• No winches
• Furling Genoa

Sailing similarities:
• Crew size
• Easy to sail
• Spinnaker drops into the cockpit
## Comparison – Melges 24 with others

<table>
<thead>
<tr>
<th></th>
<th>J24</th>
<th>Melges 24</th>
<th>J80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Year</td>
<td>1977</td>
<td>1993</td>
<td>1992</td>
</tr>
<tr>
<td>Est. Fleet (members)</td>
<td>5,300</td>
<td>850</td>
<td>1,500</td>
</tr>
<tr>
<td>LOA (feet)</td>
<td>24'</td>
<td>24'</td>
<td>26' 3&quot;</td>
</tr>
<tr>
<td>Beam (feet)</td>
<td>8' 9&quot;</td>
<td>8' 2&quot;</td>
<td>8' 3&quot;</td>
</tr>
<tr>
<td>Displacement (lbs)</td>
<td>3,100</td>
<td>1,783</td>
<td>2,900</td>
</tr>
<tr>
<td>Draft (feet)</td>
<td>4.0'</td>
<td>5.0'</td>
<td>4.9'</td>
</tr>
<tr>
<td>Keel</td>
<td>Fixed</td>
<td>Retractable</td>
<td>Fixed</td>
</tr>
<tr>
<td>Sail Area main/jib (sq. ft.)</td>
<td>261</td>
<td>380</td>
<td>338</td>
</tr>
<tr>
<td>Spinnaker (sq. ft.)</td>
<td>449</td>
<td>670</td>
<td>700</td>
</tr>
<tr>
<td>Class Crew Weight (lbs)</td>
<td>882 lbs</td>
<td>827 lbs</td>
<td>746 lbs</td>
</tr>
<tr>
<td>Class Crew Limits</td>
<td>Min. 3</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>YRA-LIS PHRF (w/l)</td>
<td>171</td>
<td>99</td>
<td>114</td>
</tr>
</tbody>
</table>
Before you go sailing – home and boatwork

• Sailmakers’ tuning guide [and Loos gauge – measure/adjust rig tension] and genoa leads

• How many of you/who is doing what? 4 or 5.
• Genoa – should unroll counterclockwise
• [Spin halyard through carabiner on boom]
Crew Positions and Duties

Front person
• Unbags and bags spinnaker
• Pulls on tackline
• Furls genoa; eases vang if VERY breezy

Trimmer
• Hoists spinnaker
• Trims spinnaker

Tactician
• Trims genoa

Fifth person (if there is one)
• Pulls out sprit
• Tidies up mainsheet at mark roundings, presets main controls

Helm
• Watches and criticizes
Sail trimming
Aft Cockpit controls

Mainsheet mark

Backstay marks
Forward Cockpit controls

- Genoa cleat
- Banjo cleat
- Spin sheet
Upwind

• Compare this photo with that on the cover for hiking.
• Keep the main sheet very tight and traveler up to weather so boom is almost up to centerline.
• Use the back stay to depower in puffs. If still not enough then drop traveller but car not below centerline; ease main sheet.
• Keep the boat upright.
• Don't let the main go inside out when breezy. If it does you need [more rig tension], main sheet tension.
• Relatively small Genoa; sail fat and fast (see next slide).
Upwind - Height vs speed
Downwind in breeze -- Crew placement
Downwind – to furl or not to furl?
Fraculating the jib and backstay tension
Windward heel downwind – tackline?
Spinnaker Douses

- Leeward
- Mexican
- Windward

Unroll The Genoa FIRST!!

Set up for bottom mark rounding EARLY!
Comparison – key points while sailing

- The Melges 24 is light – it wants to plane
- Plane by sailing a bit higher? – do it!
- Other asymmetric classes – sail low aka “soak”
Starting

• Genoa is furled until 20-30 seconds to start

• **Practice** lining up at a mark and holding the boat steady in place

• Prepare for the boat to go sideways as you unfurl the genoa – watch for boats to leeward
Thank you for listening;
-- Questions?