

ONE 15

BROOKLYN

SAIL CLUB

# MELGES 24 SAILING

BROOKLYN BRIDGE  
SAIL CLUB

MELGES  
USA



# SIMON STRAUSS



## 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.







Melges 24 Worlds 2007 Santa Cruz

Paul Todd





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# 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

	J24	Melges 24	J80
Development Year	1977	1993	1992
Est. Fleet (members)	5,300	850	1,500
LOA (feet)	24'	24'	26' 3"
Beam (feet)	8' 9"	8' 2"	8' 3"
Displacement (lbs)	3,100	1,783	2,900
Draft (feet)	4.0'	5.0'	4.9'
Keel	Fixed	Retractable	Fixed
Sail Area main/jib (sq. ft.)	261	380	338
Spinnaker (sq. ft.)	449	670	700
Class Crew Weight (lbs)	882 lbs	827 lbs	746 lbs
Class Crew Limits	Min. 3	None	None
YRA-LIS PHRF (w/l)	171	99	114



# 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)

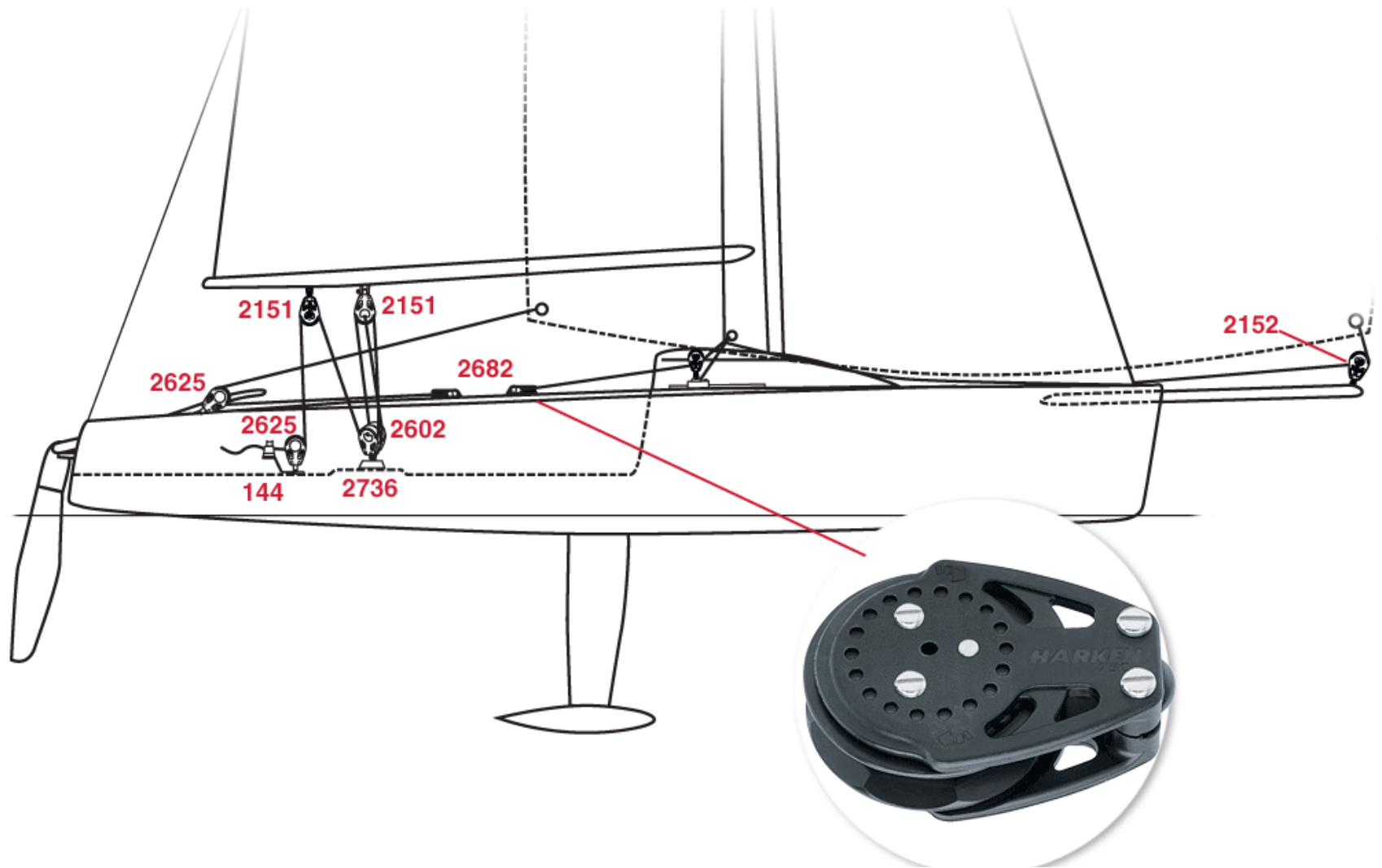
- Pulls out sprit
- Tidies up mainsheet at mark roundings, presets main controls

## Helm

- Watches and criticizes

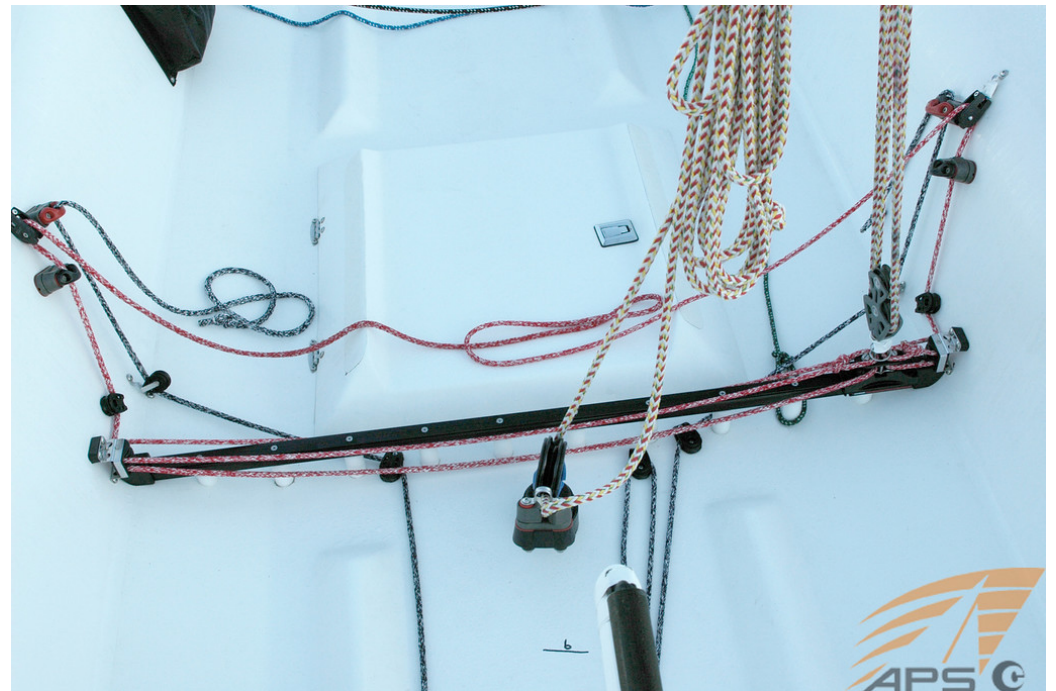


# Sail trimming





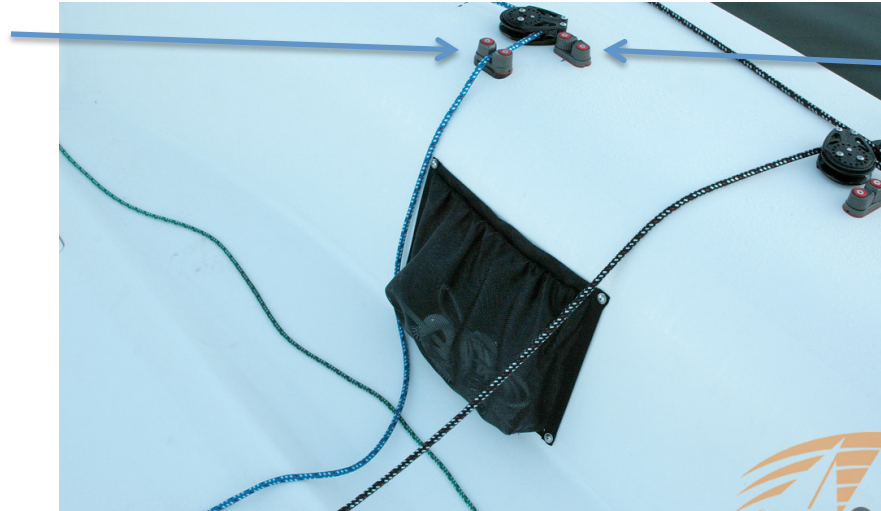
# Aft Cockpit controls





# 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?



# Fracturing 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?