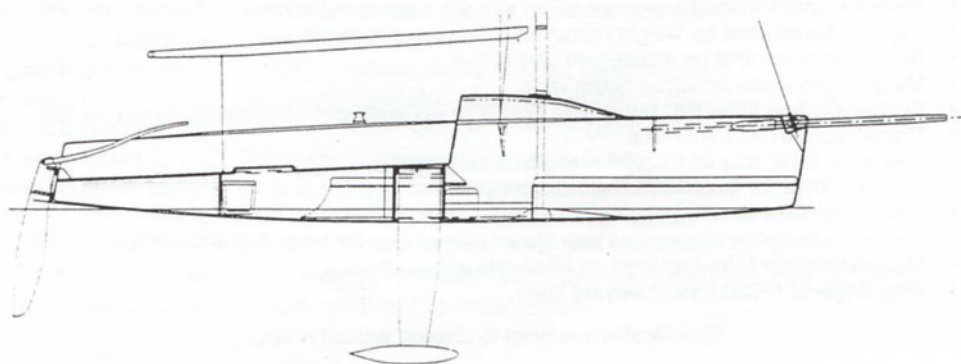
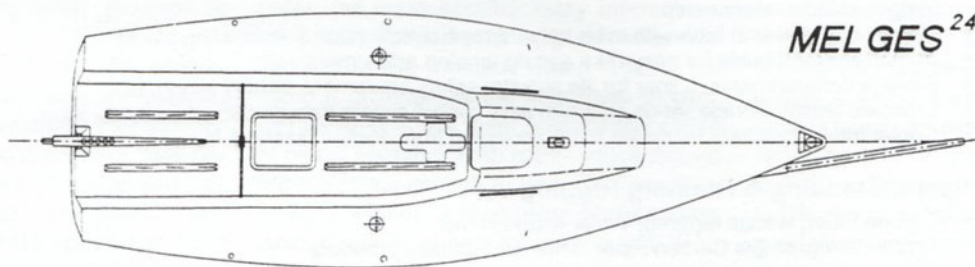
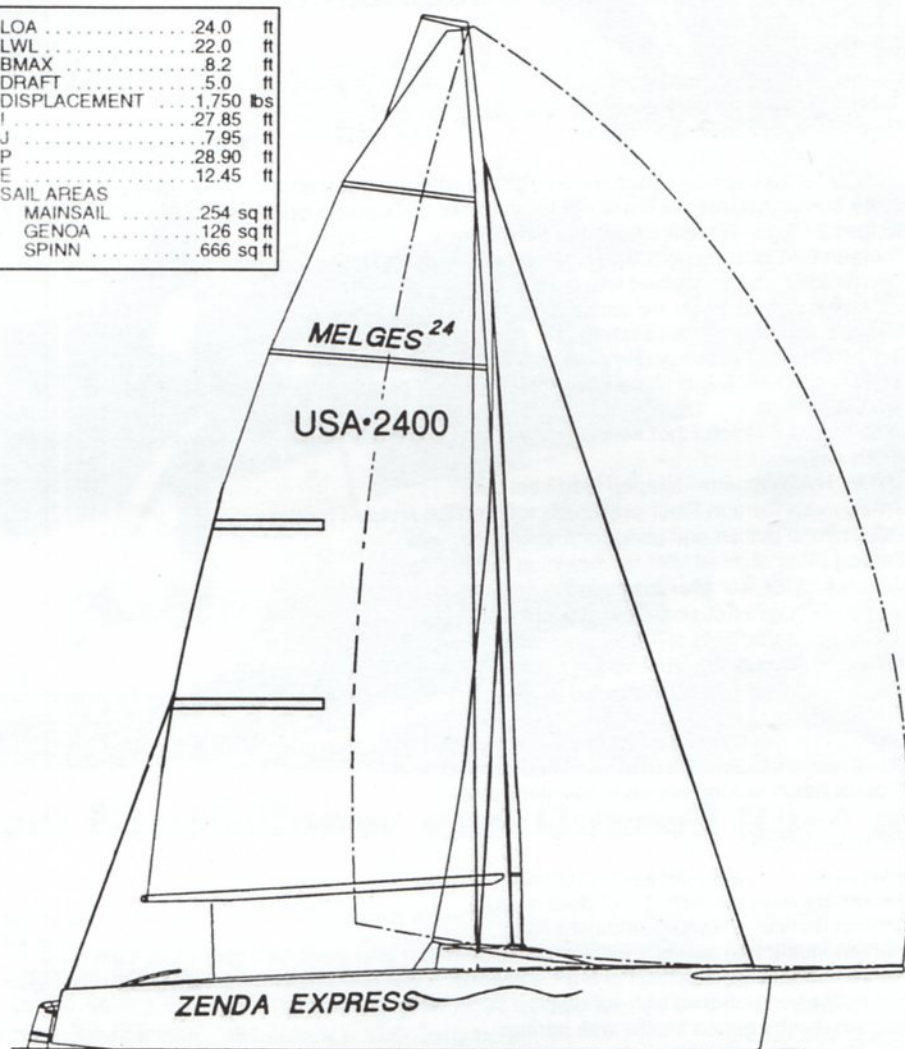


# MELGES<sup>24</sup>

LOA	24.0	ft
LWL	22.0	ft
BMAX	8.2	ft
DRAFT	5.0	ft
DISPLACEMENT	1,750	lbs
I	27.85	ft
J	7.95	ft
P	28.90	ft
E	12.45	ft
SAIL AREAS		
MAINSAIL	254	sq ft
GENOA	126	sq ft
SPINN	666	sq ft



# **MELGES<sup>24</sup>**

## **Standard Specifications!**

### **Hull & Deck**

- Modern Reichel/Pugh design
- Hand laminated for perfection
- Klegicell closed cell foam core
- Vacuum bagged construction
- H-200 & G-10 backing plates replacing core where reinforcement is necessary
- White hull/Light Grey deck gelcoat finish (other deck colors optional)
- Melges 24 logo on each side of the cabin top
- Thirteen foot long cockpit. Styled after the International fifty foot race boats
- Two molded wedge shaped foot pushes along entire length of the cockpit sole
- Cockpit lazarette locker for optional cooler & engine storage
- S-Glass, Biaxial fiberglass fabrics
- Retractable keel for easy launching either by ramp or hoist
- Single point keel & hull lifting point for elimination of side/side & fore/aft anti-tip lines for hoist launching
- Omohundro Carbon Fiber keel fin/foil with leading edge kelp cutter (operated by hand while under sail)
- 620 lb. Hydrodynamic shaped lead keel bulb
- Omohundro Carbon Fiber outboard mounted foil shaped rudder
- Streamlined pintles and gudgeons
- Carbon Fiber shaped tiller for maximum turning radius
- Ronstan XCEL 40" tiller extension
- Melges/Schaeffer custom S.S. chainplates
- H-200 laminated gusset bulkheads
- Melges custom cast stainless gooseneck
- Melges stainless stern fitting w/supplementary stainless attachment point for Harken Roller Furling unit
- Deck cabin hatch closure is a modern lock made with a sandwiched PVC closed cell core
- Cockpit cabin hatch closure is smoked black Lexan
- A quick hatch locking set-up of stainless steel

### **Deck Hardware**

- Harken main traveller for easy sheeting
- Harken traveller car with 2 1/4" double block
- 6:1 mechanical advantage mainsheeting
- Harken Mainsheet swivel base with 3" hexaratchet and aluminum cam-matic cam cleat
- Harken boom blocks consist of a 2 1/4" becket & a 2 1/4" single hung from a 12" wire pigtail
- Schaeffer genoa tracks with screw stop cars (black anodized)
- Harken dinghy genoa blocks with springs
- 2:1 Jib sheets
- Harken 207 & 208 self-contained roller furling
- Main traveller & permanent backstay controls lead to deck between skipper and 2nd crew
- Melges 24 One-Design lifelines, stanchions, and stern pulpits

### **Interior Features**

- Cabin liner with 6'5" V-Berth, molded Ferrari backrest seating and 2 aft quarter berths
- Designed space for porta-potti under interior step
- Melges custom interior step
- Melges compression tube with main halyard rope clutch, main & jib hoisting blocks
- Jib halyard turnbuckle for easy rake and rig tension adjustment
- Storage compartments in liner for life jackets, safety equipment, battery wiring, etc.
- Outboard engine storage set-up area with easy cockpit access through cockpit lazarette locker
- Cooler mount brackets for cooler to be accessed from cockpit lazarette locker

### **Spars, Standing & Running Rigging**

- Carbon Fiber, wedge tapered, White Awlgrip mast
- Fractional-rig, single Carbon Fiber "Thru-Bar" air foil spreaders
- T-Tang stay attachment
- Melges custom shaped aluminum boom with 8:1 outhaul system
- Tapered boom ends for weight reduction and boom clearance
- Aluminum clam cleat for adjustment of reef line
- Melges solid Black anodized boom vang
- Custom Carbon Fiber 6'6" retractable Sprit with 4:1 underdeck Harken launching system
- Melges custom bow sprit seal
- New style 3/16" wire jib halyard acting also as forestay
- Highfield lever for quick jib halyard disconnect
- 1"x19" stainless standing rigging
- Ronstan adjustable turnbuckles with plated cover tubes for smooth sheet control
- Melges/Samson Ultra-Lite lines on all sheets and controls
- New England K-900 Kevlar halyard lines

"Specifications subject to change without notice."



## PHRF/Sport Boat Winner and Overall Boat of the Year

There were no reservations in selecting the Melges 24 as the winner of the PHRF/Sport Boat category; in fact, the judges were unanimous. In the voting for Overall Boat of the Year among the five category winners, a four-to-one majority held that this craft was *the* outstanding achievement among the category winners, pushing the industry with new and creative ideas. In the words of naval architect Carl Schumacher, the Melges 24 is "revolutionary." He called it a "trend setter that will become a yardstick for measuring future progress in sailing."

It was Schumacher who put the accomplishment of this boat in a temporal context, saying that it "takes advantage of technology in such a way that it could not have been designed 10 years ago, nor placed in production even two years ago." The panel's construction and materials specialist Phil Steggall put further emphasis on this, saying that the "shape, finish, construction method, choice of materials, layout, and handling made me feel that I was sailing something that truly belonged in this century."

All of the judges voiced enthusiasm regarding the Melges 24's performance, even in the predominantly light-air conditions in which most of them experienced the boat. "More pure fun to sail than any keelboat should be," said Scott Graham. He called it the thoroughbred of its class, and said that it took "struc-

tural and hydrodynamic refinements to a new level for production boats." Graham credited designers Jim Pugh and John Reichel with taking advantage of everything they learned in the America's Cup campaign.

"It's what a true sport boat should be," said Ed Adams, "a high-tech, ballasted dinghy." Adams credited the boat for doing many things right, "from its carbon-fiber mast and foils to its sleek, low-windage sheerline, to its advanced bulb and nifty weed cutter." Adams found only one weak point, the mainsheet/backstay interaction. (The mainsheet tail exits the purchase system forward of the traveler, which Adams felt made it difficult for the helmsman to trim, and the large-roach main occasionally catches on the backstay, both points which Adams felt were "not enough to keep this boat from being a winner.") Regarding performance, Adams called the boat exciting to sail: "Unlike some sport boats, it planes easily in moderate air, and doesn't roll over and die upwind in a breeze."

Sally Lindsay, the sailmaking specialist on the panel, expanded on those comments saying the "light-weight, carbon-fiber mast, fractional headsail with oversized asymmetrical spinnaker and large-roached main are well matched to the combined righting moment of the retractable keel and movable crew weight." Lindsay called this a focused design, undiluted by compromise.

Despite all its technological advancements and orientation toward pure performance, the panelists were impressed by the ergonomics of the Melges 24's deck plan — it was forgiving and comfortable. And for most crew positions, the panel felt that you needn't sign on a Schwarzenegger, though they did acknowledge that trimming the asymmetrical kite in a breeze could amount to a workout.

Though there were relatively few entrants in the PHRF/Sport Boat category, those that surfaced displayed a new maturity among this breed. The trend toward lighter displacement seems entrenched. And the phenomenon of bow-launching poles with asymmetrical chutes is now a mainstream production element. Though the panel concurred that sailors would have to be "educated to a new kind of sailing" and the tolerances of largely new materials, it was a challenge they felt would be a good tonic for the sport.

# MELGES 24

ONE-DESIGN CLASS

## Price List & Purchase Order Form

1995 Melges 24 Base Price, White Hull and White <u>or</u> Grey Deck	\$52,000
Cradle Shop Custom Galvanised Trailer	\$ 3,000
Cradle Shop Steel Cradle	\$ 1,500

### Grafic Options:

Two-Tone Deck ( Lt. Grey/ White )	\$ 667
Lt. Color Hul	\$ 816
Dark Color Hul	\$ 964
Polyurethane Cove Stripe	\$ 514
Polyurethane Waterline Stripe	\$ 667

### Optional Equipment:

PHRF Bow Pulpit	\$ 408
Winch Package	\$ 1,476
Winch Handle Holders	\$ 96
Mesh Sheet Bags X3	\$ 252
Spinnaker Bag	\$ 408
Melges Custom Electrical Panel	\$ 734
KVH Compass installed ( Mast Bracket Included )	\$ 1,650
Rubbermaid Cooler With Bracket	\$ 126
Outboard Engine Mounting Bracket	\$ 259
Motor Slide Drawer	\$ 371
Yamaha 3 hp. Short Shaft	\$ 1,300
Interior Cushions ( Blue      Red      Green      Yellow      Grey )	\$ 1,150
Aluminium Keel Retraction Tube	\$ 482
Acrylic Boom Cover ( Blue      Red      Grey      White      )	\$ 289
Cover Package ( Hatch Bag, vang, tiller and rudder bag )	\$ 474
Windex	\$ 89
Epoxy Bottom Barrier Coat	\$ 1,409
VC-17 Bottom Paint	\$ 1,113
Dock Fenders X2	\$ 140
Dock Lines X4	\$ 140

**TOTAL**

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