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Status: Approved

Class Rules

International Melges 32 Class Association

The Melges 32 was designed in 2005 by Reichel Pugh Yacht Design and was adopted as a World Sailing class in 2008.

sport / nature / technology

World Sailing
Class Association

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INTRODUCTION

This introduction provides only an informal background and the actual MELGES 32 Class Rules begin on the next page.

MELGES 32 ***hulls, hull appendages*** *and* ***rigs*** *shall only be manufacturer controlled and shall only be produced by a manufacturer licensed by Melges Performance* ***Boats****. Equipment is built in accordance with the MELGES 32 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.*

MELGES 32 sails are measurement controlled and may be made by any manufacturer. In order to confirm compliance with the class rules, sails are required to be certified by an ***official measurer*** *or an official class approved measurer or by a manufacturer licensed under the WS In House Certification. These parts may only be altered to the extent permitted in Section C of the Class Rules after certification control has been performed.*

Rules regulating the use of equipment during a race are contained in Section C of these Class Rules, in ERS Part I and in the Racing Rules of Sailing.

INTERNATIONAL MELGES 32
CLASS MISSION STATEMENT

The MELGES 32 Class is a Corinthian Owner Driver Class. The MELGES 32 Class has been created as a strict one-design Class where the true test when raced is between crews and not **boats** and equipment. The MELGES 32 CLASS shall promote one design racing, youth sailing and a family friendly atmosphere. The MELGES 32 CLASS shall promote the highest level of sportsmanship and respect between competitors and the competitors shall at all times respect the rules of the MELGES 32 CLASS, WS, and an organizing yacht club or authority.

The fundamental objective of these class rules is to ensure that this principal is followed.

INTERNATIONAL MELGES 32 CODE OF CONDUCT

Membership in the IM32CA is a privilege, not a right. All IM32CA members (owners, athletes and coaches) when participating in any IM32CA activity must agree to conduct themselves according to IM32CA's core values of Team, Loyalty, Integrity, Respect, and Accountability and abide by the spirit and dictates of this Code of Conduct. All members must agree to comport themselves in a sportsmanlike manner and are responsible for their actions while attending or participating in all IM32CA activities.

Sportsmanlike conduct is defined as, but is not limited to: respect for competition officials, yacht clubs, employees and the Class Rules. Respect for fellow competitors, respect for facilities, privileges and operating procedures, the use of courtesy and good manners, acting responsibly and maturely, refraining from the use of profane or abusive language, and abstinence from illegal or banned drugs, or non-moderate, non-responsible use of alcohol.

While participating in any IM32CA activity:

1. IM32CA members shall be subject to the jurisdiction of the World Sailing Federation Regulations and Rules, the IM32CA Bylaws, and the IM32CA Code of Conduct.

2. IM32CA members shall conduct themselves at all times and in all places as befits worthy representatives of the IM32CA, and in accordance with the best traditions of national and international competition.

3. IM32CA members are responsible for knowledge of and adherence to competition rules and procedures.

4. IM32CA members shall maintain high standards of moral and ethical conduct, which includes self-control and responsible behavior, consideration for the physical and emotional well-being of others, and courtesy and good manners.

5. IM32CA members shall abide by IM32CA rules and procedures.

6. IM32CA members shall abstain from use of illegal or banned drugs and immoderate and non-responsible consumption of alcohol.

7. No IM32CA member shall engage in any conduct that could be perceived as harassment.

10. IM32CA members will avoid profane or abusive language and disruptive behavior.

Failure to comply with any of the above provisions may lead to disqualification from a given IM32CA event and/or IM32CA membership may be terminated for a given period of time determined by the IM32CA.

IM32CA is committed to principles of fairness, due process and equal opportunity. Members are entitled to be treated fairly and in compliance with IM32CA's Bylaws, policies and procedures. Members are entitled to reasonable notice and an opportunity for a hearing before being prevented from participating in competition. Hearings will take place at a IM32CA event and shall be presided over by the jury in place at such event.

Nothing in this Code shall be deemed to restrict the individual freedom of a IM32CA member in matters not involving activities in which one could not be perceived as representing IM32CA. In choices of appearance, lifestyle, behavior and speech while not representing IM32CA, competitors shall have complete freedom, provided their statements and actions do not adversely affect the name and reputation of the IM32CA or its members. However, in those events where one is representing or could be perceived as representing IM32CA, IM32CA demands that its members understand and agree to behave in a manner consistent with the best traditions of sportsmanship and IM32CA's core values.

Please Remember:

THESE RULES ARE **CLOSED CLASS RULES AS PER ERS C2.2** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY — THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

WHEN EQUIPMENT AND/OR COMPONENT IS NOT ALLOWED BECAUSE IT IS NOT SPECIFICALLY PERMITTED BY THE CLASS RULES, THEN THIS RESTRICTION PERTAINS NOT ONLY TO THE USE, BUT ALSO THE PRESENCE ON BOARD OF THIS EQUIPMENT AND/OR COMPONENT.

PART I — ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1 The official language of the class is English and in any case of a dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.1.3 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "italics" the definition in the RRS applies.

A.2 ABBREVIATIONS

A.2.1

WS	International Sailing Federation
MNA	WS Member National Authority
IM32CA	International MELGES 32 Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
MPS	Melges Performance Sailboats
MBW	Melges Boats Works
LM	Licensed Manufacturer

A.3 AUTHORITIES

A.3.1 The international authority for the class is the WS which shall cooperate with the IM32CA in all matters concerning these **Class Rules**.

A.3.2 Notwithstanding anything contained herein, MPS has the authority to withdraw a builders declaration and shall do so on the request of the WS.

A.3.3 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certification mark** and shall do so on the request of the WS.

A.3.4 The IM32CA, NCA or MNA or an **official measurer** are under no legal obligation with respect to these class rules.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 WS has delegated its administrative functions of the class excluding **sails** to IM32CA.

A.4.2 WS has delegated its administrative functions of the class in regarding to **sails** to the MNAs. The MNA may delegate part or all of its functions, as stated in these **Class Rules**, to an NCA.

A.4.3 A measurer shall seek approval from the ICM3CA but shall only be an **official measurer** when recognized or appointed by a MNA.

A.4.4 In countries where there is no MNA, or the MNA does not wish to administrate sail certification, its administrative functions as stated in these **Class Rules** shall be carried out by the IM32CA which may delegate the administration to a NCA.

A.5 CLASS RULES CHANGES

A.5.1 WS Regulation 10.5(e) applies which states that the **Class Rules** shall only be amended at an event with the approval of ISAF and the IM32CA.

A.5.2 The minimum safety equipment is as defined in **Class Rule** Section C. The notice of race or sailing instructions may prescribe additional or alternative safety equipment.

A.5.3 Class Rule C.10.2(b) may be altered by the NOR or SI with the permission of the IM32CA.

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **Class Rules** are subject to the approval of the IM32CA and WS in accordance with the WS Regulations.

A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of **Class Rules** shall be made in accordance with the WS Regulations.10.12

A.8 INTERNATIONAL CLASS FEE & WS BUILDING PLAQUE

A.8.1 The licensed hull builder shall pay the International Class Fee to WS.

A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.

A.9 SAIL NUMBERS

A.9.1 Sail Numbers shall be either:

(a) that of the hull number issued by MPS.

(b) A personal sail number issued to the owner.
Sail numbers 0-101 are reserved for personal numbers and may be purchased from MPS. In addition, higher numbers may be permanently assigned for the same fee if they are not already assigned. Such funds will be deposited into the class association account for class promotion and operations.

A.10 MANUFACTURER DECLARATION

A.10.1 A Manufacturer's declaration shall record the following information:

(a) Class,
(b) Sail number,
(c) Owner,
(d) Hull identification number,
(e) Builder/Manufacturers details,
(f) Date of issue of initial manufacturer's declaration,
(g) Section D - Modification, Maintenance and Repair details,
(h) Section E, Hull weight and **Corrector Weights,** and
(i) **Hull Appendage** serial numbers.

A.11 RIG MANUFACTURER DECLARATION

A.11.1 A Manufacturer's declaration shall record the following information:

(a) Class,
(b) Mast **Spar** identification number,
(c) Builder/Manufacturers details,
(d) Date of issue of initial manufacturer's declaration, and
(e) Section F, Modification, Maintenance and Repair details

A.12 VALIDITY OF MANUFACTURER DECLARATIONS

A.12.1 A manufacturer declaration becomes invalid upon:

(a) the change to any items recorded on the declaration as required,
(b) withdrawal by the WS or MPS, or
(c) the issuance of a new manufacturer declaration.

A.13 RE-ISSUE OF MANUFACTURER DECLARATIONS

A.13.1 The **LM** may re-issue a Manufacturer Declaration to a **hull**:

(a) when it is invalidated under A.12.1(a) or (b),

(b) when it is invalidated under A.10.1 (g), (h), (i), and A.11.1(e) at its discretion and any remedial work shall be recorded on the re-issued declaration.

(c) in case of loss, or

(d) at the request of WS.

A.14 RETENTION OF DOCUMENTATION

A.14.1 The **owner** shall retain the original manufacturer declaration.

A.14.2 A copy of the manufacturer declarations shall be retained by MPS and a copy shall be sent to the IM32CA.

SECTION B – BOAT ELIGIBILITY AND EQUIPMENT INSPECTION

For a **boat** to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

(a) be in compliance with the **Class Rules**,

(b) have valid manufacturers declaration, and

(c) have valid **certification marks** on sails, and

(d) local safety standards and requirements issued by any national organization such as the Coast Gaurd.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the IM32CA, shall be affixed to the hull in a conspicuous position.

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event whereby non-compliance with **Class Rules** is alleged where specific measurements are not stated, the **Equipment Inspector** shall adopt the following procedure:

(a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of **boats** or items of equipment (control group).

(b) The measurement of the disputed **boat** or items of its equipment, taken using the same technique as above, shall be compared to the control group.

(c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee for appropriate action.

B.4 SAIL EVENT LIMITATION MARKS

B.4.1 **Sail event limitation marks** shall be displayed on any sail used in a IM32CA sanctioned event or series near to the **tack** of the sail on the starboard side near the class royalty button. If the **Sail event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible. The measurer or IM32CA representative may date and sign over the **sail event limitation mark**

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when racing. In case of conflict, Section C shall prevail.

The rules in Part II are **closed Class Rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 Rules

(a) RRS 55.4 shall not apply.

(b) RRS 49 is changed to read:

49 CREW POSITION

49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps, stiffeners worn under the thighs and the lower lifeline as described in rule 49.2.

49.2 Lifelines shall meet the tautness requirements in the Class Rules. Competitors shall not position any part of their torsos outside the lifelines, except briefly to perform a necessary task. However, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.

(c) RRS 42.3(c) is changed to allow the spinnaker sheet to be trimmed without restriction.

(d) The ERS Part I – Use of Equipment shall apply.

(e) The **official measurer,** the IM32CA the MNA or the WS may use destructive testing to determine compliance with construction and/or Class rules if there is a reasonable belief that there is a violation.

C.2 CREW

C.2.1 Definitions

(a) **Owner** - a person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, sails and operations, including regatta costs, and whose name appears on all of the **boats** official ownership documents.

(b) **Principal Helmsperson** – an Owner, or member of the owner's immediate family, who is a current class member in good standing, who steers the yacht exclusively during races during the period from 5 minutes prior to each start, throughout each race, until the yacht finishes, excepting for momentary absence due to personal or shipboard needs.

(c) **Relief Helmsperson**- a longtime shipmate of the yacht's owner, or an immediate family member who steers the yacht for no more than one day in the absence of the approved Owner or Charter helmsman. Shall hold a valid WS group 1 categorization and a valid current MELGES 32 Helmsman Eligibility approval as per MELGES 32 EVENT RULES.

(d) **Charterers** are either:

(1) owners,

(2) members of the owner's immediate family, or

(3) non-owner class members who are categorized according the WS regulation 22.2.1 categorization code as Group 1 and shall pay all regatta costs.

C.2.2 Limitations

(a) The minimum number of **crew** is 5.

(b) No **crew** member shall be substituted during an event without the permission of the race committee.

(c) The **crew** shall contain no more than 3, WS Group 3 sailors.

(d) A **principal helmsperson** shall have a valid group 1 sailor categorization under WS Sailor Categorization Code. See www.sailing.org/categorization for more details.
(e) A **principal helmsperson** shall hold a valid current MELGES 32 Helmsman Eligibility approval as per MELGES 32 EVENT RULES and be a current class member in good standing.
(f) A **Relief Helmsperson** shall steer the yacht for no more than one day of a regatta during the absence of the approved **Owner** or **Charter helmsperson**.
(g) An **owner charterer** may charter at will.
(h) A non-owner **charterer** shall be:
(1) A non-owner who is chartering a **boat**; and paying all regatta costs for the event they are chartering for.
(2) shall:
(i) hold a valid WS Group 1 Categorization.
(ii) receive approval from the MELGES 32 Helmsman Eligibility committee as per MELGES 32 EVENT RULES
(3) Is a member in good standing of the Class Association
(4) Non-owner **charterers**, upon approval from the committee, are entitled to charter for regional events. Non-owner **charterers**, upon approval from the committee, and completion of a minimum of three (3) regional class sanctioned events may charter for a World, Continental or National championship. Non-owner **charterers** may charter for a maximum of four (4) class sanctioned events in total.
(5) **Charterer** shall list all events they are planning to sail in and are seeking approval for.
(6) Approval is **charter** specific.

C.2.3 Weights
(a) The total **crew** weight on board while racing shall not exceed 629kgs.
(b) The **owner** shall be allocated a weight of 104kgs if they choose to not weigh in. The **owner** may choose to weigh in.
(c) All **crews** shall be weighed during the registration period prior to racing. Re-weighing shall only take place if a valid protest shows that the pre-race weights were false.
(d) Should any **crew** changes take place during a regatta it is the owner's responsibility to advise the race committee of any changes. A **crew** substitute shall be weighed prior to racing and the total **crew** weight shall comply with the class maximums and should be posted immediately on the regatta notice board.

C.2.4 Positioning
(a) **Crew** shall not stand and lean out over the lifeline or hang on the shrouds, to promote roll tacking or gybing or increase righting moment.
(b) **Helmsperson** shall not sit in any way that projects the body below the waist beyond the sheer line.
(c) **Helmsperson** shall not use any fitting or device with which to hike from with any part of the body below the waist.
(d) **Helmsperson** or **Crew** shall not sit in a way over the "V" or spinnaker turning block and hike so that their upper body is outside the upper lifeline.
(e) **Helmsperson** shall at all times have their upper body, above the waist positioned inside the upper lifeline.

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C.3 PERSONAL EQUIPMENT

C.3.1 Mandatory

The boat shall be equipped with a **personal floatation device** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AS 4758 Level 50, or equivalent, so as to be compliant with local regulations.

C.4 ADVERTISING

C.4.1 Limitations

Advertising shall only be displayed in accordance with the WS Advertising Code. (See ISAF Regulation 20) and class rule C.6.4.

(a) The factory supplied bow number graphic shall remain affixed to the port and starboard bow area for all class sanctioned events per MELGES 32 EVENT RULES.

(b) All Melges 32's shall display the MELGES 32 logo on the cabin house while racing in class sanctioned events. Font and size shall be as per diagram below. The logos shall be placed per the manufactures original placement on the cabin house. Colors, other than standard shall be approved by MPS.

MELGES – 2.459" x 30.440"
32 – 1.944" x 4.766"
TOTAL OVERALL SIZE – 2.955" x 35.866"

C.5 PORTABLE EQUIPMENT

C.5.1 Mandatory

(a) For Use:

(1) **Boats** shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority. **Boats** shall comply with any special requirements of the MNA under which racing is being held or those set by the club.

(2) Two buckets of minimum volume 9 liters on a lanyard with a minimum 1m in length and 4mm in diameter. Collapsable buckets are prohibited.

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(3) One anchor and chain: minimum anchor weight 4.5 kg minimum. Combined anchor and chain weight 5.5 kg minimum. Minimum chain length 1-meter, minimum chain link diameter 6mm. One warp: minimum length 48 meters. Minimum diameter 8mm.

(4) First aid kit in waterproof container or bag containing at a minimum amonia inhalants, alcohol pads, bandages, first aid guide, first aid cream, gauze pads, aspirin tablets, scissors, tape, anibiotic packs, tweezers.

(5) Fire Extinguisher weighing no less than 1.05kgs.

(6) 12 Volt battery weighing no less than 9 kgs.

(7) The two main companionway hatches to enable the cabin to be closed off.

(8) A flow throwable life preserver cushion USCG Type IV approved or a lifebuoy.

(b) Not For Use during racing:

(1) Engine: Tohatsu or Yamaha nominal power minimum of 9.8HP or 7.2KW, minimum weight 39 kg (empty of fuel) maximum 43 kg and weighed as a standard motor prior to adding the factory cavitation plate and the fiberglass hood modification. This weight will be taken prior to adding the cavitation plate and the fiberglass hood to the cowling. The engine shall always be stowed in the engine box compartment. The boat shall depart the dockside with the engine fuel tank containing at least 3 liters of fuel.

(2) One functioning VHF Radio

C.5.2 Optional

(a) For Use:

(1) Electronic or mechanical timing devices

(2) Tactical and navigation instruments and their associated power sources.

(3) Mooring line or lines

(4) Water Bottle Holders

(5) Wind Indicators

(6) Sheet bags may be added to the **boat** to stow equipment, food, tools, and or drinks.

(7) The carrying of loose ropes, fenders, spares, internal buoyancy and safety equipment is unrestricted provided their fixing does not change the structural properties of the **boat** and gives no performance advantage.

(8) Charts and means of recording compass headings.

(9) Rope, bags, tape or fittings to secure safety or other equipment.

(10) Netting, bags, socks or protective coverings may be installed below deck to facilitate sail stowage and protect the spinnaker against tearing or water.

(11) Tell tales may be added to any part of the **rig** and **sails**.

(12) The method of attaching sheets to the gennaker is unrestricted provided that the sail when flown will not fly further than 30cm from the intended sheet rope.

(13) Weed sticks of optional design may be carried on board for the removal of weeds from the **hull appendages**.

(14) A cool/ice box may be carried.

(15) Bunk cushions and a portable toilet may be carried.

(16) The mast may be fitted with a gaiter below the gooseneck to prevent damage from the jib clew and blocks.

(17) The companionway drop hatch may be stowed in a protective bag.

(18) Gaskets or seals to seal up the bow sprit.

(19) Navigation lights may be installed.

(20) Up to two pipe cots may be installed in the Melges 32. If pipe cots are installed it must be noted on the manufacturers declaration as to whether or not these pipe cots are included in the one design weight. If yes, the pipe cots must remain on board while racing in the one design class events.

(21) Necesary and appropriate tools.

(22) Electric bilge pumps. Refer to C.6.1(t)

C.6 BOAT

C.6.1 Modifications, Maintenance and Repair

(a) The use of Velcro, shockcord, Teflon tape, flexible adhesive tape, rope, stainless rings, pulleys, shackles is unrestricted as long as this does not modify the sheeting angle of any sail when loaded or restrict the intended purpose of any equipment and must conform to C.6.1.(b)

(b) The method of attaching any fitting to the boat is unrestricted but shall not modify the fittings position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.

(c) Additional cleats may be added to the aft side of the cabin house within 50mm of the delrin wearplate for purposes of cleating the bow sprit in/out line to help seal off the bow sprit at the bow or for a safety cleat.

(d) Gennaker bag systems may be changed to allow for a retraction system of optional design utilizing a takedown line, patches on the gennaker, rollers, blocks, cloth dams and retraction line recoil systems of optional design.

(e) The CRO engine hull door may be made flush with the hull. The CRO engine door seam shall not be faired beyond the fairing done by the manufacturer, or the seam width changed in any way.

(f) A cleat, velcro or hook of optional design and optional placement may be added as a gennaker halyard keeper.

(g) Covers or plates made of optional material may be added to or around the jib and gennaker system pulleys and bow eye as line deflectors, and/or chafe or wear plates.

(h) Stern rail inner leg support may be added to the stem pulpits to reinforce the pulpit. The stern rail braces if added shall be of MPS design and manufacture only and installed per MPS instructions.

(i) Tape, webbing or tubing may be added to the forward hatch to prevent spinnakers or lines from catching. Both handles, all hinges and locking mechanisms must remain installed on the forward hatch for proper closing and latching of the hatch.

(j) Protective covers or gaskets to prevent water ingress and abrasion may cover the shrouds, vang,bow sprit, mast opening at the deck. The forward hatch and main hatchway may also be covered, the hatch covers shall in no way effect the operation of a hatch.

(k) Eye straps may be added to the deck to facilitate the shockcord restrainer for the spinnaker sheets.

(l) Mast height measurement systems of optional design may be added provided they contain no electronic systems and shall remain entirely below the deck.

(m) Stops of optional design may be added to the main companionway hatch.

(n) Rollers, tubes or similar may be added to the lifeline to assist in the skirting of the jib, to clear lines, or clear the spinnaker. Additionally, line may be woven forming a net from the bow pulpit aft to the forward most stanchion, the line is optional.

(o) Padding, or similar may be fitted to the lifelines, stanchions, pulpits and the spinnaker turning block U bolt to enhance crew comfort.

(p) The lifelines, if wire, shall be a minimum of 4mm (5/32") 1X19 wire. The lifelines may be made of spectra and shall be a minimum of 5mm, except for the forward lower lifeline which shall be made with a minimum of 4mm 1X19. The upper lifeline shall be lead from the bow pulpit, upper most attachment point, through the top of all side stanchions and secured at the rear push pit at the upper most attachment point. The lower lifeline may be deflected down to the spinnaker turning block U bolt if it is continuous from bow pulpit to stern pulpit, or, it may be split, and dead ended at aft spinnaker turning block U bolt. If the lifeline is split, one section shall lead forward from the spinnaker turning block U bolt through the lower holes in each stanchion and secured at the lower middle attachment point at the bow pulpit. There shall also be a section that goes from the spinnaker turning block U bolt aft to the lower attachment point of the rear push pit. This section may be a minimum of 5mm spectra or 4mm 1X19 wire. The forward lower lifeline shall be continuous. Stanchions shall be secured in the factory positions and shall only be of MPS design and manufacture. Gate stops or knotting of the lifelines is prohibited.

(q) When pushing down hard on the lower lifelines the lifeline shall when measuring from the deck to the top of any padding on the lifeline not measure less than 100mm in the lowest position between the after most stanchion and the middle stanchion. Shockcord may be added to the lower lifeline to pull the lifeline tight when no pressure is applied. The aft lower spectra section must be taut. The upper lifeline shall not deflect more than 50mm in any one spot when pushing down hard on the lifeline at the midpoint between any two stanchions.

(r) Lifelines shall be secured with a minimum of 3mm high strength line making three complete loops before tying off.

(s) The rear gates across the transom shall be securely lashed closed while racing with a minimum of 3mm high strength line making three complete loops and shall be taut. The dimension and the material of the rear gates is the same of the higher lifelines.

(t) No more than 2 additional electric bilge pumps may be added to the original electric bilge pump system for the purpose of pumping water out of the interior of the boat while racing. The brand and the model of the pumps is optional. Maximum output = 70 l/m(19 g/m) ; all of the items in the system shall be readily available parts. The additional bilge pumps shall pump out the water through the original hose through hull fitting exit located in the cockpit or in the transom. Additional hoses may be added. Additional hoses shall not penetrate any bulkheads or settees. The pumps may be switched from the cockpit. The original pump shall remain operational as

supplied. The electric bilge pumps may be set up with no more than two switches or buttons in the cockpit to switch on the pumps. The hoses may be set up to pump water out of the interior while racing. The switches or buttons shall not allow water ingress to the interior. Any added pumps, hoses, switches, or other parts shall not be included in the all up weight of the boat.

(u) Rudder bearings shall be supplied by MPS. Bearings may be shimmed to be made flush with hull or shimmed to improve function. The ball bearings may be replaced with Torlon balls.

(v) The deck may be fit with sheaves and stoppers for a mainsail reefing system as per MPS design.

(w) The MPS keel hull fairing plate may be made flush with the hull and the perimeter filled with caulk but fastening screws shall not be faired or filled or reduced. The keel hull fairing plate shall be supplied by MPS.

(x) Fiberglass reinforcements are permitted under the stanchions, between the deck and the stanchion and/or between the nut and the deck, below the deck: max width 125mm, max thickness 3mm.

(y) fiberglass reinforcements are permitted below the deck, where the knees meet the deck and the hull, max thickness 3mm and max width 50mm

C.6.2 Weight

	Minium	Maximum
The weight of the boat in dry conditions	1712kg	

The weight shall be taken including the engine, mast, boom, bow sprit, rudder, tiller with extension and fixed equipment excluding **sails**, batteries, fuel can, all portable equipment as listed in C.5., sheets and Personal Equipment.

C.6.3 Corrector Weights

(a) **Corrector weights** Shall be equally divided fore and aft and fixed in the locations shown on the measurement diagram. 50% of the corrector weight shall be positioned aft. The aft corrector weight shall be positioned on the aft side of the mainsheet traveler bulkhead, and shall be split equally port and starboard, and shall be placed just outside the drain holes. The remaining 50% of the corrector weight shall be divided as follows. 12% shall be split and placed on the forward side of the bow sprit bulkhead, the remaining weight shall be split and placed at the forward end of the port and starboard settees so that the lead lies athwartship and is touching the main bulkhead. Access to this area is achieved through factory installed inspection ports in the main bulkhead. Example: If the **boat** requires 20kgs of corrector weight, 10 kg will go aft, 1.2kgs at the bowsprit bulkhead and 8.8kgs at the main bulkhead inside the settees. Shall be bonded in with Silkaflex, 5200 or
equivalent. Shall be recorded on the
Manufacturers Declaration
May only be altered after the **boat** has been re-weighed by an official measurer, under a controlled environment using the class approved scale. Re-weighing shall not take place at a regatta and shall not be re-weighed more than once every 12 months.

(b) The total weight of such **corrector weights** shall not exceed 45 kg. for hulls built

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after January 1st, 2007, See also rule D.

C.6.4 Graphics

The material permitted for new graphic like drawings, names and advertisements applied on the boat after January 2015 shall be the vinyl. RRS 53 still apply. On the hull the vinyl should be applied so that the edge of the epoxy layer on the bottom of the hull is present and not merged into the vinyl.

C.7 HULL

C.7.1 Modifications, Maintenance and Repair

The following is permitted without the approval of MPS. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

Modifications

(a) Holes may be made in the **hull** for the fitting of electronic systems and local reinforcement may be added to the area of the hull fitting. Through hulls shall not be made inside of the keel box cruciform area or the motor box compartment.

(b) Non-skid material of any kind may be added to the cockpit floor, upper deck, foot pushes, motor hatch, **hull** edge and interior. Thickness shall not exceed 6mm.

(c) Cleat risers and fairleads may be added, removed or changed on all cleats.

(d) The jib and spinnaker sheet cleat positions are optional.

(e) The traveler cleats and eye strap above the cleat positions are optional.

(f) Brackets, cleats and pulleys may be added to the traveler system to allow for cleating from the opposite side of the **boat**.

(g) Inspection or storage hatches may be added to the top of the settees, they are not to exceed 400mm in any one direction. These hatches must be closed and watert i g h t while racing.

(h) Additional foot pushes of optional design may be added for the comfort of the helmsman and of the **mainsail** trimmer.

Maintenance

(h) Waxing and polishing of the **hull** is permitted provided the intention and effect is to polish only

(i) Through **hull** transducers may be made flush.

Repair

(j) Replacements of the following items is permitted. Parts may be obtained from any supplier.

(1) Blocks
(2) Cleats
(3) Mainsheet swivel base
(4) Inspection hatches
(5) Shackles, pins, bolts
(6) Winches within a +/- 3mm drum size of MPS supplied winches
(7) Winch Handles of optional design and length

(k) Sheave Size Limitations:

(1) Mainsheet system blocks minimum sheave size 55mm, minimum

swivel base ratchet size 74mm

(2) Jib sheet traveler car blocks minimum sheave size 45mm, jib ratchet minimum sheave size 74mm, jib clew blocks are optional.

(3) Gennaker sheet system blocks minimum sheave size 55mm ratchet or free running, gennaker cheek ratchet minimum sheave size 74mm.

(4) Bow sprit end block minimum sheave size 55mm

(5) Bow sprit in/out system blocks minimum sheave size 40mm

(6) Backstay blocks shall have working sheaves

(a) Primary block minimum breaking strength shall be 2267 kgs.

(b) Block on 2:1 cascade and turning block at transom minimum breaking strength shall be 1500 kgs.

(c) Blocks in remaining purchase system shall have a minumum 40mm diameter.

(d) Inspection hatches may be added to the motor box or the keel box area to facilitate repairs. Approval and location shall be approved by MPS prior installation.

C.7.2 Fittings

(a) Use:

(1) Inspection hatch covers shall be kept in place at all times.

C.8 HULL APPENDAGES

C.8.1 **Modifications, Maintenance and Repair**

(a) Waxing and polishing of the **hull appendages** is permitted provided the intention and effect is to polish the **hull appendages** only.

(b) Epoxy finish on **hull appendages** may be lightly abraded if and only if to apply anti fouling paint.

(c) Routine maintenance such as removing scratches from general wear and tear and sanding smooth areas from general wear and tear with no intention to re-fair the surface is permitted. 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**

(d) The **keel** guide delrin blocks may be shimmed or bedded to prevent **keel** movement but shall not alter the **keel** position. **Keel** guide delrin blocks shall only be obtained from MPS.

(e) **Tiller** extension may be replaced with optional design and material

C.8.2 Limitations

(a) Only one **keel** and one **rudder** blade shall be used during an event unless non-intentionally lost or materially damaged beyond repair in which case it may be replaced with the prior permission of the race committee.

C.8.3 Keel

(a) Use:

(1) The **keel** shall be fixed down with the keel bolts.

C.8.4 Rudder

(a) Use:

(1) The **rudder** blade shall be strapped or tied in the down position while racing except for momentary periods to lift and clear weeds, or lines. Between a series of races, when at the dock, the **rudder** may be moved from it's normal position, but shall stay at all times on/in the **boat**.

(2) The **rudder** angle may be changed between races.

C.9 RIG

C.9.1 Modifications, Maintenance and Repair

The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

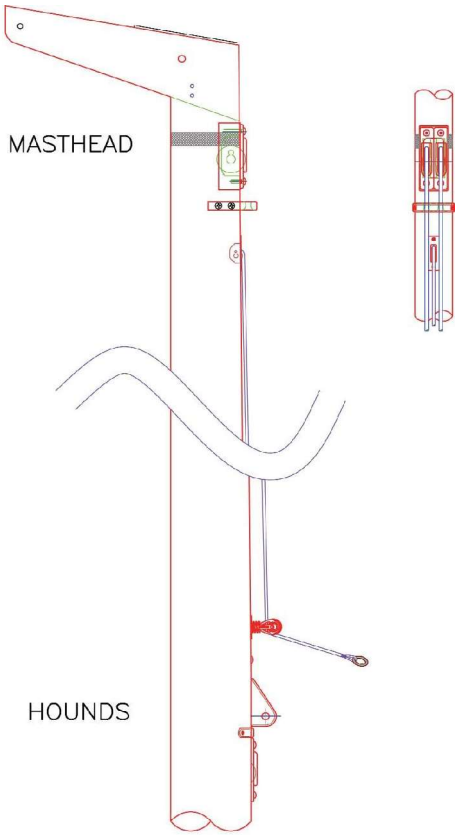
Modifications

(a) Running rigging may be replaced by rope of any type but shall meet any minimum diameter as stated in C.9.7.

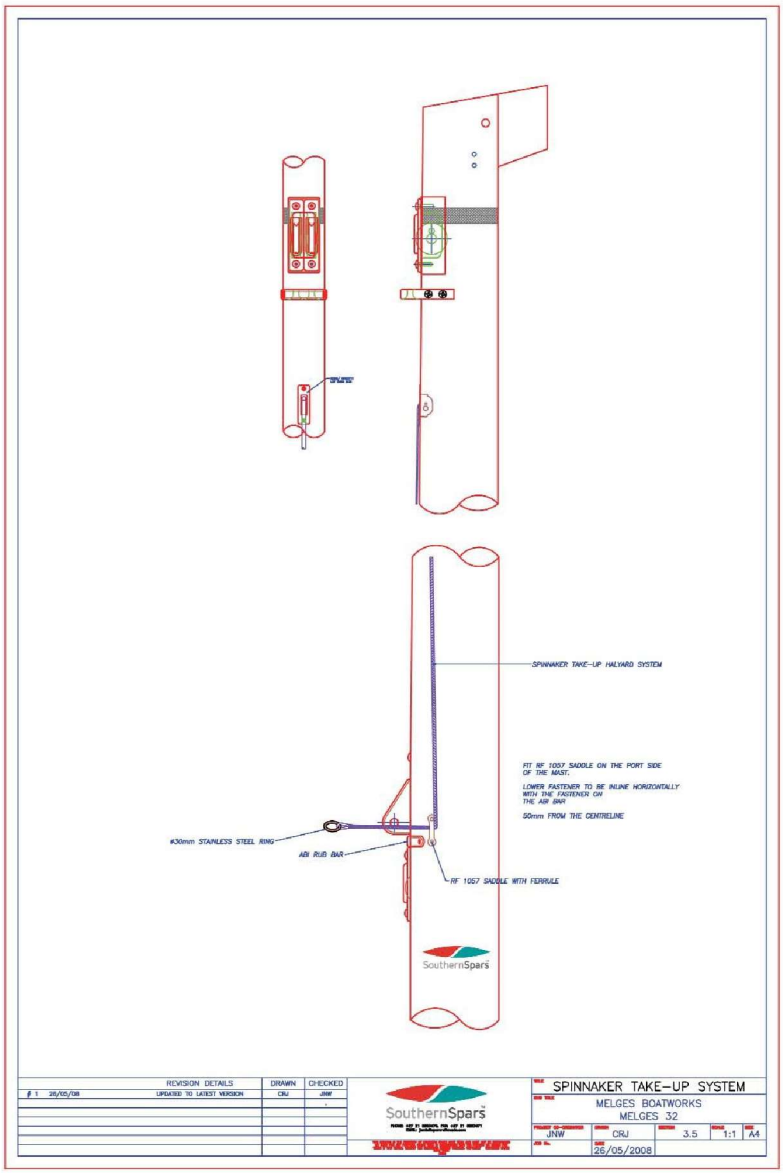
(b) Any system of tape, rope, or clips intended only to prevent turnbuckles from loosening and to prevent sails tearing.

(c) A shockcord system may be added to the mast to facilitate the retention of the spinnaker halyard in the area of the hounds with the purpose of keeping the spinnaker halyard in front of the spreaders at the hound area where the forestay attaches. Please refer to diagram below (SPINNAKER HALYARD RETAINER) for the manufacturer recommended method of installation. If any fittings are permanently added to the rig they shall be added per diagram below (SPINNAKER TAKE UP).

SPINNAKER HALYARD RETAINER



SPINNAKER TAKE UP



(d) A protective pad of optional design may be added to the front of the mast from the deck to the gooseneck to protect the mast from the clew of the jib.

(e) A mast gaitor may be added to go around the mast at deck level to prevent water ingress.

(f) A wind direction indicator may be fitted to the top of the mast.

(g) Mast head electronic brackets or wands of optional design may be fitted to the top of the mast.

(h) Mast brackets of optional design may be added below the gooseneck for electronic displays.

(i) The mast head crane shall be fitted with a sail batten, connected to the backstay. The sail batten shall be used to assist keeping the backstay clear of the mainsail leech. The length and specification

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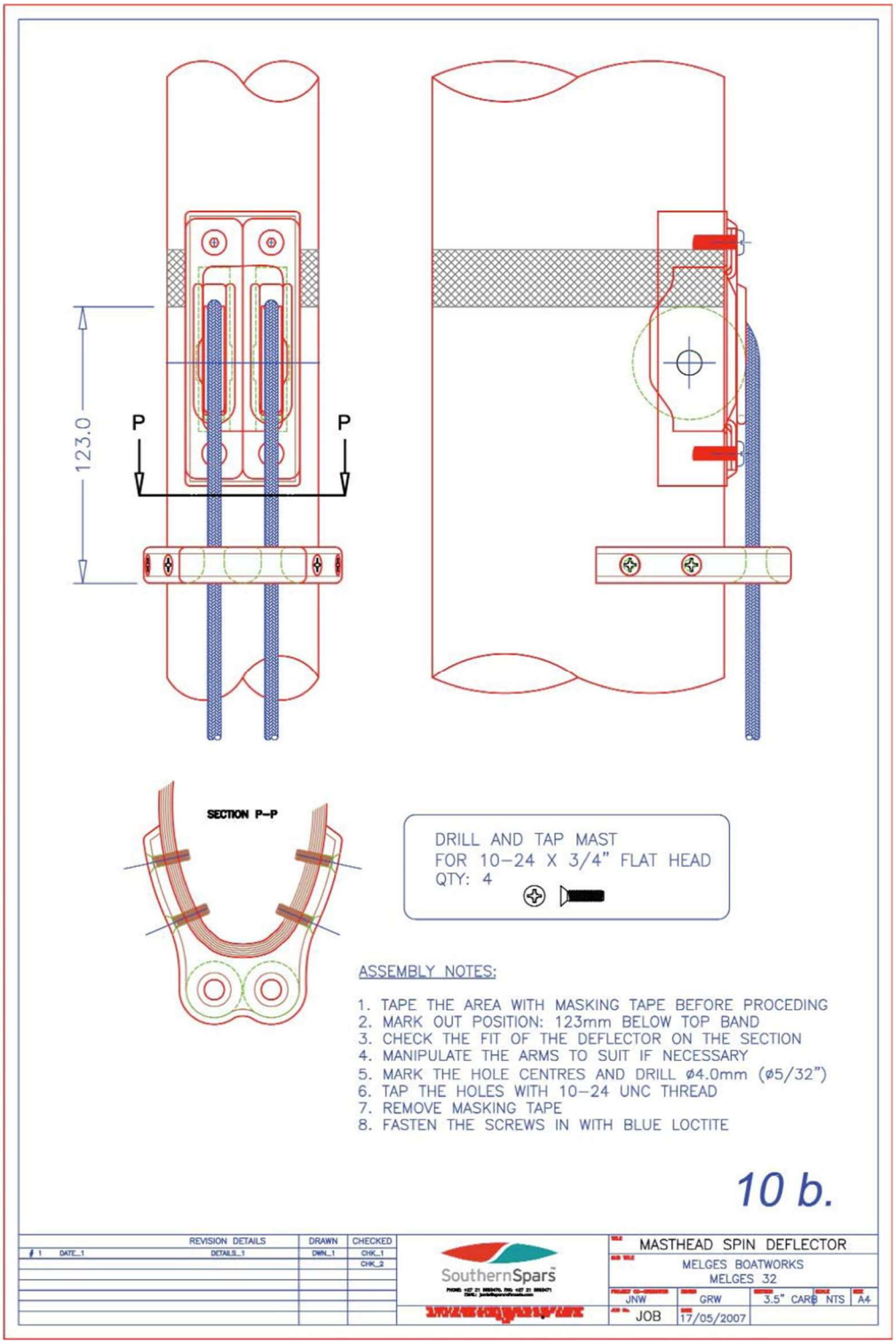
of this sail batten is optional, and and may be fitted with a ring, block or similar. The minimum length of this batten is 1600 mm ; the material and the section are optional.

(j) The **mast** shall be fitted with a Spinnaker Halyard Deflector. This deflector shall be mounted so the bottom edge is 123mm or more below the bottom edge of the upper mast band. Refer to diagram below for installation instructions and location.



(k) the boom may be fitted with a pulley or a carabineer afterward ship the outhaul cleat, for the use of the outhaul line.

(l) The use of tape of any kind is unlimited but it is not permitted to change the purpose of any equipment. E.G.: it is not permitted to merge the upper and the lower shrouds plastic tube. It is permitted to wrap each single plastic tube, leaving them free to spin.

Maintenance

(m) The use of shockcord on the rig is unlimited.

(n) The use of tape of any kind is unlimited.

Repair

(o) Sheave blocks and other fittings may be replaced on a like for like basis except:

(i) for the jib halyard, where the original Harken sheave can be replaced by a friction sheave

(ii) that the size of the attachment may be marginally increased if needed to facilitate the repair.

C.9.2 Limitations

(a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been non-intentionally lost or materially damaged beyond repair in which case it may be replaced with the prior permission of the race committee.

C.9.3 MAST

(a) Use:

(1) The **spar** shall be stepped in accordance with the owner's manual/rigging guide.

(2) The maximum distance between the **lower limit mark** and the **upper limit mark** is 13426mm.

(3) The **limit mark width** is minimum 25mm.

C.9.4 BOOM

(a) Use:

(1) The **outer point distance** is 4720mm

(2) The **boom** may be fit with a reefing system as per MPS design.

(3) The **outer limit mark** width is minimum 25mm and it should be painted.

C.9.5 RETRACTING BOWSPRIT

	Minium	Maximum
Bow sprit extension from forward most point on mm the bow to the forward most point of the **bow sprit** outboard end plug fitting		2440mm

(a) Use:

(1) **Bow sprit** shall be fully retracted at all times except when the gennaker is set or actively being set or recovered, and shall be retracted at the first reasonable opportunity after dousing the gennaker.

(2) Approaching a windward mark without the gennaker set, the **bow sprit** shall not begin to be extended until after the bow of the boat has reached the mark. If for a wind shift, or any other reason, the gennaker is flown on a windward leg, then the **bow sprit** shall be fully extended and the

gennaker set before the boat reaches the three length circle at the windward mark.

(3) The **bow sprit** shall be capable of being retracted to have its forward end level with or aft of the forward side of the stem.

(4) The **bow sprit** sheave block shall be attached to the U bolt using a rope loop and shackle provided by MPS.

(5) To assist in catching the spinnaker sheets, the bow sprit may be fitted with a batten or similar device at the outer end and shall not extend more than 200mm from the outer end of the **bowsprit**.

C.9.6 STANDING RIGGING

(a) Dimensions:

(1) Refer to: F.3.1

(2) The hydraulic mast pump, cylinder and hose shall be supplied by MPS, associated fittings make and design are optional provided they do not contain electronics and shall not be lead to operate remotely.

(b) Use:

(1) Rigging turnbuckles shall not be adjusted while racing.

(2) The hydraulic mast jack may be adjusted while racing.

(3) The hydraulic jack shall be set up in the maximum down position with a minimum of 400kgs (#5 on PT-3 Loos tension gauge) of tension on the Upper shrouds with the **boat** at rest, backstay eased at the dock. This puts the piston at a maximum extension from the bottom of the mast foot of 35mm with the hydraulic jack in the maximum released position. This reading shall be taken with the Loos Model PT-3 ... tension gauge and converted to Kgs. using the Applied Fiber tension chart. The upper shrouds shall not be loosened beyond this point at any time. The hydraulic mast jack pump location is optional provided that it remains below deck and either on the aft side of the main bulkhead at the mast, the forward side of the main bulkhead at the mast, or on top of the longitudinal running forward of the mast.

C.9.7 **RUNNING RIGGING**

(a) Dimensions

(1) **Jib halyard** material and taper optional, 7mm minimum diameter, may be tapered below 7mm.

(2) **Main halyard** shall be of 7x19 stainless wire with an optional rope tail spliced on, 5mm diameter with the halyard stop placed so that the mainsail head is not positioned over the upper measurement band when the halyard is in the latched position. The halyard may attach to the mainsail using a shackle of optional design or lashing, or a rope loop of optional design.

(b) Use / Dimensions

(1) **Gennaker halyard** minimum diameter is 7mm, taper is optional and may be tapered below 7mm. The use of a second halyard as per MPS design may be installed.

(2) The **mainsheet** diameter is optional and may be tapered.

(3) The **mainsail** sheet shall be led as supplied from the LM. Course and fine

tune maybe flip flopped from front to back.

(4) Pennants of optional length and material may be used to attach the mainsheet blocks to boom webbing loops.

(5) The **headsail** sheet may be led 2:1 or 1:1. The minimum diameter is 7mm, and maybe tapered.

(6) The **gennaker** sheet size and taper are optional.

(7) A shockcord restrainer of optional design may be added to tend the **gennaker** sheet, additional eyes or blocks may be added to facilitate this addition.

(8) The vang line size and type is optional as well as cleat position, purchase shall remain as supplied by LM and shall remain entirely on the vang tube or end fittings.

(9) The **mainsail** clew outhaul shall remain as supplied by LM in terms of purchase and the minimum line diameters is 5mm

(10) The **mainsail** Cunningham purchase, blocks and line are optional and shall remain completely on the mast.

C.10 SAILS

C.10.1 Modifications, Maintenance and Repair

The following is permitted without re-**certification** or approval and may be done by anyone.

(a) Routine **maintenance** such as repairing tears

(b) Addition of tell tales

(c) Addition of camber stripes

(d) Battens may be placed in the **batten pockets** which shall be fiberglass or carbon fiber

C.10.2 Limitations

(a) Not more than 1 mainsails, 2 maximum size headsails, 1 heavy wind jib and 2 gennakers shall be carried aboard.

(b) Not more than 1 mainsails, 2 maximum size headsails, 1 heavy wind jib and 2 gennakers shall be used during an event of less than 9 consecutive days, except when a sail has been lost or damaged beyond repair were it may be replaced with the permission of the race committee.

C.10.3 Mainsail

(a) Identification:

The national letters and sail numbers shall comply with the RRS 77

(b) Use:

(1) Shall be rigged as per the owner's manual

(2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

(3) Luff bolt rope shall be in the spar grooves or tracks.

C.10.4 Headsail

(a) Identification

Sail numbers are not required on the **headsails**

(b) Use:

(1) The jib clew shall not be inhauled or outhauled during racing

C.10.5 Gennaker

(a) Identification

Sail numbers are not required on the **gennaker**

SECTION D – HULL

D.1 PARTS

D.1.1 Mandatory

(a) Hull Shell

(b) Deck

D.2 GENERAL

D.2.1 Rules

(a) The **hull** shall comply with the **class rules** in force at the time of manufacture.

D.2.2 Identification

(a) The hull shall carry the Manufacturer Plaque incorporating the **boat** serial number supplied by MPS permanently placed on the upper starboard transom area per the owner's manual and the WS Plaque placed at the aft end of the cockpit from hull number 215. Previous hull numbers shall pay the WS fee upon entry to a World Championship at which time their WS plaque will be issued.

D.2.3 Builders

(a) The hull shall be manufactured by a LM.

(b) The production moulds used for hull manufacture shall be approved by MPS.

D.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The alterations contained in this section may be made by MPS, or by anybody after a formal request has been made to MPS and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued upon competion of post work inspection by an approved measurer.

(a) If any **hull** is damaged and requires **repair** in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

(b) Painting of the topsides.

(c) The molded gel coat/epoxy barrier coat below the waterline and for not more than 30mmabove the waterline may be lightly abraded back if and only if to allow for the application and adhesion of anti-fouling products, for those **boats** to be left afloat for more than 20 consecutive days. The abrasion of the gel coat/epoxy barrier coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort.

(d) Inspection hatches may be added to the motor box or the keel box area to facilitate repairs. Approval and location shall be approved by MPS prior to installation.

(e) Drill the hull to permit lines to go through the hull is not allowed

D.4 ASSEMBLED HULL

D.4.1 Weights

	Minimum	Maximum
Hull Weight Complete (Refer to C.6.2 for what is included in complete weight)	1712 kg	

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 Mandatory

(a) **Keel,**

(b) **Rudder,** and

(c) **Keel** Weed Cutter

E.2 GENERAL

E.2.1 Rules

(a) **Hull appendages** shall comply with the Melges32 building specifications and **Class Rules** in force at the time of **certification**.

E.2.2 **Modifications, Maintenance and Repair**

The alterations contained in this section may be made by a LM, or by anybody after a formal request has been made to MPS and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued upon competion of post work inspection by an approved measurer.

(a) If any **hull appendages** are damaged and require **repair** in any other way than described i n section C the details shall be recorded on the Manufacturers declaration upon competion of post work inspection by an approved measurer.

E.2.3 Manufacturers

(a) The **hull appendages** shall be made by a LM and shall be obtained from MPS.

SECTION F – RIG

F.1 PARTS

F.1.1 Mandatory

(a) **Mast,**

(b) **Boom,**

(c) Standing **rigging,**

(d) Running **rigging,** and

(e) **Bow sprit**

(f) **Spreaders,** his original fittings and original pins

F.2 GENERAL

F.2.1 Rules

(a) The **spars** and their fittings shall comply with the **Class Rules** in force at the time of

certification of the **spar**.

(b) The standing and running **rigging** shall comply with the **Class Rules**.

F.2.2 **Modifications, Maintenance and Repair**

The following alterations may be made by a LM, or by anybody after a formal request has

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been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued upon completion of post work inspection by an approved measurer.

(a) If any **spar** is damaged and requires **repaired** in any other way than described in section C the details shall be recorded on the Manufacturers declaration upon completion of post work inspection by an approved measurer.

F.2.3 Manufacturers

(a) The **spar** and boom shall be made by manufacturers licensed by MPS and replacements shall be obtained MPS.

F.3 STANDING RIGGING

F.3.1 Materials / Construction

(a) Mandatory

(1) **Upper** shrouds shall be PBO Manufactured by Armare and supplied by MBW or Melges Europe with a double ended open body turnbuckle installed at bottom end.

(2) **Intermediate** shrouds shall be PBO PBO Manufactured by Armare and supplied by MBW or Melges Europe with a double ended open body turnbuckle at the bottom end.

(3) **Lower** shrouds shall be PBO Manufactured by Armare and supplied by MBW or Melges Europe with a double ended open body turnbuckle at the bottom end.

(4) **Forestay** shall be 6mm 1 X 19 Dyform stainless wire with a double ended open body turn buckle at the bottom end and shall be supplied by the MPS.

(5) PBO shrouds supplied by MBW and Melges Europe before 1st January 2023 will be permitted.

(5) Backstay shall be manufactured by Maffioli, have a breaking strength of 4900 kgs, minimum diameter of 6mm and shall be supplied by MBW, Melges Europe or vendor that provides a backstay meeting required specifications.

Backstays over 6mm will be allowed to be grandfathered. Class approved backstays will need to be in place prior to 1 January 2016.

F.3.2 Fittings

(a) Mandatory

(1) Only factory supplied double ended turnbuckles may be used on all PBO standing rigging.

F.4 RUNNING RIGGING

F.4.1 Materials

(a) Refer to C.9.7

F.4.2 Construction

(a) Refer to C.9.7

SECTION G – SAILS

G.1 PARTS

G.1.1 Mandatory

(a) **Mainsail**

(b) **Headsail**

(c) **Gennaker**

G.2 GENERAL

G.2.1 Rules

(a) **Sails** shall comply with the **Class Rules** in force at the time of **certification**.

(b) ERS G.8.1, **Batten pocket** length, and G.8.2, **Batten pocket** width, shall be modified to measure Batten length and width where stated.

G.2.2 Certification

(a) An **official measurer** or an official class approved measurer or **In-House Official Measurer** shall **certify mainsails** and **headsails** in the **tack** and gennakers in the **head** and shall sign and date the **certification mark**.

(b) The WS or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 Sailmaker

(a) No license is required.

(b) The weight in g/m2 of the **body of the gennaker** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.2.4 Class Association Royalty Button

Each **sail** constructed shall have permanently fixed, (with stitching), near to its **tack**, on the starboard side of the **sail**, an official IM32CA button. No **sail** shall be accepted for its fundamental measurement without a **sail button**. The **official measurer** shall sign and date across the button and sail to ensure that it cannot be transferred to another sail. Buttons shall only be available from the IM32CA secretary (or treasurer) and the cost shall be fixed annually by the ICA in general meeting. Royalty Application form can be found at www.melges32.com and shall be submitted to: classadmin@melges32.com

G.3 MAINSAIL

G.3.1 Identification

(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram below and be placed in accordance with the diagram

G.3.2 Materials

(a) The **ply** fibers shall consist of woven ply, laminated ply and/or single ply made from one or more of t h e following materials: Dacron, Polyester, aramids, Carbon fiber,

HMPE. Sail reinforcements shall be made from one or more of the following materials: Dacron, polyester, aramids, carbon fiber, HMPE, fiber glass. N.b. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra, Dyneema.

G.3.3 Construction

(a) The construction shall be **soft sail**, **woven ply**, **laminated ply** and/or **single ply**.

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

(c) The **sail** shall have five **batten pockets** in the **leech**. The upper two shall be full length and extend from leech to luff. Measuring from the forward top corner of the mainsail head to the center of the upper most batten on the leech the dimension shall not be less than 2075mm, along the luff the measurement shall not be less than 1700mm. The spacing of the remaining battens is optional. The batten material is optional.

(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast slides, leech and foot line with cleat or velcro tab with flap and closure, windows, tell tales, spreader chafe patches, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

(e) The mainsail shall be loose footed, except the foot may be attached to the boom at mid-point via velcro, line, or shockcord. The method of attachment shall stay within a 400mm diameter on or around the boom.

(f) **Mainsail leech hollows** shall be measured in accordance with ERS H.5.2. Mainsail luff hollows shall not be considered.

(g) The **leech** shall not extend aft of straight lines between:

(1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,

(2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,

(3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 Dimensions:

	Minimum	Maximum
Top Width		210mm
Leech length		14150mm
Half width		3395mm
Three-quarter width		2117mm
Reinforcement is unrestricted		
Upper two battens, including any external terminal protection of the pocket shall be full length to within 50mm of front edge of sail.		
Third batten up		1800mm
Lower two batten lengths		2100mm
Windows are unrestricted		
Reefs are unrestricted		

G.4 HEADSAIL

G.4.1 Materials

As per the mainsail

G.4.2 Construction

(a) The construction shall be: **soft sail**, **woven ply**, **laminated ply** and/or **single ply**.

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

(c) The **sail** shall have maximum three **batten pockets** in the **leech**.

(d) The following are permitted: Stitching, glues, tapes, webbings, bolt ropes, corner eyes, batten pocket patches, batten pocket elastic, batten pocket end caps, batten pocket adjusters, leech and foot lines with cleat, windows, tell tales, spreader chafe patches, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

(e) Any headsail shall be fitted with a maximum of three battens, the battens shall have one end placed on the **leech**, the battens shall be removable, the top batten may be full length and the batten **leech** angle is optional.

(f) **Reinforcement** is unrestricted

(g) The jib luff shall carry a #6 luff tape

(h) Headsail **leech hollows** shall be measured in accordance with ERS H.5.2. Headsail **luff** hollows shall not be considered

(i) Any part of the headsail, when hoisted up, between the tuff luff and the **tack** point on the deck, should not lie forward the prolongation of the tuff luff..

G.4.3 Dimensions of largest jib shall be measured as follows:

	Minimum	Maximum
Top width		80mm
Luff length		12550mm
Leech length		11700mm
Measuring down luff and leech from Head Point 3000mm, 6000mm, 9000mm to find measurement points		
3000mm		1060mm
6000mm		1930mm
9000mm		2760mm
Max LP		3530mm
Top batten intersection of leech from head point	2250mm	
Top batten, including any external protection of the pocket shall be full length to within 50mm of front edge of sail		
Batten #2 & #3 length		900mm
Batten width outside		35mm
Dimension of Heavy Wind Jib shall be measured as follows	Minimum	Maximum
Top width		80mm
Luff length		12300mm
Leech length		11400mm
Measuring down luff and leech from Head Point 3000mm, 6000mm, 9000mm to find measurement points		
3000mm		985mm
6000mm		1795mm
9000mm		2635mm
Top batten intersection of leech from head point	2250mm	
Top batten shall be full length to within 35mm of front edge of sail		
Foot length		3650mm
Batten #2 & #3 length		900mm
Batten width outside		35mm

G.5 GENNAKER

G.5.1 Materials

(a) The **ply** fibers shall consist of woven ply. All ply fibers shall be of non-polyester material. Primary reinforcement may include other materials.

G.5.2 Construction

(a) The construction shall be: **soft sail**, **single ply sail**.

(b) The **body of the sail** shall consist of the same **woven ply** throughout.

(c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, leech and foot lines and items as permitted or prescribed by other applicable rules.

(d) Windows are permitted below half height.

(e) Gennakers constructed using silicon coatings shall have a patch of material sewn on the sail near the **tack** for the sail limitation mark to be stuck to the sail.

G.5.3 Dimensions:

	Minimum	Maximum
Luff length	16000mm	17000mm
Leech length	13570mm	14570mm
Foot length	8000mm	9700mm
Half width	7500mm	9500mm
Mass of the **ply** of the **body of the sail**	40 g/m2	
Reinforcement is unrestricted		

Effective Date: March 30, 2025

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