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MELGES²⁰

Class Rules

International Melges 20 Class Association



The Melges 20 was designed by Reichel Pugh Yacht design and adopted as a World Sailing class in 2013.

sport / nature / technology


World Sailing
Class Association

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INTRODUCTION

This introduction provides only an informal background and the Melges 20 Class Rules proper begin on the next page.

The Melges 20 Class is a Corinthian Driver Class.

The Melges 20 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 fundamental objective of these class rules is to ensure that this concept is maintained.

Melges 20 hulls, hull appendages and rigs shall only be manufactured controlled and shall only be produced by a manufacturer licensed by Melges Performance Boats. Equipment is built in accordance with the Melges 20 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

Melges 20 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 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.

PLEASE REMEMBER:

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

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

PART I — ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of 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** World Sailing
- MNA **WS** Member National Authority
- ICA International Melges 20 Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- MPS Melges Performance Sailboats
- LM Licensed Manufacturer

A.3 AUTHORITIES

- (Note: Until the class is an **WS** class the ICA Executive shall take the place of **WS**)
- A.3.1 The international authority of the class is the **WS** which shall cooperate with the ICA in all matters concerning these **class rules**.
 - A.3.2 Notwithstanding anything contained herein, the LM 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 ICA, NCA, 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 MPS.
- A.4.2 **WS** has delegated its administrative functions of the class in regards 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 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 ICA which may delegate the administration to an NCA.
- A.4.4 A measurer shall seek approval from the ICA but shall only be an official measurer when recognized or appointed by a MNA.

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 **WS** and the ICA.
- 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 ICA.

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** are subject to the approval of the ICA 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.

A.8 INTERNATIONAL CLASS FEE & WS BUILDING PLAQUE

- A.8.1 The licensed hull builder shall pay the International Class Fee.
- A.8.2 **WS** shall, after having received the International Class Fee for the hull, send the **WS** Building Plaque and a measurement form 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. These numbers start from 102.
 - (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 presently assigned. Such funds will be deposited into the class association account for class promotion and operations. Contact Melges Performance Sailboats, sales@melges.com

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, **Corrector Weights**
 - (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) Boom **Spar** identification number
 - (d) Builder/Manufacturers details
 - (e) Date of issue of initial manufacturer's declaration
 - (f) Section F, **Corrector Weights**
 - (g) 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 LM
 - (c) the issue 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), (j) and A.11.1(f), (g) at its discretion and any remedial work shall be recorded on the re-issued declaration
- (c) in case of loss
- (d) at the request of **WS**

A.14 RETENTION OF DOCUMENTATION

A.14.1 The **skipper** shall retain the original manufacturer declarations

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

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 declarations.
- (c) have valid **certification marks** on sails

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the ICA, 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 alleging non-compliance with **class rules** 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 sample.
- (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.

B.4 **EVENT LIMITATION MARKS**

B.4.1 **Event limitation marks** shall be displayed on any sail used in a IMCA sanctioned event or series and shall not be removed during the event or series and shall be permanently sewn to the tack of the sail on the starboard side near the class royalty button. If the Sail limitation mark becomes damaged or lost this shall be reported to the race committee as soon as possible. The measurer or IMCA representative may record the certification date and sign over the sail limitation mark onto the sail to prevent removal.

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) For the purposes of RRS 50.2 the anti hiking strap does not constitute a lifeline.
- (c) RRS 42.3(c) is modified to allow the gennaker sheet to be pumped without restriction to promote planing.
- (d) The ERS Part I – Use of Equipment shall apply.
- (e) RRS Appendix G.1.3(C) (3) shall not apply
- (f) The official measurer, the ICA the MNA or the **WS** may use destructive testing to determine compliance with construction and/or Class rules.

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 and whose name appears on all of the boats official ownership documents.
- (b) **Principal Helmsperson** - a person who is a current class member in good standing, who steers the yacht exclusively during an event 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) **Charterers** who are either:
 - (1) owners,
 - (2) members of the owner's immediate family, or
 - (3) non-owner class members who are categorized by the WS classification code as Group 1.

C.2.2 Limitations

- (a) The **crew** shall consist of 3 or 4 persons.
- (b) No **crew** member shall be substituted during an event without the permission of the race committee.
- (c) A **principal helmsperson** shall have a valid group 1 sailor classification under **WS** Sailor Classification Code. See www.sailing.org/classification for more details.
- (d) A **principal helmsperson** shall hold a valid current Melges 20 Helmsman Eligibility approval as per **MELGES 20 EVENT RULES**.
- (e) An **owner charterer** may charter at will.
- (f) A **non-owner charterer** shall be:
 - (1) A **non-owner** who is chartering a boat; and
 - (2) whose **principal helmsperson** shall:
 - (i) hold a valid Group 1 classification.
 - (ii) receive approval from the Melges 20 Helmsman Eligibility committee as per **MELGES 20 EVENT RULES**

- (3) Is a member in good standing of the Class Association
- (4) **Charterer** shall list all events they are planning to sail in and are seeking approval for.
- (5) Approval is charter specific.

C.2.3 Weights

There shall be no crew weight restrictions, however it is recommended not to exceed the CE certification and warranty limit of 315kg.

C.2.4 Positioning

- (a) **Crew** shall have their legs inboard of the sheerline.
- (b) **Crew** shall not stand and lean out over the anti hiking strap to promote roll tacking or gybing or increase righting moment.
- (c) **Crew** may only go forward of the **mast** to perform a repair, fix an issue with the gennaker, repair or fix issues with headsails or retrieve items stowed in the forward hatch, such as a fourth sail.
- (e) **Crew** while sailing without the gennaker:
 - (1) shall be seated while sailing with both feet on the cockpit sole except for sail handling manoeuvres, or when sitting on the cockpit sole, or when standing momentarily to improve visibility.
 - (2) while seated on the deck shall have the base of their spine on the deck and inboard of the backsider anti hiking pad at all times.
- (f) **Crew** while sailing with the gennaker:
 - (1) shall be seated or may stand or kneel but at no time while standing or kneeling shall a crew lean out over the anti hiking straps, transom or beyond the line connecting the aft stanchions. Crew may press into the anti hiking pad or the aft gate line connecting the aft stanchions but shall not lean out over the top, or sit on top of either the aft gate line or the anti hiking pads while standing or kneeling.
 - (2) while seated on the deck shall have the base of their spine on the deck and inboard of the backsider anti hiking pad at all times.

C.3 PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) The boat shall be equipped with a **personal flotation 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 the **WS** Advertising Code. (See **WS** Regulation 20)

- (a) The Melges 20 logo shall be affixed to the cockpit side tanks per diagram below
- (b) The factory supplied bow number graphic shall remain affixed to the port and starboard bow area for all class sanctioned events per MELGES 20 EVENT RULES



MELGES – 1.667” x 22.935”
 20 – 1.120” x 4.162”
 TOTAL MELGES 20 LOGO SIZE –
 2.229” x 27.352”

C.5 PORTABLE EQUIPMENT

C.5.1 Mandatory

(a) For Use:

- (1) Throwable device, to be located in the engine box for a quick use; Throwable devices are for example, Coast Guard or local authority approved ring buoy or throwable cushion.
- (2) One bucket of minimum volume 9 liters on a lanyard with a minimum 2m in length and 4mm in diameter. Collapsible buckets are prohibited.
- (3) One anchor of not less than 3.5 kg in weight including shackles and 1m of chain and with not less than 30m of line of not less than 8mm in diameter.
- (4) First aid kit in waterproof container or bag.
- (5) A manual bilge pump

(b) Not For Use:

- (1) A MPS supplied motor bracket
- (2) One functioning VHF Radio
- (3) One outboard engine with a minimum weight of 13kgs empty of fuel or similar electric motor with batteries of combined minimum weight of 13 kgs
- (4) A fuel can carrying a minimum of 3 liters measured when leaving the shore.
- (5) Or, if using an electric engine, a spare battery weighing not less than 3 kgs.

C.5.2 Optional

(a) For Use:

- (1) Electronic or mechanical timing devices
- (2) Tactical and navigational instruments and their associated power sources.
- (3) Mooring line
- (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) Tell tales may be added to any part of the **rig** and **sails**.
- (11) The method of attaching sheets to the gennaker is unrestricted provided that the sail when flown will not fly further than 20cm from the intended sheet rope.
- (12) Weed sticks of optional design may be carried on board for the removal of weeds from the **hull appendages**.

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) Purchase systems of optional design may be added to the shroud cars to facilitate moving the cars aft under load. The shroud cars may be rotated on the tracks to position the stop pin either forward or aft.

- (d) Gennaker bag systems may be changed to allow for a retraction system of optional design utilizing a takedown line, blocks, rubber or pvc tubes on the anti-hiking pad spectra and patches on the gennaker. The bag design is optional and:
 - i) shall secure to the standard aluminium bracket without additional rollers or fairings
 - ii) shall secure to any existing fitting in the cockpit.
 - iii) shall not extend over the deck
- (e) Handles or keepers of optional design may be added to the turnbuckles to facilitate easier turnbuckle adjustments.
- (f) A cleat, 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, bow eye and shroud cars as line deflectors, and/or chafe or wear plates.
- (h) The backsider anti hiking strap shall be adjusted so that when pushing down hard on the center of the pad it shall not touch the deck at any location. The backsider anti hiking pad shall be shockcorded aft to pull out any slack so that the pad is taught between stanchions. The port and starboard backsider anti hiking pad shall each be tied off at their respective port and starboard aft stanchions using a minimum of 3mm high strength line making three complete loops before tying off.
- (i) The rear gate shall be tied so that it is taught while racing.
- (j) The rear gate shall be a minimum of 5mm spectra line and secured at each aft stanchion, one end spliced and the other end secured using a minimum of 3mm high strength line making three complete loops before tying off.
- (k) The backsider anti hiking strap shall be supplied by the LM.
- (l) The keel hull fairing plate may be made flush with the hull. The perimeter seam and the seam behind the keel fin may be filled with silicone, silkaflex, or similar to flush off. The silicone, silkaflex, or similar shall only fill the gap between the hull fairing plate and the hull. Fastening screws shall not be **faired** or filled. The keel hull fairing plate shall be supplied by MPS.
- (m) Painting of hull and appendages is not permitted. A boat already painted under written approval before 31 Dec.2014 cannot be repainted.

C.6.2 Weight

	Minimum	Maximum
The weight of the boat in dry condition	520 kg	kg

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5. Sheets, Compass and Personal Equipment.

C.6.3 Corrector Weights

- (a) **Corrector weights** of lead shall be permanently **fastened** to the prescribed location when the boat weight is less than the minimum requirement. 50% of the total corrector weight shall be glued to aft end of the engine box on the inside of the engine box with 5200 adhesive or similar, the remaining 50% shall be cut into two pieces and glued to the front side of the forward bulkhead on either side of the drain holes using 5200 or similar.
- (b) The total weight of such corrector weights shall not exceed 20 kg. See also rule D.

C.6.4 Graphics

The material permitted for graphics like drawings, names and advertisements or simple change of colour applied on the boat after January 1st 2015 shall be manufactured from vinyl and not faired into the hull in anyway. RRS 53 still apply.

C.7 HULL

C.7.1 Modifications, Maintenance and Repair

The following is permitted without the approval of the LM and ICA. Unless stated otherwise items mentioned in this section may be obtained 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.
- (b) Gelcoat finish from 30mm above the waterline to include the bottom of the hull may be lightly **sanding** for keying of the surface to apply epoxy barrier coat or anti fouling paint. If epoxy barrier coat is applied anti fouling paint must also be applied.
- (c) Non skid material of any kind may be added to the cockpit floor, foot pushes, keel sump cover, deck and motor hatch only. Thickness shall not exceed 6mm.
- (d) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (e) A drain plug may be installed in the transom
- (f) The jib sheet cleat angles may be changed.
- (g) A plate of any material may be used between the stanchions and the deck and, inside the hull under the stanchions, between the nut and the deck. The thickness of this plate shall not exceed 4mm. A plate shall not extend more than 75mm from the foot of any stanchion.

Maintenance

- (g) Waxing and polishing of the hull is permitted provided the intention and effect is to polish only
- (h) Through hull transducers may be made flush.
- (i) Up to three inspection ports not to exceed 250mm in any direction may be added to the aft wall or either side wall of the motor box storage compartment for the purpose of ventilation and gaining access to the interior for water removal. The hatches shall always remain securely closed while racing.
- (j) Protective plates of optional material can be added under the gennaker sheaves. Max dimension 150X150mm, max thickness 4mm.
- (k) An original MPS plate made in fiberglass may be added to the forward bulkhead, following the instructions given with the plate by MPS and available on the Melges20 Class web site.
Boats that before 31 October 2015 have already obtained a written permission to repair the forward bulkhead with a non-original MPS plate; do not need to install a new MPS plate

Repair

- (a) 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
- (b) Sheave Size Limitations:
 - (1) Mainsheet system blocks minimum sheave size 40mm, minimum swivel base ratchet size 55mm
 - (2) Jib sheet traveler car blocks minimum sheave size 40mm, jib ratchet flip flop minimum sheave size 55mm, jib clew blocks minimum sheave size 25mm
 - (3) Gennaker sheet system blocks minimum sheave size 40mm, gennaker ratchet flip flop minimum sheave size 55mm.

C.7.2 Fittings

- (a) Use:
 - (1) Inspection hatch covers and drainage plugs shall be kept in place at all times. Except that the main hatches may be opened to access stored equipment.

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 **sanding** to apply extra epoxy barrier coat and anti-fouling paint. If extra epoxy barrier coat is applied anti-fouling paint must also be applied
- (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 blocks may be shimmed to prevent keel movement but shall not alter the keel position.
- (e) The tiller extension may be replaced with one of optional design and length.
- (f) The tiller extension may be positioned anywhere on the tiller.

C.8.2 Limitations

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

C.8.3 Keel

- (a) Use:
 - (1) The **keel** shall be fixed down with the keel hold down strap

C.8.4 Rudder

- (a) Use:
 - (1) The rudder blade shall be affixed to the transom using the factory-supplied pins, rudder straps and transom gudgeons.

C.9 RIG

C.9.1 Modifications, Maintenance and Repair

The following is permitted without the approval of the LM and ICA. 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.9.6.
- (b) Any system of tape, rope, or clips intended only to prevent turnbuckles from loosening and to prevent sails tearing.
- (c) The **bowsprit** may be shockcorded to retract but at all times the housing tube shall be in place around the **bowsprit** both per the owner’s manual.
- (d) A protective pad 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 wind direction indicator may be fitted to the top of the **mast**.
- (f) Main and jib halyard puller line size and material is optional.
- (g) A shockcord preventor may be added to the gennaker halyard adding a block at the forestay and at the **mast** head and a stainless ring on the halyard to prevent the gennaker halyard from blowing behind the **spreaders** and mainsail leech.
- (h) Protective padding may be added to the end of the **boom**.
- (i) Mainsheet minder on **boom** is optional in design and size but must remain entirely on the **boom**

- (j) The jib luff purchase system is optional but shall remain entirely on the jib, forestay and/or furler.
- (k) Adjustments may be made via adding shackles or strops, to the jib halyard to adjust height of jib off of the deck. New jib halyards may be ordered from the LM with a custom cylinder lock location.
- (l) The upper swivel may be changed to another brand of equal or greater working load to the factory supplied swivel. (Harken 164 Upper swivel small boat High load)

Maintenance

- (l) The use of shockcord on the rig is unlimited.
- (m) The use of tape of any kind is unlimited.

Repair

- (n) Sheave blocks and other fittings may be replaced on a like for like basis except that the size of the attachment may be marginally increased if needed to facilitate the repair.
- (m) A shackle, block or similar device may be fitted to the underside of the **boom** to help guide the gennaker halyard.

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 lost or damaged and the race committee has approved the substitution.

C.9.3 **Mast**

- (a) Use:
 - (1) The **spar** shall be stepped in accordance with the owners manual.

C.9.4 Retracting **Bowsprit**

	Minimum	Maximum
Bowsprit extension from forward most point on the bow to the forward most point of the bowsprit outboard outer point	mm	1416mm

- (a) Use:
 - (1) **Bowsprit** shall be fully retracted at all times except when the gennaker is set or in the act of being set or recovered, and shall be retracted at the first reasonable opportunity after rounding the leeward mark.
 - (2) Approaching a windward mark without the gennaker set, the **bowsprit** shall not be extended until the bow of the boat has passed the mark. If for a wind shift, or any other reason, the gennaker is flown on a windward leg, then the bowsprit shall be fully extended and the gennaker set before the boat reaches the three length circle at the windward mark.

C.9.5 Standing Rigging

- (a) Dimensions:
 - (1) Refer to: F.3.1
 - (a) Use:
 - (1) Upper and lower sidestay turnbuckles shall not be adjusted while racing.
 - (2) Shroud tracks may be adjusted while racing.
 - (3) Diamond shroud turnbuckles may be adjusted while racing.

C.9.6 Running Rigging

- (a) Dimensions
 - (1) Jib halyard shall be 7x19 stainless wire, 3mm diameter, the stop for the halyard lock placement is optional.

- (2) Main halyard shall be of 7x19 stainless wire, 3mm 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.
- (b) Use / Dimensions
 - (1) Gennaker halyard minimum diameter is 6mm, the line may be tapered below 6mm.
 - (2) The mainsheet bridle shall be a minimum of 5mm diameter, shall not extend more than 750mm above the surface of the cockpit measuring vertically to the lowest point of the sheave and shall be not adjustable.
 - (3) The **mainsail** sheet shall be led 3:1 minimum at all times and the minimum diameter is 6mm, the line may be tapered below 6mm.
 - (4) The **headsail** sheet shall be led 2:1 at all times and the minimum diameter is 6mm, and may be tapered below 6mm.
 - (5) The gennaker sheet and guy shall be led through the factory installed blocks and the minimum diameter is 6mm, the sheet may be tapered below 6mm and a pig tail of up to 40cm in length that ties to the clew.
 - (6) The tack line/bowsprit out line shall be led through the cabin house cleat and fairlead and the minimum diameter is 6mm, the line may be tapered below 6mm.
 - (7) The vang shall be led to the aft side of the mast only. Minimum control line diameter 5mm.
 - (8) The **mainsail** clew outhaul shall be led to the bottom of the boom, the tail may be shockcorded. Minimum diameter 5mm.
 - (9) The **mainsail** Cunningham control shall be led to the eyestraps on the starboard side of the mast near the base. Minimum control line diameter 5mm.

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) Fiberglass battens may be placed in the **batten pockets**.

C.10.2 Limitations

- (a) Not more than 1 mainsails, 1 headsail and 2 gennakers shall be carried aboard.
- (b) Not more than 1 mainsails, 1 headsail 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 owners 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.
 - (4) The tack pouch that zips around the boom vang strut and around the front of the mast shall be closed.

C.10.4 Headsail

- (a) Identification

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

(b) Use:

- (1) **headsail** shall be capable of being furled around the forestay.
- (2) The windward jib sheet may be pulled to inhaul the jib clew
- (3) Shall be rigged as per the owners manual

C.10.5 Gennaker

(a) Identification

Sail numbers are not required on the gennaker

(b) Use:

- (1) Shall be rigged as per the owners manual

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 owners manual and the **WS** Plaque placed at the aft end of the cockpit from hull number 237.

D.2.3 Builders

- (a) The hull shall be manufactured by a licensed MPS builder.
- (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 a LM and ICA, or by anybody after a formal request has been made to the LM and written approval is received from a LM and the ICA by the owner. This shall require the manufacturer's declaration to be re-issued

- (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.

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)	520 kg	kg

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 Mandatory

- (a) **Keel**
- (b) **Rudder**
- (c) Keel Weed Cutter

E.2 GENERAL

E.2.1 Rules

- (a) **Hull appendages** shall comply with the **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 and ICA, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

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

E.2.3 Manufacturers

- (a) The **hull appendages** shall be made by manufacturers licensed by MPS.

SECTION F – RIG

F.1 PARTS

F.1.1 Mandatory

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**
- (e) **Bowsprit**

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 been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

- (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.

F.2.3 Manufacturers

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

F.3 STANDING RIGGING

F.3.1 Materials / Construction

- (a) Mandatory
 - (1) Diamond stays shall be a maximum of 3.2mm 1x19 stainless wire, or 3.2mm Dyform stainless wire, with a double ended open body turnbuckle installed at bottom end and

3mm or 4mm swage balls on either side of the upper and lower spreader tips to captivate spreaders.

- (2) Intermediate stays shall be 4mm 1 X 19 stainless wire or 4mm Dyform stainless wire with a double ended open body turnbuckle at the bottom end.
- (3) Lower stays shall be 4mm 1 X 19 stainless wire or 4mm Dyform stainless wire with a double ended open body turnbuckle at the bottom end.
- (4) Forestay shall be 4mm 1 X 19 stainless wire with a double ended open body turn buckle at the bottom end. The length is optional.

F.3.2 Fittings

(a) Mandatory

- (1) Only factory supplied double ended turnbuckles may be used on all standing rigging.
- (2) **Forestay** rigging link
- (3) **Shroud** rigging screw

F.4 RUNNING RIGGING

F.4.1 Materials

- (a) Materials are optional.

F.4.2 Construction

(a) Mandatory

- (1) **Mainsail halyard**
- (2) **Mainsail sheet**
- (3) Boom Vang
- (4) Headsail **halyard**
- (5) Headsail **sheets**
- (6) Gennaker **halyard**
- (7) Gennaker **sheet**
- (8) Gennaker tack line lines

(b) Optional

- (1) **Mainsail** Cunningham line
- (2) **Mainsail outhaul**
- (3) Headsail Cunningham line

SECTION G – SAILS

G.1 PARTS

G.1.1 Mandatory

- (a) **Mainsail**
- (b) **Headsail**

G.1.2 Optional

- (a) Gennaker

G.2 GENERAL

G.2.1 Rules

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 Certification

- (a) An **official 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) World Sailing 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. The overall weight of the **mainsail** and **headsail** shall be indelibly marked near the head point of each sail by the sailmaker together with the date and his signature or stamp.

G.2.4 Class Association Royalty Button

Each sail shall have an official ICA button permanently fixed on the starboard side, near the **tack**. No **sail** shall be accepted for its **fundamental measurement** without a sail button. The **measurer** shall sign across the button and sail to ensure that it cannot be transferred to another sail. Buttons shall only be available from the ICA secretary (or treasurer) and the cost shall be fixed by the ICA in general meeting. Royalty Application form can be found at www.melges20.com and shall be submitted to: Melges USA, sales@melges.com or Melges Europe, sales@melgeseurope.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.



G.3.2 Materials

The ply fibres shall consist of woven ply and/or laminated ply made from one or more of the following materials: Dacron, Polyester, aramids, HMPE. Fabric under the trade name Cuben Fiber, manufactured by Cuben Tech is not allowed. Sail reinforcements shall be made from one or more of the following materials: Dacron, polyester, aramids, HMPE, fibre glass: Fabric under the trade name Cuben Fiber, is not allowed.

N.b. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra and Dyneema.

G.3.3 Construction

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The sail shall have five **batten pockets** in the **leech**.
- (c) 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 and boom slides, leech line with cleat, windows, tell tales, spreader chafe patches, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (d) 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**.
- (e) For mainsail certified after the 31 January 2013, the edge between the **aft head point**and the **head point** is defined as "Head Edge" should be not positive. The angle between the luff and the "Head Edge" is max 90°.

G.3.4 Dimensions:

	Minimum	Maximum
Top Width		700mm
Leech length	7875mm	7975mm
Luff length		7390mm
Foot length		3000mm
Half width		2263mm
Three-quarter width		1559mm
Upper width at upper leech point 1300mm from Head point		1170mm
Reinforcement is unrestricted		
Weight finished, excluding battens Upper three battens shall be full length	4.59kg	
Lower two batten length		1200mm
Aft head point to intersection of leech and centerline of uppermost batten pocket	0mm	30mm
Aft head point to intersection of leech to centerline of 2nd batten pocket down	830mm	930mm
Aft head point to intersection of leech to centerline of 3rd batten pocket down	2100mm	2200mm
Aft head point to intersection of leech to centerline of 4th batten pocket down	3750mm	3850mm
Aft head point to intersection of leech and centerline of lowermost batten pocket	5710mm	5810mm
Tack pouch length – from tack point along the luff		1000mm

G.4 HEADSAIL

G.4.1 Materials

As per the **mainsail**

G.4.2 Construction

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The headsail shall have two **batten pockets** in the **leech** and shall be aligned parallel to the luff to allow for the jib to be furled.
- (d) For new sails certified after June 1st 2015, measuring from the **aft head point** to the **clew point**, the **leech** shall form only one concave (negative) curve. Positive apexes in the **leech** (at batten pockets) that interrupt a negative fair curve are not permitted.
- (e) The following are permitted: Cunningham eye or pulley, Cunningham patch, Cunningham cleat, Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, batten pocket patches, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules
- (f) The jib head shall be fitted with a stainless O ring webbed on the head, maximum external diameter 35 mm diameter. No pressed rings. The O ring shall not be wrapped.
- (g) The jib shall be fitted with 2 clew blocks having a sheave diameter not larger than 30mm. The clew blocks may be attached to the clew via pigtails or strops of optional length and material.
- (h) The jib shall be rigged on the **forestay** using a zip along the **luff**.

G.4.3 Dimensions:

	Minimum	Maximum
Top width		55mm
Luff length	6980mm	7030mm
For new sails certified after June 1st 2015, the point on the leech 3225mm from the head point to the closest point on to luff		1040mm
Foot length	2460mm	2510mm
Foot round — from a fix point on the luff at 3225 from the head point, find the longest point of the sail at the tack and swing the arc to the clew , no point of the foot may extend beyond this arc		
Batten length	650mm	750mm
Batten pocket width Outside	-	80mm
Head point to intersection of leech and centerline of uppermost batten pocket	2390mm	2490mm
Head point to intersection	4520mm	4620mm

of **leech** and centerline of lowermost
batten pocket

Weight of the sail excluding battens	2.25 kg
Reinforcement is unrestricted	

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 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	9700mm	10080mm
Leech length	7700mm	8005mm
Foot length	5580mm	5680mm
Half width	5100mm	5420mm
Mass of the ply of the body of the sail	40 g/m ²	
Reinforcement is unrestricted		

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