

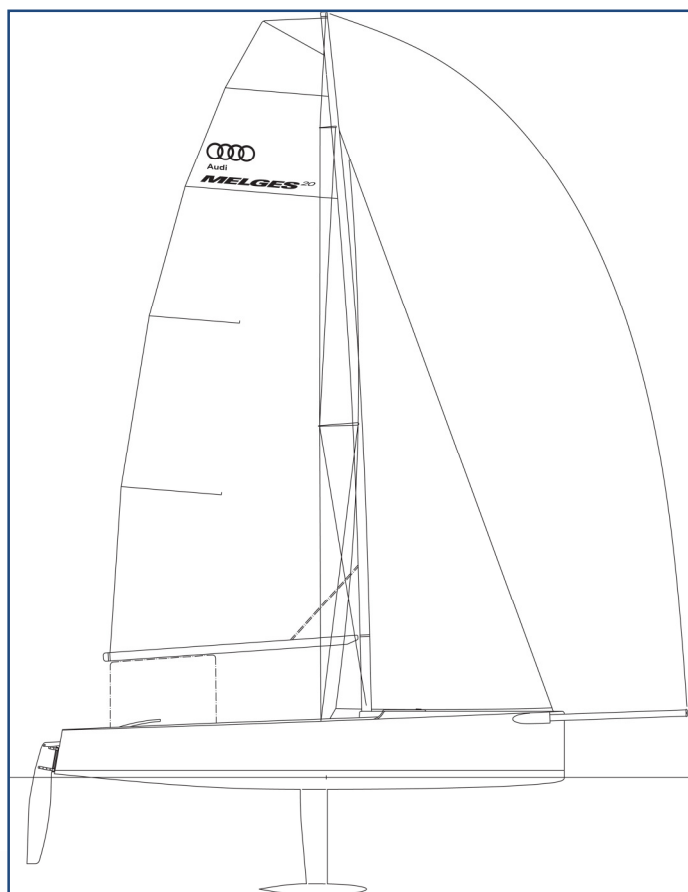


Audi

MELGES²⁰

THE INTERNATIONAL ONE DESIGN CLASS RULES

2014



The Audi Melges 20 was designed in 2008 by Reichel Pugh Yacht Design

Date of this version 10 April 2013



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2010 INTERNATIONAL AUDI MELGES 20 CLASS RULES

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 ISAF 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 ISAF International Sailing Federation
- MNA ISAF 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 ISAF class the ICA Executive shall take the place of ISAF)
- A.3.1 The international authority of the class is the ISAF 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 ISAF.
 - 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 ISAF.
 - 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 ISAF has delegated its administrative functions of the class excluding **sails** to MPS.
- A.4.2 ISAF 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 ISAF Regulation 26.5(f) applies which states that the class rules shall only be amended at an event with the approval of ISAF 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 ISAF in accordance with the ISAF Regulations.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

A.8 INTERNATIONAL CLASS FEE & ISAF BUILDING PLAQUE

- A.8.1 The licensed hull builder shall pay the International Class Fee.
- A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF 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 ISAF 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 ISAF

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 SAIL LIMITATION MARKS

B.4.1 Sail 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 50.4 shall not apply.
- (b) For the purposes of RRS 43.2 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(d) shall not apply
- (f) The official measurer, the ICA the MNA or the ISAF 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 ISAF 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 ISAF 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 Appendix 8.
- (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 Appendix 8
- (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 backside 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 backside anti hiking pad at all times.

C.3 PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) The boat shall be equipped with a **personal floatation device** for each crew member to the minimum standard EN 393 or ISO 12402-5 (Level 50), or USCG Type III.

C.4 ADVERTISING

C.4.1 Limitations

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

- (a) The Audi Melges 20 logo shall be affixed to the cockpit side tanks per Appendix H.2.
- (b) The factory supplied bow number graphic shall remain affixed to the port and starboard bow area for all class sanctioned events per Appendix H.3.

C.5 PORTABLE EQUIPMENT

C.5.1 Mandatory

- (a) For Use:

- (1) Throwable device; for example, Coast Guard or local authority approved ring bouy 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 take down line, blocks, rubber or pvc tubes on the anti hiking pad spectra and patches on the gennaker. The bag design is optional and shall secure to the standard aluminum bracket without additional rollers or fairings.

- (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.

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.7 HULL

C.7.1 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 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 abraded 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.

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 abraded 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) Tiller extensions may be replaced with optional design, provided the length does not exceed 1042 mm.

- (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. 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 stops, 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 end plug	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 71
- (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 ISAF 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, 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** 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

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, 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) The ISAF 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 contained in Appendix H.1 and be placed in accordance with the diagram contained in Appendix H.1.

G.3.2 Materials

- (a) The **ply** fibers shall consist of woven ply and/or laminated ply made from one or more of the following materials: Dacron, Polyester, aramids, HMPE. Sail reinforcements shall be made from one or more of the following materials: polyester, aramids, HMPE, fiber glass. 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	4.59kg	
Upper three battens shall be full length		
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) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (e) The following are permitted: 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 pigtailed or strops of optional length and material.

G.4.3 Dimensions:

	Minimum	Maximum
Top width		55mm
Luff length	6980mm	7030mm
Upper leech point 3225mm from the head point to half luff point	1120mm	1150mm
Foot length	2460mm	2510mm
Foot round — from the mid-girth point mark on the luff, 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 of leech and centerline of lowermost batten pocket	4520mm	4620mm
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:

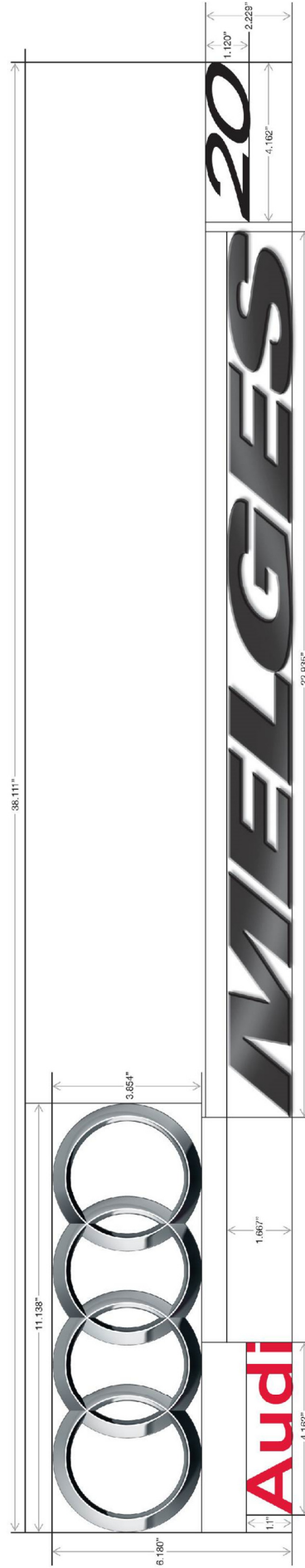
	Minimum	Maximum
Luff length	9700mm	10080mm
Leech length	7700mm	8005mm
Foot length	5630mm	5680mm
Half width	5100mm	5420mm
Mass of the ply of the body of the sail	40 g/m ²	
Reinforcement is unrestricted		

SECTION H – APPENDIX

SECTION H.1 – SAIL LOGO DIAGRAM



SECTION H.2 – COCKPIT TANK LOGO DIAGRAM



AUDI RINGS – 3.854" x 11.138"

AUDI – 1.16" x 4.465"

TOTAL AUDIO LOGO SIZE – 6.180" x 11.138"

MELGES – 1.667" x 22.935"

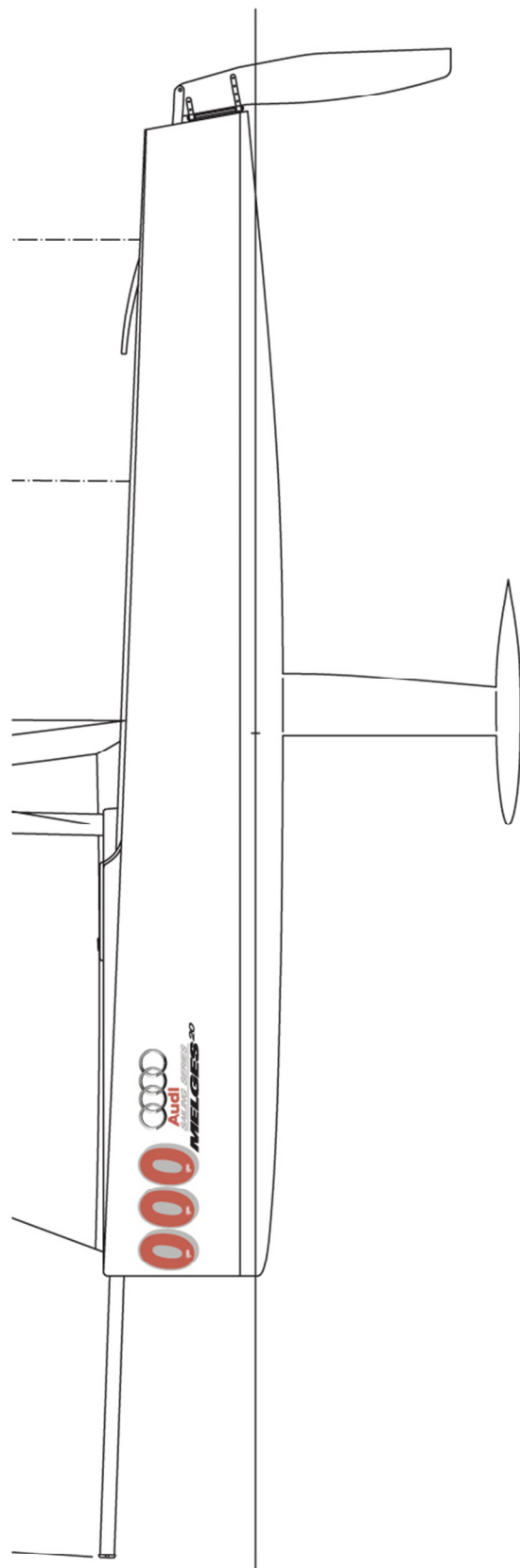
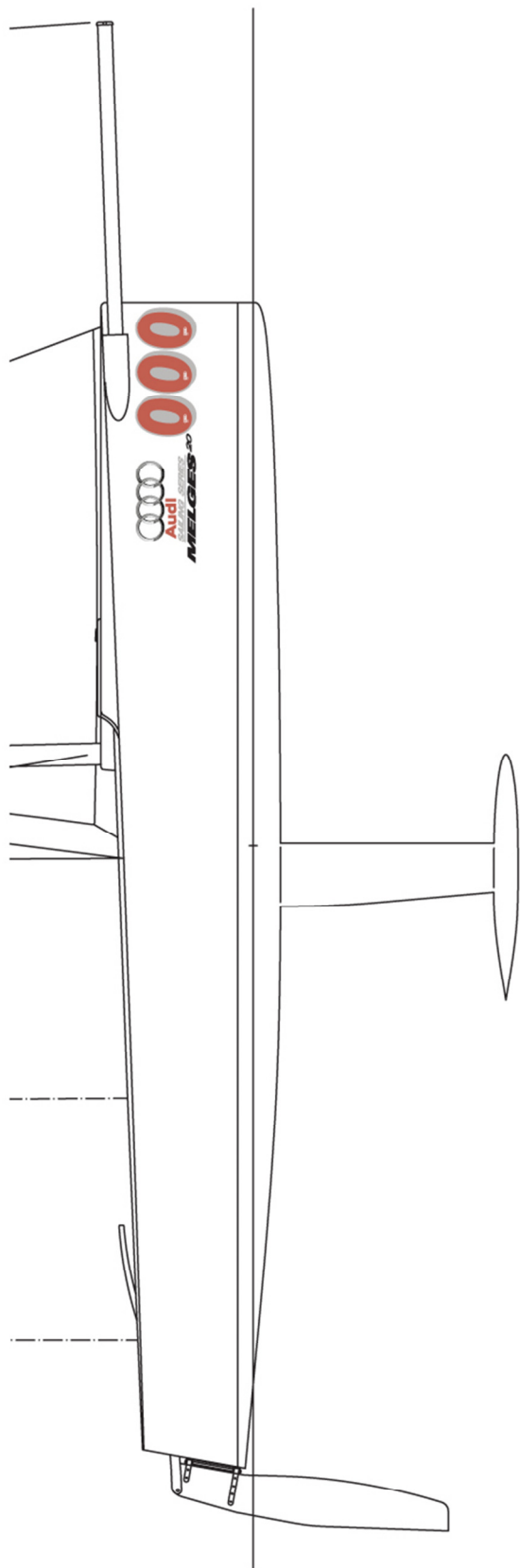
20 – 1.120" x 4.162"

TOTAL MELGES 20 LOGO SIZE – 2.229" x 27.352"

TOTAL OVERALL SIZE – 6.180" x 38.111"

AUDI RED – C=0, M=100, Y=80, K=5

SECTION H.3 – BOW NUMBER GRAPHIC DIAGRAM



PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions and should be considered as standard wording for these documents. The default is these rules do not apply. The notice of race shall state that the IM20 Class rules are invoked.

SECTION I – EVENT RULES

I.1 PROTEST TIME LIMITS

Protest time limits should be stated in the NOR or SIs

I.2 SAIL LIMITATION MARKS

The **sail limitation marks** shall be issued by the class manager to all owners who have paid their annual class association dues. These **sail limitation marks** may only be used on one sail, shall be permanently affixed near the tack and the serial number of the class royalty button recorded on the sail declaration form and submitted prior to each class sanctioned event to the class manager. **Sail limitation marks** shall only be issued to boat owners or to charterers.

Sail limitation marks shall follow the charterer, not the boat. Charterer may choose to use the sails belonging to the boat if they have the boat owner's **sail limitation marks** applied. If the charter boat owner's **sail limitation marks** are not applied, Charterer shall apply the **sail limitation marks** issued to said charterer. Owner charterers shall utilize the **sail limitation marks** issued for the boat they own when chartering a boat and using their own sails. Owner charterer may choose to use the sails belonging to the boat if they have the boat owner's **sail limitation marks** applied. If the charter boat owner's **sail limitation marks** are not applied, owner charterer shall apply the **sail limitation marks** issued to owner.

Non-owner charterers, upon payment of annual class association dues will be issued four **sail limitation marks**. These **sail limitation marks** are valid only for year of issuance. If charterer becomes an owner in the year of charter, the four initial **sail limitation marks** shall count towards the first seven issued in the first year of ownership and the charterer becomes entitled to the following:

Each owner, upon payment of class association dues is entitled to:

- (a) Seven **sail limitation marks** in the first calendar year (January 1-December 31) of ownership of a new or used boat.
- (b) Three **sail limitation marks** annually.
- (c) On completion of the fourth class sanctioned event in the calendar year a fourth **sail limitation mark** will be allocated upon receipt of the sail limitation request form by the class manager (Appendix 4).
- (d) On completion of the sixth class sanctioned event in the calendar year a fifth **sail limitation mark** will be allocated upon receipt of the sail limitation request form by the class manager (Appendix 4).
- (e) On completion of the seventh class sanctioned event in the calendar year a sixth **sail**

limitation mark will be allocated upon receipt of the sail limitation request form by the class manager (Appendix 4).

- (f) Sail limitation marks shall be affixed to a sail by the 1 June of the year following their issue (e.g. : Limitation marks issued in 2013 must be affixed by 1 June 2014).
- (g) If a chartered boat completes a class sanctioned event using the sail inventory from the charter boat, the event shall count toward the **sail limit mark** allotment of the charter boat owner and not the charterer.
- (h) If a charterer uses their own sails on a chartered boat and completes a class sanctioned event, the event shall count toward the sail allotment of the charterer.
- (i) **Sail limitation marks** shall not be transferable between boats. If an owner owns two boats, **sail limitation marks** shall be boat specific. If an owner owns two boats, annual class association dues must be paid for both boats to receive the annual **sail limitation marks** for each boat.
- (k) Previously declared sails with **sail limitation marks** recorded may be declared for use in any future class sanctioned event with the existing sail limitation mark, new **sail limitation marks** do not need to be applied. Unused **sail limitation marks** shall expire at the end of the calendar year of issuance. No more than the base inventory (four sails) may be declared for a class sanctioned event.
- (l) For sails damaged beyond repair or lost **sail limitation marks** owner or charterer may fill out the request form Appendix 4.

I.3 RACE MANAGEMENT

I.3.1 Racing Rules of Sailing

- (a) RRS 44.1(a) and 44.2 are changed as so the penalty shall be a one turn penalty including one tack and one gybe.
- (b) In the case of a protest, the representative from each yacht that attends the protest in the protest room shall be the owner or the Category 1 driver. Category 2 or 3 sailors are not allowed in the protest room or to be in contact with the representative in the protest room.
- (c) The Low Point System of Appendix 'A' will apply.

I.3.2. Scoring

- (a) Three races are required to be completed to constitute a series.
- (b) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
- (c) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

I.3.3. Wind Speeds

- (a) Races will not be started when the race committee deems that winds are consistently at or above 23 knots or gusting to 25 knots and above. If a race has been started and the wind increases to 23 knots and above, it remains at the discretion of the race committee whether or not to abandon the race. Races will not be started unless winds are consistently above 4 knots at the time of the start.

I.4 OUTSIDE ASSISTANCE

A boat shall receive no outside assistance from: support boats, cell phone or radio communication, visual or vocal signaling, transfer of equipment or victuals or otherwise once she has left the dock for the day until she has finished the last race of the day, except in the case of emergency, or motor problems that cause the boat to not make her way to the starting area. A boat should not be towed once she has left the dock for the day until she has finished the last race of the last day, except in the case of emergency, or motor problems that cause the boat to not make her way to the starting area. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next days racing and shall make the boat available for inspection by the jury, race committee or class representative. Individual coach or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 100 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line. At the warning signal for the start, individual coach or support boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee signal boat, but no closer to either end than 100 feet. Sailing Instructions for Melges 20 regattas shall contain the following instruction: Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6. The penalty for infringing this rule shall be assessed at the discretion of the event Jury or Protest Committee. This rule is not intended as a deterrent to social interaction before and between races.

I.5 PRIZES

Additional Trophies and Prizes may be awarded to:

- (a) the best boat that includes in the crew at least one sailor under 21 and / or one female sailor;
and
- (b) the best boat that has an all female crew; and
- (c) the best boat that has a helmsman under 21 throughout the event; and
- (d) the best boat that has a Masters helmsman over 60 throughout the event

PART IV – APPENDICES

APPENDIX 1



CLASS MEMBERSHIP APPLICATION

Class Membership is valid from January 01 thru December 31. Dues are \$250.

Name _____
Address _____
City _____
State _____
Zip _____
Phone (H) _____
Phone (W) _____
Fax _____
Email Address _____
Boat Name _____
Sail Nationality _____
Sail Number _____
Hull Number _____
Fleet _____

☐ Yes, add me to the Audi Melges 20 E-newsletter mailing list.

☐ Yes, include me in future Audi Melges 20 sales promotions and future mailings.

PAYMENT INFORMATION

CHECK

☐ My check is enclosed.

Check Number _____

CREDIT CARD

☐ Visa · ☐ Mastercard

Card Number _____

Expiration Date _____

I hereby authorize you to charge my card.

Signature _____

Name (Print) _____

Please Mail To:
International Melges 20 Class Association
P.O. Box 1 • Zenda, Wisconsin 53195 USA
(262) 275-1110
www.melges.com • www.melges20.com



SAIL DECLARATION FORM

SAIL	DESCRIPTION (YEAR/SAILMAKER)	Sail Limit Mark No.	Royalty Button No. (White)	Serial No. MFG No.
Mainsail	_____	_____	_____	_____
Jib	_____	_____	_____	_____
Gennaker Asymmetrical	_____	_____	_____	_____
Gennaker Asymmetrical	_____	_____	_____	_____

I declare that only the above listed sails comply with the International Audi Melges 20 Class Rules and carry the designated sail buttons required for competition. They will be used for the regatta series named below. This class sail declaration must be submitted to the International Audi Melges 20 Class Association by registration at the start of any Audi Melges 20 event.

Regatta _____ Hull Number _____

Yacht Name _____ Sail Number _____

Signed — Owner(s) Representative _____ Date _____

Approved — Class Representative _____ Date _____

Please Mail To:
International Melges 20 Class Association
P.O. Box 1 • Zenda, Wisconsin 53195 USA
(262) 275-1110
www.melges.com • www.melges20.com



MELGES 20 SAIL ROYALTY BUTTON ORDER FORM FOR SAILMAKERS

Company _____ Date _____
Contact Name _____ Phone _____
Email _____

Issued By _____
Total # Buttons _____ @ \$30 each + \$5.90 Shipping for total \$ _____

PAYMENT INFORMATION

☐ Credit Card ☐ Visa ☐ MC ☐ Dis

Card No. _____ Exp. Date _____

Billing Address _____

_____ Billing Zip Code _____

Name On Card _____ Signature _____

Mailing Address For Buttons _____

All sail royalty button orders ship and handle via priority mail with delivery confirmation at a standard rate of \$5.90 US.

Please Mail To:
International Melges 20 Class Association
P.O. Box 1 • Zenda, Wisconsin 53195 USA
cindy@melges.com
www.melges.com • www.melges20.com



MELGES 20 SAIL LIMITATION MARK REQUEST FORM

Owner _____ Date _____
 Hull Number _____ Contact Name _____
 Boat Name _____ Phone _____
 Email _____

Application is for: (Check all that apply)

- ☐ Additional Sail Limitation Mark (included with dues)
☐ Replacement For Lost Or Damaged Button (\$30 each)
☐ Replacement For Lost Or Damaged Sail (\$30 each)
☐ Replacement Mark Only (\$30 each)

Please Enter One Mark Per Line.

Mark Year	New Or Used Sail	Manufacturer	Sail Type Describe	Mfg. Number	OFFICE USE ONLY		
					Mark No.	Date Issued	Issued By

Total # Replacement Marks _____ @ \$30 each + \$5.90 Shipping for total \$ _____

ADDITIONAL SAIL LIMITATION MARK REQUEST

Please list all class-sanctioned events attended and dates to qualify for additional sail limitation mark: _____

\$5.90 Shipping charge is required for all additional sail limitation mark requests.

PAYMENT INFORMATION

☐ Check Enclosed Checks must be made payable to Melges 20 Class Association

Check No. _____ Date _____ Amount \$ _____

☐ Credit Card ☐ Visa ☐ MC ☐ Dis

Card No. _____ Exp. Date _____

Billing Address _____

_____ Billing Zip Code _____

Name On Card _____ Signature _____

☐ Cash \$ _____ Mailing Address For Marks _____

All sail limitation mark orders ship and handle via priority mail with delivery confirmation at a standard rate of \$5.90 US.

Please Mail To:
International Melges 20 Class Association
P.O. Box 1 • Zenda, Wisconsin 53195 USA
(262) 275-1110
www.melges.com • www.melges20.com

APPENDIX 8

HELMSMAN APPLICATION



Helmsmen shall be categorized and eligible as follows:

A Principal Helmsperson shall be:

- (a) a sailor who owns or partially owns the boat, reference C.2.1(a) or a sailor nominated by the owner; and
- (b) holds a valid Group 1 Classification; and
- (c) is a member of the Class Association

Approval of an owner as principal helmsperson is valid throughout ownership and approval of a non-owning principal helmsperson is for one year and is boat specific, provided that there is no change in his/her circumstances that may materially alter the original application. Approval permits the helmsperson to steer any Melges 20.

A Non-Owner Charterer shall be:

- (a) a non-owner who is chartering a boat; and
- (b) whose principal helmsperson shall:
 - (1) hold a valid Group 1 classification.
 - (2) receive approval from the Melges 20 Helmsman Eligibility committee as per Appendix 8.
- (c) Is a member in good standing of the Class Association.
- (d) 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.
- (e) Charterer shall list all events they are planning to sail in and are seeking approval for.
- (f) Approval is charter specific.

In addition helmsmen shall:

- (a) hold a valid Group 1 Classification.
- (b) not have competed in the Olympic Games or participated as training partner or back up competitor, within the past eight (8) years as a helmsman or crew.
- (c) not have been associated with an America's Cup team or trial team in the America's Cup trials or finals within the past eight (8) years as a helmsman or crew.
- (d) not have been associated with a Volvo Ocean Race or trial team while training for the Volvo Ocean Race within the past eight (8) years as a principal helmsman or crew.

The IM20CA Helmsman Approval Panel (the Panel) shall approve all helmsmen in accordance with the criteria set out below.

The Panel shall comprise at least 10 owners appointed by the Executive Committee of IM20CA. The appointed Panel of 10 owners shall consist of 5 owners from Europe and 5 owners from North America. The two subdivisions will be responsible for monitoring day-to-day approvals from their respective countries. The full Panel will assemble quarterly to review application process and approval for international consistency. They shall serve a minimum 2-year term. Decisions shall be by simple majority with email balloting accepted and a minimum 5 votes to be valid except if more are required as set out below.

A committee member shall not vote on any request for his own boat.

Applications for approval, specifying the category required, shall be submitted to the Panel on the Helmsman Application Form, see Appendix 8, at least 10 days prior to the first Class event for which approval is required. The Panel shall endeavor to reply and properly file the application within 5 working days.

The Panel reserves the right to submit all application, facts, documents and findings related to rejected applications for ISAF consideration.

A list of all approved helmsmen and their designations will be published on the class association website (www.melges20.com)

The Helmsman Approval Panel may consider and use any other facts that it considers relevant for approval or rejection of any submitted application in the interest of preserving the intended spirit of the class as define by the class mission statement. At the same time it may approve a helmsman who does not meet all the criteria but is considered to meet the Corinthian intent and spirit of the Class. In making this decision a minimum 7 votes shall be required.

Any Owner or Charterer may request a review of the eligibility of any helmsman by the Helmsman Approval Panel. In considering such a review the Panel:

- (a) shall if relevant confirm eligibility under the relevant criteria; and
- (b) shall if relevant consider and confirm bona fide ownership or charter; and
- (c) may consider and use any other facts it may consider relevant; and
- (d) shall consult with the ISAF Sailor Classification Commission where the Panel considers the helmsman's classification may be incorrect.

Panel decisions shall be final with a minimum of 7 votes required. When the review takes place during an event and the approval of a helmsman is withdrawn the Panel shall promptly report the matter in writing to the race committee.

Panel votes shall be tallied by the class coordinator in the continent the application was submitted in.

All helmsmen shall be approved in accordance with these rules and shall not steer until approval has been granted. In an event one Principal or Charter helmsman shall steer the boat at all times except that a boat with multiple approved helmsmen may change at any time.

The boat may be steered by other members of the crew in the case of an emergency involving the safety of the boat or crew. Any such incident shall be reported to the protest committee, which may penalize the boat.

Name _____

Boat Name _____

E-mail _____

Hull No. _____

Date of
Application _____

Occupation _____
Business of _____
Company _____
Position _____
Date of Birth _____

Do you have current ISAF Group 1 Status?

☐ Yes ☐ No

If yes, please provide...

ISAF Id. No. _____

Expiration _____

Please answer questions below.

Principal or Charter Helmsman application must be submitted 14 days prior to the start of the regatta. If you are a non-owner, please list owner of boat below:

Owner _____

Boat Name _____

Your Name _____

Hull No. _____

Owner's E-mail _____

Phone _____

Event Name _____

Event Date(s) _____

1. Have you ever competed in an Olympic sailing event or been a training partner to an Olympic Games participant? ☐ Yes ☐ No

If yes, please note dates, crew position, results and type of boat. _____

2. Have you ever competed as a member of an America's Cup team or associated trial team? ☐ Yes ☐ No

If yes, please note dates, crew position, name of syndicate and results. _____

3. Have you ever competed as a member of a Volvo Ocean Race team, or associated trial team? ☐ Yes ☐ No

If yes, please note dates, crew position, results and type of boat. _____

4. Within the last 8 years, have you competed in any World, Continental, or National Championship event(s) in ISAF, ORC International or Recognized classes? ☐ Yes ☐ No

If yes, please note dates, crew position, results and type of boat. _____

5. Will the applicant be the boat's:

☐ a. Owner/Driver helmsman (please proceed to question #8)

☐ b. Non-Owner (please answer questions #6, #7, #8)

☐ c. Chartering helmsman (please proceed to question #8)

Please specify the event and dates: _____

6. For how long and in what capacity have you known the owner?

7. Have you sailed with the owner in the past on this boat or on other boats? ☐ Yes ☐ No

If yes, please give some brief details. _____

8. How many days did you race sailboats during the past 12 months? _____

Please give a short statement as to the types of boats raced and whether you

helmed them primarily and what the results were. _____

Owners who are not driving please provide a brief explanation as to why you are applying to have a non owner
Principal helmsman drive your boat.

Please return your completed application to:

NORTH AMERICA

PO Box 1

Zenda, WI 53195

Fax: 1-262-275-8012

e-mail: usafleet@melges20.com

EUROPE

Via Tucidide, 56 (Staz. 21)

20134 Milan, Italy

Fax: +39 02 94435079

e-mail: eurofleet@melges20.com

Effective Date: 10 April 2013
Published Date: 10 April 2013
Previous issues: 1 January 2013
February 2010
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