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

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

MELGES 32 sails are measurement controlled and may be made by any manufacturer. In order to confirm compliance with the class rules, sails are required to be certified by an official measurer or an official class approved measurer or by a manufacturer licensed under the 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.
INTERNATIONAL MELGES 32
CLASS MISSION STATEMENT

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

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

INTERNATIONAL MELGES 32 CODE OF CONDUCT

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

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

While participating in any IM32CA activity:

1. IM32CA members shall be subject to the jurisdiction of the International Sailing Federation Statutes, the IM32CA Bylaws, and the IM32CA Code of Conduct.

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

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

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

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

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

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

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

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

Nothing in this Code shall be deemed to restrict the individual freedom of a IM32CA member in matters not involving activities in which one could not be perceived as representing IM32CA. In choices of appearance, lifestyle, behavior and speech while not representing IM32CA, competitors shall have complete freedom, provided their statements and actions do not adversely affect the name and reputation of the IM32CA or its members. However, in those events where one is representing or could be perceived as representing IM32CA, IM32CA demands that its members understand and agree to behave in a manner consistent with the best traditions of sportsmanship and IM32CA’s core values.
Please Remember:
THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY — THEN YOU SHALL NOT.

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

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

SECTION A – GENERAL

A.1 LANGUAGE
A.1.1 The official language of the class is English and in any case of a dispute over translation the English text shall prevail.
A.1.2 The word “shall” is mandatory and the word “may” is permissive.
A.1.3 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
IM32CA International MELGES 32 Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
MPS Melges Performance Sailboats
LM Licensed Manufacturer

A.3 AUTHORITIES
A.3.1 The international authority for the class is the ISAF which shall cooperate with the IM32CA in all matters concerning these Class Rules.
A.3.2 Notwithstanding anything contained herein, MPS has the authority to withdraw a builders declaration and shall do so on the request of the 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 IM32CA, NCA or MNA or an official measurer are under no legal obligation with respect to these class rules.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 ISAF has delegated its administrative functions of the class excluding sails to IM32CA.
A.4.2 ISAF has delegated its administrative functions of the class in regarding to sails to the MNAs. The MNA may delegate part or all of its functions, as stated in these Class Rules, to an NCA.
A.4.3 A measurer shall seek approval from the ICM3CA but shall only be an official measurer when recognized or appointed by a MNA.
A.4.4 In countries where there is no MNA, or the MNA does not wish to administrate sail certification, its administrative functions as stated in these Class Rules shall be carried out by the IM32CA which may delegate the administration to a NCA.

A.5 CLASS RULES CHANGES
A.5.1 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 IM32CA.
A.5.2 The minimum safety equipment is as defined in Class Rule Section C. The notice of race or sailing instructions may prescribe additional or alternative safety equipment.
A.5.3 Class Rule C.10.2(b) may be altered by the NOR or SI with the permission of the IM32CA.
A.6  CLASS RULES AMENDMENTS
A.6.1 Amendments to these Class Rules are subject to the approval of the IM32CA and 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 to ISAF.
A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.9  SAIL NUMBERS
A.9.1 Sail Numbers shall be either:
   (a) that of the hull number issued by MPS.
   (b) A personal sail number issued to the owner.
      Sail numbers 0-101 are reserved for personal numbers and may be purchased from MPS. In addition, higher numbers may be permanently assigned for the same fee if they are not already assigned. Such funds will be deposited into the class association account for class promotion and operations.

A.10 MANUFACTURER DECLARATION
A.10.1 A Manufacturer’s declaration shall record the following information:
   (a) Class,
   (b) Sail number,
   (c) Owner,
   (d) Hull identification number,
   (e) Builder/Manufacturers details,
   (f) Date of issue of initial manufacturer’s declaration,
   (g) Section D - Modification, Maintenance and Repair details,
   (h) Section E, Hull weight and Corrector Weights, and
   (i) Hull Appendage serial numbers.

A.11 RIG MANUFACTURER DECLARATION
A.11.1 A Manufacturer’s declaration shall record the following information:
   (a) Class,
   (b) Mast Spar identification number,
   (c) Builder/Manufacturers details,
   (d) Date of issue of initial manufacturer’s declaration, and
   (e) Section F, Modification, Maintenance and Repair details

A.12 VALIDITY OF MANUFACTURER DECLARATIONS
A.12.1 A manufacturer declaration becomes invalid upon:
   (a) the change to any items recorded on the declaration as required,
   (b) withdrawal by the ISAF or MPS, or
   (c) the issuance of a new manufacturer declaration.
A.13  RE-ISSUE OF MANUFACTURER DECLARATIONS
A.13.1 The LM may re-issue a Manufacturer Declaration to a hull:
   (a) when it is invalidated under A.12.1(a) or (b),
   (b) when it is invalidated under A.10.1 (g), (h), (i), and A.11.1(e) at its discretion and any
       remedial work shall be recorded on the re-issued declaration.
   (c) in case of loss, or
   (d) at the request of ISAF.

A.14  RETENTION OF DOCUMENTATION
A.14.1 The owner shall retain the original manufacturer declaration.
A.14.2 A copy of the manufacturer declarations shall be retained by MPS and a copy shall be sent
to the IM32CA.

SECTION B – BOAT ELIGIBILITY AND EQUIPMENT INSPECTION
For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1  CLASS RULES AND CERTIFICATION
B.1.1 The boat shall:
   (a) be in compliance with the Class Rules,
   (b) have valid manufacturers declaration, and
   (c) have valid certification marks on sails, and
   (d) local safety standards and requirements issued by any national organization such
       as the Coast Guard.

B.2  CLASS ASSOCIATION MARKINGS
B.2.1 A valid Class Association Sticker, if required by the IM32CA, shall be affixed to the hull in a
     conspicuous position.

B.3  EQUIPMENT INSPECTION
B.3.1 In the case of a dispute at an event whereby non-compliance with Class Rules is alleged
     where specific measurements are not stated, the Equipment Inspector shall adopt the
     following procedure:
     (a) A sample measurement of the disputed item shall be obtained by taking the identical
         measurement from a randomly selected group of boats or items of equipment (control
         group).
     (b) The measurement of the disputed boat or items of its equipment, taken using the same
         technique as above, shall be compared to the control group.
     (c) If any of the measurements obtained from the disputed boat or item of equipment lie
         outside the corresponding range of measurements found in the control group, the
         matter together with the details of the measurement methods and any other relevant
         information shall be referred to the Race Committee for appropriate action.

B.4  SAIL LIMITATION MARKS
B.4.1 Sail limitation marks shall be displayed on any sail used in a IM32CA sanctioned 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 IM32CA
     representative may 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 43.1(b) shall not apply.
(b) RRS 49 is changed to read:
49 CREW POSITION
49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps, stiffeners worn under the thighs and the lower lifeline as described in rule 49.2.
49.2 Lifelines shall meet the tautness requirements in the Class Rules. Competitors shall not position any part of their torsos outside the lifelines, except briefly to perform a necessary task. However, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.
(c) RRS 42.3(c) is changed to allow the spinnaker sheet to be trimmed without restriction.
(d) The ERS Part I – Use of Equipment shall apply.
(e) The official measurer, the IM32CA the MNA or the ISAF may use destructive testing to determine compliance with construction and/or Class rules if there is a reasonable belief that there is a violation.

C.2 CREW
C.2.1 Definitions
(a) Owner - a person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, sails and operations, including regatta costs, and whose name appears on all of the boats official ownership documents.
(b) Principal Helmsperson – an Owner, or member of the owner’s immediate family, who is a current class member in good standing, who steers the yacht exclusively during races during the period from 5 minutes prior to each start, throughout each race, until the yacht finishes, excepting for momentary absence due to personal or shipboard needs.
(c) Relief Helmsperson- a longtime shipmate of the yacht’s owner, or an immediate family member who steers the yacht for no more than one day in the absence of the approved Owner or Charter helmsman. Shall hold a valid ISAF group 1 classification and a valid current MELGES 32 Helmsman Eligibility approval as per Appendix 7.
(d) Charterers 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, and, shall pay all regatta costs.

C.2.2 Limitations
(a) The minimum number of crew is 5.
(b) No crew member shall be substituted during an event without the permission of the race committee.
(c) The crew shall contain no more than 3, ISAF Group 3 sailors.
(d) A **principal helmsperson** shall have a valid group 1 sailor classification under ISAF Sailor Classification Code. See www.sailing.org/classification for more details.

(e) A **principal helmsperson** shall hold a valid current MELGES 32 Helmsman Eligibility approval as per Appendix 7, and be a current class member in good standing.

(f) A **Relief Helmsperson** shall steer the yacht for no more than one day of a regatta during the absence of the approved **Owner** or **Charter helmsperson**.

(g) An **owner charterer** may charter at will.

(h) A non-owner **charterer** shall be:

1. A non-owner who is chartering a **boat**; and paying all regatta costs for the event they are chartering for.

2. shall:
   - (i) hold a valid ISAF Group 1 classification.
   - (ii) receive approval from the MELGES 32 Helmsman Eligibility committee as per Appendix 8

(3) Is a member in good standing of the Class Association

(4) Non-owner **charterers**, upon approval from the committee, are entitled to charter for regional events. Non-owner **charterers**, upon approval from the committee, and completion of a minimum of three (3) regional class sanctioned events may charter for a World, Continental or National championship. Non-owner **charterers** may charter for a maximum of four (4) class sanctioned events in total.

(5) **Charterer** shall list all events they are planning to sail in and are seeking approval for.

(6) Approval is **charter** specific.

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**C.2.3 Weights**

(a) The total **crew** weight on board while racing shall not exceed 629kgs.

(b) The **owner** shall be allocated a weight of 104kgs if they choose to not weigh in. The **owner** may choose to weigh in.

(c) All **crews** shall be weighed during the registration period prior to racing. Re-weighing shall only take place if a valid protest shows that the pre race weights were false.

(d) Should any **crew** changes take place during a regatta it is the owner's responsibility to advise the race committee of any changes. A **crew** substitute shall be weighed prior to racing and the total **crew** weight shall comply with the class maximums and should be posted immediately on the regatta notice board.

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**C.2.4 Positioning**

(a) **Crew** shall not stand and lean out over the lifeline or hang on the shrouds, to promote roll tacking or gybing or increase righting moment.

(b) **Helmsperson** shall not sit in any way that projects the body below the waist beyond the sheer line.

(c) **Helmsperson** shall not use any fitting or device with which to hike from with any part of the body below the waist.

(d) **Helmsperson** or **Crew** shall not sit in a way over the “V” or spinnaker turning block and hike so that their upper body is outside the upper lifeline.

(e) **Helmsperson** shall at all times have their upper body, above the waist positioned inside the upper lifeline.
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 EN 393 or ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 2, so as to be compliant with local regulations.

C.4 ADVERTISING
C.4.1 Limitations
Advertising shall only be displayed in accordance with the ISAF Advertising Code. (See ISAF Regulation 20) and class rule C.6.4.

(a) The factory supplied bow number graphic shall remain affixed to the port and starboard bow area for all class sanctioned events per Appendix H.3.
(b) All Melges 32’s shall display the MELGES 32 logo on the cabin house while racing in class sanctioned events. Font and size shall be as per appendix 11. The logos shall be placed per the manufactures original placement on the cabin house. Colors, other than standard shall be approved by MPS.

C.5 PORTABLE EQUIPMENT
C.5.1 Mandatory
(a) For Use:
(1) Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority. Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club.
(2) Two buckets of minimum volume 9 liters on a lanyard with a minimum 1m in length and 4mm in diameter. Collapsible buckets are prohibited.
(3) One anchor and chain: minimum anchor weight 4.5 kg minimum. Combined anchor and chain weight 5.5 kg minimum. Minimum chain length 1 meter, minimum chain link diameter 6mm. One warp: minimum length 48 meters. Minimum diameter 8mm.
(4) First aid kit in waterproof container or bag containing at a minimum amonia inhalants, alcohol pads, bandages, first aid guide, first aid cream, gauze pads, aspirin tablets, scissors, tape, antibiotic packs, tweezers.
(5) Fire Extinguisher weighing no less than 1.05kgs.
(6) 12 Volt battery weighing no less than 9 kgs.
(7) The two main companionway hatches to enable the cabin to be closed off.
(8) Throwable flotation device.
(b) Not For Use during racing:
(1) Engine: Tohatsu or Yamaha nominal power minimum of 9.8HP or 7.2KW, minimum weight 39 kg (empty of fuel) maximum 43 kg and weighed as a standard motor prior to adding the factory cavitation plate and the fiberglass hood modification. This weight will be taken prior to adding the cavitation plate and the fiberglass hood to the cowling. The engine shall always be stowed in the engine box compartment. The boat
shall depart the dockside with the engine fuel tank containing at least 3 liters of fuel.

(2) One functioning VHF Radio

C.5.2 Optional

(a) For Use:

(1) Electronic or mechanical timing devices
(2) Tactical and navigation instruments and their associated power sources.
(3) Mooring line or lines
(4) Water Bottle Holders
(5) Wind Indicators
(6) Sheet bags may be added to the boat to stow equipment, food, tools, and or drinks.
(7) The carrying of loose ropes, fenders, spares, internal buoyancy and safety equipment is unrestricted provided their fixing does not change the structural properties of the boat and gives no performance advantage.
(8) Charts and means of recording compass headings.
(9) Rope, bags, tape or fittings to secure safety or other equipment.
(10) Netting, bags, socks or protective coverings may be installed below deck to facilitate sail stowage and protect the spinnaker against tearing or water.
(11) Tell tales may be added to any part of the rig and sails.
(12) The method of attaching sheets to the gennaker is unrestricted provided that the sail when flown will not fly further than 30cm from the intended sheet rope.
(13) Weed sticks of optional design may be carried on board for the removal of weeds from the hull appendages.
(14) A cool/ice box may be carried.
(15) Bunk cushions and a portable toilet may be carried.
(16) The mast may be fitted with a gaiter below the gooseneck to prevent damage from the jib clew and blocks.
(17) The companionway drop hatch may be stowed in a protective bag.
(18) Gaskets or seals to seal up the bow sprit.
(19) Navigation lights may be installed.
(20) Up to two pipe cots may be installed in the Melges 32. If pipe cots are installed it must be noted on the manufacturers declaration as to whether or not these pipe cots are included in the one design weight. If yes, the pipe cots must remain on board while racing in the one design class events.
(21) Necessary and appropriate tools.
(22) Electric bilge pumps. Refer to C.6.1(t)

C.6 BOAT

C.6.1 Modifications, Maintenance and Repair

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

(b) The method of attaching any fitting to the boat is unrestricted but shall not modify the fittings position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.
(c) Additional cleats may be added to the aft side of the cabin house within 50mm of the delrin wearplate for purposes of cleating the bow sprit in/out line to help seal off the bow sprit at the bow or for a safety cleat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(x) Fiberglass reinforcements are permitted under the stanchions, between the deck and the stanchion and/or between the nut and the deck, below the deck: max width 125mm, max thickness 3mm.
(y) fiberglass reinforcement are permitted below the deck, where the knees meet the deck and the hull, max thickness 3mm and max width 50mm

<table>
<thead>
<tr>
<th>C.6.2 Weight</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The weight of the boat in dry conditions</td>
<td>1712kg</td>
<td></td>
</tr>
</tbody>
</table>

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

C.6.3 Corrector Weights
(a) Corrector weights Shall be equally divided fore and aft and fixed in the locations shown on the measurement diagram. 50% of the corrector weight shall be positioned aft. The aft corrector weight shall be positioned on the aft side of the mainsheet traveler bulkhead, and shall be split equally port and starboard, and shall be placed just outside the drain holes. The remaining 50% of the corrector weight shall be divided as follows. 12% shall be split and placed on the forward side of the bow sprit bulk head, the remaining weight shall be split and placed at the forward end of the port and starboard settees so that the lead lies athwartship and is touching the main bulkhead. Access to this area is achieved through factory installed inspection ports in the main bulkhead. Example: If the boat requires 20kgs of corrector weight, 10 kg will go aft, 1.2kgs at the bowsprit bulkhead and 8.8kgs at the main bulkhead inside the settees. Shall be bonded in with Silkaflex, 5200 or equivalent. Shall be recorded on the Manufacturers Declaration.

May only be altered after the boat has been re-weighed by an official measurer, under a controlled environment using the class approved scale. Re-weighing shall not take place at a regatta and shall not be re-weighed more than once every 12 months.

(b) The total weight of such corrector weights shall not exceed 45 kg. for hulls built after January 1st, 2007. See also rule D.

C.6.4 Graphics
The material permitted for new graphic like drawings, names and advertisements applied on the boat after January 2015 shall be the vinyl. RRS 53 still apply. On the hull the vinyl should be applied so that the edge of the epoxy layer on the bottom of the hull is present and not merged into the vinyl.

C.7 HULL
C.7.1 Modifications, Maintenance and Repair
The following is permitted without the approval of MPS. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

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

(b) Non skid material of any kind may be added to the cockpit floor, upper deck, foot pushes, motor hatch, hull edge and interior. Thickness shall not exceed
6mm.
(c) Cleat risers and fairleads may be added, removed or changed on all cleats.
(d) The jib and spinnaker sheet cleat positions are optional.
(e) The traveler cleats and eye strap above the cleat positions are optional.
(f) Brackets, cleats and pulleys may be added to the traveler system to allow for cleating from the opposite side of the boat.
(g) Inspection or storage hatches may be added to the top of the settees, they are not to exceed 400mm in any one direction. These hatches must be closed and watertight while racing.
(h) Additional foot pushes of optional design may be added for the comfort of the helmsman and of the mainsail trimmer.

Maintenance
(h) Waxing and polishing of the hull is permitted provided the intention and effect is to polish only
(i) Through hull transducers may be made flush.

Repair
(j) Replacements of the following items is permitted. Parts may be obtained from any supplier.
(1) Blocks
(2) Cleats
(3) Mainsheet swivel base
(4) Inspection hatches
(5) Shackles, pins, bolts
(6) Winches within a +/- 3mm drum size of MPS supplied winches
(7) Winch Handles of optional design and length

Sheave Size Limitations:
(1) Mainsheet system blocks minimum sheave size 55mm, minimum swivel base ratchet size 74mm
(2) Jib sheet traveler car blocks minimum sheave size 45mm, jib ratchet minimum sheave size 74mm, jib clew blocks are optional.
(3) Gennaker sheet system blocks minimum sheave size 55mm ratchet or free running, gennaker cheek ratchet minimum sheave size 74mm.
(4) Bow sprit end block minimum sheave size 55mm
(5) Bow sprit in/out system blocks minimum sheave size 40mm
(6) Backstay blocks shall have working sheaves
(a) Primary block minimum breaking strength shall be 2267 kgs.
(b) Block on 2:1 cascade and turning block at transom minimum breaking strength shall be 1500 kgs.
(c) Blocks in remaining purchase system shall have a minimum 40mm diameter.
(d) Inspection hatches may be added to the motor box or the keel box area to facilitate repairs. Approval and location shall be approved by MPS prior installation.
C.7.2 Fittings
(a) Use:
   (1) Inspection hatch covers shall be kept in place at all times.

C.8 HULL APPENDAGES
C.8.1 Modifications, Maintenance and Repair
(a) Waxing and polishing of the hull appendages is permitted provided the intention and effect is to polish the hull appendages only.
(b) Epoxy finish on hull appendages may be lightly abraded if and only if to apply anti fouling paint.
(c) Routine maintenance such as removing scratches from general wear and tear and sanding smooth areas from general wear and tear with no intention to re-fair the surface is permitted. If there is doubt of the interpretation of “superficial damage” a ruling shall be sought from an official measurer or the technical committee before work commences. On completion the appendage shall be re-certified.
(d) The keel guide delrin blocks may be shimmed or bedded to prevent keel movement but shall not alter the keel position. Keel guide delrin blocks shall only be obtained from MPS.
(e) Tiller extension may be replaced with optional design and material.

C.8.2 Limitations
(a) Only one keel and one rudder blade shall be used during an event unless non-intentionally lost or materially damaged beyond repair in which case it may be replaced with the prior permission of the race committee.

C.8.3 Keel
(a) Use:
   (1) The keel shall be fixed down with the keel bolts.

C.8.4 Rudder
(a) Use:
   (1) The rudder blade shall be strapped or tied in the down position while racing except for momentary periods to lift and clear weeds, or lines. Between a series of races, when at the dock, the rudder may be moved from its normal position, but shall stay at all times on/in the boat.
   (2) The rudder angle may be changed between races.

C.9 RIG
C.9.1 Modifications, Maintenance and Repair
The following is permitted without the approval of the LM. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

Modifications
(a) Running rigging may be replaced by rope of any type but shall meet any minimum diameter as stated in C.9.7.
(b) Any system of tape, rope, or clips intended only to prevent turnbuckles from loosening and to prevent sails tearing.
(c) A shockcord system may be added to the mast to facilitate the retention of the spinnaker halyard in the area of the hounds with the purpose of keeping the
spinnaker halyard in front of the spreaders at the hound area where the forestay attaches. Please refer to appendix 8 for the manufacturer recommended method of installation. If any fittings are permanently added to the rig they shall be added per appendix 10.

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

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

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

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

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

i) The mast head crane shall be fitted with a sail batten, connected to the backstay. The sail batten shall be used to assist keeping the backstay clear of the mainsail leech. The length and specification of this sail batten is optional, and and may be fitted with a ring, block or similar. The minimum length of this batten is 1600 mm; the material and the section are optional.

j) The mast shall be fitted with a Spinnaker Halyard Deflector. This deflector shall be mounted so the bottom edge is 123mm or more below the bottom edge of the upper mast band. Refer to Appendix 10 for installation instructions and location.

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

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

Maintenance

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

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

Repair

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

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

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

C.9.2 Limitations

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

C.9.3 MAST

(a) Use:

(1) The spar shall be stepped in accordance with the owners manual/rigging guide.
(2) The maximum distance between the **lower limit mark** and the **upper limit mark** is 13426mm.

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

### C.9.4 BOOM

(a) **Use:**

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

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

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

### C.9.5 RETRACTING BOWSPRIT

<table>
<thead>
<tr>
<th>Bow sprit extension from forward most point on mm the bow to the forward most point of the bow sprit outboard end plug fitting</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>.dbnsfbdshnfbu&gt;&lt;wbnfndbnu&gt;</td>
<td></td>
<td>2440mm</td>
</tr>
</tbody>
</table>

(a) **Use:**

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

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

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

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

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

### C.9.6 STANDING RIGGING

(a) **Dimensions:**

(1) Refer to: F.3.1

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

(b) **Use:**

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

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

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

C.9.7 RUNNING RIGGING

(a) Dimensions

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

(b) Use / Dimensions

(1) **Gennaker halyard** minimum diameter is 7mm, taper is optional and may be tapered below 7mm. The use of a second halyard as per MPS design may be installed.
(2) The **mainsheet** diameter is optional and may be tapered.
(3) The **mainsail** sheet shall be led as supplied from the LM. Course and fine tune maybe flip flopped from front to back.
(4) Pennants of optional length and material may be used to attach the mainsheet blocks to boom webbing loops.
(5) The **headsail** sheet may be led 2:1 or 1:1. The minimum diameter is 7mm, and maybe tapered.
(6) The **gennaker** sheet size and taper are optional.
(7) A shockcord restrainer of optional design may be added to tend the **gennaker** sheet, additional eyes or blocks may be added to facilitate this addition.
(8) The vang line size and type is optional as well as cleat position, purchase shall remain as supplied by LM and shall remain entirely on the vang tube or end fittings.
(9) The **mainsail** clew outhaul shall remain as supplied by LM in terms of purchase and the minimum line diameters is 5mm
(10) The **mainsail** Cunningham purchase, blocks and line are optional and shall remain completely on the mast.

C.10 SAILS

C.10.1 Modifications, Maintenance and Repair

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

(a) Routine maintenance such as repairing tears
(b) Addition of tell tales
(c) Addition of camber stripes
(d) Battens may be placed in the **batten pockets** which shall be fiberglass or carbon fiber

C.10.2 Limitations

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

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

C.10.4 Headsail

(a) Identification

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

(b) Use:

(1) The jib clew shall not be inhauling or outhauling during racing

C.10.5 Gennaker

(a) Identification

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

**SECTION D – HULL**

**D.1 PARTS**

D.1.1 Mandatory

(a) Hull Shell

(b) Deck

**D.2 GENERAL**

D.2.1 Rules

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

D.2.2 Identification

(a) The hull shall carry the Manufacturer Plaque incorporating the **boat** serial number supplied by MPS permanently placed on the upper starboard transom area per the owners manual and the ISAF Plaque placed at the aft end of the cockpit from hull number 215. Previous hull numbers shall pay the ISAF fee upon entry to a World Championship at which time their ISAF plaque will be issued.
(a) The hull shall be manufactured by a LM.
(b) The production moulds used for hull manufacture shall be approved by MPS.

D.3 MODIFICATIONS, MAINTENANCE AND REPAIR

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

(a) If any hull is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturers declaration.
(b) Painting of the topsides.
(c) The molded gel coat/epoxy barrier coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back if and only if to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat for more than 20 consecutive days. The abrasion of the gel coat/epoxy barrier coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort.
(d) Inspection hatches may be added to the motor box or the keel box area to facilitate repairs. Approval and location shall be approved by MPS prior to installation.
(e) Drill the hull to permit lines to go through the hull is not allowed.

D.4 ASSEMBLED HULL

D.4.1 Weights

<table>
<thead>
<tr>
<th>Hull Weight Complete (Refer to C.6.2 for what is included in complete weight)</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1712 kg</td>
</tr>
</tbody>
</table>

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 Mandatory

(a) Keel,
(b) Rudder, and
(c) Keel Weed Cutter

E.2 GENERAL

E.2.1 Rules

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

E.2.2 Modifications, Maintenance and Repair

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

E.2.3 Manufacturers

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

SECTION F – RIG

**F.1** PARTS

F.1.1 Mandatory

(a) Mast,
(b) Boom,
(c) Standing **rigging**, 
(d) Running **rigging**, and
(e) Bow sprit
(f) Spreaders, his original fittings and original pins

**F.2** GENERAL

F.2.1 Rules

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

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

F.2.2 Modifications, Maintenance and Repair

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

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

F.2.3 Manufacturers

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

**F.3** STANDING RIGGING

F.3.1 Materials / Construction

(a) Mandatory

(1) **Upper** shrouds shall be PBO supplied by MPS with a double ended open body turnbuckle installed at bottom end.

(2) **Intermediate** shrouds shall be PBO supplied by the MPS with a double ended open body turnbuckle at the bottom end.

(3) **Lower** shrouds shall be PBO supplied by the MPS with a double ended open body turnbuckle at the bottom end.

(4) **Forestay** shall be 6mm 1 X 19 Dyform stainless wire with a double ended open body turnbuckle at the bottom end and shall be supplied by the MPS.
The open body turnbuckle may be obtained from any supplier as long as the dimensions are the same as the MPS supplied turnbuckle body.

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

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

F.3.2 Fittings
   (a) Mandatory
       (1) Only factory supplied double ended turnbuckles may be used on all PBO standing rigging.

F.4 RUNNING RIGGING
F.4.1 Materials
   (a) Refer to C.9.7

F.4.2 Construction
   (a) Refer to C.9.7

SECTION G – SAILS

G.1 PARTS
G.1.1 Mandatory
   (a) Mainsail
   (b) Headsail
   (c) Gennaker

G.2 GENERAL
G.2.1 Rules
   (a) Sails shall comply with the Class Rules in force at the time of certification.
   (b) ERS G.8.1, Batten pocket length, and G.8.2, Batten pocket width, shall be modified to measure Batten length and width where stated.

G.2.2 Certification
   (a) An official measurer or an official class approved measurer or In-House Official Measurer shall certify mainsails and headsails in the tack and gennakers in the head and shall sign and date the certification mark.
   (b) The 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.

G.2.4 Class Association Royalty Button

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

G.3 MAINSAIL

G.3.1 Identification
(a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Appendix 11 and be placed in accordance with the diagram contained in Appendix 11.

G.3.2 Materials
(a) The ply fibers shall consist of woven ply, laminated ply and/or single ply made from one or more of the following materials: Dacron, Polyester, aramids, Carbon fiber, HMPE. Sail reinforcements shall be made from one or more of the following materials: Dacron, polyester, aramids, carbon fiber, HMPE, fiber glass. N.b. Aramid is marketed under trade names such as Kevlar and Twaron and HMPE under trade names such as Spectra, Dyneema.

G.3.3 Construction
(a) The construction shall be: soft sail, woven ply, laminated ply and/or single ply.
(b) The body of the sail shall consist of woven ply, laminated ply and/or single ply throughout.
(c) The sail shall have five batten pockets in the leech. The upper two shall be full length and extend from leech to luff. Measuring from the forward top corner of the mainsail head to the center of the upper most batten on the leech the dimension shall not be less than 2075mm, along the luff the measurement shall not be less than 1700mm. The spacing of the remaining battens is optional. The batten material is optional.
(d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, mast slides, leech and foot line with cleat or velcro tab with flap and closure, windows, tell tales, spreader chafe patches, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
(e) The mainsail shall be loose footed, except the foot may be attached to the boom at mid point via velcro, line, or shockcord. The method of attachment shall stay within a 400mm diameter on or around the boom.
(f) Mainsail leech hollows shall be measured in accordance with ERS H.5.2. Mainsail luff hollows shall not be considered.
(g) The leech shall not extend aft of straight lines between:
   (1) the aft head point and the intersection of the leech and the upper edge of the nearest batten pocket,
   (2) the intersection of the leech and the lower edge of a batten pocket and
the intersection of the leech and the upper edge of an adjacent batten pocket below,

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

G.3.4 Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top Width</td>
<td></td>
<td>210mm</td>
</tr>
<tr>
<td>Leech length</td>
<td>14000mm</td>
<td>14150mm</td>
</tr>
<tr>
<td>Half width</td>
<td></td>
<td>3395mm</td>
</tr>
<tr>
<td>Three-quarter width</td>
<td></td>
<td>2117mm</td>
</tr>
</tbody>
</table>

Reinforcement is unrestricted

Upper two battens, including any external terminal protection of the pocket shall be full length to within 50mm of front edge of sail.

Third batten up 1800mm

Lower two batten lengths 2100mm

Windows are unrestricted

Reefs are unrestricted

G.4 HEADSAIL

G.4.1 Materials
As per the mainsail

G.4.2 Construction
(a) The construction shall be: soft sail, woven ply, laminated ply and/or single ply.
(b) The body of the sail shall consist of woven ply, laminated ply and/or single ply throughout.
(c) The sail shall have maximum three batten pockets in the leech.
(d) The following are permitted: Stitching, glues, tapes, webbings, bolt ropes, corner eyes, batten pocket patches, batten pocket elastic, batten pocket end caps, batten pocket adjusters, leech and foot lines with cleat, windows, tell tales, spreader chafe patches, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
(e) Any headsail shall be fitted with a maximum of three battens, the battens shall
have one end placed on the leech, the battens shall be removable, the top batten may be full length and the batten leech angle is optional.

(f) Reinforcement is unrestricted

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

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

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

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

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top width</td>
<td>3000mm</td>
<td>80mm</td>
</tr>
<tr>
<td>Luff length</td>
<td>12400mm</td>
<td>12550mm</td>
</tr>
<tr>
<td>Leech length</td>
<td>11600mm</td>
<td>11700mm</td>
</tr>
</tbody>
</table>

Measuring down luff and leech from Head Point 3000mm, 6000mm, 9000mm to find measurement points

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000mm</td>
<td>1060mm</td>
<td></td>
</tr>
<tr>
<td>6000mm</td>
<td>1930mm</td>
<td></td>
</tr>
<tr>
<td>9000mm</td>
<td>2760mm</td>
<td></td>
</tr>
<tr>
<td>Max LP</td>
<td>3530mm</td>
<td></td>
</tr>
</tbody>
</table>

Top batten intersection of leech from head point 2250mm

Top batten, including any external protection of the pocket shall be full length to within 50mm of front edge of sail

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Batten #2 &amp; #3 length</td>
<td>900mm</td>
<td></td>
</tr>
<tr>
<td>Batten width outside</td>
<td>35mm</td>
<td></td>
</tr>
</tbody>
</table>

Dimension of Heavy Wind Jib shall be measured as follows

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top width</td>
<td>80mm</td>
<td></td>
</tr>
<tr>
<td>Luff length</td>
<td>12300mm</td>
<td></td>
</tr>
<tr>
<td>Leech length</td>
<td>11400mm</td>
<td></td>
</tr>
</tbody>
</table>

Measuring down luff and leech from Head Point 3000mm, 6000mm, 9000mm to find measurement points

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000mm</td>
<td>985mm</td>
<td></td>
</tr>
<tr>
<td>6000mm</td>
<td>1795mm</td>
<td></td>
</tr>
<tr>
<td>9000mm</td>
<td>2635mm</td>
<td></td>
</tr>
</tbody>
</table>

Top batten intersection of leech from head point 2250mm

Top batten shall be full length to within 35mm of front edge of sail

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foot length</td>
<td>3650mm</td>
<td></td>
</tr>
<tr>
<td>Batten #2 &amp; #3 length</td>
<td>900mm</td>
<td></td>
</tr>
<tr>
<td>Batten width outside</td>
<td>35mm</td>
<td></td>
</tr>
</tbody>
</table>

G.5 GENNAKER

G.5.1 Materials

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

G.5.2 Construction
(a) The construction shall be: **soft sail, single ply sail**.
(b) The **body of the sail** shall consist of the same **woven ply** throughout.
(c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, leech and foot lines and items as permitted or prescribed by other applicable rules.
(d) Windows are permitted below half height.
(e) Gennakers constructed using silicon coatings shall have a patch of material sewn on the sail near the **tack** for the sail limitation mark to be stuck to the sail.

G.5.3 Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Luff length</td>
<td>16000mm</td>
<td>17000mm</td>
</tr>
<tr>
<td>Leech length</td>
<td>13570mm</td>
<td>14570mm</td>
</tr>
<tr>
<td>Foot length</td>
<td>8000mm</td>
<td>9700mm</td>
</tr>
<tr>
<td>Half width</td>
<td>7500mm</td>
<td>9500mm</td>
</tr>
<tr>
<td>Mass of the <strong>ply</strong> of the <strong>body of the sail</strong></td>
<td>40 g/m²</td>
<td></td>
</tr>
</tbody>
</table>

**Reinforcement** is unrestricted
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 IM32CA Class rules are invoked.

SECTION H – EVENT RULES

H.1 PROTEST TIME LIMITS
Protest time limits should be stated in the NOR or SIs

H.2 PROTESTS
Owners shall represent themselves in the protest room.

H.3 SAIL LIMITATION MARKS
The sail limitation marks shall be issued by the class manager to all owners who have paid their annual IM32CA dues. These sail limitation marks may only be used on one sail, shall be permanently affixed near the tack, on the starboard side of the sail, 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 IM32CA dues will be issued six (6) 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 six(6) initial sail limitation marks shall count towards the first twelve(12) issued in the first year of ownership and the charterer becomes entitled to the following:

Each owner, upon payment of IM32CA dues is entitled to:
(a) Twelve(12) sail limitation marks in the first calendar year (January 1-December 31) of ownership of a new or used boat.
(b) Six(6) sail limitation marks annually thereafter.
(c) On completion of the fourth IM32CA sanctioned event in a calendar year a seventh (7th) 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 IM32CA sanctioned event in a calendar year an eighth (8th) sail limitation mark will be allocated upon receipt of the sail limitation request form by the class manager. (Appendix 4)

(e) Limitation mark must be affixed to a sail by the 1st of June of the following year of their issue (e.g.: Limitation marks issued on 2013 must be affixed by June the 1st 2014).

(f) 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 IM32CA dues must be paid for both boats to receive the annual sail limitation marks for each boat.

(g) Previously declared sails with sail limitation marks recorded may be declared for use in any future IM32CA 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 (six sails) may be declared for a IM32CA sanctioned event.

(h) For sails damaged beyond repair or non-intentionally lost sail limitation marks owner or charterer may fill out the request form Appendix 4.

H.4 RACE MANAGEMENT
H.4.1 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, except within 3 boats lengths of a mark the penalty shall be a two turn penalty each turn 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 3 sailors from the boat protesting or the boat being protested are not allowed in the protest room or to be in contact with the representative in the protest room. Category 3 sailors from other boats may be allowed in the protest room as a witness.

(c) The Low Point System of Appendix 'A' will apply.

H.4.2 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.

H.4.3 Wind Speeds

(a) Races will not be started when the race committee deems that winds are consistently at or above 25 knots or gusting to 28 knots and above. If a race has been started and the wind increases to 25 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 5 knots at the time of the start.

H.5 OUTSIDE ASSISTANCE
A boat shall receive no outside assistance from: support boats, cell phone or radio communication, visual or vocal signalling, 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. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next day’s racing and shall make the boat available for inspection by the jury, race committee or class representative.

When the RC displays AP over H afloat boats may disregard this rule until after the RC drops flag AP ashore or otherwise cancels racing for the day (e.g., AP over A, or N over A).

Individual coach or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark rounding 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 IM32CA regattas shall contain the following instruction: Video and photos taken from any support and/or coach boat, or spectator 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 international jury. This rule is not intended as a deterrent to social interaction before and between races.

H.5 PRIZES
Additional Trophies and Prizes may be awarded to:
(a) The best boat that has an all corinthian crew

H.6 CREW LISTS
Not later than the Crew Deadline which shall be 14 days prior to the start of the scheduled first race unless stated otherwise in the Notice of Race a crew, and helmsman list in the form of Appendix 1 shall be submitted to the IM32CA for checking. The crew list should show all approved helmsmen together with their classification and their ISAF Sailor i/d number. Boats will not be cleared for racing until all classifications have been checked.

H.7 COMPETITOR CONDUCT
All owners are responsible for their crew’s conduct and shall at all times exemplify the MELGES 32 CLASS MISSION STATEMENT and CODE OF CONDUCT. Failure to do so are grounds for disqualification.

PART IV – APPENDICES

Effective Date: January 1, 2014
Published Date: January 1 2014
MELGES 32 CLASS RULES

CABIN HOUSE LOGO MEASUREMENT DIAGRAM

MELGES – 2.459" x 30.440"
32 – 1.944" x 4.756"
TOTAL OVERALL SIZE – 2.955" x 35.866"
I.3
MELGES 32 CLASS RULES
BOW NUMBER GRAPHIC DIAGRAM
CREW DECLARATION

The submission of this crew declaration is mandatory and must be received two weeks prior to the event. All crew declarations will be posted online prior to the event, and subject to review by the ISAF and confirmed by the International Melges 32 Class Association.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ISAF GROUP</th>
<th>ISAF ID NO.</th>
<th>EXPIRATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. (Helm)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. (Tactician)</td>
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<td>3.</td>
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<td>9.</td>
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</tr>
</tbody>
</table>

I declare that the above listed crew members, fully comply with the International Melges 32 Class Rules and carry the proper ISAF Sailor Classification. I have included all Group 1 and Group 3 ISAF Sailor Classification numbers and confirm that their classification is valid as stated online at the ISAF’s sailing.org website. After the payment of the relevant fee, only one approved relief helmsman can be nominated/designated to relieve an owner(s) (or a principal helmsman) at the helm at any time during a Melges 32 event. If a team, does not nominate/designate relief helm at the time of submitting the crew declaration, then the boat will not sail, should the owner(s) or principal helmsman nominated/designated for the event be unable to helm. Relief helms will not be accepted once racing has commenced. If the Owners are more than one, after the payment of the relevant fee they are allowed to exchange themselves without restrictions.

Regatta

Yacht name

Signed- owner representative

Approved – class representative

Hull number

Sail number

Date

Date
## SAIL DECLARATION

<table>
<thead>
<tr>
<th>SAIL</th>
<th>DESCRIPTION (YEAR/SAILMAKER)</th>
<th>LIMIT MARK NO.</th>
<th>BUTTON NO.</th>
<th>OEM SERIAL NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jib (H)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jib (M)</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Jib (L)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Spinnaker Asymmetrical</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Spinnaker Asymmetrical</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

I declare that only the above listed sails comply with the International Melges 32 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 Melges 32 Class Association by registration at the start of any Melges 32 event.

<table>
<thead>
<tr>
<th>Regatta</th>
<th>Hull number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yacht name</td>
<td>Sail number</td>
</tr>
<tr>
<td>Signed-owner representative</td>
<td>Date</td>
</tr>
<tr>
<td>Approved – class representative</td>
<td>Date</td>
</tr>
</tbody>
</table>
SAIL ROYALTY BUTTON FORM FOR SAILMAKERS

Company ___________________________ Date ___________________________
Contact Name ________________________ Phone _________________________
E-mail _______________________________ Phone _________________________
Issued by ____________________________
Total No. of Buttons ____________ @ $80 ea. + $6.10 Shipping for Total $ ____________

PAYMENT INFORMATION

Credit Card (Circle One): VISA MASTERCARD DISCOVER
Card No. ___________________________ Exp. Date: ________________________
Billing Address ______________________________________________________
Billing Zip Code ______________________ CVC No. : ________________________
Name on Card _________________________
Signature ______________________________
Mail to: ____________________________ State _____________________________
City _________________________________ Zip _____________________________

All sail royalty button orders ship and handle via priority mail with delivery confirmation at a standard rate of $6.10 US.
## SAIL LIMIT MARK REQUEST FORM

**Owner**  
**Hull Number**  
**Boat Name**  
**E-mail**  
**Date**  
**Contact Name**  
**Phone**  

**Request is for (Check all that apply):**

- [ ] Additional Sail Limitation Marks (included with dues)
- [ ] Replacement for Lost or Damaged Marks ($30 ea.)
- [ ] Replacement for Lost or Damaged Sail ($30 ea.)
- [ ] Replacement Sail Limit Mark Only ($30 ea.)

<table>
<thead>
<tr>
<th>MARK (YEAR)</th>
<th>SAIL (NEW/USED)</th>
<th>MAKER</th>
<th>SAIL TYPE</th>
<th>SERIAL NO.</th>
<th>MARK NO.</th>
<th>DATE ISSUED</th>
<th>ISSUED BY</th>
</tr>
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<tbody>
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</tr>
</tbody>
</table>

**Total No. of Marks** @ $30 ea. + $6.10 Shipping for Total $

### PAYMENT INFORMATION

**Credit Card** (Circle One):  
VISA  
MASTERCARD  
DISCOVER

Card No.  
Exp. Date:  
Billing Address  
CVCNo. :

Billing Zip Code  
Name on Card  
Signature  
Mail to:  

State  
Zip  

All sail royalty button orders ship and handle via priority mail with delivery confirmation at a standard rate of $6.10 US.

---

INTERNATIONAL MELGES 32 CLASS ASSOCIATION  
Administrative Office: (T)+1 (912) 756-6706 | (F)+1 (912) 756-6728  
E-mail: classadmin@melges32.com  
www.melges32.com
YACHT OWNER COMPLIANCE DECLARATION

The following hereby agree that they have fully read the Melges 32 Class Rules and that to the best of their knowledge their **boat** complies with these Class Rules for the __________________________(event). The undersigned also agree to abide by these Class Rules while racing.

**Owner 1 Name**

Signature


**Owner 2 Name**

Signature


**Tactician Name**

Signature


**Boat Captain Name**

Signature

**Boat Name**

Sail No. 

Bow No. 

Date

**Approved - Class Representative**

Signature

Date

INTERNATIONAL MELGES 32 CLASS ASSOCIATION

Administrative Office: (T)+1 (912) 756-6706 l (F)+1 (912) 756-6728 • E-mail: classadmin@melges32.com • www.melges32.com
APPENDIX 6

WEIGH-IN LIABILITY FORM

<table>
<thead>
<tr>
<th>Event</th>
<th>Sail No.</th>
<th>Bow No.</th>
</tr>
</thead>
</table>

Owner/Charter

The undersigned hereby waive any and all claims which the undersigned, his/her personal representatives, heirs and assigns may, at any time, have against the race organizers, Race Committee and International Jury, the U.S. Melges 32 Class Association and officers, the International Melges 32 Class Association and officers, and all event sponsors; including their officers, owners, and any of their employees and agents and subsidiaries arising out of their participation and the participation of the above-mentioned yacht and any accompanying tender in this event. The undersigned understand that during the regatta, photographs and videos will be taken for promotional purposes that may include themselves, their boat, their crew and guests. They understand that these photos may be used in advertising and promotions related to this regatta and its sponsors. Further, the undersigned hereby grant the Melges 32 Class Association, photographer and sponsors of the regatta the irrevocable and unrestricted right to own, use, publish and copyright such photos and information as they may contain their name, picture or other likeness, pictures of the boat, crew and guests and publish photographs and/or video of them from this event; for editorial, trade and advertising, in any manner and medium, and allow the Melges 32 Class Association the right to transfer usage and publishing rights to third parties, as they see fit.

Please print name and sign waiver.

<table>
<thead>
<tr>
<th>Helm</th>
<th>Weight</th>
<th>Signed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>Weight</td>
<td>Signed</td>
</tr>
<tr>
<td>Crew</td>
<td>Weight</td>
<td>Signed</td>
</tr>
<tr>
<td>Crew</td>
<td>Weight</td>
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<tr>
<td>Crew</td>
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<tr>
<td>Crew</td>
<td>Weight</td>
<td>Signed</td>
</tr>
<tr>
<td>Crew</td>
<td>Weight</td>
<td>Signed</td>
</tr>
<tr>
<td>Crew</td>
<td>Weight</td>
<td>Signed</td>
</tr>
</tbody>
</table>

Total Weight (Class Maximum 629 kg/1,386.7 lbs)

Final Crew Weight

Date

INTERNATIONAL MELGES 32 CLASS ASSOCIATION
Administrative Office: (T)+1 (912) 756-6706 | (F)+1 (912) 756-6728 • E-mail: classadmin@melges32.com • www.melges32.com
HELMSMAN APPLICATION

OWNER/DRIVER

Name ___________________________  Boat Name ___________________________
E-mail __________________________  Hull No. ___________________________
Phone ___________________________  Date of Purchase ___________________
Date of Application __________________
Occupation ______________________
Business of Company __________________
Date of Birth ______________________

Are you currently of a Group 1 Classification with ISAF?
Yes   No
If yes, please provide:  ISAFID No. ___________________
                        Expiration ___________________

RELIEF or CHARTERING HELMSMAN

This application must be submitted 45 days prior to the start of the regatta.

Owner Name ___________________________  Boat Name ___________________________
Your Name ___________________________
Your E-mail ___________________________
Occupation ___________________________
Business of Company __________________
Date of Birth ______________________

Are you currently of a Group 1 Classification with ISAF?
Yes   No
Event Name ___________________________
Event Dates ___________________________
If yes, please provide:  ISAFID No. ___________________
                        Expiration ___________________

ALL APPLICANTS MUST COMPLETELY FILL OUT THE APPLICATION IN ORDER TO BE SUBMITTED FOR REVIEW.

1. Have you ever competed in the Olympic Games (including any trials or event, OCR, etc.) or been a training partner to an Olympic Games participant?  Yes   No
If yes, please provide 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 provide 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. Relief helmsman (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? (substitute and relief helms only)  

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?  
Yes  No 
Please give a short statement as to the types of boats raced, 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.
ALL APPLICANTS READ THE FOLLOWING VERY CAREFULLY
The International Melges 32 Class is a Corinthian ‘Owner Driver’ Class. The goal and purpose of this application is solely:

(i) to provide approval for relief helmsmen during regattas.
(ii) to accommodate charterers.
(iii) to provide for an owner or charter helmsman unavoidably absent for part of an event.

Otherwise, boats shall be helmed by their bona fide owners as defined in IM32CA Rule C.2:

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 – an Owner, or member of the owner’s immediate family who is a current class member in good standing, who steers the yacht exclusively during 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) Relief Helmsperson- a longtime shipmate of the yacht’s owner, or an immediate family member who steers the yacht for no more than one day in the absence of the approved Owner or Charter helmsman. Shall hold a valid ISAF group 1 classification and a valid current MELGES 32 Helmsman Eligibility approval as per Appendix 8.

(d) 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.

This application MUST be submitted 45 days in advance of the event for proper consideration to be given.

THE MELGES 32 CLASS HELMSMAN APPROVAL COMMITTEE
In considering applications for ownership or permission as a relief or charter helmsman, the (NA or EUR) Melges 32 Class Owner Helmsman Approval Committee:

(i) Shall confirm eligibility under IM32CA Rules C.7, C.9.3 and C.9.8
(ii) May consider and use any other facts that it considers relevant.
(iii) Shall if relevant consider and confirm bona fide ownership or charter.
(iv) Shall in accordance with ISAF Regulation 22 consult with the ISAF Sailor Classification Commission before rejecting any helmsman on the grounds that his/her current classification is incorrect.

The decision will be determined by his or her closest Fleet Association, and will be supported and upheld by the IM32CA. Panel findings shall be final and shall not be subject to review by any other body.

APPLICATION DECLARATION
I, we have read and understand the International Melges 32 Class Association (IM32CA) Request For Relief Helmsman guidelines. Should information change that may in any way alter our eligibility, we agree to inform the IM32CA immediately.

I, we agree the IM32CA, in coordination with the North American Melges 32 Fleet, European Melges 32 Fleet or any body or person acting with its authority may seek any information required from any source at any time to confirm proper approval.

I, we realize that if we give false or misleading information on this application that we may be subject to a hearing under RRS 2 and/or RRS 69, Suspension/Expulsion under Article 16 in the IM32CA Constitution and the boat/owner may be disqualified from earning points for one year.

I, we have read and understand the above conditions and wish to be considered for approval by the Melges 32 Owner/Helmsman Approval Committee.

Owner Signature ___________________________  Print Name ___________________________
Relief/Charter Signature _______________________________  Print Name _______________________________

Please return this completed application to:

IM32CA
9120 Ford Ave.
Richmond Hill, GA 31324 USA
Fax: +1 (912) 756-6728
E-mail: classadmin@melges32.com

INTERNATIONAL MELGES 32 CLASS ASSOCIATION
Administrative Office: (T)+1 (912) 756-6706 l (F)+1 (912) 756-6728 • E-mail: classadmin@melges32.com • www.melges32.com
APPENDIX 9
MELGES 32 CLASS RULES
SPINNAKER HALYARD DEFLECTOR

ASSEMBLY NOTES:
1. TAPE THE AREA WITH MASKING TAPE BEFORE PROCEEDING
2. MARK OUT POSITION: 123mm BELOW TOP BAND
3. CHECK THE FIT OF THE DEFLECTOR ON THE SECTION
4. MANIPULATE THE ARMS TO SUIT IF NECESSARY
5. MARK THE HOLE CENTRES AND DRILL Ø4.0mm (£5/32")
6. TAP THE HOLES WITH 10–24 UNC THREAD
7. REMOVE MASKING TAPE
8. FASTEN THE SCREWS IN WITH BLUE LOCTITE

10 b.