

# 2008 MELGES 17 CLASS RULES

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The Melges 17 was designed in 2005 by Reichel and Pugh, Yacht Design, Inc., (“Reichel & Pugh”), in conjunction with Melges Performance Sailboats (“MPS”).

## SECTION A - FUNDAMENTAL RULES

### A.1. TYPE OF CLASS RULES

A1.1. The Melges 17 is a **closed class**.

The intention of these rules is to ensure the boats are as identical as possible in construction, hull shape, weight, weight distribution, equipment, rigging, sail plan, sails, rudders, and bilge boards. It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which is not within established practice in the Melges 17 Class or involves the use of a material not previously used or accepted by the class or is not clearly covered by the class rules, plans or specification, you must assume that it is illegal, and must obtain a ruling from MPS before attempting it. The Melges 17 class is a strict one design. The boom, mast, standing rigging, bow sprit, rudder, bilge boards, and hull shall only be manufactured by a manufacturer licensed by MPS. Sheets and blocks are open but shall conform to all class rules.

### A.2. ABBREVIATIONS

A.2.1. ISAF. International Sailing Federation

MNA. Member National Authority

IM17CA. International Melges 17 Class Association

NCA. National Class Association

ERS. The Equipment Rules of Sailing

RRS. The Racing Rules of Sailing

### A.3. AUTHORITY

A.3.1. The international authority of the class is MPS, which shall govern all matters concerning these class rules.

A.3.2. Neither the ISAF, an MNA, the ICA, an NCA, the copyright holder or an **official measurer** is under any legal responsibility in respect of these **class rules**.

A.3.3. The Copyright Holder shall be Reichel & Pugh.

A.3.4. The Trademark Holder shall be MPS.

### A.4. LANGUAGE

A.4.1. The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.4.2. The word “shall” is mandatory and the words “may” and “can” are permissive.

### A.5. EQUIPMENT AND RACING RULES

A.5.1. These **class rules** shall be read in conjunction with the International ERS and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in “**bold**” type if defined in the ERS and in “*italic*” type if defined in the RRS.

## **A.6. INTERPRETATION**

A.6.1. Any interpretation of the **class rules**, except as provided in A.7, shall be made by MPS which shall consult the ICA and the copyright holder. Request for interpretation shall be made by the ICA or an MNA or a licensed builder. (N.B. The right of the class to approve or not, any class rule changes is protected by ISAF regulations and the class constitution.)

A.6.2. In the event of a discrepancy between any rules, drawings, specifications or measurement form the matter shall be referred to MPS for final determination.

## **A.7. INTERPRETATION OF THE CLASS RULES AT AN EVENT**

A.7.1. Any interpretation of **class rules** required at an event may be by an international jury constituted in accordance with the RRS, Appendix Q. Such interpretation shall only be valid during the event and the organizing authority shall, as soon as practical after the event, inform MPS, the MNA and the IM17CA of such interpretation.

# **SECTION B - ORGANIZATION**

## **B.1 ADMINISTRATION OF THE CLASS**

B.1.1. MPS may delegate part or all of its functions as stated in these **class rules** to a NCA.

B.1.2. In countries where there is no MNA, or the MNA does not wish to administrate the class, its functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

## **B.2. INTERNATIONAL CLASS FEE**

B.2.1. The International Class Fee shall be paid by the Licensed Hull Builder to MPS.

B.2.2. MPS, after having received the International Class Fee, and an official receipt to the Licensed Hull Builder.

B.2.3. The International Class Fee Building Plaque shall be permanently displayed on the starboard side, aft face of the transom.

## **B.3. SAIL NUMBERS**

B.3.1. Sail numbers shall correspond to the serial number on the starboard transom. Sail numbers begin at 100. .

B.3.2. In addition, the **boat** shall carry the sail letters applicable to her nationality as per RRS 77 - Appendix H and **class rule** C.1.7 and C.1.8.

B.3.3. In addition, a sail number may be purchased and permanently assigned to an owner. Sail numbers 0-101 are reserved and purchased permanently from MPS for \$200. Such funds will be deposited into the class association account for class promotion and operations. The master list is viewable at [www.melges.com](http://www.melges.com)

## **B.4. MEASUREMENT**

B.4.1. Fundamental measurement shall be undertaken to the procedures and protocol set here in. The IM17CA and MPS together may appoint one or more persons at the manufacturers to measure and certify the finished boat. Each boat will be weighed and leaded at the manufacturer Records of each boat will be kept at MPS. Spot checks will be performed periodically at regattas. This system shall be accepted as a correctly completed

measurement.

## **B.5. Spare**

### **B.6. AMENDMENTS TO CLASS RULES**

B.6.1. Amendments to these **class rules** shall be proposed by the MPS.

### **B.7. MEASURERS**

B.7.1. An **official measurer** shall not measure a **boat** owned, designed or built by himself, or in which he is an interested party, or has a vested interest except where permitted by the **class rules**.

B.7.2. If an **official measurer** is in any doubt as to the compliance with the **class rules** of any part of a **boat** he shall consult MPS.

B.7.3. An **official measurer** shall only carry out **fundamental measurement** in another country with the prior agreement of the MNA, IM17CA or MPS in the country where measurement shall take place.

B.7.4. A measurer shall seek approval from the IM17CA or MPS, but shall only be an **official measurer** when recognized or appointed by a MNA., the IM17CA, or MPS.

### **B.8. AXES AND POINTS OF MEASUREMENT**

B.8.1. Except where other methods of measurement are specifically indicated all measurement shall be carried out in accordance with the ERS and the ISAF Guide to Measurers.

B.8.2. Words such as “fore”, “aft”, “above”, “below”, “height”, “depth”, “length”, “beam” and “freeboard” acquire a precise meaning in measurement as they are all taken to refer to a boat in measurement trim. All measurement denoted by these or similar words, shall be taken parallel to one of the three major axes of the hull - vertical, horizontal or transverse - related to the waterline and the centerplane of the **hull**.

B.8.3. Where a measurement is to be taken between two points, the distance between these points shall be taken whether or not parallel to an axis.

B.8.4. Width, thickness, length etc of a component shall be measured as appropriate for that component, without reference to the **hull** axes.

B.8.5. The fore and aft position of deck fittings shall be measured from the vertical plane of the transom or the vertical plane of the front face of the cockpit.

### **B.9. MEASUREMENT EQUIPMENT**

B.9.1. Measurement equipment shall be accurate to at least half the value of the last significant figure specified in the **class rules**.

B.9.2. Templates shall be the official templates made from the MPS design and registered with the ICA Tolerances shall be inscribed on the templates.

### **B.10. CHECKING MATERIALS**

B.10.1. An **official measurer** is not required to check materials unless the **class rules** specifically prescribe this.

## **SECTION C - CONDITIONS FOR RACING**

The crew and the **boat** shall comply with the rules in this section before the preparatory signal and, when applicable, whilst *racing*. These rules may not be checked as part of **fundamental measurement**. It is the Owners responsibility to see that his **boat** complies with the **class rules** and relevant RRS at all times and that alteration, replacement or repairs to the **boat** do not invalidate the **measurement**.

Items referred to in these **class rules** shall only be used for the purpose stated.

## **C.1. CERTIFICATE AND IDENTIFICATION MARKS**

C.1.1. No **boat** shall take part in class races unless it meets all measurements stated in these rules.

C.1.2. If a question arises about a boat or sails legality, MPS or the IM17CA may appoint an official measurer to measure the sails in question.

## **C.2. EQUIPMENT**

### **C.2.1. Mandatory:**

1. Personal flotation vests shall be carried for each crew member on board.
2. **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.
3. The three main port hatches shall be closed off while racing.

### **C.2.2 Optional**

1. Electronic timing devices.
2. Tact Tick digital compass.
3. A cool/ice box may be carried.
4. Dry bag may be carried.
5. Gaskets or seals to seal up the bow sprit.
6. Mast head wind vane
7. Two way radio
8. Stopper balls on the spinnaker halyard and tack line
9. Carbineers or snap hooks on vang bail to feed out spinnaker halyard
10. Bailing device such as a bucket
11. Splashboard mounted in front of the chute launcher.
12. Paddle
13. Tools
14. Spinnaker halyard may be lead over the top of the boom and a system for pulling the spinnaker halyard aft along the top of the boom may be added.

15. Caribeaners may be added to the forward mainsheet bail to lead the board lines through.

### C.2.3. LIMITATIONS

C.2.3.1. Not more than 1 mainsail, 1 headsail, 1 spinnaker, shall be carried on board.

C.2.3.2. Not more than 1 mainsail, 1 headsail, and 2 spinnakers, shall be used at a class sanctioned event.

C.2.3.3. The rudder will remain in the max down position while racing except for instances to remove weeds, or a fouled anchor line, or crab pot.

C.2.3.4. Methods of inhauling the clew of the jib while sailing to windward are prohibited.

### C.3 FITTINGS

C.3.1. There shall be only one jib sheet track to port and one to starboard. They shall be positioned as per rule D.6.1.4. The position shall not be modified. No other means of adjusting the jib cars is allowed and only the standard jib cars provided by MPS shall be used.

C.3.2. The sheet cars and their associated blocks for the sheeting of the jib, shall be on the jib sheet tracks and no other method of sheeting the jib shall be permitted.

C.3.3. The manufacturer or brand of the blocks is optional. The sheave height from fixing point and sheave diameter shall not exceed the following dimensions.

Minimum Maximum.

Jib clew blocks.	Sheave dia. 29mm. 29mm.
Jib car ratchet blocks.	Sheave dia. 40mm. 57mm.
Top surface of jib car to bearing surface of	Sheave 35mm. 54mm.
Mainsheet bridle block.	Sheave dia. 40mm. 40mm.
Mainsheet boom blocks.	Sheave dia. 40mm. 40mm.
Mainsheet ratchet block.	Sheave dia. 74mm. 78mm.
Spinnaker turning blocks.	Sheave dia. 54mm. 58mm
Bowsprit end block.	Sheave dia. 29mm. 40mm
All control line blocks.	Sheave dia. 29mm max.
Jib Halyard Blocks.	Sheave dia. 29mm. 29mm
Spinnaker Halyard Blocks.	Sheave dia. 29mm 29mm
Jib tack block	Sheave dia. 16mm 29mm

C.3.4. The position of the deck fittings is NOT optional. All fittings shall remain in factory installed positions.

C.3.5. The spinnaker turning blocks may be either free running or ratchet blocks of size as per **class rule** C.3.3.

C.3.6. Spare

C.3.7. The mainsheet bridle shall be 1/8" spectra and shall be tied so that when measuring from the top of the backbone just in front of the mainsheet ratchet eye vertically to the bearing point of the mainsheet block factory supplied shackle shall measure minimum 250mm, Maximum 350mm

C.3.8. Bags for the storage of rope tails, and miscellaneous equipment may be attached to the cockpit molding, or the interior.

C.3.9. Inspection hatches may be added to the back bone

C.3.10. Protective covers to prevent water ingress and abrasion may cover the shrouds, vang, bow sprit, roller furler opening

C.3.11. Only the standard MPS supplied shroud turnbuckles shall be used. They shall be double ended turnbuckles.

## **C.4. RIGGING**

C.4.1. Additions to or subtractions of purchase, to the jib sheet system, spinnaker sheet system, main cunningham, boom vang, main outhaul, Spinnaker Launch, bowsprit launch systems, backstay or reefing systems shall not be permitted. The cunningham may be led through the mainsail eye/block and tied off on the gooseneck fitting. One additional purchase may be added to the mainsheet purchase making a maximum of 6:1.

C.4.2 Spare

C.4.3. All lines shall be lead as supplied by MPS

C.4.4. Control lines and sheets may be tapered. Diameter of mainsheet, jib sheets, spinnaker sheets and control lines are optional.

C.4.5. The shrouds may be attached and adjusted by turnbuckles/bottle screws as standard from the factory. The turnbuckles shall be the open body double ended thread style. Lock plates, or ties, or velcro may be fitted to maintain the rig setting. The shrouds shall not be adjusted while racing.

C.4.6. Except as in C.6.3.4, the use of shock-cord is un-restricted.

## **C.5. HULL WEIGHT**

C.5.1. The weight of the complete **boat**, dry and in racing condition at building specification shall be not less than 335lbs. Excluded from this weight shall be only: Sails, Floatation Vests, All equipment listed in **class rule** C.2.2. except that the fittings that are permanently fixed to the boat (e.g. display heads, wind vanes) may be included in the weight.

All lines and fittings shall be included.

### **C.5.2. Corrector weight:**

Shall not exceed 30 lbs,

Shall be of lead

Shall be equally divided and bonded to the hull floor on the forward side of the mast bulkhead on either side of the centerline drain hole

Shall be bonded in with 5200 or equivalent.

May only be altered after the **boat** has been re-weighed by an **official measurer**.

Shall not be reduced more than once every 12 months

## **C.6. SPARS**

### **C.6.1. Mast**

The mast shall be manufactured only by a MPS licensed manufacturer. The mast shall be constructed of carbon fiber and shall be constructed from MPS approved molds and to MPS design and specifications. The licensed manufacturer is Forte, Inc.

C.6.1.2. The mast head may be fitted with a wind vane

### **C.6.2. Main Boom.**

C.6.2.1. The boom shall be manufactured only by a MPS licensed Manufacturer.

C.6.2.2. The boom shall be fitted with a clew outhaul system.

C.6.2.3. Boom shall be of Aluminum, MPS design and specification.

### **C.6.3. Bow Sprit.**

C.6.3.1. The bowsprit shall be manufactured only by a MPS licensed manufacturer. The bow sprit shall be constructed of carbon fiber and shall be constructed from MPS approved molds and to MPS design and specifications. The licensed manufacturer is Forte, Inc.

C.6.3.2. The bowsprit shall be capable of being retracted to have its forward end level with or aft of the forward side of the bow. The bowsprit shall be retracted when the spinnaker is not flying.

C.6.3.3. The bowsprit shall extend not more than **1240mm** forward of the foreside of the stem. This shall be measured in a straight line from the forward side of the bow to the forward side of the bow sprit plug.

C.6.3.4. The bow sprit shall not be retracted by shockcord or similar active device.

## **C.7. CREW.**

C.7.1. The minimum number of crew is 2. The maximum number of crew is 3.

C.7.2. Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.

C.7.4. **RRS 43.2** shall apply.

## **C.8. ADVERTISING**

C.8.1. Advertising for the Melges 17 Class shall at all times comply with RRS 79 and the ISAF Advertising Code, Category C, except as modified in C.8.2. All Melges 17 Class racing shall take place under this category.

C.8.2 The following restrictions on advertising shall apply. The number of advertisers is unrestricted.

HULL: (i) The area 2m long, aft of any Bow numbers shall be kept free for event advertising.

(ii) The remaining area may carry advertising chosen by the boat to a total maximum length of 2m.

(iii) The cockpit may carry advertising chosen by the boat to a maximum length of 1m

(iv) The deck may carry advertising chosen by the boat of not more than one advertiser and of unrestricted area. The advert may connect to the advert on the hull side.

HULL APPENDAGES: The area is restricted

MAST: Advertising chosen by the boat may be displayed on the mast. The maximum length of the adverts shall be 2.5m. Different advertisers may be on each side of the mast.

BOOM: Advertising chosen by the boat may be displayed on the boom. The maximum length of the adverts shall be 2m. Different advertisers may be on each side of the boom.

SAILS:

SPINNAKER: Unrestricted.

JIB: No advertising allowed.

MAINSAIL: At all times the advertising shall be below and clearly separated from the national letters and sail numbers. Not more than one advertiser chosen by the boat may be displayed on each side of the Mainsail. The advert shall have a maximum length of 2.6m and a maximum height of 1.3m.

## **C.9. MEMBERSHIP AND ELIGIBILITY**

C.9.1. The owner shall be a current Active member of the NCA or IM17CA, or where there is no NCA in his country, a member of the IM17CA or an NCA nominated by the IM17CA.

C.9.2. An Associate member is a family member, crew, or other individual supporting the Class Association by

paying annual dues.

C.9.3. An owner is a person who legally owns 100% of the yacht or is a Group 1 competitor (As defined in the ISAF Regulation 22, Sailors Classification Code) who is at least a one-half partner/owner in terms of legal ownership interest in the complete yacht and the cost of it's operations at fair market value of the new or brokerage boat price. A driver may be Group 2 or 3 if they are over the age of 55 at the time of the event but shall not be eligible to win masters trophies. All owners shall be active members.

C.9.4. While racing in sanctioned One Design class events, the crew shall be composed of Group 1 competitors except that up to one (1) crew members may be Group 2 or 3 competitors, but, not more than one (1) may be a Group 3. Competitor grouping shall be determined by application of the current ISAF Sailors Classification Code (See ISAF Regulation 22). Competitors without a current classification, or whose employment circumstances have changed, may apply for a new certificate electronically from the ISAF website ([www.sailing.org](http://www.sailing.org))

C.9.5. While racing in sanctioned One Design class events, the driver, except for emergencies involving safety of the yacht or crew, shall be Active member, Group 1 owners or Group 1 alternate drivers, and must be in compliance with rule C.9.1. Group 1 alternate drivers shall be either (a) a member of the owner's immediate family or (b) a long term shipmate and friend of an owner or (c) a Group 1 sailor who is chartering a MELGES 17. The driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steers the yacht during the 5 minutes prior to and including the start, until the finish. The intent of the MELGES 17 class is for Corinthian amateur drivers only. Group 2 or Group 3 competitors are prohibited from steering except under emergency situations. Group 2 or Group 3 competitors who are 55 years of age or older are eligible to drive a Melges 17 in sanctioned One Design class events, but, these competitors shall not be eligible to win Masters trophies. The IM17CA shall be the final authority in determining a competitor's status within the spirit of the class rules.

C.9.6. All races sailed under these rules shall be categorized for crew eligibility at least 45 days prior to the start of the race as either:

Level A: The crew aboard shall be comprised of Group 1 competitors except that one (1) crew member may be Group 2 or 3 competitor but not more than one (1) crew may be a Group 3 competitor. The driver shall be a Group 1 or 2 competitor. The driver may be a Group 3 competitor if they are over the age of 55.

Level B: OPEN- The crew aboard (excluding Owner) may consist of any combination of Group 1, 2, and 3 competitors. During any class event designated by the NCA or IM17CA as a national or international class event prior to

the start of the first race, the Owner (or one of several Owners) or the Charterer of the MELGES 17 shall be on board at all times while racing, except for temporary absences excused for good reason by any Class Officer (or the Officer's designee) not participating in such regatta.

C.9.7. If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the Event, then Level A shall apply.

C.9.8. A Charterer is the person who charters a MELGES 17 for one or more regattas, provided (a) Charterer is an Active member, and (b) the charterer is otherwise an Owner of a MELGES 17 or the IM17CA has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a MELGES 17 in the near future. In the case of a chartered MELGES 17, references in rule C.9.1 to "Active Member," and references in all class rules to "Owner," shall include the Charterer; references in these class rules to "100% Owner" shall include a Charterer only if he or she otherwise legally owns 100% of a MELGES 17.

C.9.9. The IM17CA shall be the sole interpreter of these definitions and their application.



(Harry, what do we do until there is an International Association?)

## **C.10 BOAT HANDLING RULES**

C.10.1. When roll tacking, standing up and hanging on the shrouds shall be prohibited.

C.10.2. RRS 42.3(b) is modified to allow the spinnaker sheet to be trimmed without restriction in all conditions.

## **C.11 OUTSIDE ASSISTANCE**

C.11.1 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 after the warning signal for the start of the given race until after the yacht has cleared the finish line. Individual coach or support boats shall not approach closer than 100 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 75 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 75 feet. Sailing Instructions for Melges 17 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.

# **SECTION D – HULL**

## **D.1. MEASUREMENT AND CERTIFICATION**

D.1.1. The **hull** shall conform with the **class rules** in force at the time of **fundamental measurement**.

D.1.2. Measurement shall be carried out in accordance with the **ERS**

D.1.3. If a **hull** has been substantially altered or repaired it shall be presented to an official IM17CA measurer for inspection and/or re-measurement.

## **D.2. BUILDERS**

D.2.1. **Hull** builders shall be licensed by MPS.

D.2.2. The licensed builder shall, at his own expense, correct or replace any **hull** that does not comply with the **class rules** as a result of an omission or error by the builder, if the **hull** is submitted for **fundamental measurement** within twelve months of purchase.

D.2.3. Spare

D.2.4. All **boats** shall carry an official serial number molded into or securely fixed to the starboard side, aft face of the transom. This number shall be issued as part of a National requirement such as European Standard EN ISO 10087 : 1996 for those relevant countries. Where the builder does not have to conform to a National requirement, the number shall be from a series formulated by MPS. No yacht shall be deemed legal without this number.

D.2.5. Builders shall only build boats and components from molds taken from master tooling and approved by MPS.

### **D.3. HULL SHELL**

#### **D.3.1. Materials**

D.3.1.1. The **hull** shall be constructed of glass reinforced materials specified within the builders license.

*D.3.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, fairing exterior parts or **hull** that improves moments of inertia, or changes the standard shapes shall be prohibited. Except that through hull and through core knotmeters and depth sounders shall be allowed. The measurer, the IM17CA, the MNA or MPS may use destructive testing methods to determine compliance with this rule."*

D.3.1.3. The sanding of the **hull** to reshape hull profiles or contours shall be prohibited.

D.3.1.4. Two through hull self bailers shall be installed to factory specification.

#### **D.3.2. Dimensions**

D.3.2.1. The **hull** shall be constructed from official molds and conform to the official templates.

### **D.4. DECK**

#### **D.4.1. Materials**

D.4.1.1. The **deck** shall be constructed of glass reinforced materials specified within the builders license.

*D.4.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia, or changes the standard shapes shall be prohibited. The measurer, the ICA, the MNA or the ISAF may use destructive testing methods to determine compliance with this rule.*

D.4.1.3. The sanding of the **deck** to reshape profiles or contours shall be prohibited.

#### **D.4.2. Dimensions**

D.4.2.1. The **deck** shall be constructed from official MPS certified molds.

### **D.5. INTERNAL STRUCTURE**

#### **D.5.1. Materials**

D.5.1.1. The interior, bulkheads hatches and other moldings shall be constructed of glass reinforced materials specified within the builders license.

D.5.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment on any of the above moldings that improves moments of inertia, or changes the standard shapes shall be prohibited.

D.5.1.3. The sanding of any of the above moldings to reshape profiles or contours shall be prohibited.

D.5.1.4. All internal structure shall be manufactured from MPS certified molds.

### **D.6. COMPLETE HULL**

#### **D.6.1. Fittings**

D.6.1.1. Fittings shall be fixed in accordance with the specifications of the builders license, by MPS, and shall not be modified unless stated herein.

D.6.1.2. The fore and aft position of deck fittings shall be measured from the transom, or the front face of the cockpit as per rule B.8.5.

D.6.1.3. The chainplates shall be placed in accordance with the builders specification and shall not be modified or moved. The chainplate shall be 2523mm minimum, 2528mm maximum from the transom, the

outside edge of the chainplate shall be on the edge of the nonskid plus or minus 3mm Measurements are to be taken to the aft side of the chainplate.

D.6.1.4. The jib tracks shall be located in the factory installed position and shall not be altered.

D.6.1.5. The positions of the aft spinnaker turning block eye strap shall measure 2409mm minimum 2414mm Maximum from the transom.

D.6.1.6. The aft edge of the mast step shall be minimum 2914mm, maximum 2918mm from the front face of the cockpit

## **D.7. ADDITIONAL RULES**

D.7.1. Sanding is prohibited on all hull, deck and internal structures unless repair of superficial damage is required. If there is any doubt to the interpretation of “superficial damage”, a ruling shall be sought from a measurer or the technical committee, or, if neither are available MPS before repair work commences and the **boat** offered for re-measurement on completion.

D.7.2. If the **hull** requires to be painted to repair a damaged gelcoat, the process shall be reported to a Measurer, IM17CA, or MPS and the boat offered for re-measurement on completion.

D.7.3. Normal proprietary polishes may be used on the hull if in compliance with **RRS 53**.

# **SECTION E - HULL APPENDAGES**

## **E.1. MEASUREMENT AND CERTIFICATION**

E.1.1. Hull appendages shall be made from MPS designed and approved molds and only by a MPS licensed builder.

E.1.2. Measurement shall be carried out in accordance with the **ERS**.

## **E.2. MANUFACTURERS**

E.2.1. Manufacturers shall be licensed by MPS.

E.2.2. The manufacturer shall, at his own expense, correct or replace any **hull appendage** that does not comply with the **class rules** as a result of an omission or error by the manufacturer, if the **hull appendage** is submitted for **fundamental measurement** within twelve months of purchase.

E.2.4. Manufacturers shall only build hull appendages from molds approved by MPS.

## **E.3. Bilge Boards**

### **E.3.1. Materials**

E.3.1.1. The hull appendages shall be constructed of aluminum specified within the manufacturers license.

E.3.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia, or changes the standard shapes shall be prohibited.

E.3.1.3. The sanding of the side boards to reshape profiles or contours shall be prohibited.

### **E.3.2. Fittings**

E.3.2.1. The top of the bilge board shall be fitted with MPS designed and manufactured fixtures and hardware.

E.3.2.2. The bottom end of the bilge boards shall have MPS designed and manufactured plugs to finish off the bottom of the board. The plugs may be installed with adhesive to eliminate water penetration.

E.3.2.3. The bilge board block and tackle purchase system shall be as designed by MPS and shall not be altered, or have the mechanical advantage changed in any way.

E.3.2.4. The bilge boards when in their fully down position shall not extend beyond 1080mm from the underside of the hull to the bottom of the bilge board plug, measured along the leading edge of the bilge board.

## **E.4. RUDDER AND TILLER**

### **E.4.1. Materials**

E.4.1.1. The rudder shall be constructed of aluminum specified within the manufacturers license. The tiller shall be constructed of aluminum.

E.4.1.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia or changes the standard shapes shall be prohibited.

E.4.1.3. The sanding of the rudder or tiller to reshape profiles or contours shall be prohibited.

### **E.4.2. Fittings**

E.4.2.1. A tiller extension shall be installed. If fitted its overall length measured perpendicular to the tiller surface shall be not more than 1100mm.

E.4.2.2. The rudder shall fit in the rudder head system and be fully removable.

E.4.2.3. The rudder head system shall be of MPS design and manufactured by a MPS licensed builder.

E.4.2.4. The rudder shall be fit with a top and bottom plug of MPS design and manufacture. The plugs may be installed with adhesive to prevent water penetration. The top of the rudder shall have a spectra handle attached via two holes drilled through the top of the rudder.

### **E.4.3. Dimensions**

E.4.3.1. The rudder depth shall not exceed 805mm Measured from the aft bottom transom corner to the bottom of the rudder plug at the leading edge of the rudder.

E.4.3.2. The rudder shall not be reshaped, faired, or sanded except to facilitate the repair of superficial damage. If there is any doubt to the interpretation of “superficial damage” a ruling shall be sought from an official measurer or the technical committee before work commences and the item offered for re-measurement on completion.

## **E.5. ADDITIONAL RULES**

E.5.1. Normal proprietary polishes may be used on the hull appendages in compliance with **RRS 53**.

E.5.2. Shims may be fitted between the rudder and rudder head guides to ensure a good fit.

# **SECTION F – RIG**

## **F.1. MEASUREMENT AND CERTIFICATION**

F.1.1. The rig shall conform with the **class rules** in force at the time of **fundamental measurement**.

F.1.2. Measurement shall be carried out in accordance with the **ERS**.

F.1.3. MPS may appoint one or more persons at a manufacturer to measure and **certify masts, booms and bowsprits** produced by that manufacturer. A special license shall be awarded for that purpose.

F.1.4. The measurer shall attach an official **certification mark** showing the date of **fundamental measurement** to approved **spars**.

F.1.5. Substantially altered or repaired **spars** shall be re-measured and the **official measurer** shall attach a new official **certification mark** showing the new date of **fundamental measurement**.

## **F.2. MAST**

### **F.2.1. Manufacturer**

F.2.1.1. Manufacturers shall be licensed by MPS.

F.2.1.2. The manufacturer shall, at his own expense, correct or replace any **spar** that does not comply with the **class rules** as a result of an omission or error by the builder, if the **spar** is submitted for **fundamental measurement** within twelve months of purchase.

F.2.1.3. spare

F.2.1.4. Manufacturers shall only build **spars** from molds approved by MPS.

### **F.2.2. Materials**

F.2.2.1. The **mast** shall be constructed of carbon fiber reinforced materials specified within the manufacturers license.

F.2.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia, or changes the standard shapes shall be prohibited.

F.2.2.3. The sanding of the **mast** to reshape profiles or contours shall be prohibited.

### **F.2.3. Fittings**

F.2.3.1. The following are permitted: mast head sheave fitting, wind vane, sheave for spinnaker halyard, tangs, spreaders, spreader attachments, gooseneck, boom vang fitting, compass and brackets, protective cloth sleeves, vinyl tapes for mast bands, manufacturer label, shockcord use is unlimited in the rig. **certification mark**.

F.2.3.2. Spreaders shall be supplied by the licensed manufacturer and shall be to the approved design.

### **F.2.4. Dimensions**

The **MHP** as used in the **ERS** is modified to be the top of the mast foot casting.

	Minimum.	Maximum.
<b>Mast spar section</b> above mast foot:		
<b>Fore and aft:</b>	62mm	66mm
<b>Transverse:</b>	62mm	66mm
<b>Mast spar section at mast upper point:</b>		
<b>Fore and aft:</b>	40mm	43mm
<b>Transverse:</b>	40mm	43mm
<b>Start of taper above MHP:</b>		
<b>Constant section to this point</b>	6057mm	
<b>Main Shroud height:</b>	6006mm +/- 6mm	
<b>Lower Shroud height:</b>	2990mm +/- 6mm	
<b>Diamond Shroud height: Bottom:</b>	35mm+/- 4mm	

**Diamond Shroud height: Top:** 7645mm +/-5mm

**Forestay and Jib Halyard extended to mast, height:** 5975mm +/- 6mm

**Spinnaker Halyard height:** 7765mm +/- 6mm

**Spinnaker Halyard sheave Bearing Surface:** diameter: 28mm 30mm

**Upper Mast Point:** 7840mm Max.

**Spreaders:** number per side: two.

**Spreaders: Lower**

**Length:** 500mm. 550mm. Measured from side of mast on centerline to shroud intersect in spreader tip.

**Height:** 3010mm +/- 6mm

**Angle:** aft side of mast to taut line on aft side of shrouds: 200mm 280mm

**Spreaders: Upper**

**Length:** 300mm 325mm. Measured from side of mast on centerline to shroud intersect in spreader tip.

**Height:** 6037mm +/- 6mm

**Angle:** aft side of mast to taut line on aft side of shrouds: 130mm 155mm

**Gooseneck Height:** 582.5mm +/- 4mm to center

**Vang Bail:** 35mm +/- 3mm to bolt

**Main Tack eyestay:** 645mm +/- 4mm

**Main Halyard Cleat:** 7500mm 7660mm

### **F.3. BOOM**

#### **F.3.1. Manufacturer**

F.3.1.1. Manufacturers shall be approved by MPS.

#### **F.3.2. Materials**

F.3.2.1. The boom shall be made of aluminum and shall only be constructed from a MPS approved Section and die.

F.3.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improve moments of inertia, or changes the standard shape shall be prohibited.

#### **F.3.3. Fittings**

F.3.3.1. The following are permitted: Clew outhaul and fittings, sheaves and sheave boxes, blocks, cleats, hooks, spinnaker stowage fittings, manufacturer label, **certification mark**.

#### **F.3.4. Dimensions**

F.3.4.1. Tapered booms shall be prohibited.

F.3.4.2. Minimum. Maximum.

### **F.4. BOW SPRIT**

#### **F4.1. Manufacturer**

F4.1.1. Manufacturers shall be licensed by MPS.

F.4.1.2. The manufacturer shall, at his own expense, correct or replace any bowsprit that does not comply with the **class rules** as a result of an omission or error by the builder, if the bowsprit is submitted for **fundamental measurement** within twelve months of purchase.

F.4.1.3. Manufacturers shall only build bowsprits from molds approved by MPS.

#### **F.4.2. Materials**

F.4.2.1. The **bow sprit** shall be constructed of carbon fiber reinforced materials specified within the manufacturers license.

F.4.2.2. Coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment that improves moments of inertia, or changes the standard shapes shall be prohibited.

F.4.2.3. The sanding of the **bow sprit** to reshape profiles or contours shall be prohibited.

#### **F.4.3. Fittings**

F.4.3.1. The following are permitted: end plugs, 29mm block on end plug, manufacturer label, **certification mark**, tape or other materials for sealing against the rubber seal when pole is retracted. See **class rule** C.6.3.1.

### **F.5. STANDING RIGGING**

#### **F.5.1. Manufacturer**

F.5.1.1. The manufacturer shall be approved by MPS.

#### **F.5.2. Materials**

F.5.2.1 The standing rigging shall be of Stainless steel

#### **F.5.3. Fittings**

F.5.3.1. The following are permitted: turnbuckles, tangs, swages, swage eyes, shackles, shroud lock plates.

#### **F.5.4. Dimensions**

Minimum. Maximum.

Main shroud diameter: 3.0mm. 3.0mm.

Lower shroud diameter: 3.0mm. 3.0mm.

Diamond shroud diameter: 2.4mm.

### **F.6. RUNNING RIGGING**

#### **F.6.1 Manufacturer**

F.6.1.1. The manufacturer is optional.

#### **F.6.2. Materials**

F.6.2.1 Materials are optional

F.6.2.2. Spinnaker sheets and jib sheets may be tapered.

### **F.7 ADDITIONAL RULES**

F.7.1. The main halyard shall be secured at the mast head lock, the tail shall be shockcorded at the base of the mast

F.7.2. The jib halyard shall be 2:1 and shall be attached to the 3:1 purchase system at the deck

F.7.3. Spare

## SECTION G – SAILS

Sailmaker is optional

### G.1. MEASUREMENT AND CERTIFICATION

G.1.1. **Sails** shall conform with the **class rules** in force at the time of **fundamental measurement**.

G.1.2. Measurement shall be carried out in accordance with the **ERS**.

G.1.3. MPS may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer.

G.1.4. Substantially altered or repaired **sails** shall be re-measured and the measurer shall attach a new official **certification mark** showing the date of **fundamental measurement**.

G.1.5. The class insignia and the sail number and letters, as per rule B.3 shall be according to RRS 77 Appendix H except where varied herein.

G.1.6. Numbers and letters shall be of the following dimensions:

minimum. maximum.

Height. 250mm.

Spacing between adjoining numbers or letters or edge of sail. 40mm.

G.1.7. The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in these rules. The word MELGES shall be colored dark blue and the figures 17 shall be colored red. The letters of the word MELGES shall be 75mm tall and the word shall be 1120mm long, the number 17 shall be in proportion to the MELGES and the aligned per the MELGES 17 logo.

G.1.8. The class insignia shall be positioned on both sides of the mainsail, just below the 75% up draft stripe location , with the starboard side being higher.

G.1.9. The national letters and sail numbers shall be positioned on both sides of the mainsail, with the national letters above the 50% draft stripe location and the numbers just below the 50% draft stripe location, with the starboard side being higher.

G.1.10. In accordance with **RRS Appendix H5**, the national letters and sail numbers are optional on the spinnaker.

### G.2. SAILMAKERS

G.2.1. The sailmaker is optional

### G.3. MAINSAIL

#### G.3.1. Construction

G.3.1.1. The construction shall be: **Soft sail, single ply sail**.

G.3.1.2 The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: polyester, aramids

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

G.3.1.3. The **sail** shall have 5 full length **batten pockets**, and **3 auxiliary battens** in the **leech**. The profile of the sail and the batten layout shall be per the class approved sail plan. Flat Top mainsails are not permitted, the



leech profile shall follow the sail plan and shall form a fair curve through the girth measurement points. The Auxiliary battens shall not exceed **500mm**.

The battens shall lie within the following measurements from the head point to the centerline of the batten measured in a straight line from the head to the luff and then to the batten at the leech.

<b>Top batten #1</b>	<b>610mm +/- 10mm</b>	<b>690mm +/- 10mm</b>
<b>Batten #2</b>	<b>655mm +/-10mm</b>	<b>1085 +/- 10mm</b>
<b>Batten #3</b>	<b>1310 +/- 15mm</b>	<b>1665 +/- 15mm</b>
<b>Batten #4</b>	<b>2663 +/- 15mm</b>	<b>3000 +/- 15mm</b>
<b>Batten #5</b>	<b>5295 +/- 15mm</b>	<b>5560 +/- 15mm</b>

**The length of the top two battens, measured from leech to luff including luff rope measured down centerline of batten pocket shall not exceed:**

<b>Top Batten #1</b>	<b>882mm</b>
<b>Batten #2</b>	<b>1112mm</b>

G.3.1.4. **Windows** are permitted below **half height**.

G.3.1.5. **Head** shall have a grommet only, no headboards allowed.

G.3.1.6. The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, corner rings, Velcro or other fastening, Cunningham eye or block, reefing points, battens, batten pocket elastic, batten pockets, batten retaining devices, mast and boom slides, leech line with cleat, camber bands, ICA label, sailmakers labels as permitted by the ISAF, sail numbers, national letters and class insignia, tell tales, headboards and fixings, **certification mark**.

### **G.3.2. Dimensions**

	<b>Minimum</b>	<b>Maximum</b>
<b>Leech length.</b>	<b>7320 mm.</b>	<b>7345 mm</b> 5lbs. tension applied to leech when measuring with battens in the sail.

**Luff Length**      **The P dimension on the mast is 7100mm, the sail must fit within this dimension**

**Foot Length.** mm Max. **2320mm** measured from the clew foot intersection to the luff foot intersection including the extension of the luff rope and including the luff rope.

<b>7/8 width.</b>	<b>1188 mm</b> maximum
<b>3/4 width.</b>	<b>1684 mm</b> maximum
<b>1/2 width.</b>	<b>2125 mm</b> maximum
<b>1/4 width.</b>	<b>2330 mm</b> maximum

**Primary reinforcement.** unlimited

#### **Secondary reinforcement:**

from **corner measurement points.** unlimited

for **flutter, chafing and batten pocket patches.** unlimited

for reefing points or eyes adjacent to the **luff** or **leech**. unlimited  
**Tabling** or **seam width**. unlimited

**Windows**. 1.5m<sup>2</sup>

## **G.4. HEADSAIL**

### **G.4.1. Construction**

G.4.1.1. The construction shall be: **Soft sail, single ply sail**.

G.4.1.2 The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: polyester, aramids, HMPE.

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

G.4.1.3. With the leech of the jib put in a fold and tension applied to the head and clew the leech shall not be convex, it shall be straight or have hollow.

G.4.1.4. The jib luff shall carry a luff tape to house a 1/8" , 1x 19 jib luff wire

G.4.1.5. **Windows** are permitted below **half height**.

G.4.1.6. The following are permitted: Stitching, glues, webbing, woven tapes, luff wire, corner eyes, corner rings, Velcro or press studs, Cunningham eye with cleat, leech line with cleat, foot line with cleat, camber bands, ICA label, sailmakers labels as permitted by the ISAF, tell tales, two blocks for sheets, zip for luff sleeve, **certification mark**.

G.4.1.7. Spare

G.4.1.8 The headsail may be fitted with a maximum of two battens. The battens shall have one end placed on the leech., and shall be aligned parallel to the luff to facilitate furling of the jib. The battens shall be removable.

	<b>Minimum</b>	<b>Maximum</b>
<b>Top Batten Length</b>	<b>420mm</b>	<b>440mm</b>
<b>Bottom Batten Length</b>	<b>780mm</b>	<b>800mm</b>
<b>Batten width</b>	<b>8mm</b>	<b>12mm</b>

### **G.4.2. Dimensions (to be measured as a headsail)**

	<b>Minimum</b>	<b>Maximum of headsail</b>
<b>Luff length.</b>	<b>6030mm</b>	<b>6045mm</b>
<b>Leech length.</b>	<b>5510mm</b>	<b>5520mm</b>
<b>Foot length.</b>	<b>2020mm</b>	<b>2030mm</b>
<b>Top Head width.</b>	<b>60mm</b>	

**Primary reinforcement.** unlimited

**Secondary reinforcement.**

from **corner measurement points.** unlimited

for **flutter and chafing patches.** unlimited

**Tabling and seam width.** unlimited

**Windows.** 1.0m<sup>2</sup>

## **G.5. SPINNAKER**

### **G.5.1. Construction**

G.5.1.1. The construction shall be: **Soft sail, single ply sail.**

G.5.1.2. The **body of the sail** shall consist only of **woven ply.** All **ply** fibres shall be of non polyester material. Primary reinforcement may include other materials.

G.5.1.3. **Windows** are not permitted below **half height.**

G.5.1.4. The following are permitted: Stitching, glues, webbing, woven tapes, corner eyes, corner rings, camber bands, sailmakers labels as permitted by the ISAF, sail numbers and national letters, ICA labels, tell tales, leech lines, luff lines, foot lines, **certification mark.**

### **G.5.2. Dimensions (to be measured as a spinnaker)**

	<b>Minimum</b>	<b>Maximum</b>
<b>Luff length.</b>	<b>8585mm</b>	<b>8645mm</b>
<b>Leech length.</b>	<b>7525mm</b>	<b>7555mm</b>
<b>Foot length.</b>	<b>3925mm</b>	<b>3960mm</b>
<b>Three-quarter width.</b>	<b>2270mm</b>	<b>2310mm</b>
<b>Half width.</b>	<b>3845mm</b>	<b>3885mm</b>

**Primary reinforcement.** unlimited

**Secondary reinforcement.**

From **corner measurement points.** unlimited

**Tabling and seam width.** unlimited

**Cloth weight.** 40gms/m<sup>2</sup> Minimum

## **G.6. ADDITIONAL RULES**

G.6.1. Double luff sails are prohibited.

G.6.2. The mainsail shall be attached to the boom only at the clew.

G.6.3. Mainsail leech hollows shall be measured in accordance with the **ERS.**

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G.6.4. At sanctioned one design class events races shall not be started when winds are gusting to 25 mph or above. If a race has been started and the wind increases to 25mph and above it will be at the discretion of the race committee as to whether or not to abandon the race.

## **APPENDIX – MEASUREMENT DIAGRAMS**