



**CLASS RULE CHANGES 2014-2015**

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*Approved by the BoD, but pending to be validate by ISAF – please stay tuned on [www.melges20.com](http://www.melges20.com)*

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**RULE CHANGE No. 1: GENNAKER BAG**

**CURRENT RULE: C.6.1.(d)**

Gennaker bag systems may be changed to allow for a retraction system of optional design utilizing a take down line, blocks, rubber or pvc tubes on the anti hiking pad spectra and patches on the gennaker. The bag design is optional and shall secure to the standard aluminium bracket without additional rollers or fairings.

**NEW RULE: C.6.1.(d)**

Gennaker bag systems may be changed to allow for a retraction system of optional design utilizing a take down line, blocks, rubber or pvc tubes on the anti hiking pad spectra and patches on the gennaker. The bag design is optional and shall secure:

- a) to the standard aluminium bracket without additional rollers or fairings
- b) to any existing fitting in the cockpit.
- c) shall not extend over the deck

**REASON:**

To avoid the use of big patches on the deck, forward the bracket.

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**RULE CHANGE No. 2: CUBEN FIBER**

**CURRENT RULE: G.3.2 (a)**

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

**NEW RULE: G.3.2 (a)**

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

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

**REASON:**

To keep the cost of sails under control.

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**RULE CHANGE No. 3: CUNNINGHAM**

**CURRENT RULE: G.4.2 (e)**

The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, batten pocket patches, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

**NEW RULE: G.4.2 (e)**

The following are permitted: Cunningham eye or pulley, Cunningham patch, Cunningham cleat, Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, batten pocket patches, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

**REASON:**

Housekeeping, Cunningham was forgotten

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**RULE CHANGE No. 4: JIB ZIP**

**CURRENT RULE:**

Not existing

**NEW RULE: G.4.2 (h)**

The jib shall be rigged on the forestay using a zip along the luff.

**REASON:**

To maintain the one design

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**RULE CHANGE No. 5: SAFETY EQUIPMENT**

**CURRENT RULE: C5.1.a(1)**

Throwable device; for example, Coast Guard or local authority approved ring buoy or throwable cushion.

**NEW RULE: C5.1.a(1)**

Throwable device, to be located in the engine box for a quick use; Throwable device are for example, Coast Guard or local authority approved ring buoy or throwable cushion.

**REASON:**

For security; the device left in the boat forward the mast is not easily accessible under sailing.

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**RULE CHANGE No. 6: PROTECTIONS**

**CURRENT RULE:**

Not Existing

**NEW RULE: C.7.1 (h)**

Protective plates of optional material can be added under the gennaker sheaves. Max dimension 150X150mm, max thickness 4mm.

**REASON:**

To regulate the common use of these plates, more and more present on boats.

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**RULE CHANGE No. 7: GRAPHICS**

**CURRENT RULE:**

Not Existing

**NEW RULE: C.6.4 Graphic**

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

**REASON:**

To keep under control graphics, to avoid fairings in any part of the boat.

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**RULE CHANGE No. 8: PAINTING**

**CURRENT RULE:**

Not Existing

**NEW RULE: Modifications, Maintenance and Repair C.6.1.(m)**

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

**REASON:**

To avoid fairings in any part of the boat.

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**RULE CHANGE No. 9: ALTERATIONS BY LM**

**CURRENT RULE: D.3 MODIFICATIONS, MAINTENANCE AND REPAIR**

The alterations contained in this section may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

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

**NEW RULE:D.3 MODIFICATIONS, MAINTENANCE AND REPAIR**

The alterations contained in this section may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued

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

**REASON:**

To avoid fairings in any part of the boat.

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**RULE CHANGE No. 10: JIB CONSTRUCTION**

**CURRENT RULE: G.4.2.(d)**

The leech shall not extend beyond a straight line from the aft head point to the clew point.

**NEW RULE: D.3 MODIFICATIONS, MAINTENANCE AND REPAIR**

For new sails certified after June 1st 2015, measuring from the aft head point to the clew point, the leech shall form only one concave (negative) curve. Positive apexes in the leech (like batten pockets) that interrupt a negative fair curve are not allowed. To measure this dimension, the jib will be not folded along the leech but it shall be pulled from head, tack and clew, to remove all wrinkles.

**REASON:**

To make more simple the measurement of the jib.

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**RULE CHANGE No. 11: JIB DIMENSION**

**CURRENT RULE: G.4.3**

Upper leech point 3225mm from the head point to half luff point Min. 1120 Max. 1150

Foot Round: from the mid-girth point mark on the luff, find the longest point of the sail at the tack and swing the arc to the clew, no point of the foot may extend beyond this arc.

**NEW RULE: G.4.3**

For new sails certified after June 1st 2015, the **Upper leech point** 3225mm from the head point to the closest point on to luff (**Upper width**) Max 1040mm

For the purpose of this dimension, ERS H.5.2 **Sail Leech hollow** shall be not considered

Foot Round: from the **Half luff point**, find the longest point of the sail at the **Tack point** and swing the arc to the **Clew point**, no point of the foot may extend beyond this arc.

**REASON:**

To make more simple the inspection of the headsail during events. The new dimensions consider the actual real situation with the new rule.

The old rule gave a non-standard definition of Half luff point and with the new rule change #11, this can be cause of error in a measurement process.

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**RULE CHANGE No. 12: GENNAKER DIMENSION**

**CURRENT RULE: G.5.3**

Foot Length            minimum 5630            maximum 5680

**NEW RULE: G.5.3**

Foot Length            minimum 5580            maximum 5680

**REASON:**

For the gennaker woven ply of non polyester material a tolerance of 50mm is not enough. Sails are made normally at max dimension, but after an year the material shrinks naturally.

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**RULE CHANGE No. 13: SAIL LIMITATION MARKS**

**CURRENT RULE: I.2.e**

(e) On completion of the seventh class sanctioned event in the calendar year a sixth sail limitation mark will be allocated upon receipt of the sail limitation request form by the class manager (Appendix 4).

**NEW RULE: I.2.e**

(e) On completion of any additional class sanctioned event in the calendar year an additional sail limitation mark for any additional sanctioned event will be allocated upon receipt of the sail limitation request form by the class manager (Appendix 4).

(f) When a sanctioned event is also the world championship of the season then, the owner will be entitled to receive two sail marks at the moment of the registration at the world championship sanctioned event, provided that, afterwards, he effectively participates to the world championship. For the sake of clarity, this sanctioned event is counted for the purpose of the preceding letters but does not entitle to any button which is provided for under the preceding letters.

**REASON:**

To promote the participation to the biggest event of the class, especially for crews coming from different continents

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**Approved by the BoD • Dec 28 2014**  
**Egidio Babbi, Chief Measurer**

Bob Eido