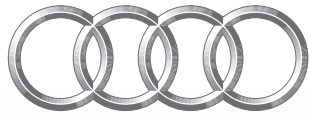


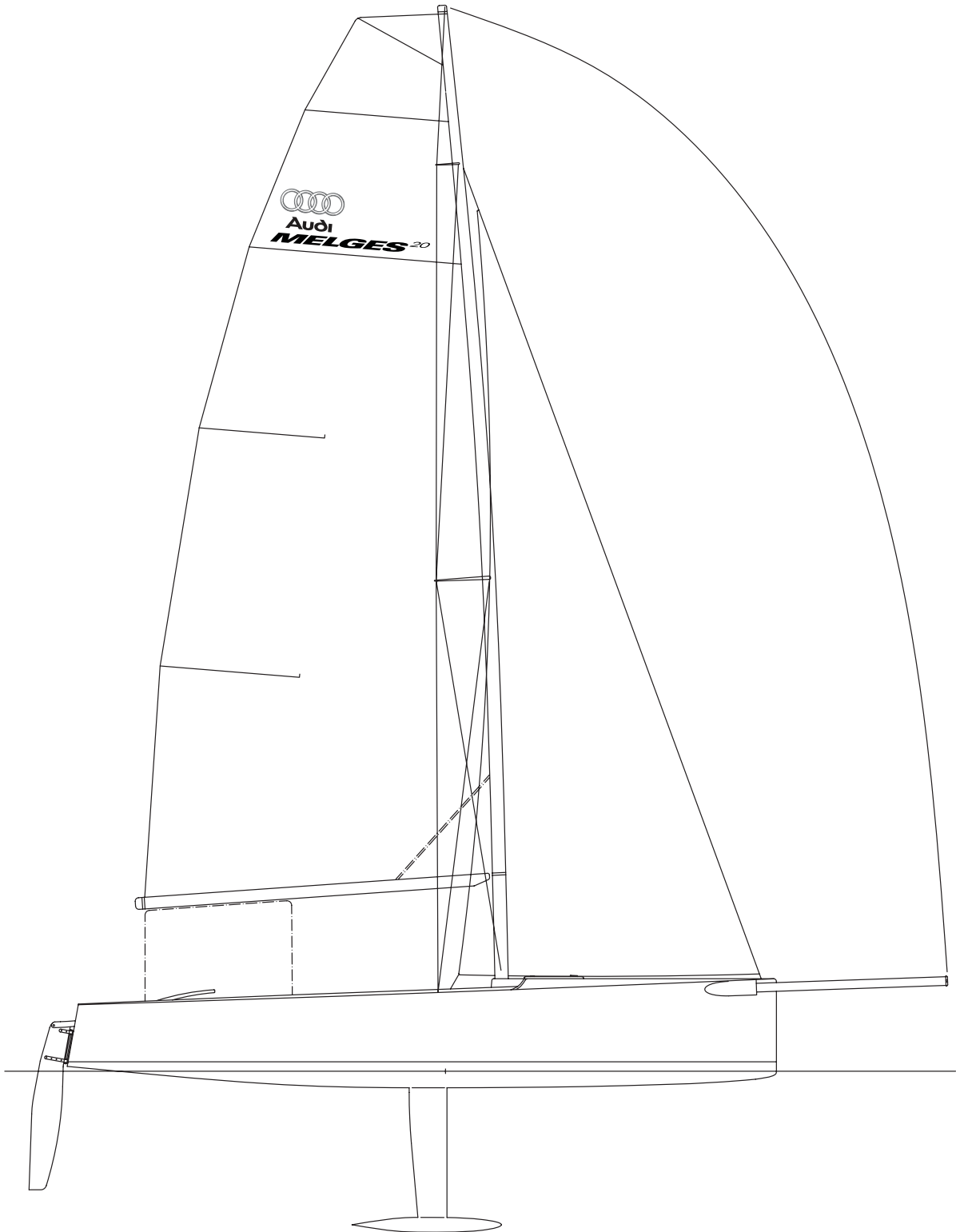
THE INTERNATIONAL



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ONE DESIGN CLASS RULES | 2009





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2008 INTERNATIONAL AUDI MELGES 20 CLASS RULES | INDEX

The Melges 20 was designed in 2008 by Reichel Pugh Yacht Design
Date of this version January 1, 2009

PART I – ADMINISTRATION

SECTION A – GENERAL

A. 1	Language	4
A. 2	Abbreviations	4
A. 3	Authorities	4
A. 4	Administration of the Class	4
A. 5	ISAF Rules	4
A. 6	Class Rules Variations	4
A. 7	Class Rules Amendments	4
A. 8	Class Rules Interpretation	4
A. 9	International Class Fee and ISAF Building Plaque	4
A.10	Sail Numbers	5
A.11	Hull Certification	5
A.12	Initial Hull Certification	5
A.13	Validity of Certificate	5
A.14	Hull Re-Certification	5
A.15	Retention of Certification Documentation	6

SECTION B – BOAT ELIGIBILITY

B. 1	Class Rules and Certification	6
B. 2	Flotation Check	6
B. 3	Class Association Sticker	6

PART II – REQUIREMENTS AND LIMITATIONS

SECTION C – CONDITIONS FOR RACING

C. 1	General	6
C. 2	Crew	7
C. 3	Personal Equipment	8
C. 4	Advertising	8
C. 5	Portable Equipment	8
C. 6	Boat	9
C. 7	Hull	9
C. 8	Hull Appendages	10
C. 9	Rig	11
C.10	Sails	13

SECTION D– HULL

D. 1 Hull Specification14
D. 2 Hull Manufacturer14

SECTION E – HULL APPENDAGES

E. 1 Parts15
E. 2 General15
E. 3 Keel/Centerboard15
E. 4 Rudder Blade, Rudder Stock and Tiller15

SECTION F – RIG

F. 1 General16
F. 2 Mast16
F. 3 Boom16
F. 4 Bowsprit16
F. 5 Standing Rigging17

SECTION G – SAILS

G. 1 Parts17
G. 2 General17
G. 3 Mainsail18
G. 4 Headsail20
G. 5 Asymmetrical Spinnaker21

Part III – APPENDICES

- Appendix 1 : Class Membership Form
- Appendix 2 : Sail Declaration Form
- Appendix 3 : Sail Button Form
- Appendix 4 : Boat Measurement Form
- Appendix 5 : Mast Measurement Form
- Appendix 6 : Sail Logo Diagram
- Appendix 7 : Cabinhouse Logo Diagram



2008 INTERNATIONAL AUDI MELGES 20 CLASS RULES

INTRODUCTION

The Melges 20 Class has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class-rules is to ensure that this concept is maintained.

Melges 20 hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

Melges 20 hulls, hull appendages, rigs shall only be manufactured by a licensed manufacturer – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the International Melges 20 Building Specification and is subject to an ISAF approved manufacturing control system.

Melges 20 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Melges 20 Sails may be manufactured by any sailmaker. Sails shall be measured by an approved measurer and appropriate markings placed on the sails to show sail measurement has been performed and that sails comply with these class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

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.

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

Please Remember:

IF THESE RULES DO NOT SAY YOU CAN — THEN YOU CANNOT!

PART I — ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA Member National Authority
- IM20CA International Melges 20 Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations
- MPS Melges Performance Sailboats

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the IM20CA in all matters concerning these class rules.
- A.3.2 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a certificate and shall do so on the request of the ISAF.
- A.3.3 The IM20CA, a NCA or an MNA 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 to the IM20CA. The IM20CA may delegate part or all of its functions, as stated in these class rules, to a member.

A.5 ISAF RULES

- A.5.1 These class rules shall be read in conjunction with the ERS.
- A.5.2 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.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these class rules are subject to the approval of the IM20CA

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.

A.9 INTERNATIONAL CLASS FEE & ISAF BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the International Class Fee.
- A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the trademark holder(MPS).

A.10.2 Sail numbers begin at 102.

A.10.3 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 \$300, in addition, higher numbers may be permanently assigned for the same fee if they are not presently assigned. Such funds will be deposited into the class association account for class promotion and operations.

Contact Melges Performance Sailboats, sales@melges.com

A.11 HULL CERTIFICATION

A.11.1 A certificate shall record the following information:

- (a) Class
- (b) Certification authority (BUILDER)
- (c) Sail number issued by the MPS
- (d) Owner
- (e) Hull identification (See the Guide to Standard Class Rules)
- (f) Builder/Manufacturers details
- (g) Date of issue of initial certificate
- (h) Date of issue of certificate

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a certificate to be issued to hull not previously certified:

- (a) Certification control shall be carried out by the official measurer who shall complete the appropriate documentation.
- (b) The documentation and certification fee, if required, shall be sent to the certification authority.
- (c) Upon receipt of a satisfactorily completed documentation and certification fee, if required, the certification authority may issue a certificate.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A hull certificate becomes invalid upon:

- (a) the change to any items recorded on the hull certificate as required under A.11.
- (b) the date of expiry,
- (c) withdrawal by the certification authority,
- (d) the issue of a new certificate,

A.14 HULL RE-CERTIFICATION

A.14.1 The certification authority may issue a certificate to a previously certified hull:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old certificate, and certification fee if required.
- (b) when it is invalidated under A.13.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The certification authority shall:

- (a) retain the original documentation upon which the current certificate is based.
- (b) upon request, transfer this documentation to the new certification authority if the hull is exported.

SECTION B – BOAT ELIGIBILITY

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES

B.1.1 The boat shall:

- (a) be in compliance with the class rules.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 The Audi Melges 20 logo shall be affixed to the mainsail as per appendix H.1.

B.2.2 The Audi Melges 20 logo shall be affixed to the cockpit side tanks per appendix H.2.

B.2.3 The owner/skipper shall be a current member of the IM20CA.

B.2.4 Each Melges 20 shall have an identification plaque on the transom stating the hull number issued by MPS.

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. Equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 Rules

- (a) RRS 50.4 shall not apply.
- (b) RRS 44.1 and 44.2 are changed as follows: Her penalty shall be a one turn penalty including one tack and one gybe. RRS 42.2a is changed as follows: Unlimited trimming and easing of the spinnaker to promote a plane shall be allowed.
 - (i) The ERS Part I – Use of Equipment shall apply.

C.1.2 Limitations

- (a) The Melges 20 shall only be raced with hull, hull appendages, rig, bow sprit, boom, tiller, rigging, hardware, stanchions and anti-hiking backside pads and as supplied by MPS licensed builder conforming to these rules.
- (b) Where specified in these class rules, parts or equipment may be replaced providing that the replacement is of similar weight, size and type and performs the same function. The replacement parts or equipment may be obtained from any supplier.
- (c) No person is permitted to helm a Melges 20 in a class sanctioned event without granted category 1 status from ISAF and must provide ISAF sailor classification registration number.
- (d) In a class sanctioned event the helmsperson and the owner must be members in good standing of the IM20CA.
- (e) Inhauling or outhauling of the jib or asymmetrical spinnaker in any way is prohibited.
- (f) The mainsheet bridle shall not extend more than 720mm above the surface of the deck measuring vertically to the point where the bridle bears on the shackle, and shall not be adjustable.
- (g) Outside Assistance:
A boat shall receive no outside assistance from: support boats, cell phone or radio communication, visual or vocal signaling, transfer of equipment or victuals or otherwise once she has left the dock for the day until she has finished the last race of the day,

- except in the case of emergency, or motor problems that cause the boat to not make her way to the starting area. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next days racing and shall make the boat available for inspection by the jury, race committee or class representative. Individual coach or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 100 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line. At the warning signal for the start, individual coach or support boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee signal boat, but no closer to either end than 100 feet. Sailing Instructions for Melges 20 regattas shall contain the following instruction: Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6. The penalty for infringing this rule shall be assessed at the discretion of the event Jury or Protest Committee. This rule is not intended as a deterrent to social interaction before and between races.
- (h) In the case of a protest, the representative from each yacht that attends the protest in the protest room shall be the owner or the Category 1 driver. Category 2 or 3 sailors are not allowed in the protest room or to be in contact with the representative in the protest room.
 - (i) For one design class events races will not be started when winds are consistently at or above 23 knots or gusting to 25 knots and above. If a race has been started and the wind increases to 23 knots and above, it remains at the discretion of the race committee whether or not to abandon the race. Races will not be started unless winds are consistently above 4 knots at the time of the start.
 - (j) The Low Point System of Appendix 'A' will apply.
 - (k) Three races are required to be completed to constitute a series.
 - (l) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
 - (m) When from six to twelve races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

CLASS RULES FOR IM20CA CLASSIFICATION AND HELMSMAN

Based on ISAF Appendices 3 & 4 version 4, 26.3.09

INTRODUCTION

The Melges 20 Class is a Corinthian Driver Class. Normally a boat should be helmed by a Principal helmsman who shall hold a valid Group 1 classification and may not necessarily be the owner. The provisions in class rule C.2 are also to provide other helmsmen who are included solely to provide for relief helmsmen during a race, accommodate charterers and to provide for a Principal helmsman or charterer unavoidably absent for part of an event.

C.2 CREW

Whilst racing under these rules the ISAF Sailor Classification Code, Regulation 22, shall apply. All sailors requiring a classification should apply on the ISAF website www.sailing.org. Unclassified sailors will be deemed to be Group 3.

C.2.1 Limitations

- (a) The crew shall consist of a minimum of 3 persons and a maximum of 4 persons.
- (b) Crew shall not be changed or substituted during an event without prior written approval of the race committee or protest committee. Total crew weight shall not be changed by more than 10kg.

(c) The crew, other than helmsmen, are not required to be classified.

C.2.2 Weights

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

C.2.3. Positioning

- (a) No crew member shall sit outside of the backsider anti hiking pad at any time. No crew member shall sit with the base of their spine or legs on top of or over the anti-hiking pad. Crew members shall at all times while seated on the deck have the base of their spine on the deck.
- (b) No crew member shall sit with their legs outside of the boat.
- (c) No crew member when sailing to windward and sitting on the deck shall be positioned forward of the forward stanchion. When sitting on the cockpit floor crew members may be seated forward of the forward stanchion and while performing sail handling maneuvers may be standing. Crew members shall be seated while sailing with both feet on the cockpit sole except for sail handling maneuvers. No crew shall stand and lean out over the anti-hiking pad to promote roll tacking or righting moment. While sailing downwind with the spinnaker set crew may stand but at no time shall a crew lean out over the anti-hiking pads or the rear gate. There shall be no standing on the side or foredecks while racing except for the necessity to perform a repair or fix a tangled spinnaker.
- (d) The backsider anti-hiking pad shall be adjusted so that when pushing down hard on the center of the pad it shall not touch the deck at any location.
- (e) The backsider anti-hiking pad shall be shock corded aft to pull out any slack so that the pad is taught between stanchions.
- (f) No device, method or sheet may be used to facilitate hiking of any kind.

C.2.4 Helmsman Limitations

The helmsman shall be designated a Principal, Charter or Relief helmsman. All helmsmen shall be approved in accordance with C.2.4 and shall not steer until approval has been granted.

In a IM20CA sanctioned event one Principal or Charter helmsman shall steer the boat at all times except that a boat in multiple ownership with more than one owner who is a Principal helmsman may change within Principal helmsmen who are owners at any time.

However, one relief helmsman may:

- (i) steer a boat in a race in the unavoidable absence of the Principal or Charter helmsman subject to the prior approval of the Helmsman's approval panel.
- (ii) when the Principal or Charter helmsman is on board, relieve that helmsman except that he may not start, finish, steer around or within a two boat length radius of any marks or before the beginning of the third leg of any race and shall be permitted to steer during only one leg of any course which is 5 legs or shorter and shall be permitted to steer during only two legs of any course longer than 5 legs. A Relief helmsman may not steer on the last leg of any course. If an exceptional circumstance arises and the Principal or Charter helmsman must give up the helm beyond the limits of this rule, the protest committee shall be informed in writing and may, at its sole discretion, waive this rule for the specific race if it believes the spirit of the rule has not been violated. The Notice of Race may vary this limitation.

When, in the unavoidable absence of the Principal or Charter helmsman, no approved Relief helmsman is available a member of the Class Executive Committee acting as Class Representative may give temporary approval to a sailor in accordance with the criteria in C.2.5, such approval being limited to that event only. Approval for the substitution is still required from the protest committee.

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

C.2.5 Helmsman Approval

The IM20CA Helmsman Approval Panel (the Panel) shall approve all helmsmen in accordance with the criteria set out below. There shall be a Helmsman Approval Panel formed in Europe and a Helmsman Approval Panel formed in North America, each panel shall preside over requests submitted from their given continent. Requests submitted from outside of a Panels given continent will require a review and vote from both Panels combined, which will constitute the International committee.

Each Panel shall comprise at least 5 owners and a maximum of 2 non owners appointed by the Executive Committee of IM20CA. There shall be no more than 7 total members of the Panel. They shall serve a minimum 2 year term. Decisions shall be by simple majority with email balloting accepted and a minimum 5 votes to be valid. A committee member shall not vote on any request for his own boat. The International committee voting will require a minimum of 5 votes to be valid. The International committee shall validate all continental approvals.

Applications for approval, specifying the category required, shall be submitted to the Panel on the Helmsman Application Form, see Appendix 8, at least 14 days prior to the first Class event for which approval is required.

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

Notwithstanding the criteria in C.2.5, the Helmsman Approval Panel may consider and use any other facts that it considers relevant and, by majority vote approve an owner as Owner helmsman who does not meet all the criteria but is considered to meet the Corinthian intent and spirit of the Class.

Prior to rejecting any helmsman on the grounds that his ISAF classification is incorrect it shall consult with the ISAF Sailor Classification Commission.

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

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

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

C.2.6 Helmsman Criteria

Subject to the above helmsmen shall be categorised and eligible as follows:

PRINCIPAL HELMSMAN

A Principal Helmsman shall be :

- (i) a sailor who owns or partially owns the boat or a sailor nominated by the owner; and
- (ii) holds a valid Group 1 Classification; and
- (iii) is a member of the Class Association

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

RELIEF HELMSMAN

A Relief Helmsman shall:

- (i) hold a valid Group 1 classification; and
- (ii) be a current member of the crew with at least 4 regattas with the same Owner or Charter helmsman in the Melges 20 class or another class; and
- (iii) be a member of the Class Association

Approval is for two calendar years provided there is no change in his circumstances that may materially alter the original application.

CHARTER HELMSMAN

A Charter helmsman shall be :

- (i) a helmsman who is chartering a boat; and
- (ii) holds a valid Group 1 classification.

Approval is charter specific.

ALL HELMSMEN

In addition helmsmen shall :

- (i) have held or been eligible to have held a Group 1 Classification for a minimum of 5 (five) years
- (ii) not have competed in the Olympic Games or participated as training partner or back up competitor, within the past eight (8) years as a helmsman or crew.
- (iii) not have competed on an America 's Cup team or associated trial team in the America's Cup trials or finals within the past eight (8) years as a helmsman or crew.
- (iv) not have competed in a Volvo Ocean Race or associated trial team while training for the Volvo Ocean Race within the past eight (8) years as a principal helmsman or crew.

C.3 PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) The boat shall be equipped with personal buoyancy for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.
- (b) No clothing or equipment shall be carried with the specific intent of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

C.4 ADVERTISING

C.4.1 Limitations

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

C.5 PORTABLE EQUIPMENT

C.5.1 Mandatory

- (a) For Use:
 - (1) Throwable device
 - (2) One bucket of minimum volume 9 litres on a lanyard with a minimum 2m in length and 4mm in diameter.
 - (3) One anchor of not less than 3.5 kg in weight including shackles and 1m of chain and with not less than 30m of line of not less than 8mm in diameter.
 - (4) One functioning VHF Radio.

- (5) First aid kit in waterproof container or bag.
- (6) One outboard engine- with a minimum 2 hp, and a minimum weight of 13kgs empty of fuel.
- (7) A fuel can carrying a minimum of 3 litres measured when leaving the shore
- (8) A MPS supplied motor bracket
- (9) A manual bilge pump

C.5.2 Optional

(a) For Use:

- (1) Electronic or mechanical timing devices
- (2) One compass, timing device or a combination of both may be fitted provided they can only provide information relating to a) the boat's heading, b) current or elapsed time, c) depth and d) boat speed.
- (3) Mooring line
- (4) Water Bottle Holders
- (5) Wind Indicators
- (6) Sheet bags may be added to the boat to stow equipment, food, tools, and or drinks.
- (7) Any system of tape, rope, or clips intended only to prevent turnbuckles from loosening and to prevent sails tearing.
- (8) 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.
- (9) Charts and means of recording compass headings.
- (10) Rope, bags, tape or fittings to secure safety or other equipment.
- (11) Tell tales may be added to any part of the rig, mainsail, asymmetrical or jib.
- (12) The method of attaching sheets to the spinnaker is unrestricted provided that the sail when flown will not fly further than 20cm from the intended sheet rope.
- (13) 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.
- (14) 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.
- (15) Weed sticks of optional design may be carried on board for the removal of weeds from the rudder.

(b) Not For Use:

- (1) Electronic navigation devices

C.6 BOAT

C.6.1 Weight

The minimum weight of the boat in dry condition shall be 520 kg. The weight shall be taken excluding the following:

- (1) All equipment as listed in C.5, except for the compass bracket and cradle plate, if fitted permanently and any fittings or bags as detailed in C.5(6)
- (2) Sails
- (3) Sheets
- (4) Compass
- (5) Personal Equipment

C.6.2 Corrector Weights

- (a) Corrector weights of lead shall be permanently fastened to the prescribed location when the boat weight is less than the minimum requirement. 50% of the total corrector weight shall be glued to aft end of the engine box on the inside of the engine box with 5200 adhesive or similar, the remaining 50% shall be cut into two pieces and glued to the front side of the forward bulkhead on either side of the drain holes using 5200 or similar.
- (b) The total weight of such corrector weights shall not exceed 20 kg. See also rule B.1.1.

C.6.3 Alterations

No performance advantage shall be obtained from any replacement, addition or repair permitted by these class rules.

- (a) Replacement for any boat equipment, including but not limited to hull appendages, rig, bow sprit, boom, tiller, spinnaker bag frame, hatches, and custom Melges 20 fittings and hardware shall be only those produced by a manufacturer licensed by MPS.
- (b) Repairs and maintenance including but not limited to painting and sanding may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are maintained.
- (c) Maintenance may include the replacement of fastenings with alternatives from any supplier, provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 Modifications, maintenance and repair

- (a) Gelcoat finish from 30mm above the waterline to include the bottom of the hull may be lightly abraded to apply epoxy barrier coat and anti fouling paint. If epoxy barrier coat is applied anti fouling paint must also be applied.
- (b) Waxing and polishing of the hull is permitted provided the intention and effect is to polish the hull only.
- (c) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness, or shape variation, or other advantage has been gained as a result of the repair.

C.7.2 Fittings

- (a) Use:
 - (1) Inspection hatch covers and drainage plugs shall be kept in place at all times.
 - (2) The main hatches shall remain closed at all times except when accessing stored equipment.

C.7.3 Limitations

- (a) Fittings shall remain in factory installed locations except that:
 - (1) A drain plug may be installed in the transom
 - (2) The jib sheet cleat angles may be changed.
 - (3) The jib luff purchase system is optional.
 - (4) Adjustments via shackles, strops, or new jib halyards may be made to adjust jib height off deck.
- (b) 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) Sails and sail battens
 - (6) Shackles, pins, bolts

C.7.4 Additions & Alterations To Hull

The following additions and alterations are permitted. Parts may be obtained from any supplier:

- (a) Non skid material of any kind may be added to the cockpit floor, foot pushes, keel sump cover, and motor hatch only. Thickness not to exceed 3mm.
- (b) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (c) Through hull transducers may be made flush.
- (d) Trim marks

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) Gelcoat finish on hull appendages may be lightly abraded to apply epoxy barrier coat and anti fouling paint. If epoxy barrier coat is applied anti fouling paint must also be applied.
- (c) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.
- (d) Any work intended or with the effect of lightening the hull appendages or improving, shape or performance beyond the original is not permitted.

C.8.2 Limitations

- (a) Only one keel and one rudder blade shall be used during an event, except when a hull appendage has been lost or damaged beyond repair.

C.8.3 Keel

- (a) Use:
 - (1) The keel shall be fixed down with the keel hold down strap
 - (2) The weed cutter shall remain as per the factory specifications and shall only be of MPS design and manufacture.
 - (3) The keel guide blocks may be shimmed to prevent keel movement but shall not alter the keel position.
 - (4) The keel hull fairing plate may be made flush but shall not be faired around the perimeter or fastening screws.

C.8.5 Rudder

- (a) Fittings
 - (1) Rudder fittings shall be of MPS design and manufacture.
 - (2) Tiller extensions may be replaced with optional design, provided the length does not exceed 1042mm.

C.9 RIG

C.9.1 Modifications, Maintenance and repair

- (a) The rig shall not be modified in a way to alter the bend characteristics of the mast.
- (b) The rig shall not be altered in a way to reduce the weight aloft.
- (c) Replacement of the cleats and sheaves is permissible by any supplier provided their size remains the same.

C.9.2 Fittings

- (a) Use:
 - (1) A protective pad may be added to the front of the mast from the deck to the gooseneck to protect the mast from the clew of the jib.
 - (2) A wind direction indicator may be fitted to the top of the mast.
 - (3) The use of shockcord on the rig is unlimited.
 - (4) The use of tape of any kind is unlimited.
 - (5) A shockcord preventor may be added to the spinnaker halyard adding a block at the forestay and at the mast head and a stainless ring on the halyard to prevent the spinnaker halyard from blowing behind the spreaders and mainsail leach.

(6) Protective padding may be added to the end of the boom.

C.9.3 Limitations

- (a) Only one set of spars and standing rigging shall be used except when an item has been lost or damaged beyond repair.
- (b) Only masts, spreaders, standing rigging and booms designed and manufactured by a licensed MPS builder shall be used.
- (c) Only factory supplied double ended turnbuckles may be used on all standing rigging.

C.9.4 Mast

(a) Use:

- (1) Running Rigging supply is optional, and fiber is optional.

C.9.5 Boom

(a) Use:

- (1) Only the approved Melges 20 boom shall be used and manufactured by a MPS licensed manufacturer.

C.9.6 Retracting Bowsprit

(a) Use:

- (1) Only the MPS designed, approved bowsprit shall be used and manufactured by an MPS licensed builder.
- (1) Maximum extension from foremost point on stem to outer most point of bowsprit end fitting 1416mm.
- (2) Bow sprit shall be fully retracted at all times except when the spinnaker is set or in the act of being set or recovered, and shall be retracted at the first reasonable opportunity after rounding the leeward mark.
- (3) Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. If for a wind shift, or any other reason, the spinnaker is flown on a windward leg, then the bowsprit shall be fully extended and the spinnaker set before the boat reaches the three length circle at the windward mark. The spinnaker may be set at any time on the offset leg.

C.9.7 Standing Rigging

(a) Dimensions:

- (1) Diamond stays shall be 3mm 1X19 stainless wire with a double ended open body turnbuckle installed at bottom end and 3mm swage balls on either side of the upper and lower spreader tips to captivate spreaders.
- (2) Intermediate stays shall be 4mm 1 X 19 stainless wire with a double ended open body turnbuckle at the bottom end.
- (3) Lower stays shall be 4mm 1 X 19 stainless wire with a double ended open body turnbuckle at the bottom end.
- (4) Forestay shall be 4mm 1 X 19 stainless wire with a double ended open body turnbuckle at the bottom end

(b) Use:

- (1) Rigging turnbuckles shall not be adjusted while racing.
- (2) Shroud tracks may be adjusted while racing.

C.9.8 Running Rigging

(a) Use:

- (1) The mainsail sheet shall be led 4:1 at all times and the minimum diameter is 8mm, no taper.
- (2) The headsail sheet shall be led 2:1 at all times and the minimum diameter is 6mm, no taper.
- (3) The spinnaker sheet and guy shall be led through the factory installed blocks and the minimum diameter is 8mm, the sheet may be tapered below 8mm.
- (4) The tack line/bow sprit out line shall be led through the cabin house cleat and fair

- lead and the minimum diameter is 6mm, the line may be tapered below 6mm.
- (5) The spinnaker sheet may have a pig tail of up to 40cm in length that ties to the clew.
 - (6) The bowsprit may be shockcorded to retract but at all times the housing tube shall be in place around the bow sprit both per original factory specifications.
 - (7) The vang shall be led to the aft side of the mast only. Minimum diameter 5mm
 - (8) The mainsail clew outhaul shall be led to the bottom of the boom, the tail may be shockcorded. Minimum diameter 5mm
 - (9) The mainsail Cunningham control shall be led to the eyestay on the starboard side of the mast near the base. Minimum diameter 5mm
 - (10) Spinnaker halyard may be tapered, minimum diameter is 6mm.
 - (11) Jib halyard shall be 7x19 stainless wire, 3mm diameter and built to factory specifications, the stop for the halyard lock placement is optional.
 - (12) Jib halyard puller line is optional.
 - (13) Main halyard shall be of 7 X 19 stainless wire, 3mm diameter and built to factory specifications with the halyard stop placed so that the mainsail head does not pull over the upper measurement band.
 - (14) Main halyard puller line is optional.

C.10 SAILS

C.10.1 Modifications, Maintenance and Repair

- (a) Sails shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as repairing tears is permitted without re-measurement and re-certification.

C.10.2 Limitations

- (a) Not more than one mainsail, one jib, and two asymmetrical spinnakers shall be carried onboard.
- (b) Not more than one mainsail, one jib, and two asymmetrical spinnakers shall be used during an event, except when a sail has been lost or damaged beyond repair, the damaged sail must be presented to the race committee or jury prior to replacement or if during a race immediately following the race .
- (c) While two spinnakers are allowed to be carried it is the intent of these rules that they be of the same size and shape.

C.10.3 Mainsail

- (a) Identification:
 - (1) The sail number shall be displayed on each side of the mainsail in accordance with the RRS Appendix G.
 - (2) The Class Insignia shall be the Audi Melges 20 logo as prescribed by MPS and shall be displayed on each side of the mainsail in accordance with Appendix 6.
- (b) Use:
 - (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail whilst afloat.
 - (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 ropes shall be in the spar grooves.
 - (4) The mainsail shall be constructed with a tack pouch that zips around the boom vang strut and around the front of the mast from the height of the vang strut bracket on the mast to the tack of the mainsail.

C.10.4 Jib

- (a) Use:

- (1) The sail shall be hoisted on a halyard per MPS specifications.
- (2) The sail shall be roller furling.
- (3) The sail shall have a zipper luff, and zipped around the forestay.
- (4) The sail shall not be set in a way to inhaul or outhaul the clew or change the sheeting angle at any time.

C.10.5 Asymmetrical Spinnaker

- (a) Identification:
 - (1) The sail numbers are not required on the spinnaker.
- (b) Use:
 - (1) The sail shall be hoisted on the MPS specified spinnaker halyard and flown off the tack line fed through the bowsprit with the spinnaker sheets led to the factory installed spinnaker pad eye location.

SECTION D – HULL

D.1 HULL SPECIFICATION

D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

D.2.1 The hull shall be manufactured by a licensed MPS builder.

D.2.2 The production molds used for hull manufacture shall be approved by MPS.

D.2.3 Modifications, Maintenance and repair

- (a) The hull shell, deck and bulkheads shall not be altered in any way except as permitted by these class rules.
- (b) If any hull moulding is repaired in any other way than described in D.2.3(c), an official measurer shall verify on the certificate that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The official measurer shall also describe the details of the repair on the certificate.

D.2.4 Definitions

(a) Hull Datum Point

The hull datum point is the furthest aft and lowest point of the hull at the transom, not including the deck flange as it protrudes from transom.

D.2.5 Identification

- (a) The hull shall carry a builder's Hull identification number plaque incorporating the boat serial number supplied by MPS.

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 Mandatory

- (a) Keel
- (b) Rudder

E.2 GENERAL

E.2.1 Rules

- (a) Hull appendages shall comply with the building specifications in force at the time of manufacture.

E.2.2 Modifications, Maintenance and repair

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.

- (b) 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 without re-measurement and re-certification.

E.2.3 Certification

- (a) The ICA may appoint one or more persons at a manufacturer to measure and certify hull appendages produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

E.2.4 Manufacturers

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

E.3 KEEL | CENTERBOARD

E.3.1 Rules

- (a) The keel shall comply with the building specifications in force at the time of the initial manufacture.

E.3.2 Manufacturers

- (a) Manufacturers shall be licensed by MPS.

E.3.3 Construction

- (a) The keel shall be manufactured from molds approved by MPS.

E.4 RUDDER BLADE & TILLER

E.4.1 Rules

- (a) The rudder blade and Tiller shall comply with the build specifications in force at the time of manufacture.

E.4.2 Manufacturers

- (a) Manufacturers shall be licensed by MPS.

E.4.3 Construction

- (a) The rudder blade and Tiller shall be manufactured in a mold approved by MPS.

SECTION F – RIG

F.1 GENERAL

F.1.1 Rules

- (a) The spars and their fittings shall comply with the Building Specification in force at the time of manufacture of the spar.
- (b) The standing and running rigging shall comply with the class rules.

F.1.2 Modifications, Maintenance and repair

- (a) Spars shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as cleaning, polishing, and waxing is permitted without re-measurement and re-certification.

F.1.3 Manufacturers

- (a) Spars and their fittings shall be made only by a licensed manufacture approved by MPS to manufacture spars.

F.1.4 Definitions

- (a) Mast Datum Point

The mast datum point is the lower most point of the mast base casting.

F.2 MAST

F.2.1 Measurement

- (a) The spar shall be measured by the manufacture at time of manufacture and the mast measurement form shall be filled out and kept on file with the ICA.

F.3 BOOM

F.3.1 Manufacturer

(a) The boom shall be manufactured from MPS designed extrusion dies by an MPS licensed manufacturer.

(b) The boom shall be manufactured to Building Specifications in force at time of manufacture.

F.3.2 Optional

(a) The use of shockcord on the boom shall be restricted to the tail of the outhaul only.

F.4 BOWSPRIT

F.4.1 Manufacture

(a) The bowsprit shall be manufactured from MPS approved molds by an MPS licensed manufacturer.

(b) The bowsprit shall be manufactured to Building Specifications in force at time of manufacture.

F.4.2 Dimensions:

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

F.5 STANDING RIGGING

F.5.1 Materials

(a) The standing rigging shall be of stainless steel.

F.5.2 Construction

(a) Mandatory:

- (1) A forestay of 1x19 stainless wire
- (2) Shrouds of 1x19 stainless wire
- (3) Diamond stays of 1x19 stainless wire

F.5.3 Fittings

(a) Mandatory

- (1) Forestay shall be fitted with a double ended open body turnbuckle
- (2) Shrouds shall be fitted with double ended open body turnbuckles
- (3) Diamond stays shall be fitted with double ended open body turnbuckles

F.5.4 Dimensions:

Forestay diameter	4mm
Lower shroud diameter	4mm
Upper shroud diameter	4mm
Diamond stay diameter	3mm

SECTION G – SAILS

G.1 PARTS

G.1.1 Mandatory

- (a) Mainsail
- (b) Headsail
- (c) Asymmetrical Spinnaker

G.2 GENERAL

G.2.1 Rules

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

G.2.2 Certification

(a) The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.

(b) The ICA may appoint one or more persons at a sailmaker to measure and certify sails produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

(c) In addition to the base inventory outlined in rule C.10.2(a) (Four Sails) each yacht is permitted three new class sails per calendar year (January 1 – December 31) to be used in Melges 20 One Design Class events. A yacht attending a minimum of four sanctioned class events in the prior calendar year is permitted four new class sails for the next calendar year. A yacht attending a minimum of six sanctioned class events in the prior calendar year is permitted five new class sails for the next calendar year. Each sail shall be registered with MPS or the ICA which ever is the authority at the time and shall be marked with the appropriate sail Button purchased by the owner, and supplied by MPS or the ICA. Sail Buttons shall be purchased for \$30 and displayed on each sail in the original inventory, and each additional sail purchased. Sail Buttons shall be sewn on the sail near the tack sailmakers logo on the starboard side. Additional sail buttons purchased beyond the base inventory will not roll over to future years, sails must be ordered within the year the button is purchased and new sails delivered by April 1st of the year following the purchase year of the sail button. Unless otherwise specified in the Sailing Instructions, each yacht shall register no more than the base inventory outlined in C.10.2. and shall use only those registered sails for the duration of the regatta. Owners who purchase a used boat are entitled to the base inventory of buttons outlined in rule C.10.2. plus three new class sails the first year of ownership. The owner may choose to check in sails purchased with the boat and those sails shall have buttons which will be recorded against their first year allotment of sail buttons. Charterers who do not own a Melges 20 may purchase an original inventory, plus three buttons per year, and transfer sails to different chartered boats. Charterers and Melges 20 owners who charter are permitted to transfer their own sails to a chartered boat, or may use sails registered to the chartered boat, but may not combine inventories. Melges 20 owners cannot charter a boat and purchase a set of charter sails. Melges 20 owners with multiple boats cannot transfer sail inventories from boat to boat. Transfer of boat ownership to either immediate family members or a non-sailing Owner to increase sail entitlements is not permitted. Swapping of boat ownership between Melges 20 owners to increase sail entitlement is not permitted. Should a sail be destroyed during a regatta, the owner of the boat or a representative from that boat may apply to the Race Committee for a replacement sail to be registered in place of the destroyed sail.

If a sail is destroyed or a sail button lost the sail/button replacement form may be filled out and submitted to MPS or the ICA for replacement.

G.2.3 Sailmaker

(a) No license is required.

(b) The weight in g/m² of the body of the spinnaker shall be indelibly marked near the head point by the sailmaker together with the date and his signature or stamp. The overall weight of the mainsail and jib shall be indelibly marked near the head point of each sail by the sailmaker together with the date and his signature or stamp.

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 6. and be placed in accordance with the diagram contained in Appendix 6.

G.3.2 Materials

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

G.3.3 Construction

- (a) The construction shall be: soft sail, single ply sail.
- (b) The body of the sail shall consist of the same woven ply throughout.
- (c) The sail shall have five batten pockets in the leech.
- (i) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, Cunningham eyes, batten pocket patches, batten pocket elastic, 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.
- (ii) (e) The mainsail shall be constructed with a tack pouch that zips around the boom vang strut and around the front of the mast from the height of the vang strut bracket on the mast to the tack of the mainsail.
- (f) 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:

	Minimum	Maximum
Leech length	7875mm	7975mm
Half width		2263mm
Three-quarter width		1559mm
Upper width at upper leech point 1300mm from: Head point		1170mm
Top Width		700mm
Total weight of finished sail, excluding battens	4.59kg	
Foot shall be loose footed, with removable webbing clew strap		mm
Foot round		50 mm
Batten material shall be fiberglass, no carbon		mm
Batten length:		
#1	Full length	
#2	Full length	
#3	Full length	
#4 Outside length		1200mm

#5 Outside length		1200mm
Batten pocket width: Outside	-	80mm
Aft head point to intersection of leech and centerline of uppermost batten pocket	0mm	30mm
Aft head point to intersection of leech to centerline of 2nd batten pocket down	830mm	930mm
Aft head point to intersection of leech to centerline of 3rd batten pocket down	2100mm	2200mm
Aft head point to intersection of leech to centerline of 4th batten pocket down	3750mm	3850mm
Aft head point to intersection of leech and centerline of lowermost batten pocket	5710mm	5810mm

G.4 HEADSAIL

G.4.1 Materials

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

G.4.2 Construction

- (a) The construction shall be: soft sail, single ply sail. Aramid fiber, woven polyester, Dacron, mylar laminated, or
- (b) The body of the sail shall consist of the same woven ply throughout and shall allow the jib to be furled around the forestay.
- (c) The headsail shall have two batten pockets in the leech. The two battens shall be aligned parallel to the luff to allow for the jib to be furled.
- (d) The leech shall not extend beyond a straight line from the aft head point to the clew point. Refer to girth measurement in G.4.3.
- (e) The following are permitted: Stitching, glues, tapes, corner eyes, zippers, batten pocket elastic, batten pocket patches, batten pocket end caps, leech line with cleat, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (f) The jib head shall be fitted with a stainless O ring, webbed on the head, no larger than 30mm diameter. No pressed rings.
- (g) The jib shall be fitted with 2 clew blocks having a diameter not larger than 25mm.

G.4.3 Dimensions:

	Minimum	Maximum
Luff length	6980mm	7030mm
Leech length	6450mm	6500mm
Foot length	2460mm	2510mm
Foot round — from the mid-girth point mark on the luff, find the longest		

point at the tack and swing the arc to the clew, no point of the foot may extend beyond this arc

Half width-fold leech and luff to find points	1120mm	1150mm
Top width	-	55mm
Overall weight of the sail excluding battens	2.25kg	
Batten material shall be fiberglass, no carbon		
Batten length	650mm	750mm
Batten pocket width Outside	-	80mm
Head point to intersection of leech and centerline of uppermost batten pocket	2390mm	2490mm
Head point to intersection of leech and centerline of lowermost batten pocket	4520mm	4620mm

G.5 ASYMMETRICAL SPINNAKER

G.5.1 Materials

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

G.5.2 Construction

- (a) The construction shall be: soft sail, single ply sail.
 (b) The body of the sail shall consist of the same woven ply throughout.
 (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.
 (d) Windows are permitted below half height.

G.5.3 Dimensions:

	Minimum	Maximum
Luff length	10000mm	10080mm
Leech length	7965mm	8005mm
Foot length	5630mm	5680mm
Three-quarter width	mm	2975mm
Half width	5320mm	5420mm
Mass of the ply of the body of the sail	40 g/m ²	

PART III – APPENDICES

The rules in Part III are closed class rules. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

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	Minimum	Maximum
Minimum weight of the rudder with rudder straps	kg	
Minimum weight of the tiller with bolt extension	kg	