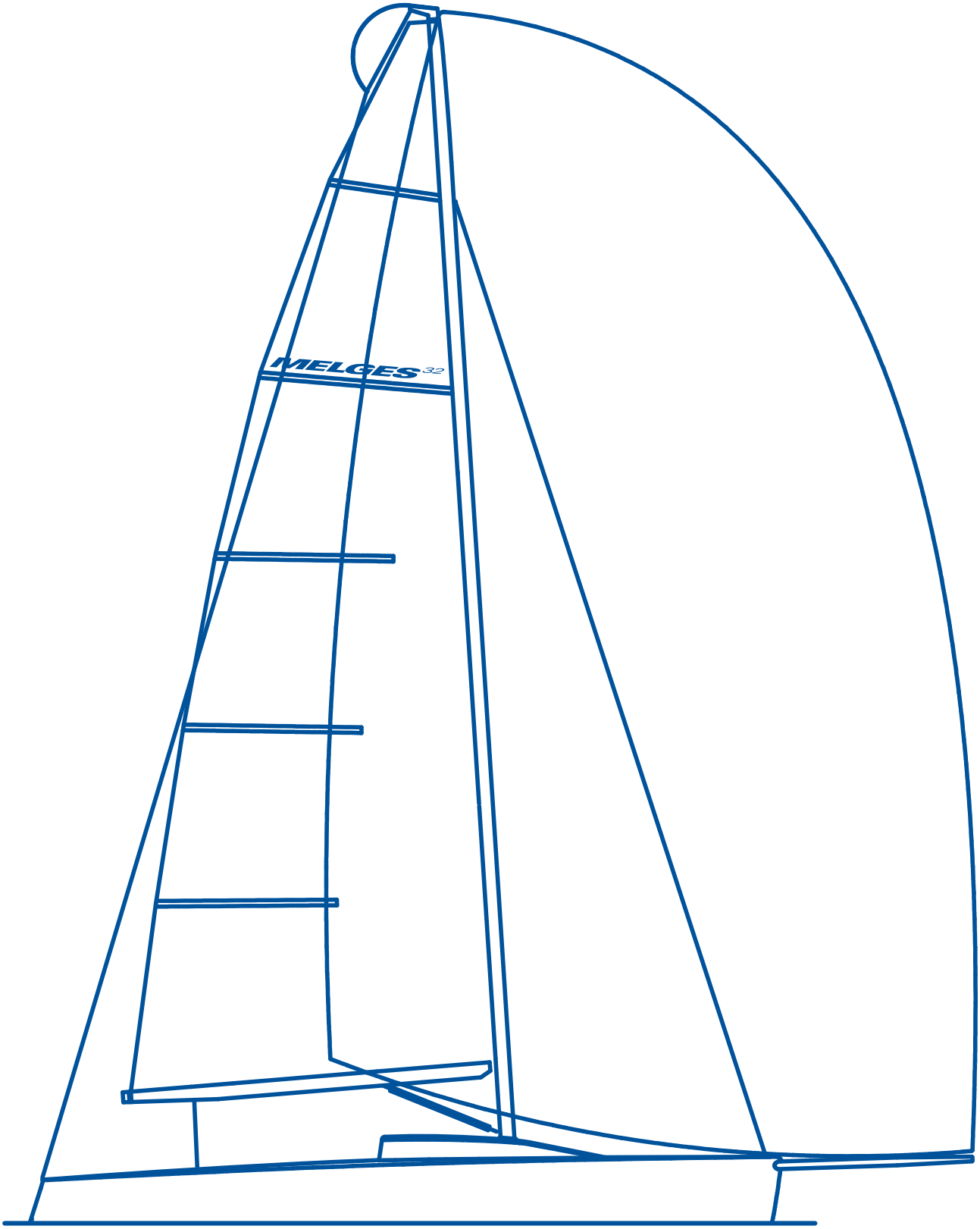
THE INTERNATIONAL

MELGES 32

ONE DESIGN CLASS RULES | 2010



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2010 INTERNATIONAL MELGES 32 CLASS RULES

INTRODUCTION

The Melges 32 Class was designed in 2005 by Reichel and Pugh, Melges Performance Sailboats, and SOCA Sailboats.

The Melges 32 Class is a Corinthian Owner Driver Class. Normally a boat should be helmed by a Principal helmsman who shall hold a valid Group 1 classification and 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.

This introduction only provides an informal background and the International Melges 32 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 - FUNDAMENTAL RULES

A.1. TYPE OF CLASS RULES

A1.1. The Melges 32 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 and sail plan. 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 32 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 the Class Technical Committee before attempting it.

A.2. ABBREVIATIONS

A.2.1. ISAF. International Sailing Federation
MNA. ISAF Member National Authority
IM32CA. International Melges 32 Class Association
NCA. National Class Association
ERS. The Equipment Rules of Sailing
RRS. The Racing Rules of Sailing
MPS. Melges Performance Sailboats

A.3. AUTHORITY

A.3.1. The international authority of the class is Melges Performance Sailboats which shall co-operate with the owners in all matters concerning these class rules.

A.3.2. Neither the ISAF, an MNA, the IM32CA, 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 Yacht Design Inc.

A.3.4. The Trademark Holder shall be Melges Performance Sailboats.

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.

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 IM32CA and the copyright holder. Request for interpretation shall be made by the IM32CA, or 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 the IM32CA or MPS.

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 IM32CA 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 the IM32CA.

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 IM32CA which may delegate the administration to the IM32CA.

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. 102-120 are reserved for Melges 30's that retro fit to Melges 32's.

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 $1000, 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

B.4. MEASUREMENT CERTIFICATE

B.4.1. The owner shall send the completed measurement form to MPS together with the International Class Fee official receipt and any registration fee that may be required.

B.4.2. Upon receipt of a correctly completed measurement form MPS may issue a measurement certificate. MPS shall always retain a copy of the measurement certificate.

B.4.3. A measurement certificate is an original or copy of the measurement form, which has been stamped and endorsed by MPS, or is a measurement certificate issued by MPS.

B.4.4. Not withstanding anything contained herein, MPS may withdraw a measurement certificate and shall do so on request of the IM32CA. Upon request, an owner is to return the measurement certificate to the IM32CA

B.4.5. Fundamental measurement shall be undertaken to the procedures and protocol set on the measurement form. The IM32CA and an MPS together may appoint one or more persons at the manufacturers to measure and certify the finished boat and sign the measurement form accordingly.

The procedure shall be checked by random visits by an official measurer who shall sign the measurement form to this effect. This system shall be accepted as a correctly completed measurement form as per B.4.2

B.5. CHANGE OF OWNERSHIP

B.5.1 Change of ownership invalidates the measurement certificate, but re-measurement is not required. The new owner shall apply to MPS for a new measurement certificate, returning the old certificate with any re-registration fee that may be required. A new measurement certificate shall then be issued to the new owner.

B.6. AMENDMENTS TO CLASS RULES

B.6.1. Amendments to these class rules shall be proposed by the IM32CA, or 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 and/or IM32CA before signing a measurement form or attaching a certification mark.

B.7.3. An official measurer shall only carry out fundamental measurement in another country with the prior agreement of the MNA,IM32CA or MPS in the country where measurement shall take place.

B.7.4. A measurer shall seek approval from the IM32CA or MPS, but shall only be an official measurer when recognized or appointed by the IM32CA, 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 center plane 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 forward side of a straight measurement beam (MB) minimum 3000mm in length, (not less that 100mm wide), laid across the boat on the deck and against the aft face of the cabin against the 9.5mm Delcine wear plate on the starboard side and place another 9.5mm spacer between the aft face of the cabin house and the measurement beam. Measurements shall be taken parallel to the fore and aft center line of the yacht.

B.8.6. The Hull Datum Point (HDP) is the intersection, on the center plane of the hull between the under side of the shell and the transom up stand, each extended as necessary.

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 IM32CA. 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.

PART II – REQUIREMENTS AND LIMITATIONS

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 certificate.

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 has a valid measurement certificate.

C.1.2. New or substantially altered sails shall be measured by an official measurer who shall stamp with the officially issued class stamp and sign and date the sails in vicinity of the tack. Sails may be measured at the originating sail loft by an official measurer only that is recorded with MPS and the IM32CA. If a question arises about a sails legality, MPS or the IM32CA may appoint an official measurer to measure the sails in question.

C.1.3. All Melges 32's shall display the MELGES 32 logo on the cabin house while racing in class sanctioned events. Font and size shall be as per appendix 11. The logos shall be placed per the manufactures original placement on the cabin house. Colors, other than factory standard shall be approved by MPS.

C.2. EQUIPMENT

C.2.1. Mandatory

Engine: minimum nominal power of 9.8HP or 7.2KW. Minimum weight 39.5 kg (empty of fuel) and weighed as a standard motor prior to adding the factory cavitation plate and the fiberglass hood modification. The weight of the engine shall not exceed 50kg., this weight will be taken prior to adding the cavitation plate and the fiberglass hood to the cowling. The make and model of the engine is optional.

1. The engine shall always be stowed in the engine box compartment.
2. The boat shall depart the dockside with the engine fuel tank containing at least 3 liters of fuel.
3. One anchor and chain: minimum anchor weight 4.5 kg
   minimum combined weight 5.5 kg
   One warp: minimum length 48 meters.
   minimum diameter 8mm.
4. Two buckets of not less than 9 ltrs capacity, with lanyard minimum 1 meter. Collapsable buckets are prohibited.
5. Personal flotation vests shall be carried for each crew member on board.
6. 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.
7. The two main companionway hatches to enable the cabin to be closed off.
8. First aid kit

9. Fire Extinguisher
10. 12 Volt battery weighing no less than 9 Kg

C.2.2. Optional

1.Electronic timing devices.
2. Tactical and navigation instruments and their associated power sources.
3. A cool/ice box may be carried.
4. Bunk cushions and a portable toilet may be carried.
5. The mast may be fitted with a gaiter below the gooseneck to prevent damage from the jib clew and blocks.
6. The companionway drop hatch may be stowed in a protective bag.
7. The spinnaker may be stowed in a bag or chute in the companionway hatch or the forward hatch, the design of this bag and its associated retraction lines are optional. Rollers, pulleys, lines, fairings may added below deck to facilitate the spinnaker launching and retrieval. Patches may be added to the spinnaker for the retraction process. No retraction lines shall be lead through the deck by means of a hole or through deck fitting, they may be lead out of an existing hatch but shall not be lead to any hardware on deck.
8. The molded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort. The application of paint and epoxy treatments, whilst allowed, shall be subject to rule D.7.2. and be completed under the supervision of a measurer.
9. Gaskets or seals to seal up the bow sprit.
10. Up to two pipe cots may be installed in the Melges 32. If pipe cots are installed it must be noted on the measurement certificate as to whether or not these pipe cots are included in the one design weight. If yes, the pipe cots must remain on board while racing in the one design class events.
11. A shockcord system may be added to the mast to facilitate the retention of the spinnaker halyard in the area of the hounds with the purpose of keeping the spinnaker halyard in front of the spreaders at the hound area where the forestay attaches. Please refer to appendix 9 for the manufacturer recommended method of installation. If any fittings are permanently added to the rig they shall be added per appendix 9.
12. Stem rail inner leg support may be added to the stem pulpits to reinforce the pulpit. The stem rail braces if added shall be of MPS design and manufacture only and installed per MPS instructions.
13. The CRO engine hull door may be made flush with the hull. The CRO engine door seam shall not be faired beyond the fairing done by the manufacturer.
14. Additional cleats may be added to the aft side of the cabin house within 50mm of the delrin wearplate for purposes of cleating the bow sprit in line to help seal off the bow sprit at the bow.
15. Navigation lights may be installed.
16. Tape, webbing or tubing may be added to the forward hatch to prevent spinnakers or lines from catching. Both handles, all hinges and locking mechanisms must remain installed on the forward hatch for proper closing and latching of the hatch.
17. Protective covers or gaskets to prevent water ingress and abrasion may cover the shrouds, vang,bow sprit, mast opening at the deck. The forward hatch and main hatchway may also be covered, the hatch covers shall in no way effect the operation of a hatch and shall remain completely on the exterior of the boat.
18. Line deflector's of optional design may be added to the bow/mooring eye. If added shall not extend beyond 200mm of bow/mooring eye center.

C.2.3. Limitations

C.2.3.1.Not more than 1 mainsail, 2 headsails of maximum dimensions or smaller, 1 Heavy Jib, and 2 asymmetrical spinnakers may be carried on board during class sanctioned events. For IRC, PHRF or any handicap races 1 code zero reaching spinnaker may be carried but shall not be a buttoned sail.

C.2.3.2. Not more than 1 mainsail, 2 headsails of maximum dimensions or smaller, 1 Heavy Jib, 2 asymmetrical spinnakers may be presented for measurement and/or registration at a class event.

C.2.3.3. The keel shall be retractable using the Melges designed lifting crane. The keel shall be secured in the down position whilst racing using factory supplied fasteners.

C.2.3.4 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.2.3.5 Methods of inhauling the clew of the jib while sailing to windward are prohibited. Trimming the windward jib sheet to inhaul the clew of the jib is prohibited. Methods of outhauling the jib sheet or jib clew are prohibited while racing.

C.2.3.6 Blocking or chalking of the mast at the deck is prohibited.

C.2.3.7 While sailing downwind, all crew members shall have at least one foot placed on the cockpit sole, or shall be legs out hiking, seated on the deck and hiking over a proper lower lifeline. While in the process of sail handling, maneuvering, etc. for temporary periods of time a crew member may be walking on the deck but in no way hiking over the lifelines or pulpits to facilitate righting moment. At no time shall a crew member stand on the aft side decks and hike over the upper lifeline and or stern pulpits.

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. Additional location holes may be drilled in the track to position the jib car. No other means of adjusting the jib cars is allowed, 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 and winches is optional. The sheave height from fixing point and sheave diameter shall not exceed the following dimensions.

Minimum Maximum.
Jib clew blocks. Sheave dia. Max 58mm. Recommended, but not mandatory, clew blocks are optional.
Jib ratchet blocks. Sheave dia. 74mm. 78mm.
Mainsheet track block. Sheave dia. 54mm. 58mm.
Mainsheet boom blocks. Sheave dia. 54mm. 88mm.
Mainsheet ratchet block. Sheave dia. 54mm. 78mm.
Spinnaker turning blocks. Sheave dia. 54mm. 78mm
Spinnaker deck ratchet blocks. Sheave dia. 74mm. 78mm.
Bowsprit end block. Sheave dia. 54mm. 58Mm
Cabin house winch drum dia 70mm.73mm.
Primary winches drum dia.74mm 80mm.
Cunningham blocks. Sheave dia. Optional
Backstay Blocks must meet load requirements of the standing backstay and shall contain a working sheave.
The spinnaker tack line cleat shall be sheet stopper, or rope clutch.

C.3.4. The position of the winches or ratchet blocks for the spinnaker and jib is NOT optional. There shall be not more than two cleats per side for the jib and spinnaker sheet, their placement is optional. The winch diameter shall not exceed that of the factory supplied winches line bearing surface. Manufacturer supplied deck plates may be installed to facilitate the easy removal of winches for servicing.

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. The traveler and backstay cleats and purchase systems shall remain as supplied by MPS.

C.3.7. A block may be added above the traveler cleat to assist in tacking the traveler in light winds. A line may be lead across the cockpit with a ring on each end to facilitate uncleating the traveler from the opposite side of the boat.

C.3.8. The mainsheet track shall be fitted at the molded in recess' in the foot pushes. The mainsheet track shall not extend outboard of the foot pushes. The maximum length of the track without end stops shall be 850mm. The mainsheet swivel cleat course adjustment may be fitted either forward or aft the mainsheet track. Alternatively the mainsheet swivel cleat fine tune may be fitted either forward or aft of the mainsheet track. The mainsheet course purchase shall consist of 3 single blocks fastened independently on the boom. Pennants of optional length may be used to attach the mainsheet blocks to the boom webbing loops. Additionally, the mainsheet traveler car shall carry a double block. The fine tune mainsheet purchase shall be optional.

C.3.9 The rear gates across the transom shall be securely lashed closed whilst racing using high strength line, shall be taught, snaps or shackles are prohibited.

C.3.10 The lifelines, if wire, shall be a minimum of 4mm (5/32") 1X19 wire. The lifelines, may be made of spectra and shall be a minimum of 5mm, except for the forward lower lifeline which shall be made with a minimum of 4mm 1X19 wire. The upper lifeline shall be lead from the bow pulpit, upper most attachment point, through the top of all side stanchions and secured at the rear push pit at the upper most attachment point. The lower lifeline may be deflected down to the spinnaker turning block U bolt if it is continuous from bow pulpit to stern pulpit, or, it may be split and dead ended at the aft spinnaker turning block U bolt. If the lifeline is split, one section shall lead forward from the spinnaker turning block U bolt through the lower holes in each stanchion and secure at the lower/middle attachment point at the bow pulpit, there shall also be a section that goes from the spinnaker turning block U bolt aft to the lower attachment point of the rear push pit, this section may be a minimum of 5mm spectra or 4mm 1X19 wire.The forward lower lifeline shall be continuos. Stanchions shall be secured in the factory positions and shall only be of MPS design and manufacture. Gate stops or knotting of the lifelines is prohibited.

C.3.11. Rollers, tubes or similar may be added to the lifeline to assist in the skirting of the jib, clear lines, or clear the spinnaker. Additionally, line may be woven forming a net from the bow pulpit aft to the forward most stanchion, the line is optional.

C.3.12. Padding, or similar may be fitted to the lifelines to enhance crew comfort.

C.3.13. When pushing down hard on the lower lifelines the lifeline shall when measuring from the deck to the top of any padding on the lifeline not measure less than 100mm in the lowest position between the after most stanchion and the middle stanchion. Shockcord may be added to the forward end of the lower lifeline to pull the lifeline tight when no pressure is applied. The aft lower spectra section must be taut. The upper lifeline shall not deflect more than 50mm in any one spot when pushing down hard on the lifeline at the midpoint between any two stanchions. The rear gates shall be taut without any shockcord installed.

C.3.14. Lifelines shall be secured with a minimum of 3mm hi strength line making three complete loops before tying off.

C.3.15. Bags for the storage of rope tails, winch handles and miscellaneous equipment may be attached to the cockpit molding, or the interior.

C.3.16 Two additional pipe berths may be fitted, one on each side, just aft of the settees. The pipe berths shall be of MPS design and manufacture and shall be noted on the measurement certificate and carried while racing if included in the measurement weight of the boat.

C.3.17 Inspection or storage hatches may be added to the top of the settees, they are not to exceed 400mm in any one direction. These hatches must be closed and water tight while racing.

C.3.18 Only factory installed inspection hatches are allowed in the keel trunk area outboard to the settees except as allowed by C.3.17

C.3.19 Only the standard MPS supplied shroud turnbuckles shall be used. They shall be double ended, open body turnbuckles.

C.3.20 Rudder bearings shall be supplied only from MPS and shall be approved MPS design. Bearings may be shimmed to improve function and balls may be replaced due to wear with MPS specified ball bearings.

C.3.21 Netting, bags, or protective coverings may be installed below deck to facilitate sail stowage and protect the spinnaker against tearing.

C.3.22 Snap shackles of optional design may be fitted to the tack line and spinnaker sheets for attaching the sheet to the sail.

C.4. RIGGING

C.4.1. Additions to, subtractions of, or changes in purchase design, to the mainsheet system, spinnaker sheet system, boom vang, main outhaul, traveler controls, bowsprit launch systems, backstay or reefing systems shall not be permitted, except as otherwise stated in C.3.8. The cunningham may be led through the mainsail eye/block and tied off on the gooseneck fitting, the mainsail cunningham may be set up with a 6:1 purchase and the purchase system is optional but shall remain fully on the mast. Jib leads may be lead with either a 1:1, or a 2:1 purchase only.

C.4.2. The complete boom vang unit as supplied may be fitted with the cleat at either mast or boom end only.

C.4.3. No lines shall lead below deck other than the main halyard, the bow sprit launch and recovery line with tackle, and a spinnaker retrieval line may be lead through the forward hatch.

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. A single gybe line may be spliced into the spinnaker sheets at the clew to ease gybes. The sheets shall not be spliced onto the clew.

C.4.6. 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.4.7. Except as in C.6.3.4, the use of shock-cord is un-restricted.

C.4.8. A MPS designed hydraulic cylinder and pump may be used to jack the mast up and down to facilitate rig tuning in changing conditions and rigging and unrigging. The hydraulic pump may be adjusted while racing, but extreme caution must be used and it is strongly recommended that it not be adjusted under load. The hydraulic jack shall be set up in the maximum down position with a minimum of 400kgs (#5 on PT-3 Loos tension gauge) of tension on the Upper shrouds with the boat at rest, backstay eased at the dock. This reading shall be taken with the Loos Model PT-3 tension gauge and converted to Kgs. using the Applied Fiber tension chart. The upper shrouds shall not be loosened beyond this point at any time.To measure the piston extension, with the mast up and tuned in the boat and the hydraulic jack in the fully released and down position, measure from the aft bottom corner of the mast base casting up 500mm and place a mark on the aft side of the mast. Now measure down along the aft side of the mast from the top of the mast step plate to the mark on the aft side of the mast. This dimension shall not exceed 530mm. The hydraulic mast jack pump location is optional provided that it remains either on the aft side of the main bulkhead at the

mast, the forward side of the main bulkhead at the mast, or on top of the longitudinal running forward of the mast. The hydraulic pump, cylinder, piston, hose and all fittings shall be MPS factory supplied parts.

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 1712Kgs. Excluded from this weight shall be only: Sails - Fuel Can – Batteries-Anchor, Chain and Warp - Manual Bilge Pump - Bucket and Lanyard - Flotation Vests - All equipment listed in class rule C.2.2. except that the fittings in C.2.2.1. and C.2.2.2. that are permanently fixed to the boat (e.g. display heads and sensors) may be included in the weight. N.B. Batteries or power sources of any sort shall be removed before weighing.

C.5.2. Corrector weight:
Shall not exceed 45kg. For hulls built after January 1,st 2007.
Shall be of lead
Shall be equally divided fore and aft and fixed in the locations shown on the measurement diagram. 50% of the corrector weight shall be positioned aft. The aft corrector weight shall be positioned on the aft side of the main sheet traveler bulkhead, and shall be split equally port and star board, and shall be placed just outside the drain holes. The remaining 50% of the corrector weight shall be divided as follows. 12% shall be split and placed on the forward side of the bow sprit bulk head, the remaining weight shall be split and placed at the forward end of the port and starboard settees so that the lead lies athwartship and is touching the main bulkhead. Access to this area is achieved through factory installed inspection ports in the main bulkhead. So, if the boat requires 20kgs of corrector weight, 10 kg will go aft, 1.2kgs at the bow sprit bulkhead and 8.8kgs at the main bulkhead inside the settees.
Shall be bonded in with Silkaflex, 5200 or equivalent.
Shall be entered on the certificate
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
Minimum. Maximum.

C.6.1.1. Mast weight:
Complete with all standing and running rigging. 86kg. Minimum
Mast weight with spreaders, no standing or running rigging. 61kg.

Tip weight: Fully rigged Minimum
Stripped rig minimum, with spreaders, no halyards or shrouds. 19kg

C.6.1.2. The mast head crane shall be fitted with a sail batten, connected to the backstay. The sail batten shall be used to assist keeping the backstay clear of the mainsail leech. The length and specification of this sail batten is optional, and it may be fitted with a ring, block or similar.

C.6.1.3. The mast shall be fitted with a Spinnaker Halyard Deflector. This deflector shall be mounted so the bottom edge is 123mm or more below the bottom edge of the upper mast band. Refer to Appendix 10 for installation instructions and location.

C.6.1.4. All new mast built after November 1st, 2007 shall be two piece masts, built to MPS specifications and approved by MPS.

C.6.2. Main Boom
Minimum. Maximum.

C.6.2.1 Spar band width: 15mm.
Boom band distance: 4720mm

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

C.6.2.3. The boom may be fitted with a reefing system as per MPS design.

C.6.2.4. Boom shall be of Aluminum, MPS design and specification.

C.6.3. Bow Sprit

C.6.3.1 The bowsprit shall be capable of being retracted to have its forward end level with or aft of the forward side of the stem. The bowsprit shall be retracted when the spinnaker is not flying. To help ensure a watertight seal, tape or other material may be added around the bowsprit.

C.6.3.2 The bowsprit shall extend not more than 2440mm forward of the foreside of the stem. This shall be measured in a straight line from the forward side of the stem to the forward side of the bow sprit plug.

C.6.3.3. The bow sprit sheave block shall be attached to the U bolt using the factory supplied Rope Loop and shackle.

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

C.6.3.5. To assist in catching the spinnaker sheets, the bow sprit may be fitted with a batten or similar device at the outer end. This shall not extend more than 200mm from the outer end of the bowsprit.

CLASS RULES FOR IM32CA CLASSIFICATION AND HELMSMAN

INTRODUCTION

The Melges 32 Class is a Corinthian Owner Driver Class. Normally a boat should be helmed by an Owner helmsman who shall hold a valid Group 1 classification The provisions in class rule C.7 are also to provide other helmsmen who are included solely to provide for relief helmsmen during a race, accommodate charterers and to provide for an Owner helmsman or charterer unavoidably absent for part of an event.

C.7. 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. All Group 1 crew shall hold valid classifications. Unclassified sailors will be deemed to be Group 3.

C.7.1. Limitations

(a) The crew shall consist of a minimum of 5 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 15kg.

(c) The crew shall contain no more than 3 Group 2 or 3 sailors.

C.7.2. Weights

The total crew weight on board while racing shall not exceed 629kgs. This weight shall be taken with the crew dressed in normal underclothes only. Crews shall only be weighed during the registration period prior to racing. Re-weighing shall only take place if a valid protest shows that the pre-race weights were false.The Owner shall be allocated a weight of 104kgs., the Owner may choose to weigh in.

C.7.3 Positioning

While sailing downwind, all crew members shall have at least one foot placed on the cockpit sole, or shall be legs out hiking, seated on the deck and/or hiking over a proper lower lifeline. Forward crew members may squat or kneel on the deck in lighter conditions but may not lean out over the upper lifeline except during sail handling maneuvers.

While in the process of sail handling, maneuvering, etc. for temporary periods of time a crew member may be walking on the deck but in no way hiking over the lifelines or pulpits to facilitate righting moment. At no time shall a crew member stand on the aft side decks and hike over the upper lifeline and or stern pulpits.

C.7.4. Helmsman Limitations

The helmsman shall be designated an Owner, Charter or Relief helmsman. All helmsmen shall be approved in accordance with C.2.5 and shall not steer until approval has been granted.

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

However one Relief helmsman may:

(i) steer a boat in a race in the unavoidable absence of the Owner or Charter helmsman subject to the prior approval of the substitution by the protest committee

(ii) when the Owner 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 Owner 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 Owner 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.2.6, 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.7.5. Helmsman Approval

The IM32CA Helmsman Approval Panel (the Panel) shall approve all helmsmen in accordance with the criteria set out below.

The Panel shall comprise at least 7 owners and a maximum of 2 non owners appointed by the Executive Committee of IM32CA. They shall serve a minimum 2 year term. Decisions shall be by simple majority with email balloting accepted and a minimum 5 votes to be valid except if more are required as set out below. Not more than 50% of members voting shall be from the continent of the sailor. A committee member shall not vote on any request for his own boat.

Applications for approval, specifying the category required, shall be submitted to the Panel on the Helmsman Application Form, see Appendix 13, at least 45 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.melges32.com)

Not withstanding the criteria in C.7.6, the Helmsman Approval Panel may consider and use any other facts that it considers relevant and 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. In making this decision a minimum 7 votes shall be required.

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

C.7.6. Subject to the above helmsmen shall be categorised and eligible as follows:

OWNER HELMSMAN

An Owner Helmsman shall be :

(i) a sailor who
  (a) owns 100% of a boat or
  (b) a partial owner with a minimum 33% ownership of the boat and share of it's annual operating costs and who can supply bona fide proof of such ownership in the way of processed checks, receipts, wire transfer records, etc. ; and
(ii) holds a valid Group 1 Classification; and
(iii) is a member of the Class Association

Approval of an Owner helmsman is valid throughout ownership provided that there is no change in his circumstances that may materially alter the original application.

RELIEF HELMSMAN

A Relief Helmsman shall:

(a) hold a valid Group 1 classification; and
(b) be a current member of the crew with at least 4 regattas with the same Owner or Charter helmsman in the Melges 32 class or another class; and
(c) 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 :

(a) a helmsman who is chartering a boat; and
(b) holds a valid Group 1 classification, or
(c) is an Owner helmsman in the IM32CA or another class, or is a potential owner. Approval shall be valid for one event and 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, 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.7.7. Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.

C.7.8. RRS 43.2 shall apply.

C.8. ADVERTISING

LIMITATIONS

C.8.1. Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.9. MEMBERSHIP AND ELIGIBILITY

C.9.1. The owner shall be a current Active member of the IM32CA.

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-third 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. 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 three (3) crew members may be Group 2 or 3 competitors, but, not more than three (3) 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)

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 must be approved by the IM32CA Owners Committee. A Group 1 sailor who is chartering a MELGES 32 shall be approved by the IM32CA Owners Committee for any Level A, class sanctioned events. Any relief helmsman shall be approved by the IM32CA Owners Committee. 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 32 class is for Corinthian amateur drivers only. Group 2 or Group 3 competitors are prohibited from steering except under emergency situations. The ICA 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 three (3) crew members may be Group 2 or 3 competitors but not more than three (3) crew may be a Group 3 competitor.

Level B: OPEN- The crew aboard (excluding Owner) may consist of any combination of Group 1, 2, and 3 competitors. Drivers may be Group 3.

During any class event designated by the NCA or ICA 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 32 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 32 for one or more regattas, provided
(a) Charterer is an Active member, and
(b) the charterer is otherwise an Owner of a MELGES 32 or the ICA has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a MELGES 32 in the near future. In the case of a chartered MELGES 32, 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 32.

C.10 BOAT HANDLING RULES

C.10.1. 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 two hull length circle at a mark.

C.10.2. The boat shall fly the spinnaker, or be in the process of setting the spinnaker at all times when the bowsprit is extended. It is common for the bowsprit to be pulled out prior to hoisting the spinnaker on the Melges 32 and it should be understood that as long as the crew is in the process of hoisting the spinnaker the bowsprit may be extended as long as it complies with C.10.1.

C.10.3. The bow sprit shall be retracted at the first reasonable opportunity after rounding the leeward mark.

C.10.4. The skipper/helm shall not sit in any way that projects the body below the waist beyond the sheer line, nor shall they use any fitting or device with which to hike from any part of the body below the waist. The skipper/helm or any crew shall not sit in a way over the “V” or spinnaker turning block and hike so that their upper body is outside the upper lifeline. The skipper/helm shall at all times have their upper body, above the waist positioned inside the upper lifeline.

C.10.5. When roll tacking standing up and hanging on the shrouds shall be prohibited.

C.10.6. RRS 42.3(a) and 43.3(c) shall be modified to allow the spinnaker sheet to be trimmed without exception.

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 its measurement certificate shall cease to be valid until the relevant parts of the hull have been re-measured and the measurement certificate re-validated by the MNA.

D.2. BUILDERS

D.2.1. Hull builders shall be licensed by Melges Performance Sailboats.

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 Melges Performance Sailboats. 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 Melges Performance Sailboats, the Copyright Holder and IM32CA, or an organization approved by Melges Performance Sailboats.

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 ICA, 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 The fairing of the keel box area, or the keel box “delrins” , or “guides” or “fairing plates”, shall be prohibited, excepted that they may be adjusted to fit flush with the hull underside. The minimum number of fasteners allowed in the hull fairing plate shall be sixteen.

D.3.1.5. Through hull devices for bailing or self bailing shall be prohibited.

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 IM32CA, 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 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.6. COMPLETE HULL

D.6.1. Fittings

D.6.1.1. Fittings shall be fixed in accordance with the specifications of the builders license 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 measurement beam (MB), as per rule B.8.5. The measurement beam shall be placed against the aft side of the 9.5mm thick delrin wear plate on the starboard side of the cabin house and another 9.5mm spacer shall be placed on the port side cabin house.

D.6.1.3. The chainplates shall be placed in accordance with the builders specification and shall not be modified or moved. The upper and lower shrouds shall intersect the deck at minimum 1260mm, maximum 1285mm forward of the MB. The athwartships measurement of the chainplate fitting shall be minimum 2285mm, maximum 2305mm apart, equally spanning the boat fore and aft centerline. Fore and aft measurements shall be taken on the leading face of the chainplate at the lateral position where the aft facing leg of the “T” meets the front face. Measurements are to be taken to the front side of the chainplate. The lateral measurement of the chainplate shall be taken below deck measuring from the aft leg of the “T” on one side to the aft leg of the “T” on the opposing side.

D.6.1.4. The jib tracks shall be minimum 590mm, maximum 610mm in length. They shall be positioned such that the leading edge of the track is minimum 1550mm, maximum 1570mm forward of MB. The entreline of the tracks shall lie alongside the cabin sides on the level deck on the inboard edge of the non-slip moulding. Measured below deck to the fasteners, across the centerline of the boat the total distance between the centerline of the track forward shall be minimum 1350mm, maximum 1370mm, and the centerline of the track aft shall be minimum 1455mm, maximum 1475mm.

D.6.1.5. The positions of the aft spinnaker turning block deck plates shall have their centers at minimum 2635mm, maximum 2655mm aft of the MB. They shall be minimum 10mm, maximum 25mm from outboard edge of the deck molding.

D.6.1.6. The aft edge of the mast step shall be minimum 25mm, maximum 70mm from the aft face of the main bulkhead.

D.6.1.7. Three stanchions, and a stern pulpit shall be fitted to each side of the boat. A bow pulpit shall be fitted at the bow. The stanchions and pulpits shall be of stainless steel construction as specified in the building specification. For those Melges 30’s that have retro fitted to Melges 32’s, four stanchions per side will be allowed and grandfathered.

D.6.1.8. There shall be two life lines only per side. The underside of the lower hole in the stanchion shall be: minimum 260mm, maximum 275mm above the deck. The underside of the upper hole in the stanchion shall be: minimum 605mm, maximum 615mm above the deck. The life line shall be 4mm (5/32”) 1X19 stainless steel wire, or 5mm spectra. SEE C.3.10

D.6.1.9 The bilge pump hose exit fitting may be moved to the transom.

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, IM32CA, 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.

D.7.4. The molded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort. The application of paint and epoxy treatments, whilst allowed, shall be subject to rule D.7.2. and be completed under the supervision of a measurer or licensed builder.

SECTION E - HULL APPENDAGES

E.1. MEASUREMENT AND CERTIFICATION

E.1.1. Hull appendages shall conform with the class rules in force at the time of fundamental measurement.

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

E.1.3. The IM32CA may appoint one or more persons at a manufacturer to measure and certify hull appendages produced by that manufacturer. A special license shall be awarded for that purpose.

E.1.4. The official measurer shall attach the official certification sticker, showing the date of fundamental measurement, to approved rudder blades, tillers and keel fins.

E.1.5. Substantially altered or repaired hull appendages shall be re-measured and the official measurer shall attach a new official certification sticker showing the new date of fundamental measurement.

E.2. MANUFACTURERS

E.2.1. Manufacturers shall be licensed by the Melges Performance Sailboats.

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.2.3. Each hull appendage shall have a unique serial number – on the side of the rudder head and on the part of the keel fin that remains inside the boat – the latter which shall be recorded on the measurement form. The keel fin and keel bulb shall at no time be transferred from one hull to another without full re-measurement to the current rules and templates.

E.2.4. Manufacturers shall only build hull appendages from molds approved by the Copyright Holder, MPS and the IM32CA.

E.2.5. Hull appendages shall conform to the official templates.

E.3. KEEL FIN AND KEEL BULB

E.3.1. Materials

E.3.1.1. The hull appendages shall be constructed of carbon fiber reinforced materials and lead 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 keel fin or keel bulb to reshape profiles or contours shall be prohibited.

E.3.2. Fittings

E.3.2.1. The forward edge of the keel shall be fitted with a kelp cutter to the Melges design. The slot in which the cutter operates shall not be filled or covered.

E.3.2.2. The keel fin shall be fitted with a removable stainless steel ring used to lift the keel with the Melges Keel Retraction System.

E.3.3. Dimensions

E.3.3.1 The measurement around the hull on the yachts centerline from the HDP to the intersection of the hull and leading edge shall be: minimum 5238mm, maximum 5248mm.

E.3.3.2 With the keel fully lowered, the straight line measurement from the HDP to the intersection of the fin leading edge and the top of the keel bulb shall be: minimum 5603mm, maximum 5630mm.

E.3.3.3. With the keel fully lowered, the measurement from the underside of the hull to the top of the keel bulb, measured in a straight line between the hull/ fin intersection and fin/ bulb intersection, at the leading edge of the keel shall be : maximum 1705mm.

E.3.3.4 The keel fin and keel bulb 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, or MPS before work commences and the item offered for re-measurement on completion.

E.3.4. Weight

Minimum. Maximum.

E.3.4.1. Combined keel fin and keel bulb for boats built after March 1st 2006:

Minimum: 766kgs

Maximum: 778kgs.

Boats built prior to March 1st 2006 shall not add weight to their keels. Removal of weight will be allowed to conform to the tolerance set above.

E.4. RUDDER AND TILLER

E.4.1. Materials

E.4.1.1 The rudder shall be constructed of carbon fiber reinforced materials specified within the manufacturers license. The tiller may be constructed of carbon fiber reinforced materials or with E glass materials.

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 optional. 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 VARA rudder system and be fully removable.

E.4.3. Dimensions

E.4.3.1. The rudder depth shall not exceed, 1890mm. Measured from the hull rudder intersect at the trailing edge to the bottom aft tip at the trailing edge.

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.4.3. Weights

Minimum. Maximum.

E.4.4.1. Rudder: minimum: 10 kg

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 VARA 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. A MNA 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 Melges Performance Sailboats.

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, the Copyright holder.

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 (crane) fitting, backstay batten, wind vane, Mast head electronics unit, sheaves and sheave boxes, spinnaker halyard deflector, 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 bottom of the mast foot casting.

Minimum. Maximum.

Mast spar section above mast foot:

Fore and aft: 175mm. 181mm.

Transverse: 90mm. 96mm.

Mast spar section at mast upper point:

Fore and aft: 125mm. 158mm.

Transverse: 76mm. 89mm.

Start of taper above MHP:

Constant section to this point 13753mm.

Spar band widths: 15mm.

Lower band above heel point. 2155mm maximum.

Upper band above lower band. 13430mm maximum.
Main Shroud height above lower band: 11250mm. 11320mm.
Intermediate shroud height above lower band: 7165mm 7235mm
Lower Shroud height above lower band: 3215mm. 3285mm.
Forestay bearing point above lower band: 11050mm. 11110mm
Jib halyard sheave height above lower band: 10950mm. 11010mm.
Jib Halyard sheave Bearing Surface: diameter: 40mm. 50mm.
Spinnaker hoist height above lower band: 13400mm. 13440mm.
Spinnaker Halyard sheave Bearing Surface: diameter: 40mm. 50mm.
Spinnaker Halyard Deflector: 123mm minimum distance bottom edge of deflector to the bottom edge of upper band.
Backstay pin: from aft face of mast: 275mm. max.
vertically above Upper Band: 230mm. max.

Spreaders: number per side: two.
Spreaders: Lower (Refer to Appendix 12.5)
Spreaders: Upper (Refer to Appendix 12.5)

F.3. BOOM

F.3.1. Manufacturer

F.3.1.1. Manufacturers shall be approved by Melges Performance Sailboats.

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.

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, reefing fittings, manufacturer label, certification mark.

F.3.4. Dimensions

F.3.4.1. Tapered booms shall be prohibited.

F.3.4.2. Minimum. Maximum.
Spar band width: 15mm.
Boom band distance: 4720mm.
Boom Weight: 17kg minimum

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: Sheaves and sheave boxes, blocks, 'U' bolts, sheet catching batten, end plugs, 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 C.4.9. Standing rigging, excluding the backstay and the forestay shall be PBO or stainless. PBO rigging shall be supplied by MPS. The forestay shall be 6mm Dyform wire supplied by MPS.

F.5.2.2. The backstay material is optional but shall have a minimum breaking strength of 4900Kgs.

F.5.3. Fittings

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

F.6. RUNNING RIGGING

F.6.1 Manufacturer

F.6.1.1. The manufacturer is optional.

F.6.2. Materials

F.6.2.1 The Main halyard shall be 5mm (3/16") stainless steel 7X19 wire, the main halyard may be tapered after the ball swage to vectran and the main halyard may have two swage balls, one for the reef position and one for the max hoist position.

F.6.2.2. The jib halyard and the spinnaker halyard may be from any material and may be tapered.

F.6.3. Dimensions

Minimum. Maximum.

F.6.3.1. Main halyard: 5mm.
Jib Halyard: 7mm
Spinnaker halyard: 7mm

F.7 ADDITIONAL RULES

F.7.1. The main halyard shall be secured at the mast head lock, the tail shall be lead out below deck at the mast base, or may be lead out the port spinnaker halyard exit, if not used by a spinnaker halyard, and to a rope clutch on the cabin house.

SECTION G - SAILS

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. 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.1.4. Starting January 1st 2008. In addition to the base inventory outlined in rule C.2.3.2., each yacht is permitted six new class sails per calendar year (January 1 – December 31) to be used in Melges 32 One Design Class events. Starting January 1st 2009, a yacht attending a minimum of four sanctioned class events in the prior calendar year is permitted seven 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 eight 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 $60 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.2.3.2. 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.2.3.2. plus six 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 32 may purchase an original inventory, plus five buttons per year, and transfer sails to different chartered boats. Charterers and Melges 32 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 32 owners cannot charter a boat and purchase a set of charter sails. Melges 32 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 32 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.1.7. The class insignia and the sail number and letters, as per rule B.3.

G.1.8. Numbers and letters shall be of the following dimensions:
minimum. maximum.
Height. 375mm.
Spacing between adjoining numbers or letters or edge of sail. 60mm.

G.1.9. 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 32 shall be colored black.

G.1.10. The class insignia shall be positioned on both sides of the mainsail, between the top two battens, with the starboard side being higher.

G.1.11. For sails constructed after December 1, 2009, The national letters and sail numbers shall comply with the RRS 71

G.1.12. 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.
(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.

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 measurer and certify sails produced by that manufacturer in accordance with the ISAF in-house certification guidelines.

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, HMPE, carbon fiber.

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, and carbon fiber.

G.3.1.3. The sail shall have 5 batten pockets in the leech. The upper two shall be full length and extend from leech to luff. Measuring from the forward top corner of the mainsail head to the center of the upper most batten on the leech the dimension shall not be less than 2075mm, along the luff the measurement shall not be less than 1700mm. The spacing of the remaining battens is optional. The batten material is optional.

G.3.1.4. Windows are permitted.

G.3.1.5. After January 1, 2010, One reef position may be fitted.

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

Minimum Maximum
Leech length. 14000mm. 14150mm

Foot Length. 4720mm Max.

Three-quarter width. 2117mm maximum
Half width. 3395mm maximum
Top width. 210mm 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

Batten length: Maximum
Lower two battens. 2100mm
Third batten up. 1800mm
Upper two battens, (full length).

Windows. unlimited
Reef points above Tack to line up with reef ball on halyard. 1535Mm is the spread between the swage balls on the main halyard may be fitted.

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, carbon fiber.
Sail reinforcement shall be made from one or more of the following materials: polyester, aramids, HMPE, glass fibre, and carbon fiber. 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. The girth of the largest jib shall be measured in the following manner:
Measuring down the luff and leach 3000, 6000, and 9000 from the head to locate measurement points.
At 3000 Max girth is 1.060
At 6000 Max girth is 1.930
At 9000 Max girth is 2.760

G.4.1.4. The jib luff shall carry a #6 luff tape

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, IM32CA 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 Any headsail may be fitted with a maximum of three battens. The battens shall have one end placed on the leech. The battens shall be removable.

Minimum Maximum
Batten length 900mm
Batten width 10mm 35mm
The top batten may be full length.
The batten leech angle is optional

G.4.2. **Dimensions (to be measured as a headsail)**
Minimum Maximum of largest headsail
Luff length. 12400mm 12550mm
Leech length. 11600mm 11700mm
Max LP 3530mm
Top width. 80mm
The girths of the largest jib shall be measured in the following manner:
Measuring down the luff and leach 3000, 6000, and 9000 from the head to locate measurement points.

At 3000 Max girth is 1.060m
At 6000 Max girth is 1.930m
At 9000 Max girth is 2.760m

Maximum Dimensions of the Heavy Air jib:
Luff Length. 12300mm Maximum
Leech length. 11400mm Maximum
Foot Length. 3650mm Maximum
Top Width. 80mm
The girths of the Heavy jib shall be measured in the following manner:

Measuring down the luff and leach 3000, 6000, and 9000 from the head
to locate measurement points.
At 3000 Max girth is 0.985m
At 6000 Max girth is 1.795m
At 9000 Max girth is 2.635m

Any headsail:
Primary reinforcement. unlimited
Secondary reinforcement.
from corner measurement points. unlimited
for flutter and chafing patches. unlimited
Tabling and seam width. unlimited
Windows. 0.75m2

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 fibers shall be of non polyester material. Primary reinforcement may include other materials.

G.5.1.3. Windows are 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, IM32CA labels, tell tales, leech lines, luff lines, foot lines, certification mark.

G.5.2. Dimensions (to be measured as a spinnaker)
Minimum Maximum
Luff length. 17000mm Maximum
Leech length. 14570mm maximum
Foot length. 9700mm Maximum
Half width. 9500mm
Primary reinforcement. unlimited
Secondary reinforcement.
From corner measurement points. unlimited
Tabling and seam width. unlimited
Windows. 0.75m2
Cloth weight. 40gms/m2 Minimum

G.5.3 Code Zero Dimensions
Minimum Maximum
Luff Length. 15850Mm , 16050mm
Leech Length. 13530Mm, 13550mm
Foot length. 7250Mm, 7320mm
Half Width. 5450Mm, 5550mm

G.6. ADDITIONAL RULES

G.6.1. The mainsail shall be set so that: the head point is not above the lower edge of the upper mast band, the tack point is not below the upper edge of the lower mast and the clew point is forward of the inner edge of the boom band.

G.6.2. Double luff sails are prohibited.

G.6.3. The mainsail shall be attached to the boom only at the clew.

G.6.4. Sails made of laminated materials shall have a woven material patch fixed at the tack on which the sail can be endorsed by the measurer.

G.6.5. Mainsail leech hollows shall be measured in accordance with the ERS.

SECTION H - RACING RULES

H.1. WIND

For one design class events races will not be started when winds are consistently at or above 25 knots or gusting to 28 knots and above. If a race has been started and the wind increases to 25 knots and above, it remains at the discretion of the race committee whether or not to abandon the race. Races will not be started unless winds are consistently above 5 knots at the time of the start

H.2. PENALTY SYSTEM

H.2.1. Rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

H.2.2. Appendix 'P' (Immediate penalties for breaking Rule 42) shall apply. 1 Decisions of the International Jury constituted in accordance with Appendix 'N' will be final as provided in Rule 70.4.

H.3. SCORING

H.3.1. The Low Point System of Appendix 'A' will apply.

H.3.2. Three races are required to be completed to constitute a series.

H.3.3. (a) When fewer than six races have been completed, a boat's series score will be the total of her race scores.

(b) 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.

PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions and should be considered as standard wording for these documents. The default is these rule do not apply. The notice of race shall state that the IM32 Class rules are invoked plus Section I… and … is invoked. For a world or continental championships ….., …. and ……may not be invoked.

SECTION I - ISAF SAILOR CLASSIFICATION ADMINISTRATION

I.1. EVENT RULES

I.1.1. Crew Lists

Not later than the Crew Deadline which shall be 14 days prior to the start of the scheduled first race unless stated otherwise in the Notice of Race [stated in the Notice of Race for each event] a crew [helmsman] list [in the form of Appendix..] shall be submitted to the Organising Authority [or where stated in the NOR the Class Representative] for checking. The crew list should show all approved helmsmen together with their classification and their ISAF Sailor i/d number.

[Boats will not be cleared for racing until all classifications have been checked.]

I.1.2. Protest Time Limits

Note: Protest time limits should be stated in the NOR or SIs.

I.2. HELMSMAN LIMITATIONS

Add to C.7.3:

A boat that has been chartered shall not include any owner of the boat in the crew if he is approved as an Owner helmsman.

In the absence of the approved Owner or Charter helmsman a Relief helmsman shall not helm the boat in races on more than one day

This provision shall be included in the Notice of Race for the World Championship, Gold Cup and Area Championships

I.3. PRIZES

Add:

Additional Trophies and Prizes will be awarded to:

(a) the best boat that includes in the crew at least one sailor under 21 and / or one female sailor; and

(b) the best boat that has an all female crew; and

(c) the best boat that has a helmsman under 21 throughout the event; and

(d) the best boat that has a Masters helmsman over 60 throughout the event

This provision shall be included in the Notice of Race for World, Continental, National and Midwinter Championships.

I.4. REDUCED HELMSMAN LIMITATION

Class Rule C.2.3 is replaced with:

All helmsmen shall hold a valid Group 1 Classification.

The intent of the rule above is to allow boats to compete as a sub-class in an event where classification is not used, in an offshore distance race and in lower level events

I.5 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 32 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.

PART IV – APPENDICES

MELGES 32

CLASS MEMBERSHIP APPLICATION

Class Membership is valid from January 01 thru December 31. Dues are $1,200 USD.

Name ----------

Address ----------

City ----------

State ----------

Zip ----------

Phone (H) ----------

Phone (W) ----------

Fax ----------

Email Address ----------

Boat Name ----------

Sail Nationality ----------

Sail Number ----------

Fleet ----------

☐ Yes, add me to the M32 E-newsletter mailing list.

☐ Yes, include me in future M32 sales promotions and future mailings.

PAYMENT INFORMATION

CHECK

☐ My check is enclosed.

Check Number ----------

CREDIT CARD

☐ Visa ☐ Mastercard

Card Number ----------

Expiration Date ----------

I hereby authorize you to charge my card.

Signature ----------

Name (Print) ----------

Submit to the
International Melges 32 Class Association
Fax to: +1 (912) 756-6728
E-mail to: classadmin@melges32.com
www.melges.com • www.melges32.com

MELGES 32

MELGES 32 SAIL BUTTON ORDER FORM

Owner _____ **Date** _____

Hull Number _____ **Contact Name** _____

Boat Name _____ **Phone** _____

Email _____

Application is for: (Check all that apply)

☐ **Original Base Inventory, Boat Purchase Year** _____ ($60 each)

☐ **Additional Inventory** ($60 each)

☐ **Replacement For Lost Or Damaged Button** ($60 each)

☐ **Replacement For Lost Or Destroyed Sail** ($60 each)

Please Enter One Sail Per Line.

Inventory May Include: Main; Jib 1, Jib 2, Jib 3; 2 Asymmetrical Spinnakers, 1 Code 0

If transferring brokerage boat sails from a previous owner, please include existing button number.

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

Total # Buttons _____ **@ $60 each + $5.65 Shipping for total $** _____

PAYMENT INFORMATION

☐ **Check Enclosed** Checks must be made payable to Melges 32 Class Association

Check No. _____ **Date** _____ **Amount $** _____

☐ **Credit Card** ☐ Visa ☐ MC ☐ Dis

Card No. _____ **Exp. Date** _____

Billing Address _____

_____ **Billing Zip Code** _____

Name On Card _____ **Signature** _____

☐ **Cash $** _____ **Mailing Address For Buttons** _____

_____

All sail button orders ship and handle via priority mail with delivery confirmation at a standard rate of $5.65 US.

Submit to the
International Melges 32 Class Association
Fax to: +1 (912) 756-6728
E-mail to: classadmin@melges32.com
www.melges.com • www.melges32.com

MELGES 32

CREW DECLARATION FORM

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

NAME NAME	ISAF GROUP (1, 2, OR 3)	ISAF ID NO.	ISAF EXPIRATION
1. (Helmsman)			
2. (Alternate Helmsman)			
3. (Tactician)			
4.			
5.			
6.			
7.			
8.			
9.			

I declare that the above listed crew members, fully comply with the International Melges 32 Class Rules and carry the proper ISAF Sailor Classification. I have included all Group 1 and Group 2 ISAF Sailor Classification numbers and confirm that their classification is valid as stated online at the ISAF's (sailing.org) website. Only one approved substitute or relief helmsman can be nominated/designated to relieve an owner (or, a primary helmsman) at the helm at any time during a Melges 32 event. If a team, does not nominate/designate an approved substitute or relief helm at the time of submitting the crew declaration, then the boat will not sail, should the owner or primary helmsman nominated/designated for the event be unable to helm. Substitute or relief, alternate helms will not be accepted once racing has commenced.

Regatta _____ **Hull Number** _____

Yacht Name _____ **Sail Number** _____

Signed — Owner(s) Representative _____ **Date** _____

Approved — Class Representative _____ **Date** _____

Submit to the
International Melges 32 Class Association
Fax to: +1 (912) 756-6728
E-mail to: classadmin@melges32.com
www.melges.com • www.melges32.com

MELGES 32

SAIL DECLARATION FORM

SAIL	DESCRIPTION (YEAR/SAILMAKER)	BUTTON NO.	SAIL SERIAL NO.
Mainsail			
Jib 1			
Jib 2			
Jib 3			
Spinnaker	Asymmetrical		
Spinnaker	Asymmetrical		

I declare that only the above listed sails comply with the International Melges 32 Class Rules and carry the designated sail buttons required for competition. They will be used for the regatta series named below. This class sail declaration must be submitted to the International Melges 32 Class Association by registration at the start of any Melges 32 event.

Regatta _____ Hull Number _____

Yacht Name _____ Sail Number _____

Signed — Owner(s) Representative _____ Date _____

Approved — Class Representative _____ Date _____

Submit to the
International Melges 32 Class Association
Fax to: +1 (912) 756-6728
E-mail to: classadmin@melges32.com
www.melges.com • www.melges32.com

MELGES 32

YACHT OWNER COMPLIANCE DECLARATION

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

Owner 1 _____

Signature _____

Owner 2 _____

Signature _____

Owner 3 _____

Signature _____

Tactician _____

Signature _____

Boat Captain _____

Signature _____

Boat Name _____

Date _____

Approved — Class Representative _____

Date _____

Submit to the
International Melges 32 Class Association
Fax to: +1 (912) 756-6728
E-mail to: classadmin@melges32.com
www.melges.com • www.melges32.com

MELGES 32

U.S. MELGES 32 CLASS ASSOCIATION

Melges 32 Crew Weigh-In/Liability Form

Event _____ **Sail No.** _____ **Bow No.** _____

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

Please print name and sign waiver, and indicate which days you will be sailing
(A=All days, T=Thursday, F=Friday, S=Saturday)

Owner _____ **Charterer** _____

Helm _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

Crew _____ **Wgt** _____ **Signed** _____ ( )

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

Thursday _____ **Friday** _____ **Saturday** _____

Date _____

International Melges 32 Class.
Measurement Form.

Authority: International Melges 32 Class Association
c/o Melges Performance Sailboats
PO Box 1
Zenda, WI 53195 USA

Boat Details.

National Letters: ICF Receipt & Sail Number

Measurement Certificate

Name of Boat_____Date Built_____

Hull Identification Number (HIN)_____

Weight of Boat_____Weight of Correctors_____

This Certificate is dated_____and its validity is confirmed by_____

For_____(enter name of member national authority, or IM32CA)

Signature_____

N.B. This form is a valid measurement certificate only when the original has been validated above by the IM32CA. A copy should be retained by the IM32CA and the owner. On change of ownership, the new owner shall return the certificate to IM32CA for re-certification.

OWNERS DECLARATION

I undertake to race this International Melges 32 only so long as I maintain it in conformity with the Class Rule. I also undertake that corrector weights (if any) will not be altered or removed except when carried out in conjunction with an official re-weighing by an approved International Melges 32 Class measurer, and that only spars, sails, etc. which have been measured and found in accordance with the rules will be used.

Signature_____Date_____

Print Name and Address_____

_____

ICF Receipt Number		HIN Number			
Item	Rule	Measurement	Minimum	Actual	Maximum
1	E.3.4.1	Combined Keel Fin and Bulb Weight	766		778
2	C.5.1	Hull Weight Complete before corrector weights	1667		-
3	C.5.2	Corrector Weights Added	-		45
4	C.3/D	Are Deck Fittings in Prescribed Places		Yes/No	
5	E.3.3.1	HDP to intersection of fin leading edge and hull	5238		5248
6	E.3.3.2	HDP to intersection of fin leading edge at top of bulb	5603		5630
7	E.3.3.3	Underside of hull to top of bulb along leading edge	-		1705
8	E.4.3.1	Under side of hull to rudder tip along trailing edge	-		1890
9	E.4.3.2	Rudder to builder specs and not modified		Yes/No	
10	E.1.1	Keel to builder specs and not modified		Yes/No	
11	C.6.3.2	Bow Sprit Extension, see rule	-		2440
12	F	Mast Measurement certificate attached and complete		Yes/No	
13	F	Does Mast and rigging comply with all other requirements of the rules?		Yes/No	
14	F.3.4.2	Boom Band Distance from aft edge of mast	-		4720

N.B. This form is to be used in conjunction with the current Class Rules.

MEASURERS DECLARATION.

I certify that I have taken the measurements on this form and that to the best of my knowledge the boat conforms to the rules and specifications at present in force of the International Melges 32 Class except as I have stated below.

Comments_____

_____

_____

Name_____Date_____
Address_____

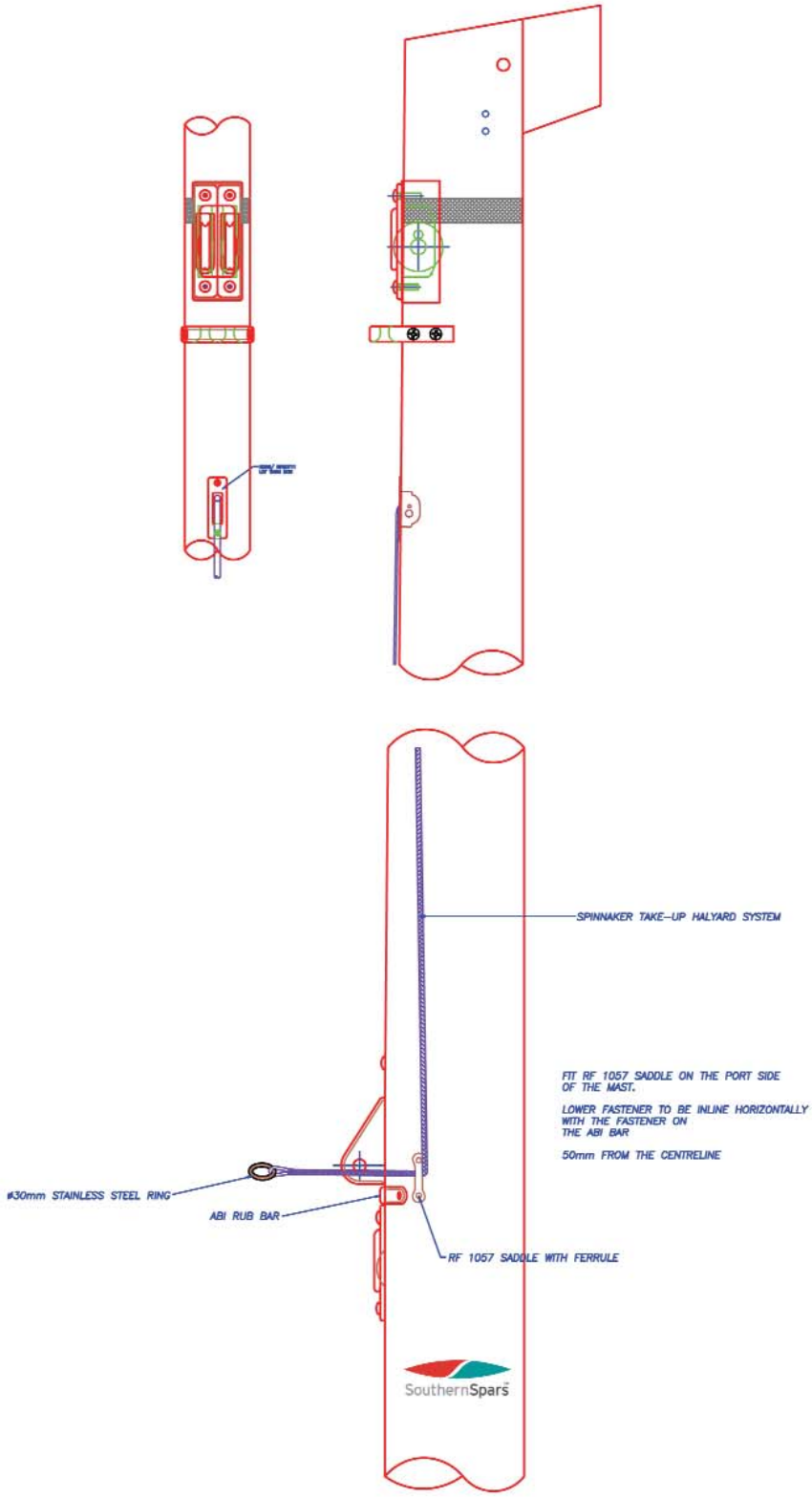
Signature_____

BUILDERS DECLARATION.

I certify that this Melges 32 has been built and completed to the rules and specifications of the International Melges 32 Class and the copyright Holder and any fees paid.
Name of Builder_____Date_____
Signature_____

N.B. Sails are not required to be entered on to the Measurement Certificate or form. However, they shall be measured by an Approved Measurer and signed and dated at the tack, over the official IM32CA sail label, before being used for racing.

MELGES 32 CLASS RULES
APPENDIX 08 – SAIL LOGO MEASUREMENT DIAGRAM



REVISION DETAILS		DRAWN	CHECKED
# 1 26/05/08	UPDATED TO LATEST VERSION	CRJ	JNW

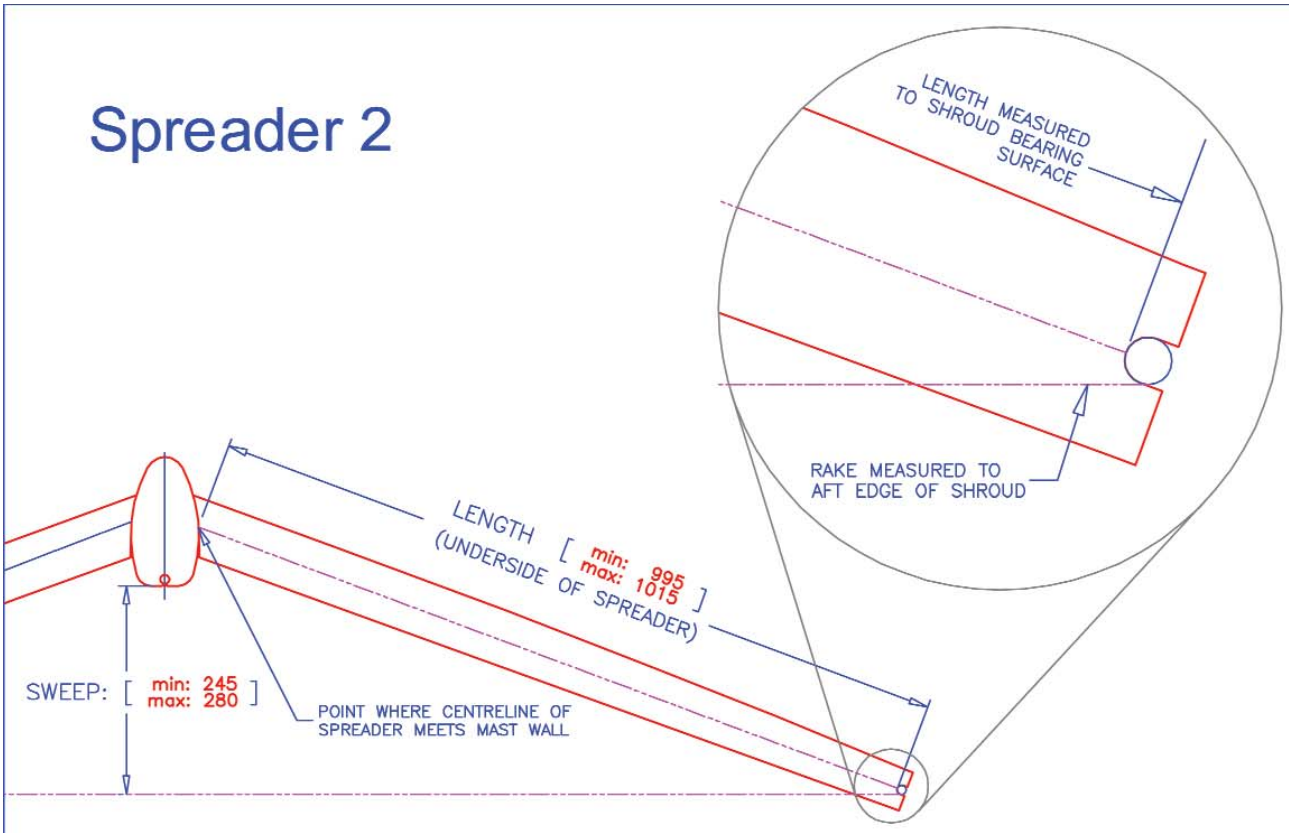
SouthernSpars

SPINNAKER TAKE–UP SYSTEM

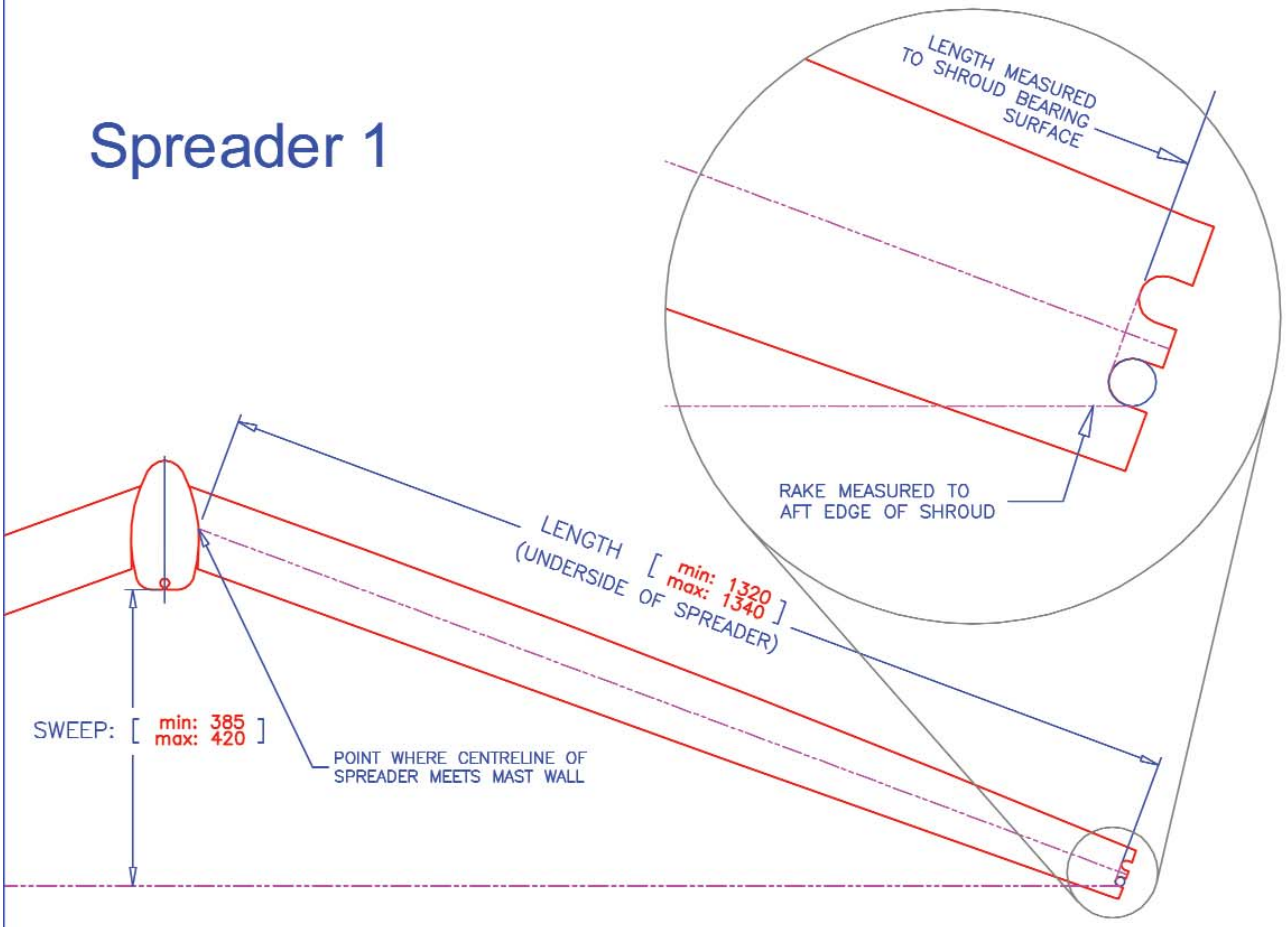
MELGES BOATWORKS
MELGES 32

PROJECT CO-ORDINATOR	DRAWN	VERSION	SCALE	SIZE
JNW	CRJ	3.5	1:1	A4
JOB No.	DATE 26/05/2008			

Spreader 2



Spreader 1



SPREADER MEASUREMENT DEFINITIONS
APPENDIX __ TO MELGES 32 CLASS RULE 14-01-2009

MELGES 32

APPLICATION FOR HELMSMAN

OWNER | DRIVER

Name _____ Boat Name _____

E-mail _____ Hull No. _____

Date of Application _____ Date of Purchase _____

Occupation _____

Business of Company _____

Position _____

Date of Birth _____

Do you have current ISAF Group 1 Status? ❑ Yes ❑ No

If yes, please provide... ISAF Id. No. _____

Expiration _____

Please answer questions below.

ALTERNATE, RELIEF OR CHARTERING HELMSMAN

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

Owner Name _____ Boat Name _____

Your Name _____ Hull No. _____

Your E-mail _____

Phone _____

Occupation _____

Business of Company _____ Position _____

Date of Birth _____

Date of Application _____

Do you have current ISAF Group 1 Status? ❑ Yes ❑ No

If yes, please provide... ISAF Id. No. _____

Expiration _____

Event Name _____

Event Date(s) _____

1. Have you ever competed in the Olympic Games (including any trials or event, OCR, etc.) or been a training partner to an Olympic Games participant? ❏ Yes ❏ No
If yes, please note dates, crew position, results and type of boat. _____

_____

_____

2. Have you ever competed as a member of an America's Cup team or associated trial team? ❏ Yes ❏ No
If yes, please note dates, crew position, name of syndicate and results. _____

_____

_____

3. Have you ever competed as a member of a Volvo Ocean Race team, or associated trial team? ❏ Yes ❏ No
If yes, please note dates, crew position, results and type of boat. _____

_____

_____

4. Within the last 8 years, have you competed in any World, Continental, or National Championship event(s) in ISAF, ORC International or Recognized classes? ❏ Yes ❏ No
If yes, please note dates, crew position, results and type of boat. _____

_____

_____

5. Will the applicant be the boat's:
❏ a. Owner/Driver helmsman (please proceed to question #8)
❏ b. Relief helmsman (please answer questions #6,#7,#8)
❏ c. Chartering helmsman (please proceed to question #8)
Please specify the event and dates: _____

_____

_____

6. For how long and in what capacity have you known the owner? (substitute and relief helms only)

_____

_____

_____

7. Have you sailed with the owner in the past on this boat or on other boats? ❏ Yes ❏ No
If yes, please give some brief details. _____

_____

_____

_____

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

Please give a short statement as to the types of boats raced, whether you helmed them primarily and what the results were. _____

_____

_____

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

_____

_____

_____

_____

_____

ALL APPLICANTS PLEASE READ THE FOLLOWING CAREFULLY

The International Melges 32 Class is a Corinthian 'Owner Driver' Class. The goal and purpose of this application is solely:

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

Otherwise, boats shall be helmed by their bona fide owners as defined in IM32CA Rule C.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-third (or, 33%) partner/owner in terms of legal ownership interest in the complete yacht and the cost of its operations at fair market value of the new or brokerage boat price. All owners shall be active members.

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

THE MELGES 32 CLASS OWNER/ALTERNATE HELMSMAN APPROVAL COMMITTEE

In considering applications for ownership or permission as a relief or charter helmsman, the (NA or EUR) Melges 32 Class Owner/Alternate Helmsman Approval Committee:

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

The decision will be determined by his or her closest Fleet Association, and will be supported and upheld by the IM32CA.

Panel findings shall be final and shall not be subject to review by any other body

APPLICATION DECLARATION

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

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

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

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

Owner Signature	Owner (Print Name)
Relief/Alternate Helm Signature	Relief/Alternate Helm (Print Name)

Please return this completed application to:

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