



**Audi**

**MELGES<sup>20</sup>**

## Class rule changes 2014-2015

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

### #001 Gennaker bag

CURRENT RULE: c.6.1 (d)

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

NEW RULE: c.6.1 (d)

Gennaker bag systems may be changed to allow for a retraction system of optional design utilizing a take down line, blocks, rubber or PVC tubes on the anti hiking pad spectra and patches on the gennaker. The bag design is optional and shall secure to the standard aluminium bracket without additional rollers or fairings. The bag shall not extend forward of the plane formed by the rear of the aluminium bracket, but may be attached to said bracket.

REASON: to avoid the use of big patches on the deck, forward the bracket.

### #002 Cuben fiber

CURRENT RULE: G.3.2 (a)

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

NEW RULE: G.3.2 (a)

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

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

REASON: to keep under control the use cost of sails

### **#003 Cunningham**

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

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

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

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

REASON: House keeping, Cunningham was forgot

### **#004 Jib Zip**

**CURRENT RULE:**

Not existing

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

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

REASON: To maintain the one design

### **#005 Safety Equipment**

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

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

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

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

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

### **#006 Protections**

**CURRENT RULE:**

Not existing

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

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

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

## **#007 Graphic**

ACTUAL RULE:  
Not existing

NEW RULE: C.6.4 Graphic  
The material permitted for graphics like drawings, names and advertisements or simple change of colour applied on the boat after January 1<sup>st</sup> 2015 shall be manufactured from vinyl and not faired into the hull in anyway. RRS 53 still apply.

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

## **#008 Painting**

ACTUAL RULE:  
Not existing

NEW RULE: Modifications, Maintenance and Repair C.6.1 (m)  
Painting of hull and appendages is not admitted. A boats already painted under written approval before 31 Dec.2014 can not be repainted.

REASON: To avoid fairings in any part of the boat.

## **#009 Alterations by LM**

ACTUAL RULE: D.3 MODIFICATIONS, MAINTENANCE AND REPAIR  
The alterations contained in this section may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued  
(a) If any hull is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturers declaration.  
(b) Painting of the topsides

NEW RULE: D.3 MODIFICATIONS, MAINTENANCE AND REPAIR  
The alterations contained in this section may be made by a LM, or by anybody after a formal request has been made to the LM and written approval is received by the owner. This shall require the manufacturers declaration to be re-issued  
(a) If any hull is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturers declaration.  
~~(b) Painting of the topsides~~

REASON: To avoid fairings in any part of the boat.

## #010 Jib Construction

CURRENT RULE: Jib Construction G.4.2.(d)

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

NEW RULE: G.4.2 (d)

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

REASON: To make more simple the measurement of the jib.

## #011 Jib Dimension

CURRENT RULE: Jib Dimension G.4.3

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

NEW RULE: Jib Dimension G.4.3

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

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

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

## #012 Gennaker Dimension

CURRENT RULE: Gennaker Dimension G.5.3

**Foot Length**            minimum 5630            maximum 5680

NEW RULE: Gennaker Dimension G.5.3

**Foot Length**            minimum 5580            maximum 5680

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

## #013 Sail Limitation Marks

CURRENT RULE: Sail Limitation Marks I.2 (e)

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

NEW RULE: Sail Limitation Marks I.2 (E)

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

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

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

Approved by the BoD

Dec 28 2014

Egidio Babbi

Chief Measurer

A handwritten signature in black ink, appearing to read 'Egidio Babbi', written in a cursive style.