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MELGES²⁴

Class Rules

International Melges 24 Class Association



Peter Karrie's *Nefeli* GER673 – Melges 24 World Champion 2025
Photo © YCA | Giovanni Tesei

The Melges 24 was designed in 1992 by Reichel and Pugh and was adopted as an International class in 1997

sport / nature / technology


World Sailing
Class Association

PART I – ADMINISTRATION

Section A – General

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

Section B – Boat Eligibility

B.1 Class Rules and Certification 6
 B.2 Class Association Membership . 6

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1 General 7
 C.2 Crew 7
 C.3 Personal Equipment 7
 C.4 Advertising 7
 C.5 Equipment 8
 C.6 Boat 9
 C.7 Hull 9
 C.8 Hull Appendages..... 11
 C.9 Rig 12
 C.10 Sails 14

C.11 Boat Handling Rules 15

Section D– Hull

D.1 Parts 16
 D.2 General 16
 D.3 Hull Shell 17
 D.4 Deck 17
 D.5 Bulkheads & Internal Mouldings...
 17
 D.6 Assembled Hull 17

Section E – Hull Appendages

E.1 Parts 18
 E.2 General 18
 E.3 Keel 18
 E.4 Rudder and Tiller 19

Section F – Rig

F.1 Parts 23
 F.2 General 23
 F.3 Mast 24
 F.4 Boom 26
 F.5 Bowsprit 26
 F.6 Standing Rigging 26
 F.7 Running Rigging 27

Section G – Sails

G.1 Parts 28
 G.2 General 28
 G.3 Mainsail 28
 G.4 Headsail 30
 G.5 Spinnaker 31

PART III – APPENDICES

H.1 Measurement diagrams 33
 H.2 Fittings 34
 H.3 Bow Numbers 42

INTRODUCTION

*The intention of these International Melges 24 **Class rules** is to ensure the **boats** are as identical as possible in construction, **hull** shape, weight, weight distribution, equipment, **rigging** and **sail** plan. Therefore, coring, drilling out, rebuilding, replacement of material, grinding or relocating standard equipment, **fairing** interior or exterior parts of **hull**, **hull appendages** or **rig** that improves moments of inertia, or changes the standard shapes or contours shall be prohibited.*

*International Melges 24 **hulls**, **hull appendages**, **rigs** and **sails** are measurement and manufacturing controlled.*

*International Melges 24 **hulls** shall only be manufactured by Melges Performance Sailboats in the US, and/or by Yacht Services Limit (YSL) in Szczecin Poland – in the **class rules** referred to as licensed builders.*

*International Melges 24, **hull appendages** shall only be manufactured by Melges Performance Sailboats in the US, and/or by Yacht Services Limit (YSL) in Szczecin Poland – in the **class rules** referred to as the licensed builder.*

*International Melges 24 **sails** may be manufactured by optional sailmakers.*

Equipment is required to comply with the International Melges 24 Building Specifications and is subject to an World Sailing approved manufacturing control system.

*International Melges 24 **hulls**, **hull appendages**, **rigs** and **sails** may, after having left the manufacturer, only be altered to the extent permitted in Section C of the **class rules**.*

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

*Rules regulating the use of equipment during a race are contained in Section C of these **class rules**, in ERS Part I and in the Racing Rules of Sailing.*

*This introduction only provides an informal background and the International Melges 24 **Class Rules** proper begin on the next page.*

*The class permits IHC for Section D **hulls**, Section E **hull appendages**, Section F **masts** and for Section G **sails**. Although the licensed builders may operate IHC for sections D, E and F they are also checked by random independent inspection by **official measurers**.*

*When equipment and/or components are not allowed because they are not specifically permitted by the **class rules**, then this restriction pertains not only to the use but also the presence of this equipment/component on board.*

PLEASE REMEMBER:
IF THESE RULES DO NOT SAY YOU CAN,
THEN YOU CANNOT!

Section A – General

A.1 LANGUAGE

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

A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
- MNA World Sailing Member National Authority
- ICA International Melges 24 Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the World Sailing which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the World Sailing.
- A.3.3 The copyright holder shall be Reichel & Pugh Yacht Design Inc.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.
- A.4.3 Neither the World Sailing, an MNA, the ICA, an NCA, the copyright holder or an **official measurer** is under any legal responsibility in respect of these **class rules**.
- A.4.4 A measurer shall seek approval from the ICA, but shall only be an **official measurer** when recognised or appointed by a MNA.

A.5 WOLRD SAILING RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At all events, World Sailing Policy D4 and RRS 87 shall apply.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of the World Sailing in accordance with the World Sailing Regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be made in accordance with the World Sailing Regulations.

A.9 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.9.1 The licensed **hull** builder shall pay the International Class Fee.

A.9.2 The Copyright Holder shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque and a measurement form to the licensed **hull** builder. WS plaques were issued from **sail** number 350 onwards.

A.10 SAIL NUMBERS

A.10.1 **Sail** numbers shall correspond to the number on the International Class Building Fee Plaque. **Boats** with **sail** numbers prior to 350 shall carry the number as issued by Melges Performance Boatworks.

A.11 HULL CERTIFICATION

A.11.1 A **certificate** issued after March 2009 shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) **Sail** number
- (d) Owner
- (e) **Hull** identification
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**
- (i) **Keel weight**
- (j) **Keel** serial number
- (k) Complete **boat weight**
- (l) **Corrector weights**

A.12 INITIAL HULL CERTIFICATION

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

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

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **hull certificate** becomes invalid upon:

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

A.14 HULL RE-CERTIFICATION

- A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:
- (a) when it is invalidated under A.13.1(a) and/or after receipt of the old **certificate**, and **certification** fee if required.
 - (b) when it is invalidated under A.13.1 (b), at its discretion.
 - (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

- A.15.1 The **certification authority** shall:
- (a) retain the original documentation upon which the current **certificate** is based.
 - (b) upon request, transfer this documentation to the new **certification authority** if the **hull** is exported.

Section B – Boat Eligibility

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

B.1 CLASS RULES AND CERTIFICATION

- B.1.1 The **boat** shall:
- (a) be in compliance with the **class rules**.
 - (b) have a valid **hull certificate**.
 - (c) have valid **certification marks** as required. The International Class building fee plaque shall be permanently displayed on the *starboard* side, aft face of the transom.

B.2 CLASS ASSOCIATION MEMBERSHIP

- B.2.1 The owner and helmsperson shall be a current member of their NCA or, where there is no NCA in their country, a member of the ICA or an NCA nominated by the ICA.
- B.2.2 When required by the Notice of Race or when required by their NCA, any **crew** member competing in a Melges 24 event that is being paid to sail as a professional must be a current associate member of their home NCA or, where there is no NCA in their country, a member of ICA or an NCA nominated by ICA. Fees charged for that membership are solely at the discretion of the NCA.
- B.2.3 **Sails** shall carry a Class Association Sail Label.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) RRS 49.2 is changed in that the lines are hiking lines and tension may be modified.
RRS 42.3(c) is modified to allow the **spinnaker sheet** to be played without restriction.
- (b) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 3 to a maximum of 6 persons.
- (b) No **crew** member shall be substituted during an event without written approval of the event Technical Committee or in its absence the Race Committee. If a substitution is applied for, that substitute must weigh within +/- 10% of the original **crew** member.
- (c) The number of **crew** shall not be changed during an event.
- (d) As part of registration for any Melges 24 event, all **crew** shall be registered and shall be identified in any entry list, scratch sheet, and result listing where the helmsperson, skipper or owner is identified.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The **boat** shall be equipped with a **personal flotation device** for each **crew** member to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the World Sailing Advertising Code. (See World Sailing Regulation 20). Subject to the limitations of Regulation 20, advertising chosen by the person in charge may be displayed.

C.5 EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

- (1) One manual bilge pump or bailer minimum of 1 litre.
- (2) One bucket of not less than 9ltr capacity, with a lanyard of minimum 1 metre.
- (3) One anchor and chain combined of not less than 5 kg in weight and with the anchor of not less than 3.1kg
- (4) One anchor line of not less than 40 m of line of not less than 8 mm in diameter
- (5) Two main companionway hatches
- (6) The engine tray carried under the engine.
- (7) First Aid Kit

(b) OPTIONAL

- (1) Electronic or mechanical timing/positioning devices
- (2) Navigation lights, tactical and navigational instruments with associated transducers and power sources.
- (3) Mooring lines
- (4) Cool/ice box
- (5) Bunk cushions and portable toilet.
- (6) POV Video Cameras
- (7) Weed Removal Stick for the purpose of removing seaweed or debris from the **rudder**
- (8) VHF

Any optional equipment listed in (CR 5.1b) becomes mandatory equipment if so stated in the Notice of Race or Sailing Instructions.

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) One functioning outboard engine and bracket:
 - 2 stroke minimum nominal power – 2kW (3hp)
 - 4 stroke minimum nominal power - 1.46kW (2hp)
 - Electric outboard of minimum power 1kW output wattage
 - Minimum engine weight empty of fuel – 12.5kg
- (2) When not in use, engine and outboard bracket shall be stowed in the engine berth below the main cockpit.
- (3) The **boat** shall depart the dockside with the engine tank full and suitable separate container with a minimum 3lts of fuel or in the case of an electric outboard the battery power pack fully charged.

C.6 BOAT

C.6.1 WEIGHT

	minimum	Maximum
The weight of the boat in dry condition	809 kg	kg

The weight shall be taken excluding **sails** - engine, bracket and fuel can – anchor chain and warp – manual bilge pump – bucket and lanyard - and all **portable equipment** as listed in C.5.1(b) except that the permanently fixed parts of timing and navigational/tactical equipment (e.g. display heads and sensors) may be included in the weight. All batteries and power sources shall be removed with the exception of fixed solar panels powering instruments.

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be equally divided fore and aft and permanently fastened in the locations on the diagram in section H when the **boat weight** is less than the minimum requirement.
- (b) The total weight of such **corrector weights** shall not exceed 20 kg. See also rules A.13 and B.1.1.
- (c) The aft **corrector weight** on the fore side of the bulkhead may be split equally *port* and *starboard*.
- (d) **Corrector weights** shall not be reduced more than once every 12 months.

C.6.3 MAINTENANCE

- (a) The use of a snorkel and of a mask, of brand and dimensions available on the market, is allowed.

C.7 HULL

C.7.1 HULL MODIFICATION, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA's Technical Committee under D.2.3:

- (a) Below the **waterline**, the gelcoat may be lightly abraded to allow for the application and adhesion of anti-fouling products. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the **coating**.
- (b) Routine **maintenance** of the **hull**, such as polishing is permitted.
- (c) The **hull** topside gelcoat surface shall not be removed except for light **sanding** prior to topside painting.
- (d) Gelcoat scratches, minimally damaged areas and minor molding imperfections such as print through may be **sanded** and **repaired**, provided the as-molded shape is not altered.
- (e) Holes may be made and local reinforcement in the **hull** for the **fitting** of electronic navigation systems.
- (f) **Fairing** the **keel** box area or **keel** box delrins is prohibited. The delrin may be bedded in an optional material and adjusted to fit flush with the underside of the **hull**.
- (g) A backing plate may be used to reinforce the transom behind the **fittings** for **boats** needing **repair** in this area. The plate shall not exceed 4 mm in thickness.

- (h) The manufacturer-supplied **rudder** gudgeons and pintles may be replaced in accordance with the specification in rule E.4.4.
- (i) A reinforcing gusset may be added between the **hull** and deck to the area immediately adjacent to the four (4) stanchion bases. The size of the gusset must not exceed 250 mm measured from the inside corner of the **hull** deck joint along the deck or **hull** surface.
- (j) Non-skid areas on the deck shall not be reduced in size and/or functionality of the non-skid other than by normal wear and tear and that allowed in C.7.2(11).

C.7.2 FITTINGS

(a) USE

- (1) The rear gate line across the transom shall be closed whilst *racing*. It shall be in one continuous piece, fixed at both ends using either shackles, carabineers or lashings of optional design. The deflection at the centre when measured from a straight line between the attachment points shall not be more than 100 mm.
- (2) The hiking line shall be attached at the deck **fitting** forward and to the designed eye on the pulpit aft. The method of attachment is optional.
- (3) Padding may be fitted to the hiking lines. The line may be either a continuous line with added padding or lines (with or without padding) linked by webbing sections. The method of joining the hiking line and the webbing is optional. The webbing shall be a minimum of 50 mm wide.
- (4) From the aft stanchion, the hiking line may be led down and through either a block or a shackle attached to the **spinnaker** turning block deck eye, or through the deck eye itself, and up to the stern pulpit.
- (5) The hiking lines shall be tight at all times. The distance between the top of the bearing point of the lifeline straps and the deck shall be no closer than 100 mm when a 20 kg load is placed at mid-span.
- (6) Additional foot chocks may be fitted to the cockpit floor, including moulded foot chocks and on the engine hatch cover. The shape is optional. They shall not exceed 100 mm in height above the horizontal surface of the cockpit floor.
- (7) A proprietary hatch not exceeding 220 mm in internal diameter may be fitted to the cockpit floor to allow access to the **rudder** and **backstay fittings**.
- (8) Fairings of any material may be used over blocks on deck, or to the bow towing eye, to assist in the free running of **sheets** and control lines. To protect the **spinnaker**, a deflector or similar device of optional design may be installed totally within a 300 mm radius of the forward most point of the hiking lines.
- (9) Storage bags may be attached to the cockpit moulding.
- (10) Protective covers may cover the **shrouds**, vang and recess for the furler drum.
- (11) Non-skid material of any kind may be added to the cockpit floor, upper deck, foot supports, hatch steps, **hull** edge and interior. Thickness shall

not exceed 6 mm. The deck may be abraded to smooth the gelcoat non-skid for better adhesion of the non-skid material only where it is covered by an additional non-skid product.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the ICA’s Technical Committee under E.2.2:

- (a) The **hull appendages** may be lightly **sanded** for the purpose of applying anti-foul paint.
- (b) Routine **maintenance** of the **hull appendages**, such as polishing, is permitted provided the intent and effect is to polish only.
- (c) Scratches and minimal damaged areas may be **sanded** and **repaired**, provided **THE AS-MOLDED SHAPE IS NOT ALTERED**.

C.8.2 KEEL

(a) DIMENSIONS with **keel** fully lowered:

		minimum	maximum
.1	Hull datum point to intersection of hull and fin leading edge, around hull on centreline	3892 mm	3905 mm
.2	Hull datum point to intersection of fin leading edge and top of keel bulb , straight line	4039 mm	4079 mm
.3	Underside of hull in a straight line to top of keel bulb at the trailing edge of the fin	1195 mm	1215 mm

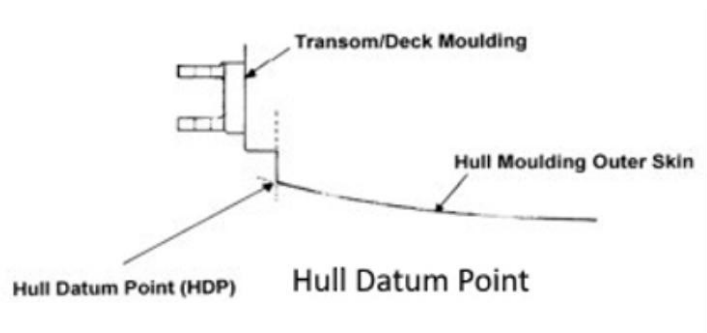
(b) USE

- (1) The **keel** shall be fixed down using the supplied locking strap.
- (2) The **keel** shall only be retracted when not *racing*, using the Melges designed lifting crane.

C.8.3 RUDDER

(a) DIMENSIONS

	minimum	maximum
Hull datum point to trailing edge of rudder tip	mm	1220 mm



(b) USE

- (1) The **rudder** head between gudgeons shall be parallel to the transom, +/- 2 mm.
- (2) Shims may be fitted between the **rudder** and tiller to ensure a good fit.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine **maintenance** such as **cleaning**, polishing, **repair** of minor abrasions and the replacement of **fittings** is permitted without re-measurement and **certification**

C.9.2 LIMITATIONS

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged beyond **repair**.
- (b) If an item has been lost or damaged beyond **repair** it may be replaced only with the written approval of the event Technical Committee or in its absence the Race Committee.

C.9.3 MAST

(a) USE

- (1) The **mast** may be fitted with a protective gaiter below the gooseneck.
- (2) The **spreaders** shall not be adjusted during a regatta.
- (3) The **mast** as supplied and assembled in accordance with the building specification shall be stepped on the standard **mast** step. No wedges or similar devices shall be used to control or alter the rake or bend characteristics of the **rig**, except that permanently attached shims may be used to correct misalignment.
- (4) The **mast** shall be fitted with a securely fixed **sail** track stop as supplied by the licensed builders.

C.9.4 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	15 mm	-
Boom Outer Point Distance		3800 mm

(b) USE

- (1) The intersection of the aft edge of the **mast** and the top of the **boom**, each extended as necessary, shall not be below the upper edge of the **mast lower limit mark** when the **boom** is at 90° to the **mast**.
- (2) A shackle, block or similar device may be fitted to the underside of the **boom** to help guide the **spinnaker halyard**.
- (3) The **boom** shall be fitted with a securely fixed **sail track stop** as supplied by the licensed builders.
- (4) The **boom** may be fitted with a security line including **fittings**.

C.9.5 RETRACTING BOWSPRIT

(a) USE

- (1) A batten or similar may be fitted to the end of the **bowsprit**. It shall extend not more than 300 mm from the outer end.
- (2) The retraction line is optional. The **bowsprit** may be retracted by a knot in the **tack line**.
- (3) The **bowsprit** shall be capable of being retracted to have its forward end level with or aft of the forward side of the stem.
- (4) Tape or other materials may be added around the **bowsprit** to help ensure a watertight seal.

(b) DIMENSIONS

	minimum	maximum
Centre of “u” bolt to foreside of stem – straight line	1400 mm	mm

C.9.6 STANDING RIGGING

(a) USE

- (1) The **shrouds** and **forestay** may be attached and adjusted by turnbuckles/bottlescrews of optional design. Lock plates may be fitted.
- (2) **Rigging** links and **rigging** screws may be adjusted while *racing*, but at the **shroud** plate only. Remote adjustment of any type is prohibited.

C.9.7 RUNNING RIGGING

(a) USE

- (1) The **mainsail halyard** shall be secured below deck. It shall use a **sheet stopper** and/or cleats mounted on the *starboard* side of the compression tube. It may be tensioned by a purchase of not more than 4:1 (including a cleat if required) and one hook or **fastening**. It shall not lead to the deck nor be able to be operated from above deck.
- (2) The jib shall be hoisted by one of 3 options:
 - (a) The s/s wire jib **halyard connected** to the jib **luff** wire, through the original jib sheave and which shall be secured to the high field lever.

OR

- (b) An HMPE or similar (e.g. Spectra) **halyard**, running inside the zip **luff**. The design of the system is optional.

- OR (c) An HMPE or similar **halyard** led through the original jib sheave in the **mast** and secured to a purchase system below deck. The design of the system is optional but the purchase system shall be entirely below deck.

The choice of system is optional except that it shall not be changed during an event.

An existing **mast** may be retro fitted with the fixed **forestay** using the official parts available from the licensed builders.

- (3) The complete **boom** vang as supplied may be fitted with the cleat at either **mast** or **boom** end.
- (4) The **spinnaker sheet** may have a single gybe line spliced into them at the **clew**.
- (5) The use of shock cord is unrestricted except that it may not be used on the rear gate line or to retract the **bowsprit** in any way.
- (6) No lines shall lead below deck other than the **mainsail halyard**, jib **halyard**, jib furling line and the **bowsprit** launch and recovery line with tackle.
- (7) The Cunningham may be led through the **mainsail** eye/block and tied off on the gooseneck **fitting** or may be led through the **mainsail** eye/block and through a block attached to the gooseneck **fitting** and tied off to the **tack** lower eye/cringle, but not tied off to the higher eye/block.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **headsail** and 2 **spinnakers** shall be presented for registration, carried aboard, and used during an event, except when a **sail** has been lost or damaged beyond **repair**.
- (b) If a **sail** has been lost or damaged beyond **repair** it may be replaced only with the written approval of the event Technical Committee or in its absence the Race Committee.

C.10.3 MAINSAIL

(a) USE

- (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** at sea.
- (2) The highest visible point of the **sail**, projected at 90° to the **mast**, shall not be set above the lower edge of the **mast upper limit mark**. The intersection of the **leech** and the top of the **boom**, each extended as necessary, shall not be behind the fore side of the **boom outer limit mark**.
- (3) The **luff** bolt rope shall be in the **mast** groove.
- (4) The **mainsail** shall be attached to the **boom** only at the **clew**.

C.10.4 JIB

(a) USE

- (1) The jib shall be capable of being furled around the **forestay**, from the cockpit, using the designed furling system.

C.10.5 SPINNAKER

(a) IDENTIFICATION

The **sail** numbers and national letters are optional. This changes RRS G1.3(c)(3).

(b) USE

- (1) The **spinnaker** may be stowed in a bag in the companionway hatch. The design of this bag is optional.

C.11 BOAT HANDLING RULES

C.11.1. The **bowsprit** shall be fully retracted at all times except when the **boat** shall be in the process of a continuous hoist, flying or dropping the **spinnaker**.

C.11.2. The **bowsprit** shall be retracted at the first reasonable opportunity after the retrieval or dropping of the **spinnaker**.

C.11.3. The **crew** shall only hike out by sitting facing outboard between the foremost stanchion and the **spinnaker** turning block. The helmsperson shall not attempt to hike out in any manner.

C.11.4. When tacking, or gybing, standing up and hanging or pushing/leaning on the shrouds, **mast** or any other item to promote the manoeuvre shall be prohibited.

C.11.5. RRS 42.3 (c) is modified to read:

When surfing (rapidly accelerating down the front of a wave) or planing is possible, to initiate surfing or planning, each **sail** may be pulled in only once for each wave or gust of wind.

The **spinnaker** may be pulled without restriction in all conditions.

C.11.6. When hiking, the **crew** shall either sit facing outboard in such a way that at least part of the back of the thigh or buttocks is in contact with the deck or gunwale edge, kneel on the aft corner of the side deck or stand with at least one foot on the cockpit floor.

C.11.7. While sailing with the **spinnaker**, **crew** may only be forward of the **mast** when kneeling, sitting or lying in a stationary position. **Crew** may not stand forward of the **mast** at any time except when tacking or gybing or to perform **repairs**. **Crew** shall not be forward of the hiking line terminus at any time except when making adjustments or **repairs**.

C.11.8. While *racing* **crew** are only permitted in the cabin momentarily. It is prohibited to have **crew** remain below for the purpose of enhancing performance. The companionway is not considered part of the cabin, but **crew** heads and shoulders shall remain above the top level of the cabin.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) **Hull** shell
- (b) Deck
- (c) Internal mouldings and bulkheads
- (d) Engine stowage tray
- (e) **Mast** compression post

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

See Rule A.12. The **official measurer**, the ICA, the MNA or the World Sailing may use destructive testing to determine compliance with construction rules.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

Any **modifications** not contained in C.7.1 may be made only by the Licensed Builder of the **boat**, or by other **repair** facilities after a formal request, refer to www.melges24.com/measurement-inspection (Repair Approval Form), has been made to the ICA's Technical Committee prior to commencing work and written approval is received by the owner. This shall require the Measurement **Certificate** to be re-issued by the ICA.

D.2.4 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** is the intersection, on the centreplane of the **hull** between the underside of the shell and the transom upstand, each extended as necessary.

- (b) The fore and aft position of deck **fittings** shall be measured from the forward side of a straight measurement beam (MB) minimum 2400 mm in length, (not less than 100 mm wide), laid across the **boat** on the deck and against the aft face of the cabin. Measurements shall be taken parallel to the fore and aft centreline of the yacht. The measurement beam may have cut outs to fit around any instruments fitted in the aft face of the cabin.

D.2.5 IDENTIFICATION

- (a) **Hulls** from **sail** number 350 onwards shall carry the World Sailing Plaque permanently placed on the *starboard* side, aft face of the transom.
- (b) All **boats** shall carry an official serial number which shall include the **sail** number/ World Sailing plaque number, moulded into or securely fixed to the *starboard* side, aft face of the transom. This number shall be either; part of a national requirement such as European Standard ISO 10087: 1996 for those relevant countries, or, where the builder does not have to conform to a national

requirement, or does not intended for his **boats** to be imported into Europe, the number shall be from a series formulated by Melges Performance Sailboats. The **sail** number shall be clearly identifiable on the transom.

D.2.6 BUILDERS

- (a) The **hull** shall be built by a builder licensed by Copyright Holder.
- (b) All moulds shall be approved by the Copyright Holder and World Sailing.
- (c) 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.3 HULL SHELL

D.3.1 MATERIALS

- (a) The **hull** shell shall be built from glass reinforced materials within the builder's license.

D.3.2 CONSTRUCTION

- (a) The **hull** shell shall be built from approved moulds in accordance with the licensed building specifications.

D.4 DECK

D.4.1 MATERIALS

- (a) The deck shall be built from glass reinforced materials within the builder's license.

D.4.2 CONSTRUCTION

- (a) The deck shall be built from approved moulds in accordance with the licensed building specifications.

D.5 BULKHEADS AND INTERNAL MOULDINGS

D.5.1 MATERIALS

- (a) The bulkheads and internal structures shall be built from glass reinforced materials within the builder's license.

D.5.2 CONSTRUCTION

- (a) The bulkheads and internal structures shall be built from approved moulds in accordance with the licensed building specifications.

D.6 ASSEMBLED HULL

D.6.1 FITTINGS

(a) MANDATORY

Fittings shall be positioned in accordance with the building specification and not modified unless stated within these rules: SEE H.2

(b) OPTIONAL

- (1) Bow pulpit as per building specification
- (2) One drain plug in the transom.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Any **modifications** not contained in C.8.1 may be made only by the Licensed Builder of the **boat**, or by other **repair** facilities after a formal request, refer to www.melges24.com/measurement-inspection (Repair Approval Form), has been made to the ICA's Technical Committee prior to commencing work and written approval is received by the owner. This shall require the Measurement **Certificate** to be re-issued by the ICA.

E.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify hull appendages**.
- (b) An MNA may appoint one or more persons at a manufacturer to measure and **certify hull appendages** produced by that manufacturer in accordance with the World Sailing In-house Certification Guidelines.
- (c) The official templates shall be those registered with and approved by World Sailing.

E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by the copyright holder and World Sailing.
- (b) 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 builder, if the **hull appendage** is submitted for **fundamental measurement** within twelve months of purchase.

E.3 KEEL

E.3.1 RULES

- (a) The **keel** shall have a unique serial number on the part of the **keel** which remains inside the **boat**.
- (b) The **keel fin** and **keel bulb** shall at no time be transferred from one **hull** to another without full re-**certification** to current **class rules**.

E.3.2 MATERIALS

- (a) The **keel fin** shall be of carbon fibre reinforced materials specified in the building specification.

- (b) The **keel bulb** shall be of lead.
- (c) The **keel bulb** shall be covered as per the building specifications.

E.3.3 CONSTRUCTION

- (a) The **keel** shall be manufactured from a moulds approved by the Copyright holder and World Sailing.

E.3.4 FITTINGS

- (a) MANDATORY
 - (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.
 - (2) The **keel fin** shall be fitted with a removable stainless steel ring used to lift the **keel** with the Melges **keel** crane.

E.3.5 DIMENSIONS

The **keel fin** and **keel bulb** shall conform to official templates.

E.3.6 WEIGHTS

	minimum	maximum
Combined keel fin and keel bulb	300 kg	313 kg

E.4 RUDDER AND TILLER

E.4.1 RULES

- (a) The **rudder** blade shall have a unique serial number on the side of the **rudder** head.

E.4.2 MATERIALS

- (a) The **rudder** blade shall be of carbon fibre reinforced materials specified in the building specification.
- (b) The tiller shall be of fibre reinforced materials specified in the building specification
- (c) The tiller extension material is optional.

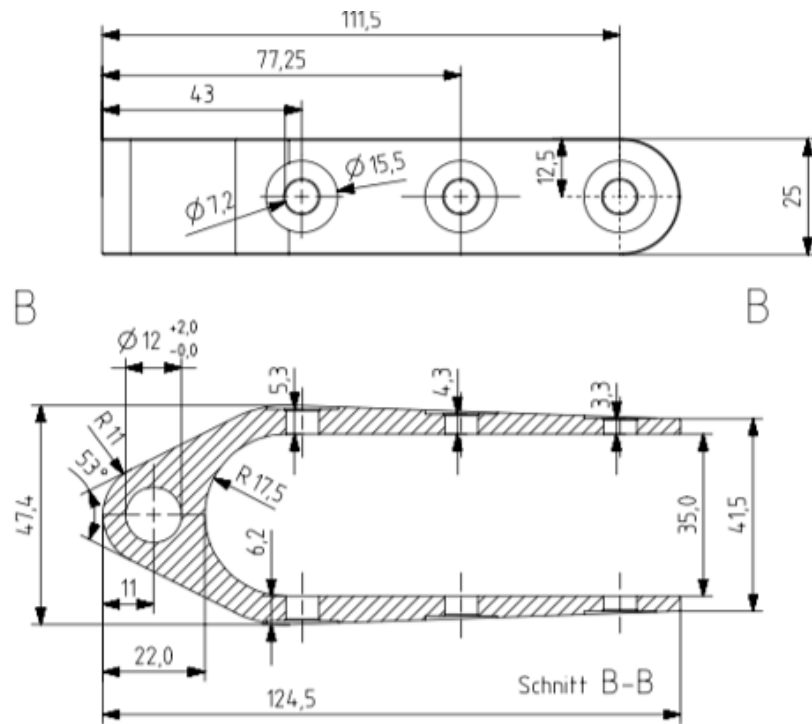
E.4.3 CONSTRUCTION

- (a) The **rudder** blade shall be manufactured in a mould approved by the Copyright holder and World Sailing.

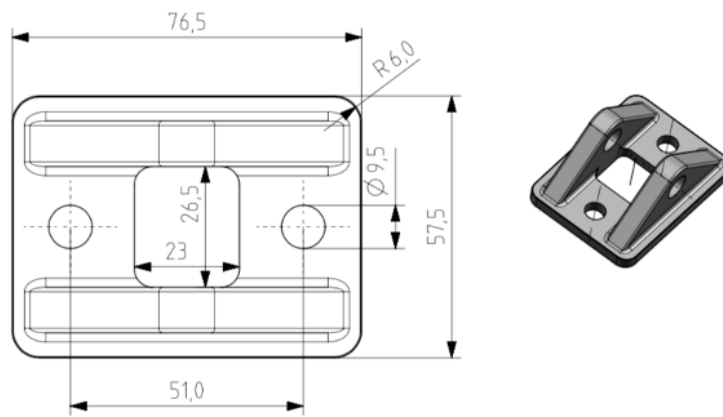
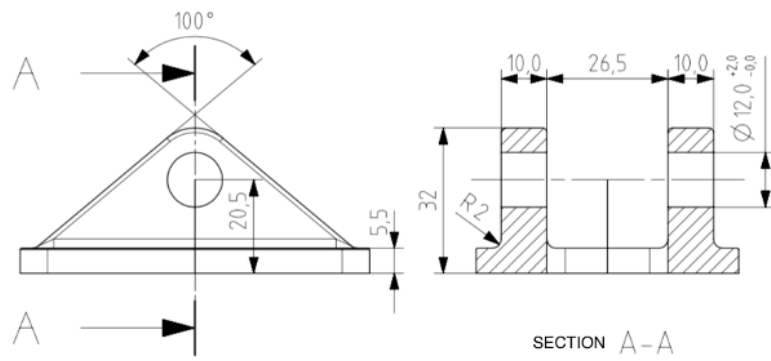
E.4.4 FITTINGS

- (a) MANDATORY
 - (1) The rudder shall be attached to the transom by means of 2 gudgeons on the rudder and 2 gudgeons on the transom with loose pin or pins.
 - (2) The fittings shall comply with the official drawing, shown below.
 - (3) The material shall be stainless steel alloy or titanium alloy. Aluminium, ceramic and/or FRP (fibre reinforced plastic) are not permitted. The tolerance on any dimension, if not differently indicated in the official drawings, is ± 0.5 mm.
- (b) OPTIONAL

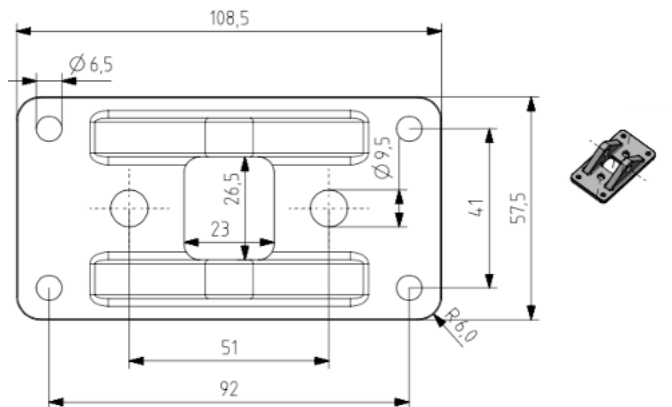
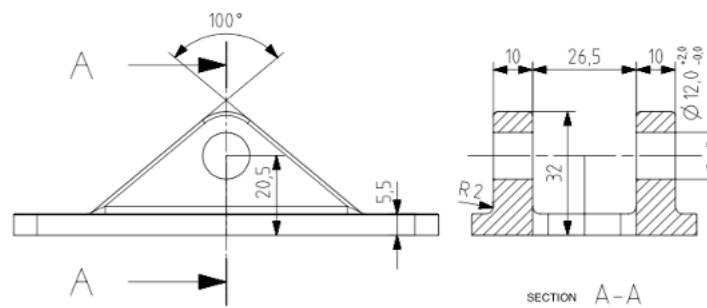
(1) Tiller extension



Optional **Rudder Fitting**



Original **Rudder** Gudgeon



Optional Replacement **Rudder** Gudgeon

E.4.5 DIMENSIONS

The **rudder** shall conform to official templates.

	minimum	maximum
Tiller extension perpendicular from tiller surface	mm	1100 mm

E.4.6 WEIGHTS

	minimum	maximum
Rudder including gudgeons, fixing bolts, transom pin or pins, tiller including extension and bolt to fix tiller to rudder	9.3 kg	

E.4.7 CORRECTOR WEIGHTS

Corrector weights of lead shall be permanently fastened on the bottom of the tiller between 150 mm and 250 mm from the tiller bolt or alternatively inside on the transom between the transom gudgeon backing plates when the weight is less than the minimum requirements.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Standing rigging**
- (d) **Running rigging**
- (e) **Bowsprit**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** shall only be supplied by a licensed builder and built in accordance with the manufacturing specification in force at the time of **certification** of the **spar**.
- (b) The **standing rigging** and **running rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine **maintenance** such as **cleaning**, polishing, **repair** of minor abrasions and the replacement of **fittings** is permitted without re-measurement and re-**certification**.

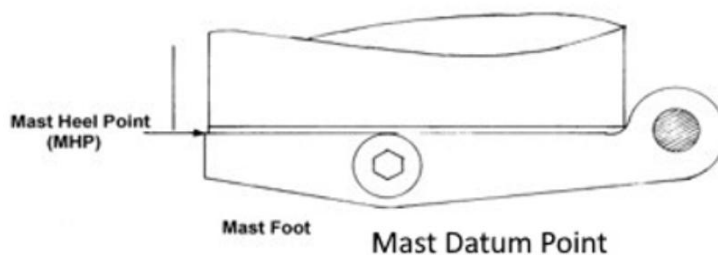
F.2.3 CERTIFICATION

- (a) The **official measurer** shall **certify spars**.
- (b) No **certification** of **standing rigging** and **running rigging** is required.
- (c) An MNA may appoint one or more persons at a **spar** maker to measure and **certify spars** produced by that manufacturer in accordance with the World Sailing In-house Certification Guidelines.

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is the top face of the **mast** foot casting as per the diagram shown below.



F.2.5 MANUFACTURER

- (a) The **spar** builder shall be licensed by the Copyright holder.
- (b) 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.
- (c) The manufacturer of **standing rigging** and **running rigging** is optional.

F.3 MAST

F.3.1 MATERIALS

- (a) The **spar** shall be of carbon fibre reinforced materials specified within the builders licence.

F.3.2 CONSTRUCTION

- (a) The **spar** shall be built from moulds approved by the Copyright Holder and World Sailing and to the approved building specification.
- (b) The **spar** shall be fitted out to the requirements of the building specification.
- (c) From the 1st November 2008, the **mast** shall be constructed with the **fittings** needed for the fixed **forestay** system as per the builder's specification. An existing **mast** may be retro fitted with the fixed **forestay** using the official parts available from the licensed builders.

F.3.3 FITTINGS

- (a) The following are permitted

Mast head crane, **backstay** batten, wind vane, sheaves and sheave boxes, tangs and T ball sockets, one pair of **spreaders**, **spreader** attachments, gooseneck, **boom** vang **fitting**, **halyard** cleats and line stowage cleats, supplied **mast** foot, compass bracket, **mast** alignment shims, protective cloth sleeves and items as permitted or prescribed by other applicable *rules*.

- (b) **Spreaders**, including the **spreader** base, shall only be supplied by the licensed builder.

The upper **shroud** shall be retained in the **spreader** tip only using equipment supplied by the licensed builder at time of **certification** except for older style, white **spreaders** which may be modified to retain the **shroud** with seizing wire in a slot cut into the **spreader** tip, parallel to the leading edge, no greater than 5.4 mm in width and extending no further inboard than the original hole. Seizing wire may be threaded through two additional holes of the minimum necessary diameter, drilled for this purpose.

Stop swage balls are required above and below the **spreader** tip in all applications.

- (c) The **mast** head crane shall be fitted with a **sail** batten **connected** to the **backstay**. The length and specification of the batten is optional and it may be fitted with a ring, block or similar.

F.3.4 DIMENSIONS

		minimum	maximum
	Mast spar cross section above the mast foot		
.1	fore-and-aft	115 mm	122 mm
.2	transverse	74 mm	78 mm
	Mast spar cross section at upper point		
.3	fore-and-aft	77 mm	88 mm
.4	transverse	62 mm	70 mm
.5	Mast limit mark width	15 mm	mm
.6	Lower point height	710 mm	mm
.7	Upper point height	-	9528 mm
.8	Forestay height	8300 mm	8330 mm
.9	Main Shroud height	8270 mm	8290 mm
.10	Lower Shroud Height	4160 mm	4180 mm
.11	Spinnaker hoist height	9455 mm	9475 mm
.12	Spinnaker halyard sheave bearing surface diameter	30 mm	40 mm
.13	Jib halyard height	8210 mm	8230 mm
.14	Jib halyard sheave bearing surface diameter	48 mm	80 mm
	Spreader;		
.15	length	810 mm	830 mm
.16	height	4285 mm	4305 mm
.17	aft side of mast to taut line on aft side of shrouds	230 mm	260 mm
.18	Backstay Crane		
.19	Top aft corner vertically above upper point	-	235 mm
.20	From aft face of mast	-	320 mm
.21	Start of taper above mast datum point Constant section to this point	7950 mm	

F.3.5 WEIGHTS

		minimum	maximum
.1	Mast weight	28 kg	kg
.2	Mast tip weight	10 kg	

F.4 BOOM

F.4.1 MATERIALS

- (a) The **spar** shall be of aluminium alloy.
- (b) Permitted surface finish shall be anodised.

F.4.2 CONSTRUCTION

- (a) The **spar** extrusion shall be approved by World Sailing.
- (b) The **spar** shall be built and fitted out to the requirements of the building specification.

F.4.3 FITTINGS

- (a) The following are permitted
Clew outhaul and **fittings**, optional outhaul safety, sheaves and sheave boxes, blocks, cleats, hooks, attachment **fittings**, **spinnaker** stowage **fittings**, reefing **fittings** and items as permitted or prescribed by other applicable *rules*.

F.5 BOWSPRIT

F.5.1 MANUFACTURER

- (a) The builders shall be licensed by the Copyright Holder.
- (b) Builders shall only build **bowsprits** from moulds approved by the Copyright Holder and World Sailing.

F.5.2 MATERIALS

- (a) The **spar** shall be of carbon fibre.

F.5.3 CONSTRUCTION

- (a) The construction shall be as per specified in the builders license.

F.5.4 FITTINGS

- (b) (a) The following are permitted: Sheaves and sheave boxes, blocks, 'U' bolts, **sheet** catching batten, blanking off caps, tape or other materials for sealing against the rubber seal when pole is retracted and items as permitted or prescribed by other applicable *rules*.

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The **standing rigging** shall be of stainless steel cable.
- (b) The **backstay** material is optional.

F.6.2 FITTINGS

(a) The following are permitted:

Turnbuckles/bottlescrews, tangs, swages, swage eyes, shackles, **shroud** lock plates.

F.6.3 DIMENSIONS – SEE H.2

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Materials are optional for the **mainsail** and **spinnaker halyards** and for the jib **halyard** with the fixed **forestay** system.

(b) The jib **halyard** for the original system shall be 7x19 stainless steel wire.

(c) The material and a constant/fixed diameter for **sheets** and control lines is optional unless specified.

F.7.2 CONSTRUCTION

(a) MANDATORY – SEE H.2

(b) OPTIONAL – SEE H.2

F.7.3 FITTINGS

(a) MANDATORY

(1) **Boom Vang**

F.7.4 DIMENSIONS – SEE H.2

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Headsail**

G.1.2 OPTIONAL

- (a) **Spinnaker**

G.2 GENERAL

G.2.1 RULES

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

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify sails** near the **tack** and shall sign and date the **certification mark**.
- (b) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the World Sailing In-house Certification Guidelines.
- (c) The **certification mark** shall be either the individually numbered class stamp issued to each **official measurer** or the marking system approved by WORLD SAILING for In House Certification (IHC) which may require a signature and date.
- (d) Each **sail** constructed after 1st January 1997 shall have permanently fixed, (with stitching), near to its **tack**, an official ICA label. No **sail** shall be accepted for its **fundamental measurement** without a **sail** label. The measurer shall sign across the label and **sail** to ensure that it cannot be transferred to another **sail**. Labels shall only be available from the ICA secretary (or treasurer) and the cost shall be fixed by the ICA in general meeting.

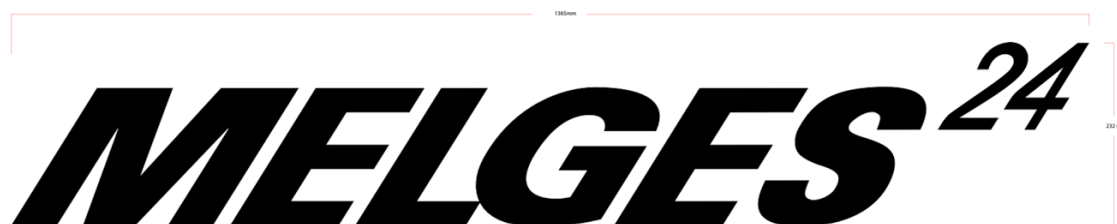
G.2.3 SAILMAKER

- (a) No licence is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram below.



- (b) The word Melges shall be coloured mid to dark blue and the figures 24 shall be coloured teal green. On black and other dark coloured **sails** Melges and the figures 24 shall be coloured in high-contrast colour – in white.
- (c) The class insignia shall be positioned on both sides of the **mainsail**, between the top two battens with the *starboard* side being higher.
- (d) The national letters and **sail** numbers shall comply with the RRS. On black and other dark coloured **sails** the **sail** numbers shall be coloured in high-contrast colour – in white or bright yellow.
- (e) The national letters and **sail** numbers shall be positioned on both sides of the **mainsail**, between the second and third battens.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of polyester, aramids or HMPE.
- (b) **Stiffening** shall consist of:
 - (1) Cornerboards: plastic or aluminium
 - (2) Battens: optional material.
- (c) **Sail reinforcement** shall consist of polyester, aramids, HMPE or GRP.

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

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.
- (b) The **body of the sail** shall consist of **woven** and/or **laminated ply** throughout.
- (c) The **sail** shall have 4 **batten pockets** in the **leech**. The upper two shall be full length and extend from **leech** to **luff**. The centreline of the 4 **batten pockets** shall divide the **leech** into five equal parts, +/- 100 mm, when measuring around the **leech** profile between the **aft head point** to the centreline of the top **batten pocket**, between the **batten pockets** and between the lowest **batten pocket** and the **clew point**.
- (d) One reef position may be fitted.
- (e) **Windows** are permitted below **half width**.
- (c) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, corner rings, headboard with fixings, Cunningham eye or pulley, Velcro or other **fastenings**, reefing points, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, batten retaining devices, **mast** and **boom** slides, **leech** line with cleat, **windows**, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (g) For **mainsails** manufactured after the 1st December 2007, the weight of the complete **sail** shall comply with the weight listed in **class rule** G.3.4.
 - a) The **sail** shall be weighed with fixed **fittings** but excluding battens and tensioners.
 - b) The **mainsail** shall not include any special devices, which are designed to, or might perform the task of **corrector weights**.
 - c) **Fittings** shall be the normal size **fittings** for a **sail** of this size and available from standard suppliers.
 - d) If **fittings** or construction are designed in any way to circumvent this rule, measurement shall be refused.

G.3.4 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured

		minimum	maximum
.1	Leech length	-	9590 mm
.2	Foot Median	-	9200 mm
.3	Half width	-	2700 mm
.4	Three-quarter width	-	1680 mm
.5	Top width	-	175 mm
.6	Reef point above tack and clew points	-	1000 mm
.7	Weight of complete sail	6.0kg	-
.8	Window area	-	1.0 m ²
.9	Batten pocket length: Lower two pockets: inside	-	1780 mm

G.4 HEADSAIL

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of polyester, aramids or HMPE.
- (b) **Stiffening** shall consist of:
 - (1) Cornerboards: plastic or aluminium
 - (2) Battens: optional material
- (c) **Sail reinforcement** shall consist of polyester, aramids, HMPE or GRP.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail.**
- (b) The **body of the sail** shall consist of **woven** and/or **laminated ply** throughout.
- (c) The **headsail** may have 3 **battens** in the **leech**. The battens shall have one end placed on the **leech**. The battens shall not prevent the **sail** from furling completely.
- (d) The **leech** shall not extend beyond a straight line from the **aft head point** to the **clew point**.
- (e) **Windows** are permitted below **half width**.
- (f) The jib **luff** wire if fitted shall be 7x19 or 7x7 or 1x19 and may be coated or non-coated wire.
- (g) The following are permitted: Stitching, glues, webbing, tapes, **luff** wire, corner eyes, corner rings, Velcro or press studs, battens, **batten pockets**, **batten pocket** elastic, **batten pocket patches**, **batten pocket** end caps, Cunningham eye or block with cleat, **leech** line with cleat, **foot** line with cleat, **windows**, two blocks for **sheets**, zip for sleeve **luff**, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

- (h) For **headsails** manufactured after the 1st January 2006, the weight of the complete **sail** shall comply with the weight listed in **class rule G.4.3**.
- The **sail** shall be weighed complete with fixed **fittings** and jib **sheet** blocks but excluding battens and jib **luff** wire.
 - The **headsail** shall not include any special devices, which are designed to, or might perform the task of **corrector weights**.
 - Fittings** shall be the normal size **fittings** for a **sail** of this size and available from standard suppliers.
 - If **fittings** or construction are designed in any way to circumvent this rule, measurement shall be refused.
- (i) The jib may be fitted with a zip **luff** designed to enclose the **forestay**, jib **halyard** and any purchase system used. The zip shall not be used as a device to alter the **sail** shape

G.4.3 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured

		minimum	maximum
.1	Luff length	8460 mm	8560 mm
.2	Leech Length	7775 mm	7903 mm
.3	Foot Length	2926 mm	3026 mm
.4	Top width	-	50 mm
.5	Window area	-	0.75 m ²
.6	Batten Length		1500 mm
.7	Batten Width	10 mm	35 mm
.8	Clew point to intersection of leech and centreline of batten pocket	750 mm	6000 mm
.9	Forward most point of batten from leech		800 mm
.10	Luff wire diameter	4.7 mm	5.1 mm
.11	Luff wire. Length between bearing surfaces	8250 mm	8700 mm
	Weight of complete sail	4 kg	

G.5 SPINNAKER

G.5.1 MATERIALS

- The **ply** fibres shall consist of non polyester.
- Sail reinforcement** shall consist of:
 - Primary reinforcement** – material optional
 - Secondary reinforcement** – non polyester

G.5.2 CONSTRUCTION

- The construction shall be: **soft sail, single-ply sail**.
- The **body of the sail** shall consist of **woven ply** throughout.
- Windows** are permitted below **half width**.
- National letters and **sail** numbers are optional.

- (e) The following are permitted: Stitching, glues, webbing, woven tapes, corner eyes, corner rings, **windows**, **leech** line and cleat, **luff** line and cleat, **foot** line and cleat, **sail** shape indicator strips, tell tales and items as permitted or prescribed by other applicable *rules*.
- (f) The weight in g/m² of the **body of the sail** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp.

G.5.3 DIMENSIONS

Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured

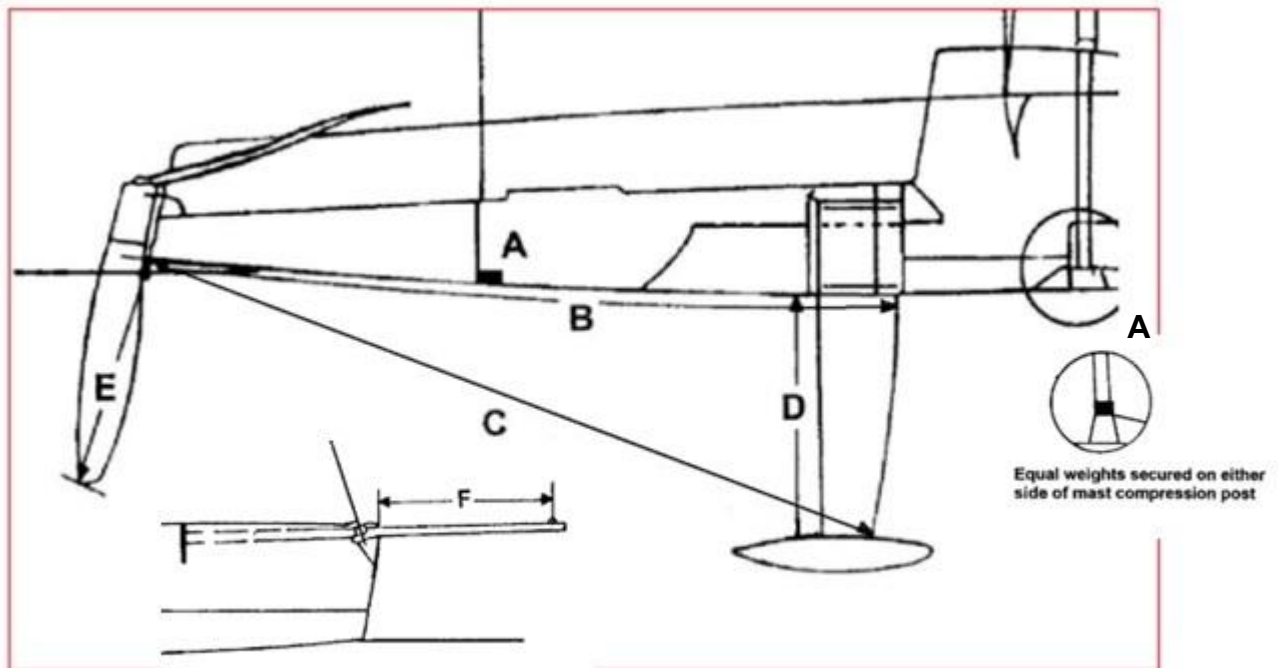
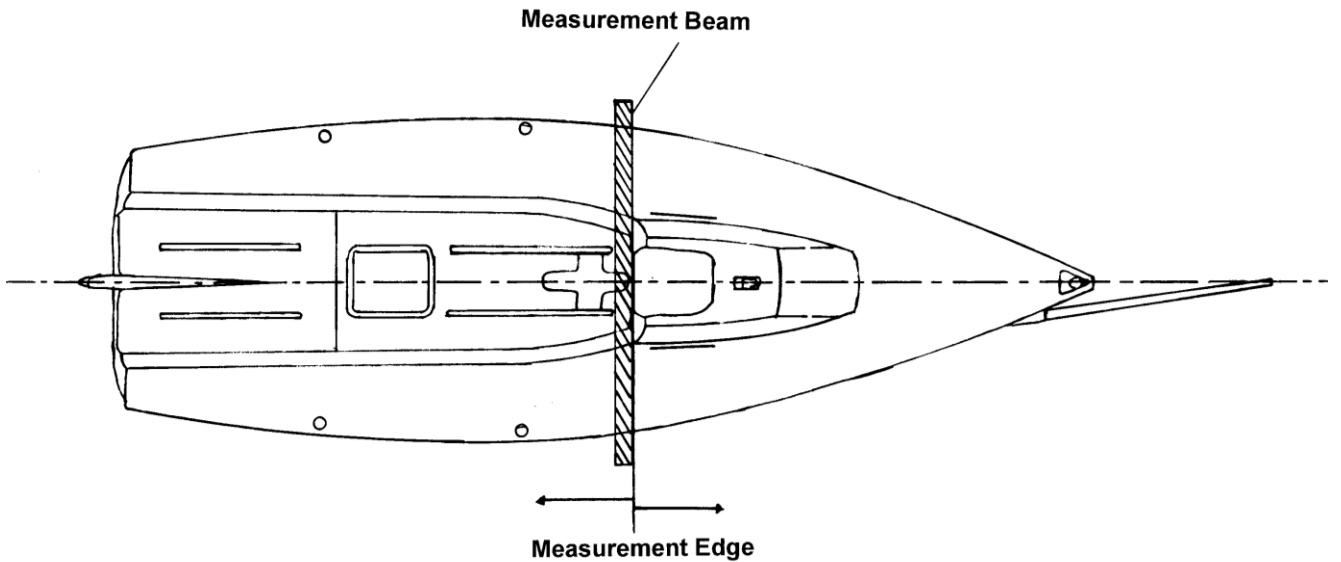
		minimum	maximum
.1	Luff Length	11285 mm	11585 mm
.2	Leech length	10000 mm	11078 mm
.3	Foot Length	6000 mm	6300 mm
.4	Foot Median	-	12000 mm
.5	Half width	mm	5860 mm
.6	Three-quarter width	mm	3700 mm
.7	Mass of ply of the body of the sail	40 g/m ²	-
.8	Window area	-	0.75 m ²

PART III – APPENDICES

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

Section H

H.1 MEASUREMENT DIAGRAM



Key	A = Position of Corrector Weights
	B = 3892 - 3905 mm (Class Rule C.8.2(a))
	C = 4039 - 4079 mm (Class Rule C.8.2(a))
	D = 1195 - 1215 mm (Class Rule C.8.2(a))
	E = 1220 mm max. (Class Rule C.8.3(a))
	F = 1400 mm max. (Class Rule C.9.5(b))

H.2 FITTINGS

Fittings and their positions shall not be modified unless specifically allowed. The manufacturer or brand of blocks, cleats and winches is optional. Block dimensions given below are sheave diameter.

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.1	Bow towing eye.			Factory fitted
.2	Furler drum and forestay attachment			Factory supplied
.3	Shroud plates	360 mm	390 mm	Longitudinal distance forward of MB as defined in D.2.4(b) to centre of shroud plates
.4		1725 mm	1750 mm	Transverse distance between centres of shroud plate at leading face of shroud plate hole centreline. Equal across hull centreline
.5	Mast step	2405 mm	2415 mm	Horizontal distance from aft face of furler drum recess to forward edge of mast step measured in a straight line
.6	Deck bushes either side of mast step. <i>Jib halyard to port, mainsail halyard to starboard</i>	5 mm ID	12 mm ID	
.7	Fwd hiking line attachment	2470 mm	2500 mm	Longitudinal distance from MB to fixed forward end of hiking line on deck. The fitting may be substituted for any other of equivalent strength
.8	Two Factory supplied stanchions either side with hiking line.	350 mm	360 mm	Underside of hole in stanchion above deck

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.9	Stern pull pits with gate line			Factory supplied
.10	1 jib sheet track per side	Length 478 mm	Length 486 mm	The centreline of the tracks shall lie alongside the cabin sides on the level deck on the inboard edge of the non slip moulding. Extra holes may be drilled in the track
.11		510 mm	530 mm	Longitudinal distance forward of MB as defined in D.2.4(b) to forward end of tracks
.12		978 mm	1000 mm	Measured by jig across the centreline of the hull . total distance between centrelines of track forward
.13		1012 mm	1032 mm	Measured by jig across the centreline of the hull , total distance between centrelines of track aft
.14	Jib sheet car			Pin or screw position adjustment optional
.15	Jib sheet car block	Dia 30 mm	Dia 46 mm	
.16	Spinnaker tack line cleat to <i>starboard</i>			May be changed to a stopper. A second cleat may be added on the cockpit/deck
.17	Jib sheet deck ratchet blocks 1 per side	Dia 54 mm	Dia 78 mm	Position optional
.18	Jib sheet cleats 1 per side			Position optional 1 extra cleat per side may be added
.19	Spinnaker sheet deck ratchet blocks 1 per side	Dia 54 mm	Dia 78 mm	Position optional
.20	Spinnaker sheet cleats 1 per side			Position optional 1 extra cleat per side may be added
.21	Aft spinnaker turning block deck plates	2650 mm	2670 mm	Position of turning block deck plates, centre of fitting aft of MB

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.22		15 mm	25 mm	Position of aft spinnaker turning block deck plates distance from outboard edge of deck moulding
.23	Spinnaker sheet turning block 1 per side	Dia 48 mm	Dia 78 mm	May be free running or ratchet
.24	Hiking line block on spinnaker turning block deck plate	Dia optional		The block may be substituted for a shackle or the line may be lead through the spinnaker turning block deck plate.
.25	Optional: To prevent ripping of spinnaker in drops, tennis balls or similar size and shape objects are permitted in front of the stanchion.			
.26	One mainsail sheet track	2260 mm	2370 mm	Mainsail sheet track aft of MB
.27	One mainsail sheet traveller car			
.28	Mainsail sheet double block on car	Dia 48 mm	Dia 58 mm	
.29	Mainsail sheet ratchet block on deck mount with cleat	Dia 54 mm	Dia 78 mm	The mainsail sheet swivel cleat may be fitted either forward or aft of the mainsail sheet track. Alternatively the mainsail sheet swivel cleat may be removed and the cleat mounted on the lower block.
.30	Double block either side for traveller control line	Dia optional		A block may be added above the traveller cleat, or the traveller may be rigged in such a way as to be able to use a <i>windward</i> sheeting system of optional design, except that the mainsail sheet shall still be attached to the traveller car in the standard way.
.31	Traveller – 1 cleat (with an optional			The traveller cleats may be placed within a box measuring

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
	second cleat mounted on a bracket) on each side of tank for traveller control line.			1900 mm and 2150 mm aft of the Measurement Beam and between the lower edge of the deck non skid and a line 180 mm below this edge on the cockpit moulding.
.32	1 block on deck eye on each side tank to lead traveller control line to cleat	Dia optional		Location optional
.33	3 cheek blocks on cockpit floor and 1 on each side tank for backstay system plus floating block	Dia optional		Location optional
.34	Backstay – 1 cleat (with an optional second cleat mounted on a bracket) on each side of tank for backstay control line.			The backstay cleats may be placed within a box measuring 1900 mm and 2150 mm aft of the Measurement Beam and between the lower edge of the deck non skid and a line 180 mm below this edge on the cockpit moulding.
	<u>ON COCKPIT BULKHEAD</u>			
.35	To <i>port</i> , fairlead with cleat behind for furler line			
.36	To <i>starboard</i> , fairlead with 1 or 2 cleats behind for bowsprit launch line.			
.37	To <i>starboard</i> , fairlead for bowsprit retraction line			The use of the line is optional. The fittings are optional
	<u>CABIN</u>			
.38	Compression post			Factory supplied
.39	Highfield lever and jib halyard attachment on <i>port</i> side with wire tail.			This may be substituted for an optional purchase system for use with a fixed forestay .

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.40	Mainsail halyard <i>starboard</i> side with cheek block			Optional cleat or stopper may be added. An additional maximum 4:1 purchase with cleat may be added to assist with halyard tension.
.41	Bowsprit launch blocks on forward mounting knee	29 mm	40 mm	
	<u>TRANSOM</u>			
.42	Rudder fittings			See rule E.4.4 (a) 1
.43	Backstay attachment fittings			
.44	Mounting lugs for outboard bracket	8 mm		
.45	<u>Optional</u> drain bung		25 mm internal diameter	If fitted this must be a water tight fitting .
	<u>PURCHASE SYSTEMS</u>			
.46	Mainsail sheet	5:1		Shall not be modified
.47	Jib sheets	2:1		Shall not be modified
.48	Spinnaker sheets	1:1		Shall not be modified
.49	Mainsail Cunningham	3:1 – 6:1		
.50	Boom Vang	12:1		Shall not be modified
.51	Mainsail outhaul	6:1		An optional outhaul safety line may be added consisting of: either a line dead-ended to the end of the boom , passing through the clew eye on the mainsail , and back through a clamcleat fastened to the end of the boom ; or a single line dead-ended to the end of the boom and attached to the clew eye of the mainsail with a shackle or carabiner.
.52	Traveller Control	3:1		Shall not be modified
.53	Bowsprit Launch system	2:1		Shall not be modified
.54	Backstay	8:1		Shall not be modified
.55	Reefing systems	2:1		Shall not be modified
	<u>MAST</u>			
.56	Mainsail halyard sheave	45 mm	55 mm	
.57	Spinnaker	36 mm	40 mm	See F.3.4

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
	halyard sheave			
.58	Forestay T'ball socket	5 mm		See F.3.4
.59	Main shroud T'ball socket	5 mm		See F.3.4
.60	Lower shroud T'ball socket	5 mm		
.61	Jib halyard sheave	72 mm	78 mm	See F.3.4 Factory supplied
.62	Spreader socket			See F.3.4 Factory supplied
.63	Gooseneck fitting			Factory supplied
.64	Spinnaker halyard cleat and bracket			A second cleat may be added
.65	Spinnaker halyard stowage cleat or cleats			
.66	Boom vang fitting			Factory supplied
.67	Mast foot			Factory supplied
	<u>BOOM</u>			
.68	Outhaul sheave	36 mm	40 mm	
.69	Reefing line fitting			
.70	Two mainsail sheet block attachments			Factory supplied pad eyes with optional pennant(s) of any length of any material.
.71	Two mainsail sheet blocks	Dia 48 mm	Dia 58 mm	The two single blocks may be combined into a double block
.72	Boom vang fitting			Factory supplied
.73	Gooseneck socket			Factory supplied
.74	Spinnaker halyard stowage clip			Optional
	<u>BOWSPRIT</u>			
.75	Below deck: Two through sheaves at aft end. Eye strap for optional retraction line.	26 mm		Cheek block under deck for optional retraction line
.76	Location stop ring on aft end of bowsprit below deck			See C.9.5.(b)
.77	Gaiter on hull and end plug in bowsprit			Factory supplied

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
.78	Eye bolt/ Fairlead at outer end of bowsprit			See C.9.5.(b)
.79	End block, ring or timble	Dia optional		Only working sheeve
.80	End block, ring or timble			The way to fix the tack is optional. The tack line shall be leaded through a optional fitting which shall be attached to a fairlead mounted along the bowsprit
.81	Optional: A bowsprit guide trolley assembly is permitted using a guideline attached to interior of cabin top running above the bowsprit , with a block that runs on the guideline, and a line extending down from the block slider to the aft upper end of the bowsprit . Bowsprit launch block in cockpit sole:	29 mm	40 mm	The block may be replaced by a ring, or loop used as a slider.
	<u>STANDING RIGGING</u>			
.82	Forestay	Dia 4.7 mm	Dia 5.1 mm	T'ball at upper end with swage linked to turnbuckle or similar at lower end. Fixed to top of furler drum
.83	Jib luff wire if used	Dia 4.7 mm	Dia 5.1 mm	
.84	Main shrouds	Dia 4.7 mm	Dia 5.1 mm	T'ball at upper end with swage linked to turnbuckle or similar at lower end. Fixed through spreaders
.85	Lower shrouds	Dia 4.7 mm	Dia 5.1 mm	T'ball at upper end with swage linked to turnbuckle or similar at lower end.
.86	Backstay	Stainless steel 3.0 mm		Spliced loop at backstay crane. Block or ferrule at lower

H.2	<u>STANDARD FITTING SPECIFICATION</u>	<u>DIMENSIONS</u>		<u>PERMITTED MODIFICATIONS OR DIMENSION SPECIFICATION</u>
		<u>MINIMUM</u>	<u>MAXIMUM</u>	
				end. Block and ferrule size optional
.87		Breaking strain if not s/s wire 950kg		
	<u>RUNNING RIGGING</u>			
.88	Jib clew blocks	Dia 26 mm	Dia 30 mm	
.89	Mainsail halyard	Dia 4.7 mm		May be tapered
.90	Headsail halyard s/s wire	Dia 4.7 mm	Dia 5.1 mm	Shall be 7x19 cable
.91	Headsail halyard for use with fixed forestay	Dia 2.5 mm		
.92	Spinnaker halyard			May be tapered
.93	Spinnaker sheets			May be tapered
.94	Headsail sheets			Must be lead through clew blocks and jib track car blocks. May be tapered
.95	Mainsail sheet			May be tapered
.96	Traveller control system			
.97	Backstay control system			
.98	Mainsail cunningham			
.99	Mainsail outhaul in boom			
.100	Headsail furler line			
.101	Headsail cunningham on sail			
.102	Bowsprit launch line			
.103	Bowsprit retraction line			OPTIONAL – line only
.104	Reefing line			OPTIONAL
.105	Vang purchase line			
.106	Hiking lines 7x10 s/s coated wire	Dia 3.1 mm		
.107	Hiking line HMPE	Dia 4.5 mm		

H.3 BOW NUMBERS

H.3.1 RACING STANDARDS:

- a) The class specified permanent bow numbers shall remain affixed to the **hull** for all class sanctioned events. The bow numbers shall conform to the class standards, as stated in H.3.1 through H.3.8.
- b) Bow Numbers shall correspond to the number on the World Sailing building plaques. **Boats** with **sail** numbers prior to 350 shall carry the number as issued by Melges Performance Boatworks.

H.3.2 FONT:

- a) Shentox Bold is the font that shall be used.
- b) Slant/Rake/Angle of font: 10 Degrees. The top of the Numbers shall angle back, away from the bow.
- c) There shall be separate *starboard* and *port* numbers, as the slant/rake/angle starts from a different end, for each **hull** side.
- d) Kerning or spacing between numbers: To preserve uniformity, the graphic art creation of numbers with spaces kerned, shall be performed by a class approved graphic technician.

H.3.3 NUMBER DIMENSIONS:

- a) Numbers shall be 3 digits. In the event of a **boat hull** number being 1 or 2 digits, a 0 or 00 will added in front, such as; 009, for **hull #9**, or 011 for **hull #11**.
- b) Height: 320 mm (12.5") +/- 10 mm
- c) Length: maximum 800 mm
- d) Thickness of the body of the number is controlled by the font, Shentox Bold.

H.3.4 NUMBER COLOR:

- a) On a white **hull**, Number colour shall be RED. On a red **hull**, Number colour shall be WHITE. On other colours of **hulls**, number shall be RED, unless it is an insufficient contrast to provide immediate identity, in which case it shall be WHITE.
- b) Colour shade shall be as specified in H.3.8 (Material).

H.3.5 SEPARATOR LINE:

- a) The use of the Separator Line is discretionary. However, if used, it shall be used in conjunction with the Melges24 Inscription Banner, (H.3.6) and, shall comply with the points following.
- b) Line Height/thickness; 5.0 mm (0.18"), +/- 1.0 mm
- c) Line Length shall visually match the length of the Numbers, or: 725 mm (28.5") +/- 25 mm
- d) Space distance between top edge of Separator Line, and bottom edge of Numbers: 30 mm (1.2"), +/- 5 mm

- e) Colour shall be matching to the numbers.
- f) Colour shade shall be as specified in H.3.8 (Material).

H.3.6 MELGES 24 INSCRIPTION BANNER:

- a) The use of the Melges24 Inscription Banner is discretionary. However, if used, its content shall be used in conjunction with the Separator Line (H.3.5), and, shall comply with the points following.
- b) Use of an approved Melges24 Wordmark shall be contained in the Banner, when the Banner is used.
- c) Spacing between the bottom edge of the Separator Line, and the top-most edge of the inscription, shall be the same distance as between the separator line and the Bow Numbers, at: 30 mm (1.2"), +/- 5 mm
- d) Height of the letters and numbers in the Banner shall be 45 mm (1.75"), +/- 5 mm.
- e) The length of the banner inscription is discretionary; however, placement shall not be forward of the vertical extended plane of the furthest edge of the Numbers, and,
- f) Colours shall be matching to the Bow Numbers in either Red, or White.
- g) A trim colour may be used, the trim colour shall be in either; Red, White, or Black.
- h) Colour shades shall be as specified in H.3.8 (Material).
- i) Overall Height of Numbers with Separator Line and Melges24 Banner inscription; 420 mm (16.5"), +/- 15 mm

H.3.7 NUMBER PLACEMENT:

- a) Numbers shall be placed in the bow area of the **hull**, on both *port* and *starboard* sides.
- b) The top edges of the Numbers shall be placed parallel to the deck surface.
- c) Distance below the **sheerline** of the deck surface; The top edges of the Numbers, shall be below the deck surface at a distance of; 165 mm (6.5"), +/- 10 mm
- d) Distance aft of bow: The lower corner point, defined as the intersection of a vertical line along the leading edge of the number and a horizontal line along the bottom edge line of the number shall be placed at a vertical line, drawn perpendicular to the deck surface at a distance of 200 mm (8.0"), +/- 15 mm aft of the stem.
- e) Sponsor or event stickers shall be placed no closer than 50 mm below the deck surface, no closer than 100 mm aft of the bow numbers, no closer than 30 mm below the bow numbers, no further than 300 mm below the bow numbers and no further aft of the bow than 1.8 meters. They may be placed over (covering) the Melges24 Inscription Banner. They may not be placed forward of the bow numbers.

H.3.8 MATERIAL:

- a) Material shall be of a high quality, exterior grade graphic vinyl, of pressure sensitive adherence, similar, or equal to; 3M 180C Controltac Graphic Film or 3M IJ35 Scotchcal Graphic Film.

- b) Material shall have a life span rating that is 5 years or greater.
- c) Red material shall be; a solid colour matching to 3M 180C in #53 Cardinal Red, or Pantone PMS 186 Red.
- d) White material shall be; a solid colour matching to 3M 180C in #10 White, or a solid white colour with no tint or hue.
- e) Black material shall be; a solid colour matching to 3M 180C in #12 Black, or a solid pure black colour with no tint or hue.
- f) The material shall be of a quality that can be removed without damage or undue effort or **maintenance** to the **hull**.

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 21 December 2017
 19 February 2016
 3 March 2015
 10 March 2014
 16 January 2014
 22 March 2013
 19th March 2012
 1st July 2011
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 1st January 2009
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