M15 CLASS ASSOCIATION

CLASS RULES

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INTRODUCTION

This introduction only provides an informal background and statement of the class objective and the International Melges 15 Class Rules proper begin on the next page.

BACKGROUND

The Melges 15 is a one-design racing boat, suitable for adult and youth sailors for training, racing, and general recreation.

SPIRIT OF THE CLASS

The design principle of the class is that the racing results should depend solely on the attributes and skills of the crew rather than differences between boats and the way that they are rigged.
The objective of these class rules is to implement this concept in practice.

GENERAL

Melges 15 hulls, hull appendages, rig, sails, and hardware shall only be manufactured by licensed manufacturers. Equipment is required to comply with the Melges 15 Building Specification and is subject to an approved manufacturing control system.

Rules regulating the use of Melges 15s during a race are contained in Section C of these Class Rules and in the Racing Rules of Sailing.

PLEASE REMEMBER:

These rules are CLOSED CLASS RULES, meaning:

Any change not specifically permitted by these class rules is prohibited. Compliance with these class rules is demonstrated through manufacturing control:

Thus control of component and equipment specification is undertaken by the LIC.

Please note that the Melges 15 Class Association is not yet recognized by World Sailing. Until that time, this may affect these class rules where specific actions, like seeking WS approval or in case of WS related fees, are called for.

INTERNATIONAL MELGES 15 CLASS ASSOCIATION CLASS RULES

PART I — ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1

The official language of the class is English and in case of a dispute over translation the English text shall prevail.

A.1.2

The words “shall” and “will” are mandatory and the word “may” is permissive.

A.2 DEFINITIONS

As used in this document, the following terms shall have the following meanings:

A.2.1

WS	World Sailing
MNA	WS Member National Authority
IM15CA	International Melges 15 Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LIC	Licensors, namely Melges Performance Sailboats
LM	MPS, and any Licensed Manufacturer under an Agreement with LIC NOR Notice of Race
SI	Sailing Instructions
MPS	Melges Performance Sailboats
M15	Melges 15

Copyright Holder – Reichel/Pugh Yacht Design
Class Rules – these rules for the M15
Boat – M15 **boat** including hull, rig, foils, sail, and fittings
Originally Supplied – the Boat, equipment, and parts as supplied by MPS or a dealer or distributor authorized by MPS to supply the Boat

Building Specification – specification for building the M15 as provided by LIC and submitted to World Sailing.

A.2.2

In addition the following terms when used in this document shall have the following meaning:

Maintenance – Maintenance shall constitute work required to retain the original condition of an item of equipment whilst compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventative maintenance which shall be taken as the systematic inspection, detection and prevention of incipient failures before they become actual or major failures.

Paint – Application of an additional layer or layers of a Permitted Material to the surface. The purpose of painting is to replace existing surface protection on a like for like basis. Painting may require prior preparation of the surface which may involve light abrasion but not fairing unless otherwise permitted

Polish – Sanding with a sandpaper grit finer than 600 grit, a scotch brite pad finer than very fine, machine or hand buffing with polishing compound.

Waxing - Applying a protective wax to the hull, deck, foils, or spars of your boat that does not contain any cutting/ grit compound that would smooth the finish of the hull past 600 grit. The goal is to seal and protect the surface and not polish or smooth the surface.
Examples include STAR BRITE Premium Marine Polish with PTFE or Team McLube Hullkote high performance speed polish.

Sanding – Removal, solely for the purpose of Repair of a component, of part of the outermost surface through use of an abrasive material with or without a lubricating agent, which after final repair does not alter the shape of a component or texture of the surface of the Originally supplied item, but may remove localized manufacturing defects in the surface.

Refinishing – See painting, polishing and sanding solely in order to complete a repair.

Cleaning – The application of small quantities of detergents or similar agents the purpose of which is to remove residue on the surface which was not part of the original or subsequently modified surface

Fairing – The removal or reshaping of irregularities within the surface form.

Repair – Corrective action following unintended and genuine damage to a component, or a manufacturing defect. Repairs shall be carried out using only Permitted Material in the

same weight and amount as Originally Supplied. Repair of a manufacturing defect shall only be made after prior approval from LM. Repairs shall constitute work required to restore the original condition of an item of equipment whilst compensating for any additional material required to return the component to its original characteristics, including by filling, sanding and polishing. Any repair shall (i) only be to the damaged area, and (ii) not be used to reinforce or strengthen a part.

Permitted Material – The same material as used in the manufacture of the relevant part of the Boat and as specified in the Construction Manual. A list shall be published on the IM15CA website from time to time; if you are uncertain then you must consult with the LIC before proceeding.

A.3 AUTHORITIES

A.3.1

The international authority of the class is MPS.

A.3.2

None of MPS, the IM15CA, an NCA, an MNA or LIC have any liability for losses (direct or consequential) or otherwise in respect of these Class Rules or the M15 or events.

A.4 ADMINISTRATION OF THE CLASS

A.4.1

MPS shall be the administrator of the IM15CA.

A.5 WORLD SAILING RULES

A.5.1

These Class Rules shall be read in conjunction with the ERS and RRS.

A.5.2

Except where defined in sections A.2.1 and A.2.2 above to the extent that they are consistent with these Class Rules the definitions in the ERS and RRS apply. Except where used in headings, when a term is printed in “bold” the definition in the ERS applies, when a term is printed in “italics” the definition in the RRS applies and when a term begins with a capital letter the definition in these Class Rules applies.

A.6 CLASS RULES VARIATIONS

A.6.1

At Class events RRS 87 shall apply.

A.7 CLASS RULES AMENDMENTS

A.7.1

Amendments to these Class Rules are subject to the approval of MPS.

A.8 INTERNATIONAL CLASS FEE & WORLD SAILING BUILDING PLAQUE A.8.1

NA.

A.9 CLASS RULES INTERPRETATION

A.9.1

Interpretations of these Class Rules may be made from time to time and shall be made by MPS..

A.9.2

NA.

A.10 SAIL NUMBERS

A.10.1

Sail numbers shall be issued by MPS.

A.10.2

Sail numbers shall correspond to the hull number unless otherwise provided by MPS.

A.10.3

Custom sail numbers ranging from sail number 2-99 are available for purchase from MPS. Once purchased these sail numbers may be used by purchaser on any Melges 15 they sail regardless of hull number as long as the owner remains a fully paid class member on a continuing basis.
Failure to be current on class dues may be grounds to revoke a custom sail number. The official list of custom sail numbers is kept by MPS.

A.11 MANUFACTURE

A.11.1

All hulls, spars, boom, sails, hull appendages, tillers, rudder stocks, hardware, spinnaker sock, hiking straps, transom scupper flaps and soft floor (sea dek), anti skid surfaces shall only be manufactured by a LM (and only to the extent permitted by MPS and only supplied by MPS or MPS authorized dealer.

A.11.2

All production molds used for manufacture of the Boat shall be prior approved by MPS and taken from the Master Plug controlled by MPS..

SECTION B – BOAT ELIGIBILITY

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

B.1 EQUIPMENT ELIGIBILITY

B.1.1

(i) All hulls Shall only be manufactured by an LM who shall only produce them from molds taken from the Master Plugs in accordance with the Building Specification; the molds and products from the molds shall not be altered other than as prior approved in writing by MPS.

(ii) All spars, shrouds, sails, daggerboards, rudder blades, tillers, rudder stocks, hull graphics, bow numbers, hardware, spinnaker sock, hiking straps, transom scupper flaps and soft dek flooring shall only be manufactured by an LM who shall only produce them from, dies, molds, patterns or designs in accordance with the Building Specification. Dies, molds, patterns and designs and the products produced shall not be altered other than as prior approved in writing by MPS.

(iii) All equipment listed in section B1.1 must be supplied by MPS and originally purchased from MPS or an authorized dealer or distributor to be considered eligible.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1

A valid Class Association Sticker, if required by the IM15CA and/or NCA, shall be affixed to the hull on the transom.

B.2.2

(i) Spars, shrouds, sails, daggerboards, rudder blades, tillers, rudder stocks, hull graphics, bow numbers, hardware, spinnaker sock, hiking straps and soft deck flooring manufactured by an LM may be provided with an identifying mark. Any identifying mark shall not be removed.

B.2 EQUIPMENT INSPECTIONS

B.2.1

All equipment inspections shall be carried out by LIC, an authorized representative of LIC, or an event Technical Committee appointed by the LIC.

B.2.2

Technical Committees at an event will verify that equipment has been produced by LMs and has not been subsequently altered (other than as is permitted within these Class Rules) using whatever inspection methods they deem appropriate, including discussions with the IM15CA Chief Measurer, LIC and/or comparison with a reference sample of the type of equipment presented for inspection. Should an inspection or comparison reveal non-compliance or deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the following procedure shall be adopted:

(a) If the issue in question is not clear, the LIC or authorized representative of the IM15CA (if the LIC cannot be contacted) shall be consulted and provided with full details of the specification or item in question of the offending Boat.

(b) Whether or not consultation is necessary, if deviations were present while racing, the matter will be referred to the Protest Committee as a protest by the Technical Committee and/or a report of potential misconduct.

(c) If the LIC or authorized representative is not contactable prior to the end of a Regatta the matter will be reported to the Protest Committee, who may make a ruling and will also promptly report full details of all items of equipment lying outside the accepted deviation, corresponding Building Specification/s or Class Rules to the LIC.

(d) If any specification/s of the disputed Boat or item of equipment does not comply with the Class Rules or deviates from the Building Specification/s or is not supplied by MPS, a MPS licensed dealer or distributor for the class or an LM (where required by the Class Rules) then the LIC will make a final decision regarding use of the equipment at future events.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the Boat shall comply with these Class Rules and the Building Specification including without limitation the following Part II when racing. In case of conflict the following Section C shall prevail.

These Class Rules are **closed class rules** where anything not specifically permitted by the Class Rules is prohibited: compliance with these Class Rules is demonstrated through original design control.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 Rules

(a) RRS G.1.3(a) is changed so that national letters and sail numbers are not required to be wholly above an arc whose center is the head point and whose radius is 60% of the leech length.

(b) RRS Appendix G.1.3(d) shall not apply.

C.1.2 Configuration

(a) The M15 shall be raced with one mainsail, one jib and one asymmetrical spinnaker.

C.1.3 Supplied Equipment

Where Boats and/or equipment is supplied for a regatta series:

(a) Competitors shall use the equipment as supplied.

(b) Competitors may use their own mainsheet, cunningham lines, outhaul lines, vang lines, compass, wind vane and tiller extension.

(c) Removal or alteration of fittings and repairs are prohibited without the permission of the race committee.

(d) Changes, additions, or alterations to the spars, hull and fittings are prohibited except (i) as provided in C.1.3 (g) below, and (ii) for the fitting of a compass and wind indicator supplied by the competitor provided that they can be fitted without piercing, bonding or otherwise marking the hull or spars.

(e) ***Polishing*** of the hulls or any other equipment is prohibited. Refer to definition of ***polish*** in A.2.2.

(f) The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.

(g) Plastic tape, shock cord or similar may be used in accordance with these Class Rules.

C.2 ADVERTISING & GRAPHICS

C.2.1

Advertising is permitted in accordance with World Sailing Regulation 20 (advertising code) but the sail window shall not be covered by advertising or other material.

C.2.2

Each boat shall have a class Insignia graphic on the port and starboard sides near the stern, Melges 15 cockpit graphics on the port and starboard tanks and a Melges Rabbit ear logo on the bow. Logos shall be supplied in accordance by the LIC to ensure proper sizing. Logos shall be located as set forth in Appendix 2.

C2.3

Bow numbers may be required by the IM15CA or by an event's Notice of Race. Bow numbers shall be supplied by the LIC to ensure proper sizing. Logos shall be located as set forth in Appendix 2.

C.2.4

Vinyl or other plastic film or paint may be added to the hull, and/or to the sail, solely for the purpose of displaying advertising, the boat name or decoration, provided that the film/paint shall not be specially textured or otherwise used in a way that could improve the character of the flow of water or air inside the boundary layer.

C.2.5

Any advertising on the sail will only be displayed as shown in the drawing in Appendix 3. Any advertising that involves cutting or any alteration to a sail other than painting, printing or attaching film shall only be put in place by an LM.

C.3 CREW

C.3.1 Limitations

The **crew** shall consist of two or three persons. The Notice of Race for an event or series may amend this and allow for one **crew.** Boats shall sail the entire series with the same number of **crew.**

C.3.2 Crew Substitutions

Crew changes shall not be made during a series except with written permission of the race committee. The onus lies on the remaining crew member to demonstrate that no deliberate attempt has been made to sail with a heavy crew in heavy weather or a light crew in light air conditions. The Notice of Race for an event or series may amend this to allow crew substitutions.

C.3.3 Membership

To be eligible to compete in IM15CA sanctioned events the helmsperson must be a current member in good standing of the IM15CA.

C.4 PERSONAL EQUIPMENT

C.4.1 Mandatory

(a) The boat shall be equipped with personal flotation devices (PFD) for the crew to the minimum standard ISO 12402-5, (level 50, or USCG Type III, or AUS PFD II) or equivalent.

(b) The use of inflatable personal flotation devices is not permitted.

(c) A Notice of Race may publish restrictions such as requiring USCG Type III/Level 70 being required.

(d) RRS 40.1 (requirement to wear a PFD) shall apply while afloat to any person who has not reached their 18th birthday.

C.4.2 Competitor Clothing & Equipment

(a) Each **crew** member may wear a helmet that shall be to the minimum standard EN1385 or EN1077 or equivalent. This may be made mandatory by the Notice of Race.

(b) Each **crew** member may wear body protection, if the body protection also acts as a personal flotation device it shall be to the minimum standard in C.4.1(a). This may be made mandatory by the Notice of Race.

C.5 OPTIONAL PORTABLE EQUIPMENT

The following optional equipment may be used and attached to the hull or rig:

(a) Vakaros Atlas 2. The distance to line function shall be disabled unless Vakaros Racesense starting system is being used at which time the DTL will be enabled.

(b) Non-electronic maps, charts and a marking pencil or pen for recording courses and compass headings.

(c) Mobile phone, solely for emergency communications.

(d) Bags, clips, ties, velcro and tape to secure safety equipment, loose clothing and to stow food and/or drinks (as well as food, drink, tools, paddle and safety equipment).

(e) Any additional equipment required by the Notice of Race for the event.

(f) GPS tracking and recording device provided that the data and output is only used onshore by the **crew** after a race has finished and not during a race.

(g) Camera to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished and not during a race; it may be used for producing broadcasts to the general public during a race but it will not be viewed or used by the **crew** during a race.

(h) Any number and design of solely mechanical wind indication devices may be fitted.

(i) A VHF radio for communication to the Race Committee and Regatta organizers. (

j) A flotation bag or panel that may be affixed to the head of the sail.

(k) Any medically necessary device, including devices connected to outside data not available to all boats, used solely for that medical device while racing.

C.6 BOAT

C.6.1 Modifications, Maintenance and Repair

C.6.1.1

The **boat, spars, sail, hull appendages, halyards, shrouds and attachment points, control lines and attachment points, hiking straps and attachment points, blocks and attachment points** shall be arranged and have the purchases and attachments as Originally Supplied except as otherwise allowed to be changed by these class rules.

C.6.1.2

Fairing of the **hull**, **hull appendages**, **sails** or any other Originally Supplied equipment other than as specifically permitted in these Class Rules is prohibited.

C.6.1.2

Polishing of the **hull**, **hull appendages**, **sails** or any other Originally Supplied equipment is prohibited..

C.6.1.3 Modifications

The following is permitted without approval; unless stated otherwise. Items mentioned in this section may be obtained from any manufacturer or supplier providing that any replacement is a like for like type weight and size as the Originally Supplied item, and performs the same function and does not modify the effective rigging or sheeting position:

(a) Repair of localized damage to the hull or foils is permitted. Sandpaper no finer than 600 grit may be used and Scotch Brite pads no finer than very fine may be used to finish the repair. The glossy areas on the deck may be polished to a glossy finish.

(b) Lubricant on fittings, mast joint, mast collar, gooseneck, boom end, boom end pulley, mast, and sail only; it shall not be used on the hull or hull appendages.

(c) The use of (i) flexible adhesive tape, ”velcro” type fastening, and (ii) hooks, hooked blocks, and snap shackles to facilitate rigging; -provided that this does not modify the intended purpose, friction level, purchase or action of any equipment and provided that such material shall not be used to create a fitting or extend a function of a permitted fitting or alter the shape of the boat.

(d) Calibration marks of any kind.

(e) A single tiller extension of any material and length may be used.

(f) Shockcord (rope stopping shockcord stretch not permitted) of maximum diameter 6mm to retract or reduce slack in ropes when released/uncleated, or for centralizing the tiller.

(g) Any of the mainsheet blocks(pulleys) may be replaced by a block of similar size(+/-5mm) to the block as Originally Supplied.

(h) The purchase of the mainsheet system may be reduced as long as all original equipment is in place.

(i) The Spinnaker halyard sheave located at the bottom of the mast may be replaced with comparable Selden Sheave (504-109).

(j) The Main and Jib halyard sheave located at the bottom of the mast may be replaced with the comparable Selden Sheave (504-107).

(k) It is permitted to incorporate blocks(pulleys) into the jib and main halyard tensioning systems so long as it does not increase the purchase of the system or modify the system beyond its intended use or design.

(l) Silicon sealant, elastic polyurethane, or adhesive may be used to retain screws and/or bolts in place and placed on the ends to cover exposed sharp edges

(m) The daggerboard shock cord shall be positioned over the daggerboard around the trailing edge at all times while sailing.

(n) Boats shall have a daggerboard retaining line that must be affixed to the boat and dagger board when racing.

(o) It is permitted to install an eyestrap and turning block near the foot of the mast to assist with pulling the cunningham on so long as the block sheave diameter is no larger than 40mm.

(p) The standard drain plugs may be replaced with one way drain plugs supplied by the LIC.

(q) On spinnakers without integrated stainless loops at takedown points, rope loops with stops no longer than 100mm may be added at spinnaker takedown grommets to allow smooth spinnaker retrieval. On spinnakers with integrated stainless loops, no additional loops are permitted.

(r) Main and Jib halyard shackles may be replaced with stopper balls and/or soft shackles to aid in attaching halyards to the head of the main and jib.

(s) Stand-up boots or springs may be added to spinnaker blocks.

(t) The spinnaker turning blocks (pulleys) may be replaced by a block between 37mm and 60mm nominal diameter.

(u) Any jib tack shackle may be used so long as the shackle does not have an overall height greater than 25mm.

(v) Tape may be placed on the top edge or full perimeter of the transom scupper flaps to create a hinge effect or fully seal the scupper flaps. The scupper flaps shall remain in place while racing.

(w) The cockpit floor and backbone anti-skid material, including but not limited to non-skid and soft flooring shall only be supplied by MPS.

(x) Shim tape or similar may be added to the rudder to take out slop.

(y) Rig tools of optional design may be permanently attached to the turnbuckles while racing.

(z) One sidestay extender per sidestay, provided by MPS or an authorized dealer, is permitted to extend sidestay length.

C.6.1.4 Maintenance

(a) Maintenance of the rig, fittings, fastenings, ropes and shockcord is permitted and includes: (i) the replacement of fastenings and fittings with alternatives provided that the equipment is replaced in the Originally Supplied position using the same fitting and fastening as that Originally Supplied unless otherwise permitted by these Class Rules; and
(ii) upgrading of one or more parts from those Originally Supplied when the boat was purchased to those as supplied on new boats by an LM which were not supplied with the original boat.

(b) The following parts or equipment may be replaced using parts obtained from any supplier provided that the replacement is placed in the same position and is a like for like basis being similar size, does not alter the velocity ratio or purchase, and performs the same function (rope sizes are shown in Appendix 1 below but may be of any material):

(i) Blocks aka pulleys

(ii) Drain Plug, standard only, one way plugs shall be supplied by the LIC

(iii) Cam and clam cleats (but only on a like for like basis)

(iv) Control lines, running rigging, ropes and lashings. Main and Jib halyards shall be a minimum of 3mm nominal diameter and include a shackle or a stopper ball. The halyard puller lines may be 2mm nominal diameter line. Untapered portions of the Spinnaker Halyard shall be a minimum of 4mm nominal diameter.

(v) Tack line shall be a minimum of 4mm nominal diameter, attached with simple knots, and untapered. Passing the line through itself in a splice or “finger trap” is not permitted.

(vi) Main sheet

(vii) Daggerboard retaining shockcord shall be a minimum of 5mm nominal diameter.

(viii) Daggerboard retaining line shall be a minimum of 5mm nominal diameter.

(ix) Shackles, swivels, clips and pins

(c) The watertight integrity of the **hull** shall be maintained. It is the responsibility of the owner to ensure at all times the water-tightness and sea worthiness of the Boat.

(d) Maintenance may include re-application of molded deck non-slip areas with a similar material providing similar grip to the Originally Supplied in the event of wear.

(e) The cockpit floor and backbone anti-skid material, including but not limited to non-skid and soft flooring shall only be supplied by MPS. Maintenance of anti-skid materials must reinstate and maintain the original shape and texture of the material.

C.6.1.5 Repair

(a) Repairs may be carried out provided the repair:

(i) arises as a result of genuine and unintended damage,

(ii) is only made to the minimum extent necessary to reinstate the item to its Originally Supplied condition and shape,

(iii) only uses Permitted material,

(iv) complies with these Class Rules, and

(v) is done in such a way that the shape, weight distribution, characteristics, performance and function of the item as Originally Supplied are not affected.

(vi) Any repair shall not be used to reinforce an existing part, change the shape or add a function. Any repair which is substantial, or exceeds more than 5% of the total area of the item, or may alter the weight, profile, structure, air and/or watertight integrity of the item shall be referred to and be prior approved by LIC (which may impose such conditions as it considers appropriate, including stipulating the repairer) before being carried out in order to be in compliance with these Class Rules; the LIC may require the Repair to be carried out by LIC or a repairer appointed by LIC. Repairs to the sail must use a similar type and weight of material to the Originally Supplied. Repair to the sail exceeding 5% of the area or which are to the luff or bolt rope shall only be made by LIC or its designated repairer. Replacement of the entire window on a like for like basis is permitted if it is damaged beyond repair. If you are in doubt whether the damage may be repaired by you without approval of LIC you will refer full details to and consult LIC for determination by LIC.

(b) No item/s may be painted other than in the immediate area of a repair or as permitted in C.2.2 above for advertising.

C.6.2 Limitations

Only one **hull**, rudder stock, tiller, set of **hull appendages**, set of spars, and **sails** shall be used in any one event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Technical Committee, Protest Committee, or Race Committee.

C.7 HULL

C.7.1 Modifications, Maintenance and Repair.

(a) Modifications, repairs and maintenance may be carried out but only in accordance with these

Class Rules

(b) Chips and scratches in the **hull**, deck and **hull appendages** may be filled. The Repair must comply with C.6.1.5. (Advisory note: refinishing and fairing of the **hull** and **hull appendages** is not permitted except to the extent required for localized repair according to this rule.)

(c) It is permitted to caulk the hull fairing (board bottom plate) in order to bring it flush with the hull of the boat and to fill any seam around the plate.

(d) It is not permitted to caulk the screw heads of the hull fairing plate.

(e) ***Waxing***- Waxing is allowed per the waxing definition in A.2.2 above.

C.8 HULL APPENDAGES

C.8.1 Modifications, Maintenance and Repair

(a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

(b) The location and size of the holes in the **rudder**, **tiller** and **daggerboard** as Originally Supplied shall not be altered.

(c) The **daggerboard** top plug shall not be moved.

(d) It is not permitted to vary the designed chord width or profile shape of either the **rudder** or the **daggerboard** from that Originally Supplied.

(e) The **daggerboard** and **rudder** sanded with no finer than 600 grit wet sandpaper to remove scratches or surface imperfections and/or to facilitate a repair.

(f) It is not permitted to vary the designed chord width, weight profile or shape of either the **rudder** or the **daggerboard** from that Originally Supplied.

(g) It is not permitted to shim the **daggerboard** or board box.

(h) Use of sealant, fairing compound or any other material to fare the seam between the daggerboard and rudder extrusion and the foil end cap is prohibited.

C.9 RIG

C.9.1 Modifications, Maintenance and Repair

Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

C.9.2 Limitations

Spars and rigging shall be to the design and specifications of the LIC.

C.9.3 Running Rigging

Mast, Boom, & Controls

use.

(a) Modifications, maintenance and repair

The total purchase ratio in each of the control line systems shall not exceed:

(1) vang –8:1

(2) cunningham – 2:1

(3) outhaul – 4:1

(b) No fittings, shackles, friction rings, or pulleys may be added to the outhaul.

(c) The traveler bridal may be adjusted to any height or tension so long as the tiller is free to move and can turn all the way to the traveler eye strap. The traveler bridal set up shall attach and adjust at 2 points, such that the tiller is free to move and the rudder can flip up. The bridal line/s shall be a minimum of 4mm Dyneema or spectra and the bridal lines can only be attached to the deck at the traveler pad eyes on the deck edge near the transom.

(d) Use

(i) Save as permitted in C.6.1.3, running rigging shall be led through and attached to the fittings supplied for the function as originally supplied.

(ii) The crew may control the mainsheet from any of the turning blocks in the mainsheet system. The mainsheet block shall not be removed from the backbone of the hull.

C.10 SAILS

C.10.1 Modifications, Maintenance and Repair

(a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.

(b) Sails shall only be purchased from MPS or from an MPS authorized dealer or representative.

(c) Only battens supplied by MPS or MPS authorized dealer shall be used.

(d) Additional telltales and leach ribbons may be added to the sail.

(e) Routine maintenance to repair minor tears or un-stitching such as sewing, mending and patching is permitted provided that this does not alter the shape or characteristics of the sail and provided it complies with rule C.6.1.5 above. For the avoidance of doubt, sails shall not be recut, and the shape may not be changed or otherwise altered and no aspect of the sail may be changed for any reason other than affecting necessary repairs and as permitted by these Class Rules. Any repair shall not be used to reinforce an existing part or add a function.

C.10.2 Limitations

(a) Except as provided in sections C.6.2 above and H.2 below, not more than 1 set of sails shall be used during an event. The Notice of Race may amend this rule.

(b) Spinnakers shall not be white unless a custom logo has been applied by the LIC.

(c) Sails shall have Melges 15 logo on head of both Jib and Main.

C.10.3 Mainsail

(a) Identification

(i) The Class Insignia shall be the M15 class logo relevant to the rig size as prescribed by the LIC, and shall be displayed on the both sides of the sail only between the head of the sail and 2nd batten pocket, as shown in Appendix 3 below.

(ii) RRS Appendix G1.2 is amended as follows:

All sail numbers and national letters shall be 250mm in size, black in Helvetica Medium font. Sail letters and numbers shall be supplied by MPS, or an MPS authorized dealer or distributor.

(iii) The sail numbers and national letters shall be displayed on each side of the mainsail in the corresponding number boxes that are printed on the sail, and according to the position that is shown in Appendix 3 below.

(iv) A **crew** who has won a M15 World Championship may add a 75mm gold “rabbit ears logo” supplied by MPS for a World Championship title won, a blue “rabbit ears'' for a Continental championship won and a red “rabbit ears” for a National championship. These insignias must be added in the space below the bottom batten, above the clew patch and behind the window.

(v) The name of the **crew** may be applied on one or both sides of the sail, immediately below the bottom batten, and no closer than 150 mm to the leech.

(b) National Flags

(i) Where stipulated in the NOR or SI, all teams when racing in any Class World Championship or Continental Championship shall display the national flag of the **crew** in the relevant area shown in the drawing in Appendix 2 below. The national flag is optional at all other events.

(ii) Flags shall only be ordered and purchased through the IM15CA or MPS and shall not be trimmed or cut.

C.11 Boat Handling

C.11.1 Wing on Wing Sailing

(i) A boat shall not sail with the spinnaker filled opposite the mainsail (commonly known as wing-on-wing) for a distance of 2 or more of her hull lengths. A boat may take a Two-Turns Penalty as described in RRS 44.2 when she may have broken this rule while racing. However, when despite taking a penalty, the boat gained a significant advantage in the race or series by her breach her penalty shall be to retire.

C11.2 Requirements While Racing

(i) Unless a failure of the halyard or associated hardware occurs, the jib shall remain hoisted at all times while racing.

(ii) The bow line shall be carried aboard while racing.

C11.3 Crew position

(i) Unless performing repairs or addressing tangle, no crew member shall be more than 650mm forward of the sidestay attachment point (the end of the flat area of the deck intended for seating).

(ii) Unless performing repairs or addressing a tangle, crew shall not pass forward of the mast during any maneuver.

C11.4 Adjustments while Racing

(i) Unless a failure has occurred, the following shall not be adjusted while racing:

(a) The length of the tack line

(b) Sidestay length

(c) Batten Tension

SECTION D – HULL

D.1 MANUFACTURE

Hulls shall be manufactured in compliance with Class Rules A.11 & B.2 above.

D.2 IDENTIFICATION

Each **hull** shall carry at least one molded HIN (Hull Identification Number).

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

SECTION E – HULL APPENDAGES

E.1 MANUFACTURE

Hull appendages shall be manufactured in compliance with Class Rules A.11 & B.2 above.

E.2 PARTS

(a) Daggerboard
(b) Rudder Blade
(c) Rudder Stock
(d) Tiller

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction

SECTION F – RIG

F.1 MANUFACTURE

Rigs shall be manufactured in compliance with Class Rules A.11 & B.2 above.

F.2 PARTS

(a) Mast comprising top mast section and bottom mast section.
(b) Boom
(c) Running rigging

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

SECTION G – SAILS

G.1 MANUFACTURE

Sails shall be manufactured in compliance with Class Rules A.11 & B.2 above.

G.2 PARTS

Mainsail, jib and asymmetrical spinnaker.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

PART III – EVENT RULES

These rules are automatically invoked unless otherwise stated in the NOR and only if that event type meets the standard set forth in H.1.1

H.1 EVENT TYPES

H.1.1 For World, continental championship, national and seasonal/ regional (e.g. West coast championships, M15 Winter Series) the rules of this Part H shall be invoked. For local club racing and other minor events rules from section H may be invoked by the Notice of Race.

H.2 RACE MANAGEMENT GUIDELINES

H.2.1 Racing Rules of Sailing Class Event Requirements.

The following shall be noted in the event NOR and SI's.

(a) The Low Point System of Appendix A will apply.
(b) RaceSense is preferred at all event.
(c) Three races are required to constitute a world, continental, or national championship. For all other events, one race shall constitute a regatta.
(d) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
(e) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
(f) RRS 26 Shall apply. For events utilizing RaceSense, the Class Flag, Flag P, and recall signals may be replaced with RaceSense information.

H.2.2 Time Limits/ Target Race Times

(a) Target times shall be set before each event depending on the number of boats and venue by the host club in consultation with the LIC and IM15CA or regional authority.
(b) The time limit for boats to finish after the first place boat has finished shall be no less than 20 min.

H2.3 Race Courses

(a) Race courses shall be Windward Leeward as set forth in Appendix 4.

(b) When finishing downwind, the finish line shall be:

(1) If using Racesesenes, between gate marks

(2) a dogleg or;

(3) set to the starboard side of the signal boat.

(c) Courses shall have no more than 5 legs unless necessary to reach target race time.

(c) In fleets of greater than 20 boats an offset mark shall be used on windward leeward legs.

H2.4 Starting Procedures

(a) The suggested starting line length is the (number of boats entered x 15 x 1.5.) This formula may be adjusted by the RC.

(b) Vakaros Racesense starting system shall be used whenever possible. Starting between two buoys or between a boat and buoy is permissible when RaceSense is used.

(c) When RaceSense is not used, it is preferred to have anchored boats at each end of the starting line.

(d) Distance to line may only be displayed aboard a boat when the Vakaros Racesense starting system is being used.

H2.5 Number of Races

(a) For events of three or more days no more than 4 races shall be sailed on any one day.

(a) For two day events a maximum of 3 races shall be sailed on the final day of sailing.

H2.6 Wind Limits Guidance

(a) No race should be started in under 5 knots sustained wind. Over 75% of the course as determined by the PRO's Judgement.

(b) No race should be started in over 22 knots of sustained wind or in gusts of over 25 knots.

(c) If during a race the wind exceeds minimum or maximum wind limits it is at the RC's discretion to continue to sail or abandon.

H2.7 Outside assistance

(a) It is permitted to effect a repair in the racing area if the part in need of repair is carried on the competitor boat or an official regatta support vessel and supplied from an official regatta support vessel only.

As written in the Introduction, IM15CA Class racing is based on full respect of rule 41 Outside Help of the RRS. A boat while racing shall have no contact with outside sources not available to all boats, whether by phone, radio or other means. This includes the exceptions of rule 41:

a. help for a crew member who is ill, injured or in danger;
b. after a collision, help from the crew of the other vessel to get clear;
c. help in the form of information freely available to all boats;
d. unsolicited information from a disinterested source, which may be another boat in the same race.

e. medically necessary information.

In keeping with the Corinthian spirit of the IM15CA Class and in an effort to keep overall operating costs to a reasonable level, a team coach, including a support boat, shall not be allowed from 0000 of the morning of the first day of sanctioned racing until the finish of the last race of the regatta. Team spectator boats are encouraged along with social interaction among competitors and spectator boats. Coaching from a spectator boat is not allowed. All spectator boats shall monitor the spectator radio channel, if available, prescribed in the NoR or the SIs.

On occasion, the IM15CA may hire a class coach for the event who may give weather debriefs, take racing video with post-racing debriefs, or perform on-the-water coaching between races and make radio announcements on the designated channel.

Sailing Instructions for IM15CA events shall contain the following instruction: Video and photos taken from any support and/or coach boat, or spectator boat shall not be used as evidence during hearings. This changes RRS 63.6. The penalty for infringing this rule shall at the discretion of the event international jury or protest committee. This rule is not intended as a deterrent to social interaction before, between, and after races.

PART IV – APPENDICES

APPENDIX 1 – Rope Sizes

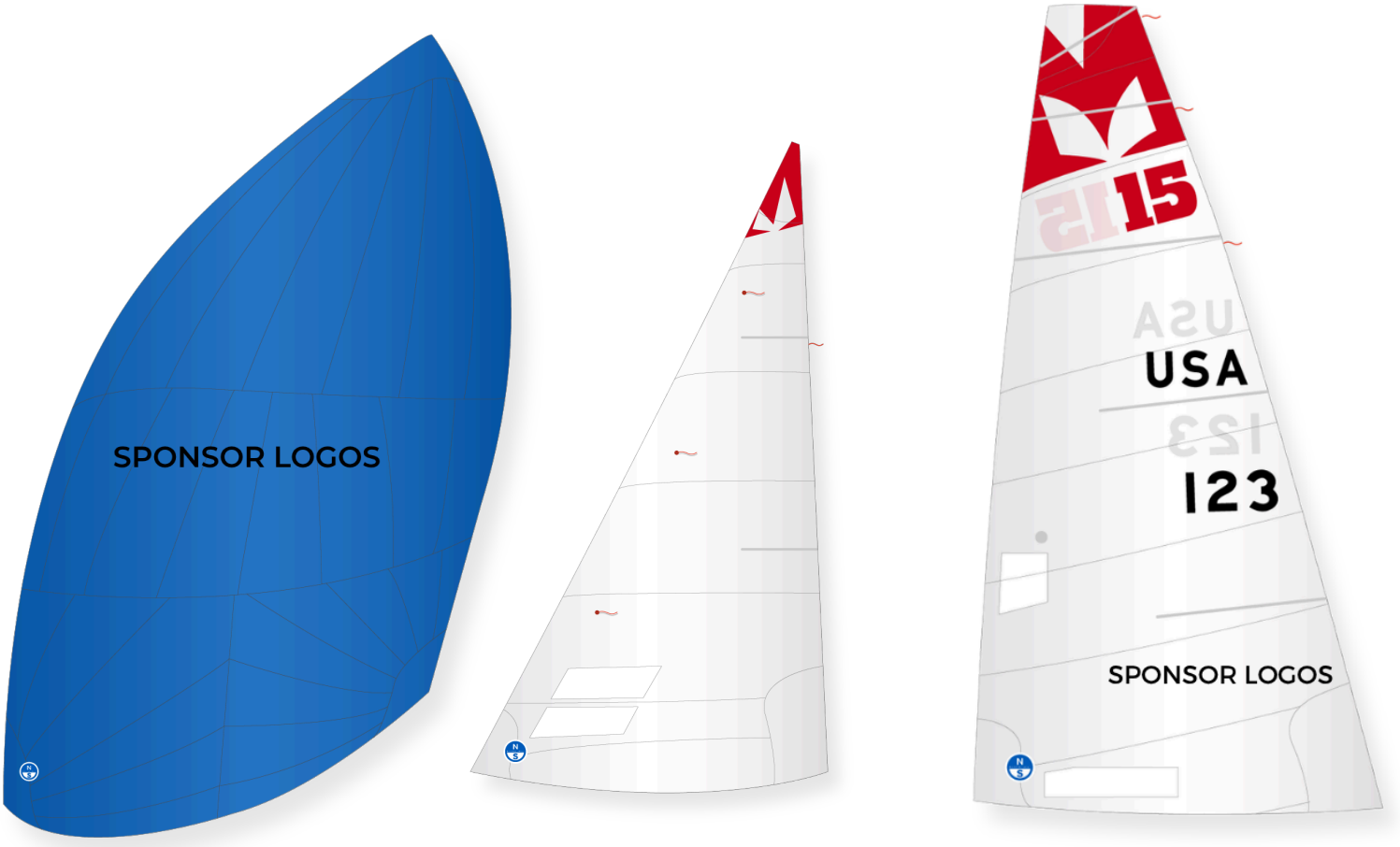
	Recommended Length (m, f)	Recommended Nominal Diameter (mm)	Minimum Nominal Diameter
Mainsheet	11.12m, 36’6’’	7mm	6mm
Jib Sheet	6.65m,22’6’’	6mm	5mm
Spinsheet	10.66m, 35’	6mm	3mm
Bow Line	4.572m, 15’	6mm	6mm
Board Safety	1.06m, 3’’6’	5mm	5mm
Cunningham	1.6m, 5’3’’	5mm	5mm

Vang	4.572m, 15’	5mm	5mm
Spinnaker Halyard	59’10”	7mm	4mm
Main Halyard	23’	3mm	3mm
Jib Halyard	16’6”	3mm	3mm
Traveller Vectran/Dyneema	1.524m, 2x 5”	4mm	4mm
Hiking Strap Front	1.220m, 4’	4mm	3mm
Hiking Strap Tie Aft	.9144m, 3’	5mm	5mm
Hiking Strap Shockcord	.4572, 1’5”	5mm	3mm
Daggerboard Shockcord	.8128, 2’8”	6mm	5mm
Boom Block Loop, Mainsheet	737mm, 2’5”	1.8mm	1.5mm

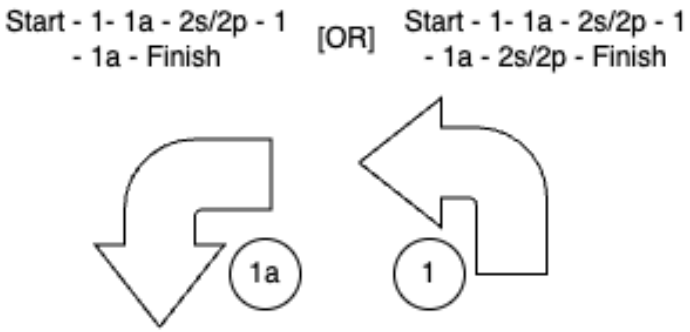
APPENDIX 2 – Hull Graphics

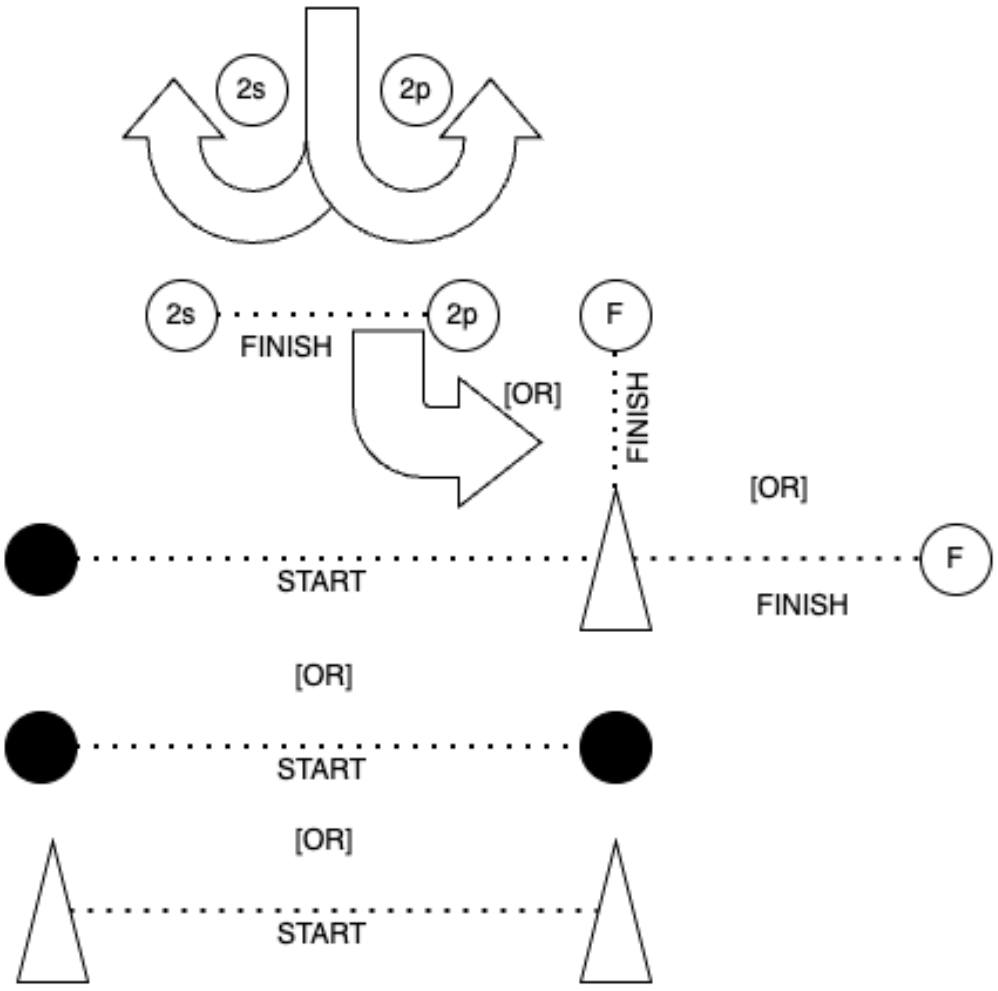


APPENDIX 3 – Advertising



APPENDIX 4 – Race Course





DATE

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