



MELGES¹⁴
CLASS ASSOCIATION

2018 CLASS RULES

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INTRODUCTION

This introduction only provides an informal background and statement of the class objective and the International Melges 14 Class Rules proper begin on the next page.

BACKGROUND

The Melges 14 is a one-design racing boat, suitable for adult and youth sailors for training, racing and general fun. The Melges 14 features 3 different rigs to allow competition for all levels of ability, age and size. These are the M14 Gold, M14 Blue and M14 Red sails.

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 14 hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the Melges 14 Building Specification and is subject to an approved manufacturing control system.

Rules regulating the use of Melges 14s 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 LEC.

Please note that the Melges 14 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.

2018 INTERNATIONAL MELGES 14 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
IM14CA	International Melges 14 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 Licensed Manufacturer under an Agreement with LIC
NOR	Notice of Race
SI	Sailing Instructions
MPS	Melges Performance Sailboats
M14	Melges 14

Copyright Holder – Reichel-Pugh Yacht Design

Class Rules – these rules for the M14

Boat – M14 **boat** including hull, rig, foils, sail and fittings

Originally Supplied – the Boat, equipment and parts as supplied by MPS or a dealer or distributor authorised by MPS to supply the Boat

Rigging Manual – the Rigging Manual provided by LIC and submitted to World Sailing and displayed on the IM14CA website documents section at www.melges14.com

Building Specification – specification for building the M14 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 – Application of small quantities of permitted polishing compounds (as published on the IM14CA website from time to time) on the hull, foils and rig of the Boat in order to reduce the surface roughness

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 localised 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 IM14CA 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 WS which shall cooperate with the LIC in all matters concerning these Class Rules and regulation of the M14.

A.3.2

None of World Sailing, the IM14CA, an NCA, an MNA or LIC have any liability for losses (direct or consequential) or otherwise in respect of these Class Rules or the M14 or events.

A.4 ADMINISTRATION OF THE CLASS

A.4.1

World Sailing has delegated administration of the Class to the IM14CA which shall cooperate in all respects with the LIC and not act contrary to LIC's interests. The IM14CA may delegate part of its administrative functions to the NCAs subject to the NCAs abiding by these Class Rules.

A.4.2

In countries where there is no NCA, or the NCA does not wish to have an administrative function, its administrative functions shall be carried out by the IM14CA in cooperation with the NCA or the MNA.

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 and World Sailing Regulation 10.11 apply.

A.7 CLASS RULES AMENDMENTS

A.7.1

Amendments to these Class Rules are subject to the approval of World Sailing and LIC in consultation with the IM14CA.

A.8 INTERNATIONAL CLASS FEE & WORLD SAILING BUILDING PLAQUE

A.8.1

MPS shall pay the International Class Fee and shall send the Building Plaque to the LM.

A.9 CLASS RULES INTERPRETATION

A.9.1

Interpretations of these Class Rules may be made from time to time and shall be made in accordance with World Sailing Regulation 10 except that the interpretation shall be made by (i) World Sailing in consultation with LIC, or (ii) by LIC in consultation with IM14CA, which interpretation shall then forthwith be notified to World Sailing, who shall agree, amend or reject that interpretation; any rejection will include reasons and a suggested change.

A.9.2

The LIC in consultation with World Sailing may from time to time issue guidance and interpretations of the Building Specification which shall be published on the IM14CAs website and shall be binding.

A.10 SAIL NUMBERS

A.10.1

Sail numbers shall be issued by the LIC.

A.10.2

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

A.11 MANUFACTURE

A.11.1

All hulls, mast sections, boom, sails, hull appendages, tillers and rudder stocks shall only be manufactured by a LM (and only to the extent permitted by the licence) and only supplied by MPS, or an MPS licensed dealer or distributor for the class and shall carry a LIC equipment label certifying it as Originally Supplied.

A.11.2

All production molds used for manufacture of the Boat shall be prior approved by the LIC and taken from the Master Plug governed by the Building Specification.

SECTION B – BOAT ELIGIBILITY

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

B.1 CLASS ASSOCIATION MARKINGS

B.1.1

A valid Class Association Sticker, if required by the IM14CA and/or NCA, shall be affixed to the hull on the transom.

B.2.2

All hulls, mast sections, boom, sails, daggerboards, rudder blades, tillers and rudder stocks shall:

- (i) 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 LIC;
- (ii) only supplied by MPS, or a MPS authorised dealer or distributor for the Boat; and
- (iii) shall carry a LIC equipment label certifying it as Originally Supplied.

B.2 EQUIPMENT INSPECTIONS

B.2.1

All equipment inspections shall be carried out in accordance with the ERS except where varied in these Class Rules.

B.2.2

Equipment Inspectors at an event will as required 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 IM14CA Chief Measurer, LIC and/or comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than what the Equipment Inspector considers being within manufacturing tolerances, the following procedure shall be adopted:

- (a) the LIC or Chief Measurer of the IM14CA (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) the LIC will or the Chief Measurer will after taking direction from the LIC give a final ruling in line with the LICs direction regarding the correct specification or interpretation of the Building Specification as the case may require. That ruling will be referred to the Race Committee for actioning.
- (c) If the LIC or Chief Measurer is not contactable prior to the end of a Regatta the matter will be reported to Race 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 G1.3(a) is changed so that only one Class insignia on one side of the sail is required.
- (b) RRS G1.3(a) is changed so that national letters and sail numbers are not required to be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
- (c) RRS Appendix G1.3(c) & (d) shall not apply.

C.1.2 Configuration

- (a) The M14 may be raced with either the M14 Red, M14 Blue or M14 Gold rig. A boat shall nominate the rig size used at the start of a regatta series and this shall apply to all races.

In the event that no rig size is stipulated at registration, the sail used in the first race shall be deemed to be the rig entered on the form.

- (b) The M14 Class Rules cover three classes of boat determined by rig size:

M14 Red

M14 Blue

M14 Gold

If there are not sufficient numbers of boats of an individual class of one rig size at an event, then the NOR or SIs may prescribe that boats race together.

- (c) It is not permitted to change a rig on the water.

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 (other than any mainsheet cleats) 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) Wet or dry sanding of the hulls or any other equipment is prohibited.
- (f) The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.
- (g) Plastic tape, shockcord 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

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.2.3

Any advertising on the sail will only be displayed in the area below the bottom batten as shown in the drawing in Appendix 2. 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 one person. The Notice of Race and/or Sailing Instructions for an event or series may amend this and allow for two **crew** however, whatever the boat starts the first race of an event with it shall sail the entire series with the same number of **crew**.

C.3.2 Membership

To be eligible to compete in events run under the auspices of an NCA or IM14CA the crew must be a current member of their NCA and IM14CA.

C.4 PERSONAL EQUIPMENT

C.4.1 Mandatory

- (a) The boat shall be equipped with a personal flotation device (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.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 and/or Sailing Instructions.
- (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 and/or Sailing Instructions.

C.5 OPTIONAL PORTABLE EQUIPMENT

The following optional equipment may be used and attached to the hull or rig providing that attachments do not puncture and are not bonded to the surface of the Boat:

- (a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat's heading and time (current or elapsed); the mounting bracket for the compass shall attach to the front face of the cockpit vertical surface.
- (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 Sailing Instructions 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) A towing line provided that it is to be attached to existing fittings or parts.
- (i) Any number and design of mechanical wind indication devices may be fitted.
- (j) Mounts for any of equipment (a) to (h) in this section and the equipment referred to in C.5.2 below. Save as provided in C.5(a) above, the mounts may be attached to the **boat** using tape, Velcro, cable ties, bonding or sealing material, providing that attachments do not puncture the surface of the **boat** and can be removed without damage to the **boat**.

C.6 BOAT

C.6.1 Modifications, Maintenance and Repair

C.6.1.1

The **boat**, spars, **sail**, **hull appendages**, control lines, attachment points and means, blocks, mainsheet, halyard, traveller, vang, Cunningham, traveller eyestraps, traveller lead ring, gooseneck, outhaul and hiking strap shall be rigged, arranged and have the purchases as Originally Supplied and as shown in the Rigging Manual save 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.6.1.3 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) Polishing of the hull, hull appendages, mast and boom is permitted provided that the intention or effect is not to lighten the equipment or improve materials or shape beyond that Originally Supplied.
- (b) Lubricant on fittings, mast join, mast collar, gooseneck, boom end (to enable the clew strap to slide more easily); boom end pulley, mast, and sail (only in the direct vicinity of the tell-tales) 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, 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) 1 x Cam cleat may be screwed/through bolted to each side-deck for the mainsheet.
- (f) The cleat on the tiller to secure the rudder downhaul may be substituted for an auto-release type of similar size.

- (g) A single tiller extension of any material and length may be used.
- (h) Shockcord of maximum diameter 6mm to retract or reduce slack in ropes when released/uncleated, or for centralising the tiller.
- (i) Any of the mainsheet blocks may be replaced by a block of similar size to the block as Originally Supplied.
- (j) It is permitted to “re-lead” the tails/secondary lines of the Cunningham and outhaul lines only and to use additional shockcord, rope, rings and blocks for the sole purpose of routing to tidy the Cunningham and outhaul line tails provided that no further holes are drilled in the hull or rig. All additional blocks or rings shall be attached by rope. The use of adhesive is not permitted. Cunningham and outhaul lines may be made continuous.
- (k) The Cunningham 2:1 line that goes through the mainsail tack grommet may be made longer and tied to the top of the vang bracket to increase the travel.
- (l) It is permitted to fit a foam block or log of a maximum thickness of 80mm under the hiking straps at the aft end to facilitate easy toe access to the strap.
- (m) 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
- (n) The **daggerboard** shockcord shall be positioned over the **daggerboard** around the trailing edge at all times while sailing.

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
 - (ii) Drain Plug
 - (iii) Cam and clam cleats (but only on a like for like basis)
 - (iv) Control lines, running rigging, ropes and lashings.
 - (v) Main sheet
 - (vi) Rudder downhaul lines
 - (vii) Daggerboard retaining shockcord shall be a minimum of 6mm diameter.
 - (viii) 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) The breather hole shall remain open, operational and unrestricted.

- (e) Maintenance may include re-application of moulded deck non slip areas with a similar material providing similar grip to the Originally Supplied in the event of wear.
- (f) The cockpit floor anti skid material shall only be supplied by MPS or a licensed dealer or distributor.

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, tiller extension, set of **hull appendages**, set of spars, and **sail** 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 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: re-finishing and fairing of the **hull** and **hull**

appendages is not permitted except to the extent required for localised repair according to this rule.)

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**, **rudder** head and **daggerboard** as Originally Supplied shall not be altered.
- (c) The **daggerboard** stop bumper 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 sides of the head of the **rudder** only may be packed or sanded to maintain a good fit in the rudder stock.
- (f) The **daggerboard** and **rudder** sanded with a minimum of 600 grit wet sandpaper to remove scratches or surface imperfections and/or to facilitate a repair.
- (g) 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.
- (h) It is not permitted to shim the **daggerboard** or board box.

C.9 RIG

C.9.1 Modifications, Maintenance and Repair

- (a) Modifications, maintenance and repairs may be carried out but only in accordance with these Class Rules.
- (b) The mast and boom only may be painted with a UV protective coat provided that it does not change the bend characteristics of the mast or boom.

C.9.2 Limitations

The corresponding top mast section shall only be used with the corresponding sail, for example the M14 Gold top mast section shall be used with the M14 Gold sail and not with any other size sail.

C.9.3 Running Rigging

Mast use.

- (a) Modifications, maintenance and repair
The total purchase ratio in each of the control line systems shall not exceed: vang –12:1, cunningham – 8:1, outhaul – 8:1. The mainsheet shall be uniform diameter throughout its length. The traveller shall be a single non-tapered line which will allow the traveller block to move from one side to the other. The traveller rope 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.

- (b) 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 shown in the Rigging Manual.
 - (ii) The crew may control the mainsheet from any of the turning blocks in the mainsheet system.

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) Only Originally Supplied battens shall be used.
- (c) Additional tell tails and leach ribbons may be added to the sail.
- (d) 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

Except as provided in sections C.6.2 above and H.2 below, not more than 1 sail shall be used during an event.

C.10.3 Use

- (a) The clew stop may be of optional line or webbing type and size. Velcro may be added to the webbing.

C.10.4 Mainsail

- (a) Identification
 - (i) The Class Insignia shall be the M14 class logo relevant to the rig size as prescribed by the LIC, and shall be displayed on the Starboard side only between the 4th and 5th batten pockets from the head point, as shown in Appendix 2 below.
 - (ii) RRS Appendix G1.2 is amended as follows:
All sail numbers and national letters shall be black and the same size and style as Originally Supplied. The M14 Red shall comply with the specifications in the RRS Appendix G1.2 for boats under 3.5 metres (namely, use minimum 230mm high sail numbers and letters with a spacing between adjoining characters of minimum 45mm). The M14 Gold and Blue shall comply with the specifications in the RRS Appendix G1.2 for boats not under 3.5 metres (namely, use minimum 300mm high

sail numbers and letters with a spacing between adjoining characters of minimum 60mm).

- (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 the Rigging Manual and Appendix 2 below.
 - (iv) A **crew** who has won a M14 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 won in the same section of the sail that the class insignia is located in.
 - (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 IM14CA or MPS and shall not be trimmed or cut.

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 moulded 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 for M14 Red, M14 Blue and M14 Gold respectively
- (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

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

G.2 PARTS

Mainsail for M14 Red, M14 Blue and M14 Gold respectively.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the World Sailing approved Builders Construction Manual.

PART III – EVENT RULES

NOTE: For World, World Sailing, or continental championship the rules of this Part H may not be invoked. For National, Area and Seasonal (eg Spring, Winter) championships one or more rules of this Part H may be invoked in the SIs. For local club racing and other minor events the following may apply.

H.1 FLEET SPLITS

Under this rule the nominated or all M14s may race together as one fleet. Each fleet will be scored separately. The NOR or SIs shall specify how the fleets will be sailed and scored. The number of entries will dictate fleet splits.

H.2 RIG CHANGES

H.2.1

Using a larger sail than stipulated at registration in a series will constitute a new regatta entry and be scored separately from any races using a smaller sail.

H.2.2

For yardstick events and series which are not world, World Sailing, continental championship events, or events where change is prohibited, a competitor may use a rig size and sail during a race or series of races which is smaller, but not larger, than stipulated on registration, without disqualification. Their yardstick and results however shall be calculated at all times for that series as that for the rig size initially entered.

H.3 CREW

The crew may for the entire series consist of more than one person for club racing and local regattas, but not world, World Sailing, continental championships and regattas.

H.4 OTHER

H.4.1

The rudder stock, tiller, tiller extension, and hull appendages may be changed during a regatta, this is a change to rule C.6.2 in the circumstances of this Part III.

H.4.2

A sail may be changed for one of the same size during a regatta.

H.4.3

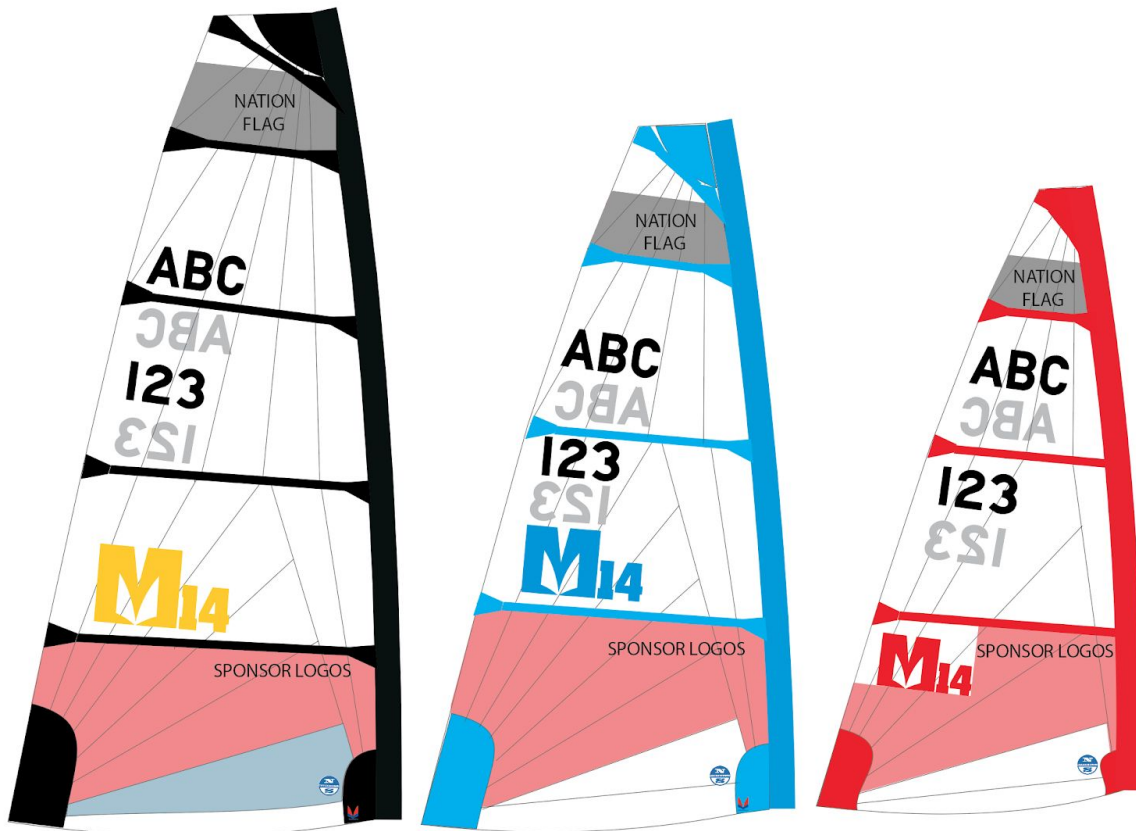
In addition to the optional equipment referred to in C.5, in a race or series of races which are not world, World Sailing, continental or national championship events, one or more devices may be used in events which (unless prohibited in the SIs) have the capability to measure, display, and record information relating only to the boat's position, heading, header and lift information, time, and/or speed. Such devices may not indicate to the **crew** during a race time or distance to or location in relation to marks, start/finish lines, or other boats.

PART IV – APPENDICES

APPENDIX 1 – Rope Sizes

	Recommended Length (m, f)	Recommended Diameter (mm)	Minimum Diameter
Mainsheet	10.7m, 35'	7mm	6mm
Outhaul Purchase Aft	2.210m, 7'3"	3mm	3mm
Outhaul Purchase Front	1.730m, 5'8"	3mm	3mm
Outhaul Control Line	3.660m, 12'	5mm	3mm
Cunningham Control Line	4.725m, 15'6"	5mm	3mm
Cunningham Spectra	610mm, 2'	3mm	3mm
Vang Purchase Spectra	2.01m, 6'7"	3mm	3mm
Vang Control Line	3.050m, 10'	5mm	4mm
Outhaul Strop	610mm, 2'	3mm	3mm
Traveller Vectran/Dyneema	2.286m, 7'6"	4mm	3mm
Rudder Pull Down Line	1.220m, 4'	3mm	3mm
Hiking Strap Tie Line	1.220m, 4'	4mm	3mm
Hiking Strap Shockcord	610mm, 2'	5mm	3mm
Daggerboard Shockcord	610mm, 2'	6mm	5mm
Boom Block Loop, Mainsheet	737mm, 2'5"	1.8mm	1.5mm

APPENDIX 2 – Advertising



DATE

Draft Date: June 8, 2017

Effective Date:

Published Date: