



INTERNATIONAL MELGES 32 CLASS ASSOCIATION

Rule Change Summary : November 20, 2009

EXISTING RULE:

C.2.1 Mandatory

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

1. The engine shall always be stowed in the engine box compartment.
2. The boat shall depart the dockside with the engine fuel tank containing at least 3 liters of fuel.
3. One anchor and chain: minimum anchor weight 4.5 kg minimum combined weight 5.5 kg. One warp: minimum length 48 meters. minimum diameter 8mm.
4. Two buckets of not less than 9 ltrs capacity, with lanyard minimum 1 meter.
5. Personal flotation vests shall be carried for each crew member on board.
6. Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority. Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club.
7. The two main companionway hatches to enable the cabin to be closed off.
8. First aid kit
9. **Navigational lights (REMOVED)**

NEW RULE:

C.2.1 Mandatory

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

1. The engine shall always be stowed in the engine box compartment.
2. The boat shall depart the dockside with the engine fuel tank containing at least 3 liters of fuel.
3. One anchor and chain: minimum anchor weight 4.5 kg minimum combined weight 5.5 kg. One warp: minimum length 48 meters. minimum diameter 8mm.
4. Two buckets of not less than 9 ltrs capacity, with lanyard minimum 1 meter.
5. Personal flotation vests shall be carried for each crew member on board.
6. Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club or local marine authority. Boats shall comply with any special requirements of the MNA under which racing is being held or those set by the club.
7. The two main companionway hatches to enable the cabin to be closed off.
8. First aid kit

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EXISTING RULE:

C.2.2 Optional

1. Electronic timing devices.
2. Tactical and navigation instruments and their associated power sources.
3. A cool/ice box may be carried.
4. Bunk cushions and a portable toilet may be carried.
5. The mast may be fitted with a gaiter below the gooseneck to prevent damage from the jib clew and blocks.
6. The companionway drop hatch may be stowed in a protective bag.
7. The spinnaker may be stowed in a bag in the companionway hatch.
The design of this bag is optional.
8. The molded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort. The application of paint and epoxy treatments, whilst allowed, shall be subject to rule D.7.2. and be completed under the supervision of a measurer.
9. Gaskets or seals to seal up the bow sprit.
10. Up to two pipe cots may be installed in the Melges 32. If pipe cots are installed it must be noted on the measurement certificate as to whether or not these pipe cots are included in the one design weight. If yes, the pipe cots must remain on board while racing in the one design class events.
11. A shockcord system may be added to the mast to facilitate the retention of the spinnaker halyard in the area of the hounds with the purpose of keeping the spinnaker halyard in front of the spreaders at the hound area where the forestay attaches. Please refer to appendix 9 for the manufacturer recommended method of installation. If any fittings are permanently added to the rig they shall be added per appendix 9.
12. Stem rail inner leg support may be added to the stem pulpits to reinforce the pulpit. The stem rail braces if added shall be of MPS design and manufacture only and installed per MPS instructions.
13. The CRO engine hull door may be made flush with the hull. The CRO engine door seam shall not be faired beyond the fairing done by the manufacturer.
14. Up to 2 patches may be added to the body of the spinnakers for the purpose of a retrieval line and a retrieval line may be attached to facilitate spinnaker dousing.
15. Additional cleats may be added to the aft side of the cabin house within 50mm of the delrin wearplate for purposes of cleating the bow sprit in line to help seal off the bow sprit at the bow.

NEW RULE:

C.2.2 Optional

1. Electronic timing devices.
2. Tactical and navigation instruments and their associated power sources.
3. A cool/ice box may be carried.
4. Bunk cushions and a portable toilet may be carried.
5. The mast may be fitted with a gaiter below the gooseneck to prevent damage from the jib clew and blocks.
6. The companionway drop hatch may be stowed in a protective bag.
7. **The spinnaker may be stowed in a bag or chute in the companionway hatch or the forward hatch, the design of this bag and its associated retraction lines are optional.**

Refer to C.2.2.14

8. The molded gel coat below the waterline and for not more than 30mm above the waterline may be lightly abraded back to allow for the application and adhesion of anti-fouling products, for those boats to be left afloat. The abrasion of the gel coat shall be the minimum needed to ensure adhesion of the coating and shall not involve fairing of any sort. The application of paint and epoxy treatments, whilst allowed, shall be subject to rule D.7.2. and be completed under the supervision of a measurer.
9. Gaskets or seals to seal up the bow sprit.
10. Up to two pipe cots may be installed in the Melges 32. If pipe cots are installed it must be noted on the measurement certificate as to whether or not these pipe cots are included in the one design weight. If yes, the pipe cots must remain on board while racing in the one design class events.
11. A shockcord system may be added to the mast to facilitate the retention of the spinnaker halyard in the area of the hounds with the purpose of keeping the spinnaker halyard in front of the spreaders at the hound area where the forestay attaches. Please refer to appendix 9 for the manufacturer recommended method of installation. If any fittings are permanently added to the rig they shall be added per appendix 9.
12. Stem rail inner leg support may be added to the stem pulpits to reinforce the pulpit. The stem rail braces if added shall be of MPS design and manufacture only and installed per MPS instructions.
13. The CRO engine hull door may be made flush with the hull. The CRO engine door seam shall not be faired beyond the fairing done by the manufacturer.
14. Up to 2 patches may be added to the body of the spinnakers for the purpose of a retrieval line and a retrieval line may be attached to facilitate spinnaker dousing.
15. Additional cleats may be added to the aft side of the cabin house within 50mm of the delrin wearplate for purposes of cleating the bow sprit in line to help seal off the bow sprit at the bow.
- 16. Navigation lights may be installed.**
- 17. Tape, webbing or tubing may be added to the forward hatch to prevent spinnakers or lines from catching, both handles shall remain installed on the hatch.**

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EXISTING RULE:

C.2.3. Limitations

- C.2.3.1. Not more than 1 mainsail, 3 headsails, (a L/M jib, M/H jib, and a Heavy Jib), and 2 asymmetrical spinnakers shall be carried on board during class sanctioned events. For IRC, PHRF or any handicap races 1 code zero reaching spinnaker may be carried but shall not be a buttoned sail.

NEW RULE

C.2.3. Limitations

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

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EXISTING RULE:

C.2.3.2. Not more than 1 mainsail, 3 headsails,(a L/M jib, M/H jib and a Heavy jib), 2 asymmetrical spinnakers shall be presented for measurement and/or registration at a class event.

NEW RULE:

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

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EXISTING RULE:

C.3.3. The manufacturer or brand of the blocks and winches is optional. The sheave height from fixing point and sheave diameter shall not exceed the following dimensions.

Minimum Maximum.

Jib clew blocks. Sheave dia. Max 58mm. Recommended, but not mandatory, clew blocks are optional.

Jib car blocks. Sheave dia. 45mm. 50mm.

Top surface of jib car to bearing surface of Sheave 40mm. 44mm.

Jib ratchet blocks. Sheave dia. 74mm. 78mm.

Mainsheet track block. Sheave dia. 54mm. 58mm.

Mainsheet boom blocks. Sheave dia. 54mm. 88mm.

Mainsheet ratchet block. Sheave dia. 54mm. 78mm.

Spinnaker turning blocks. Sheave dia. 54mm. 78mm

Spinnaker deck ratchet blocks. Sheave dia. 74mm. 78mm.

Bowsprit end block. Sheave dia. 54mm. 58Mm

All control line blocks. Sheave dia. Optional

Backstay Blocks must meet load requirements of the standing backstay

The spinnaker tack line cleat shall be sheet stopper, or rope clutch.

NEW RULE:

C.3.3. The manufacturer or brand of the blocks and winches is optional. The sheave height from fixing point and sheave diameter shall not exceed the following dimensions.

Minimum Maximum.

Jib clew blocks. Sheave dia. Max 58mm. Recommended, but not mandatory, clew blocks are optional.

Jib car blocks. Sheave dia. 45mm. 50mm.

Top surface of jib car to bearing surface of Sheave 40mm. 44mm.

Jib ratchet blocks. Sheave dia. 74mm. 78mm.

Mainsheet track block. Sheave dia. 54mm. 58mm.

Mainsheet boom blocks. Sheave dia. 54mm. 88mm.

Mainsheet ratchet block. Sheave dia. 54mm. 78mm.

Spinnaker turning blocks. Sheave dia. 54mm. 78mm

Spinnaker deck ratchet blocks. Sheave dia. 74mm. 78mm.

Bowsprit end block. Sheave dia. 54mm. 58Mm

All control line blocks. Sheave dia. Optional

Backstay Blocks must meet load requirements of the standing backstay and shall

contain a working sheave.

The spinnaker tack line cleat shall be sheet stopper, or rope clutch.

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EXISTING RULE:

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

NEW RULE:

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

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EXISTING RULE:

C.3.9 The rear gates across the transom shall be closed whilst racing.

NEW RULE:

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

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EXISTING RULE:

C.3.10 Beginning September 1st, 2008, The lifelines, if wire, shall be a minimum of 4mm (5/32") 1X19 wire. The lifelines, may be made of spectra and shall be a minimum of 5mm, except for the forward lower lifeline which shall be made with a minimum of 4mm 1X19. The upper lifeline shall be lead from the bow pulpit, upper most attachment point, through the top of all side stanchions and secured at the rear push pit at the upper most attachment point. The lower lifeline may be split and dead ended at the aft spinnaker turning block U bolt, from there, one section shall lead forward through the lower holes in each stanchion and secure at the lower/ middle attachment point at the bow pulpit. Padding may be fitted to the lower lifelines to enhance crew comfort. The forward lower lifeline may be continuous or it may be sections linked by a webbing. The webbing shall be a minimum of 50mm wide and shall be equal or greater to the breaking strength of the 4mm 1X19 wire. If sections of webbing are used the wire can be discontinuous but the webbing must be connected with wire. There shall also be a section that goes from the spinnaker turning block U bolt aft to the lower attachment point of the rear push pit, this section may be a minimum of 5mm spectra or 4mm 1X19 wire. Stanchions shall be secured in the factory positions and shall only be of MPS design and manufacture. Gate stops or knotting of the lifelines is prohibited.

NEW RULE:

C.3.10 The lifelines, if wire, shall be a minimum of 4mm (5/32") 1X19 wire.

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

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EXISTING RULE:

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

NEW RULE:

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

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EXISTING RULE:

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

NEW RULE:

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

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EXISTING RULE:

C.6.3.3. Spare

NEW RULE:

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

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EXISTING RULE: ADVERTISING

LIMITATIONS

C.8.1. Advertising for the Melges 32 Class shall at all times comply with RRS 79 and the ISAF Advertising 15 Code, Category C, except as modified in C.8.2. All Melges 32 Class racing shall take place under this category.

C.8.2 The following restrictions on advertising shall apply. The number of advertisers is unrestricted.

HULL: (i) The area 2.4m long, aft of any Bow numbers shall be kept free for event advertising.
(ii) The remaining area may carry advertising chosen by the boat to a total maximum length of 3m.
(iii) The cockpit may carry advertising chosen by the boat to a maximum length of 1.5m
(iv) The deck may carry advertising chosen by the boat of not more than one advertiser and of unrestricted area. The advert may connect to the advert on the hull side.

HULL APPENDAGES: Advertising chosen by the boat may be displayed on the keel fin and bulb, rudder and tiller. The area is unrestricted and each item may display a different advertiser.

MAST: Advertising chosen by the boat may be displayed on the mast. The maximum length of the adverts shall be 3.2m. Different advertisers may be on each side of the mast.

BOOM: Advertising chosen by the boat may be displayed on the boom. The maximum length of the adverts shall be 2.6m. Different advertisers may be on each side of the boom.

SAILS:

SPINNAKER: Unrestricted.

JIB: No advertising allowed.

MAINSAIL: At all times the advertising shall be below and clearly separated from the national letters and sail numbers. Not more than one advertiser chosen by the boat may be displayed on each side of the Mainsail. The advert shall have a maximum length of 2.6m and a maximum height of 1.3m.

NEW RULE:

LIMITATIONS

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

C.8.2 The following restrictions on advertising shall apply. The number of advertisers is unrestricted.

HULL: (i) The area 2.4m long, aft of any Bow numbers shall be kept free for event advertising.
(ii) The remaining area may carry advertising chosen by the boat to a total maximum length of 3m.
(iii) The cockpit may carry advertising chosen by the boat to a maximum length of 1.5m
(iv) The deck may carry advertising chosen by the boat of not more than one advertiser and of unrestricted area. The advert may connect to the advert on

the hull side.

HULL APPENDAGES: Advertising chosen by the boat may be displayed on the keel fin and bulb, rudder and tiller. The area is unrestricted and each item may display a different advertiser.

MAST: Advertising chosen by the boat may be displayed on the mast. The maximum length of the adverts shall be 3.2m. Different advertisers may be on each side of the mast.

BOOM: Advertising chosen by the boat may be displayed on the boom. The maximum length of the adverts shall be 2.6m. Different advertisers may be on each side of the boom.

SAILS:

SPINNAKER: Unrestricted.

JIB: No advertising allowed.

MAINSAIL: At all times the advertising shall be below and clearly separated from the national letters and sail numbers. Not more than one advertiser chosen by the boat may be displayed on each side of the Mainsail. The advert shall have a maximum length of 2.6m and a maximum height of 1.3m.

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EXISTING RULE:

C.9.1. The owner shall be a current Active member of the NCA or, where there is no NCA in his country, a member of the IM32CA or an NCA nominated by the IM32CA.

NEW RULE:

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

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EXISTING RULE:

C.9.9. The IM32CA shall be the interpreter of these definitions and their application. A special committee may be assembled consisting of an IM32CA official representative and not less than five Melges 32 owners to interpret whether or not a Group 1 competitor shall be allowed to helm a Melges 32 in Level A class events. This committee will also interpret disputes in regard to competitor Group classification.

NEW RULE:

Removed.

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EXISTING RULE:

F.2.4. Section about spreaders

Spreaders: number per side: two.

Spreaders: Lower

Length: 1320mm. 1340mm. Measured from side of mast along spreader centerline. Height above lower band: 3300mm. 3370mm.

Angle: aft side of mast to taut line on aft side of upper shrouds: 385mm. 420mm.

Spreaders: Upper

Length: 995mm. 1015mm. Measured from side of mast along spreader centerline. 23

Height: 7250mm. 7320 mm.

Angle: aft side of mast to taut line on aft side of upper shrouds: 245mm. 280mm.

NEW RULE:

F.2.4 Section about spreaders

Spreaders: number per side: two.

Spreaders: Lower

Refer to Appendix 12.5

Spreaders: Upper

Refer to Appendix 12.5

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EXISTING RULE:

F.5.2.2. The backstay shall be made of Vectran

NEW RULE:

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

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EXISTING RULE:

F.6.2.1 The Main halyard shall be 5mm (3/16") stainless steel 7x19 wire, the main halyard may be tapered after the reef ball swage to vectran and the main halyard shall have two swage balls, one for the reef position and one for the max hoist position.

NEW RULE:

F.6.2.1 The Main halyard shall be 5mm (3/16") stainless steel 7x19 wire, the main halyard may be tapered after **the ball swage** to vectran and the main halyard may have two swage balls, one for the reef position and one for the max hoist position.

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EXISTING RULE:

G.1.7 The class insignia and the sail number and letters, as per rule B.3 shall be according to RRS 77 Appendix H except where varied herein.

NEW RULE:

G.1.7 The class insignia and the sail number and letters, as per rule B.3.

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EXISTING RULE:

G.1.11 The national letters and sail numbers shall be positioned on both sides of the mainsail, between the second and third battens, with the starboard side being higher.

NEW RULE:

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

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EXISTING RULE:

G.3.1.5 One reef position shall be fitted.

NEW RULE:

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

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EXISTING RULE:

G.3.2 Dimensions

Minimum Maximum

Leech length. 14000mm. 14150mm

Foot Length. 4720mm Max.

Three-quarter width. 2117mm maximum

Half width. 3395mm maximum

Top width. 210mm maximum

Primary reinforcement. unlimited

Secondary reinforcement:

from corner measurement points. unlimited

for flutter, chafing and batten pocket patches. unlimited

for reefing points or eyes adjacent to the luff or leech. unlimited

Tabling or seam width. unlimited

Inside batten pocket length:

Lower two pockets. 2100mm

Third batten up. 1800mm

Upper two pockets, (full length).

Windows. 1.0m²

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

NEW RULE:

G.3.2 Dimensions

Minimum Maximum

Leech length. 14000mm. 14150mm

Foot Length. 4720mm Max.
Three-quarter width. 2117mm maximum
Half width. 3395mm maximum
Top width. 210mm maximum
Primary reinforcement. unlimited
Secondary reinforcement:
from corner measurement points. unlimited
for flutter, chafing and batten pocket patches. unlimited
for reefing points or eyes adjacent to the luff or leech. unlimited
Tabling or seam width. unlimited

Inside batten pocket length:

Lower two pockets. 2100mm

Third batten up. 1800mm

Upper two pockets, (full length).

Windows. Unlimited

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

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EXISTING RULE:

G.4.1.8 The headsail may be fitted with a maximum of three battens. The battens shall have one end placed on the leech. The battens shall be removable.

Minimum Maximum

Batten length 900mm

Batten width 10mm 35mm

The top batten may be full length.

The batten leech angle is optional

NEW RULE:

G.4.1.8 Any headsail may be fitted with a maximum of three battens. The battens shall have one end placed on the leech. The battens shall be removable.

Minimum Maximum

Batten length 900mm

Batten width 10mm 35mm

The top batten may be full length.

The batten leech angle is optional

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EXISTING RULE:

G.4.2 Dimensions (to be measured as a headsail)

Minimum Maximum of largest headsail

Luff length. 12400mm 12550mm

Leech length. 11600mm 11700mm

Max LP 3530mm

Top width. 80mm

Maximum Dimensions of the Heavy Air jib:

Luff Length. 12300mm Maximum
Leech length. 11400mm Maximum
Foot Length. 3650mm Maximum
Primary reinforcement. unlimited
Secondary reinforcement.
from corner measurement points. unlimited
for flutter and chafing patches. unlimited
Tabling and seam width. unlimited
Windows. 0.75m²

NEW RULE:

G.4.2 Dimensions (to be measured as a headsail)

Minimum Maximum of largest headsail

Luff length. 12400mm 12550mm
Leech length. 11600mm 11700mm
Max LP 3530mm
Top width. 80mm

The girths of the largest jib shall be measured in the following manner:

Measuring down the luff and leach 3000, 6000, and 9000 from the head to locate measurement points.

At 3000 Max girth is 1.060m

At 6000 Max girth is 1.930m

At 9000 Max girth is 2.760m

Maximum Dimensions of the Heavy Air Jib:

Luff Length. 12300mm Maximum
Leech length. 11400mm Maximum
Foot Length. 3650mm Maximum
Top Width. 80mm

The girths of the Heavy jib shall be measured in the following manner:

Measuring down the luff and leach 3000, 6000, and 9000 from the head to locate measurement points.

At 3000 Max girth is 0.985m

At 6000 Max girth is 1.795m

At 9000 Max girth is 2.635m

Any headsail:

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