

CLASS
RULES



CLASS ASSOCIATION

2019 INTERNATIONAL MELGES IC37 CLASS ASSOCIATION CLASS RULES

-----*DRAFT*-----
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DESIGN

The MELGES IC37 was designed in 2017 by Mark Mills.

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INTRODUCTION

This introduction provides only an informal background. The actual International MELGES IC37 Class Rules begin on Page 7.

IC37 hulls, hull appendages and rigs shall be controlled by the manufacturer and the MELGES IC37 Class Association and shall only be produced by a manufacturer licensed by The New York Yacht Club and Melges Performance Sailboats. Equipment is built in accordance with the IC37 Building Specification. These parts having left the manufacturer may only be altered to the extent permitted in Section C of this Class Rule.

IC37 sails are measurement controlled and shall only be produced by a manufacturer licensed by the New York Yacht Club and Melges Performance Sailboats. In order to confirm compliance with the Class Rules, sails are required to be certified by an official (class approved) measurer, or by a manufacturer licensed under the World Sailing - In-House Certification. After certification control has been performed, sails may only be altered to the extent permitted in Part II of the Class Rules.

Rules regulating the use of equipment during a race are contained in Part II of these Class Rules, in the Equipment Rules of Sailing (ERS) Part I and in the Racing Rules of Sailing.

CLASS MISSION STATEMENT

The International MELGES IC37 Class is a Group 1 Owner Driver Class.

The International MELGES IC37 Class crew shall be made up of Group 1 sailors except for one bona fide boat captain, who may be a Group 3.

The MELGES IC37 Class has been created as a strict One-Design Class, where the true test when racing is between crews and not between boats and equipment.

The MELGES IC37 Class aims to promote one-design racing, family sailing at all age levels and genders and a friendly atmosphere.

The MELGES IC37 Class aims to promote the highest level of sportsmanship and respect between competitors. The competitors shall at all times respect the rules of the MELGES IC37 Class, World Sailing, and the organizing yacht club(s) and/or authorities.

MELGES IC37 Class racing is based on full respect of RRS 41 Outside Help. A boat while racing shall have no contact with outside sources not available to all boats, whether by phone, radio or other means. Please check H.4 for details. The fundamental objective of this Class Rule is to ensure that these principles are followed.

PLEASE REMEMBER:

These rules are **CLOSED CLASS RULES** where if it does not specifically say that you may – then you shall not.

Components, and their use, are defined by their description.

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

Please note that the Melges IC37 Class Association is not yet recognized by World Sailing (WS). Until such recognition, class rules that involve specific actions involving WS, such as seeking WS approval or instances of WS-related fees, may be subject to change.

2019 INTERNATIONAL MELGES IC37 CLASS ASSOCIATION CLASS RULES

PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1

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

A.1.2

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

A.1.3

Except where used in headings, when a term is printed in **bold**, the definition in the ERS applies, and when a term is printed in *italics*, the definition in the RRS applies.

A.2 ABBREVIATIONS

A.2.1

WS	World Sailing
MNA	WS Member National Authority
IMIC37CA	International MELGES IC37 Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
OSR	Offshore Special Regulations
NYYC	New York Yacht Club
MPS	Melges Performance Sailboats
LM	Licensed Manufacturer

A.3 AUTHORITIES

A.3.1

The international authority of the class is WS, which shall cooperate with the IMIC37CA in all matters concerning these **Class Rules**.

A.3.2

Notwithstanding anything contained herein, the NYYC and MPS jointly have the authority to withdraw a builder's declaration, and shall do so on the request of the IMIC37CA.

A.3.3

The IMIC37CA and its officials or employees, NCA or MNA, the **certification authority**, or an **official measurer**, or **equipment inspector** are under no legal obligation or responsibility in respect of these **Class Rules** or the accuracy of measurement.

A.4 ADMINISTRATION OF THE CLASS

A.4.1

WS has delegated its administrative functions of the class to the IMIC37CA.

A.4.2

The IMIC37CA may delegate part of the administration to a NCA.

A.4.3

A measurer shall seek approval from the IMIC37CA to become a class-approved measurer.

A.5 CLASS RULES CHANGES

A.5.1

During the initial organizing period as a Class, the IMIC37CA Board shall make needed changes and amendments to the Class Rules to remove duplication, ambiguity and assist with clarification. After October 10, 2019, changes and amendments to the Class Rules shall be approved by the members who are eligible to vote.

A.5.2

The minimum safety equipment is as defined in **Class Rules** Section C. The Notice of Race or Sailing Instructions may prescribe additional or alternative safety equipment.

A.5.3

Class Rule H.3.2 may be altered by the NoR or SI with the permission of the IMIC37CA.

A.6 CLASS RULES AMENDMENTS

A.6.1

Amendments of the **Class Rules** are subject to approval of the IMIC37CA Board.

A.7 CLASS RULES INTERPRETATIONS

A.7.1

Interpretations of the **Class Rules** shall be made by the IMIC37CA Board.

A.8 INTERNATIONAL CLASS FEE & WORLD SAILING BUILDING PLAQUE

Pending WS recognition

A.8.1

The licensed hull builder shall pay the International Class Fee to WS.

A.8.2

WS shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.

A.9 SAIL NUMBERS

A.9.1

Sail numbers shall match the hull number. Example: In the case of boat 001 the number shall be ABC-1, boat number 022, the sail number shall be ABC-22, and boat number 100 would be ABC-100, etc. where “ABC” is the country designation provided in RRS Appendix G.

A.10 BOAT MANUFACTURER’S DECLARATION

A.10.1

The Boat Manufacturer’s Declaration shall record the following information:

- (a) Class,
- (b) **Sail** number and **boat** name,
- (c) Owner’s name and address,
- (d) **Hull** identification number,
- (e) Builder/Manufacturers details,
- (f) Date of issue of the initial Manufacturer’s Declaration,
- (g) Section D - Modification, Maintenance and Repair details,
- (h) Section E - **Hull Weight** and **Corrector Weights**,
- (i) **Keel serial number, weight and location**,
- (j) **Rudder serial number, weight and location**,
- (k) Steering system installed (tiller or wheels),

- (l) Optional permanently installed equipment (sink, stove).

A.11 RIG MANUFACTURER'S DECLARATION

A.11.1

A Rig Manufacturer's declaration shall record the following information:

- (a) Class,
- (b) Mast and boom **spar** identification number,
- (c) Builder/Manufacturers details,
- (d) Date of issue of initial Manufacturer's Declaration,
- (e) Section F - Modification, Maintenance and Repair details,
- (f) **Spar weight**, and **Spar tip weight** less running and standing rigging,
- (g) Boom weight.

A.12 VALIDITY OF MANUFACTURER'S DECLARATIONS

A.12.1

A Manufacturer's Declaration becomes invalid upon any one of the following:

- (a) Any change to any of the items recorded on the declaration as required.
- (b) Withdrawal by WS, MPS, or IMIC37CA.
- (c) The issuance of a new Manufacturer's Declaration.

A.13 RE-ISSUE OF MANUFACTURER'S DECLARATIONS

A.13.1

The **LM** may re-issue a Manufacturer's Declaration or delegate the right to re-issue to the IMIC37CA:

- (a) When it is invalidated under A.12.1(a) or (b),
- (b) When it is invalidated under A.10.1 (g), (h), (i), (j), (k), (l) and/or A.11.1(e) at its discretion, and any remedial work shall be recorded on the re-issued declaration,
- (c) In case of loss, or
- (d) At the request of WS or the IMIC37CA.

A.14 RETENTION OF DOCUMENTATION

A.14.1

The Owner shall retain the original Manufacturer's Declaration.

A.14.2

A copy of the Manufacturer's Declaration for each boat shall be retained by MPS and the LM, and a copy shall be sent to the IMIC37CA.

SECTION B – BOAT ELIGIBILITY AND EQUIPMENT INSPECTION

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

B.1 CLASS RULES AND CERTIFICATION

B.1.1

The **boat** shall:

- (a) Be in compliance with the **Class Rules**,
- (b) Have valid a Manufacturer's Declaration,
- (c) Have valid **certification marks** on **sails**, and
- (d) Be in compliance with local safety standards and requirements issued by any national organization such as the U.S. Coast Guard.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1

A valid Class Association Sticker, if required by the IMIC37CA, shall be affixed to the **hull** at the starboard aft section of the transom.

B.2.2

The mainsail shall carry the IMIC37CA logo as per Section G.2.6 Mainsail insignia. Refer to Section I.1.

B.3 EQUIPMENT INSPECTION

B.3.1

In the case of a dispute at an event whereby non-compliance with the **Class Rules** and building specifications is alleged and where specific measurements are not stated, the event **Equipment Inspector** shall adopt the following procedure:

- (a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of **boats** or items of equipment (control group).
- (b) The measurement of the disputed **boat** or items of its equipment, taken using the same technique as above, shall be compared to the control group.
- (c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter, together with the details of the measurement methods and any other relevant information, shall be referred to the Race Committee. See rule 78.

B.3.2

The **official** (class approved) **measurer**, the IMIC37CA, the MNA, or WS may use destructive testing to determine compliance with construction and/or the **Class Rules** if there is a reasonable belief that there is a violation.

B.4 SAIL LIMITATION MARKS

B.4.1

Sail limitation marks shall be displayed on any **sail** used in an IMIC37CA-sanctioned event or series, and shall be permanently attached to the **tack** of the **sail** on the starboard side near the class royalty button. Damage to or loss of a **sail limitation mark** during a sanctioned event or series shall be reported to the race committee as soon as possible. Otherwise, such damage or loss shall be reported to the Class Measurer as soon as possible.

A class approved measurer or IMIC37CA representative may date and sign over the **sail limitation mark** onto the **sail** to prevent removal.

B.5 EVENT LIMITATION MARKS

B.5.1

If an event uses **event limitation marks**, these marks shall not be removed during the event. If an **event limitation mark** becomes damaged or lost during the event, it shall be reported to the class-approved measurer or IMIC37CA representative at the event as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

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

The rules in Part II are **Closed Class Rules**. **Certification** control and **Equipment Inspection** shall be carried out in accordance with the ERS except where varied in this Part.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1

Rules

- (a) ERS WS Equipment Rules of Sailing 2017 – 2020
- (b) RRS WS Racing Rules of Sailing 2017 – 2020
- (c) OSR WS Offshore Special Regulations 2016 – 2017

C.1.2

Alterations of the rules of C.1.1

- (a) RRS 49 is changed to read:

49.1 Crew shall use no device designed to position their bodies outboard, other than the lower lifeline as described in rule 49.2.

49.2 Lifelines, upper and lower, and rear gates shall meet the following tautness requirements. When a deflecting force of 4kg (8.8lbs) or greater is applied to a lifeline at the midpoint of the longest span between supports that are aft of the mast, the upper lifeline shall not deflect more than 50mm at the lowest point. For the lower lifeline, the distance from the top of the lifeline to the closest point of the deck shall not be less than 121mm (4-³/₄”). **Crew** shall not position any part of their torsos outside the lifelines, except briefly to perform a necessary task. However, a competitor sitting facing outboard with his or her waist inside the lower lifeline may have the upper part of his or her body outside the upper lifeline. At all times while seated, competitors shall have their gluteus maximus muscles touching the deck. Lifelines shall be secured with a minimum of 3mm high-strength line making three complete loops before tying off.

C.1.3

- (a) A visible mark shall be placed on the side of the engine fuel tank 165mm (6.5”) up from the bottom of the fuel tank. The fuel level in the fuel tank shall be above this mark when the boat leaves the dock for each day of racing.

C.2 CREW

C.2.1

Definitions

- (a) Owner – A person categorized by WS sailor’s classification code as Group 1, or an entity, such as a yacht club or other sailing organization, that owns either the entire **boat** or is one of two or three partners who contribute 25% or more financially towards the purchase of the complete **boat** and the cost of its accessories, such as **sails**, and whose name appears on all of the **boat’s** official ownership documents.
- (b) Principal Helmsperson – An Owner, charterer, or member of the owner’s immediate family, who is a current class member in good standing, who steers the **boat** exclusively during races during the period from five (5) minutes prior to each start, throughout each race, until the **boat** finishes, excepting for momentary absences due to personal or shipboard needs. In a setting where partners or immediate family members are on board and sailing together, the partners or immediate family members may share the helm without time limitation. A first-time charterer is exempt from being a class member; however, for the second and subsequent events, the charterer shall be a current class member in good standing. All Principal Helmspersons shall hold a valid current MELGES IC37 Class Helmsperson Eligibility approval as per Appendix 5.

Note: The Owner or Charterer may apply to the IMIC37CA for the Principal Helmsperson to be replaced by a Substitute Helmsperson in cases where there the Principal Helmsperson is reasonably absent or incapable of helming. Such application shall be submitted no later than seven (7) days in advance of the race(s) the request applies to. Only in clear emergencies arising within the seven-day period will the IMICA37CA consider an application submitted within a shorter interval. The IMIC37CA may grant the request, if within the “class spirit”, and choose a Substitute Helm. A Principal Helmsperson shall have a valid Group 1 sailor classification status under the current version of the WS Sailor’s Classification Code. See: <https://members.sailing.org/tools/documents/2019ClassificationCode-%5b24778%5d.pdf> for more details.

- (c) Substitute Helmsperson – Any person who may be a current class member in good standing and who holds a valid WS Group 1 classification status and a valid current MELGES IC37 Class Helmsperson Eligibility approval as per Appendix 5. A Substitute Helmsperson may replace the Owner or Charterer (for conditions see (b)),
- (d) Relief Helmsperson – Any person who may be a current class member in good standing and who holds a valid WS Group 1 classification status and a valid current MELGES IC37 Class Helmsperson Eligibility approval as per Appendix 5. A Relief Helmsperson may only helm during the momentary absences described in (b).
- (e) Charterer - Is either: (1) an Owner, or (2) a non-Owner class member categorized by the WS sailor’s classification code as Group 1 and shall pay all regatta costs and charter fees. Co-charter arrangements of up to three partners are permitted so long as each partner has contributed 25% or more financially to pay for the cost of charter fees, sails, and whose name appears on the official charter agreement. All Chartering Helmspersons shall

hold a valid current MELGES IC37 Class Helmsperson Eligibility approval as per Appendix 5.

- (f) Boat Captain - One **crew** may be hired for regular maintenance, care, and delivery of the boat as the designated “Boat Captain”. To be classified as the “Boat Captain”, and race on an IC37, the individual must have as his/her primary job when employed on a yacht/boat, the maintenance and care of the yacht/boat and receive their compensation for fulfilling those responsibilities. Additionally, the “Boat Captain” shall have as their description with respect to the IC37, the maintenance and care of the boat with specific duties assigned as part of this activity. The “Boat Captain” shall be employed on a full-time or part-time basis by the owner/charterer of the yacht upon which he/she races. The “Boat Captain” shall submit a “Boat Captain” approval form to the IMIC37CA for approval. Please see Appendix 6 for guidance.

C.2.2

Limitations

- (a) The **crew** weight limit is 686kg (1512.37lbs).
- (b) Crew composition: The total number of crew permitted during an IMIC37CA sanctioned event shall comply with the following:
 - (1) Eight (8) or more total **crew**, with a minimum of two (2) crew members of the opposite gender.
 - (2) Seven (7) or fewer total **crew**, with have a minimum of one (1) crew member of the opposite gender.
- (c) No more than one (1) **crew** classified as a World Sailing Group 3 competitor and meeting in full the definition of a “Boat Captain” may sail aboard an IC37 during an IC37 Sanctioned Event. In addition, the “Boat Captain,” regardless of Group Status, may sail aboard the IC37 yacht for which he/she is the designated “Boat Captain.” A Group 3 “Boat Captain” when competing may not helm, trim sails, or act as tactician. For clarity, the “Boat Captain” may perform the following generic functions; bow, mast and pit. Effective as of July 6, 2019 and in effect for any One-Design Class regatta thereafter, the Boat Captain may not trim or adjust the backstays.
- (d) In local events other than World Championships, Continental Championships, National Championships and regional championships and at the discretion of the Organizing Authority, one (1) youth sailor 16 years old or younger is permitted on board without counting toward the maximum weight or maximum crew number during IMIC37CA Sanctioned Events.
- (e) A IC37 shall race the entire event with the **crew** as submitted per Appendix 2. After registration, **crew** may only be replaced for justifiable reasons and with the permission of the race committee. In the event the requested crew substitution is for the “Boat Captain”, the substitution may be a crew that has been previously approved by the class as a “Boat Captain”, or a crew with a Group 1 sailor classification status. In addition, at all times the crew shall comply with C.2.2. **Crew** changes that are clearly based on adapting to expected weather conditions shall not be accepted by the race committee.

- (f) A Principal Helmsperson shall have a valid Group 1 sailor classification status under the current version of WS Sailor's Classification Code. See: www.sailing.org/classification for more details.
- (g) A Principal Helmsperson shall hold a valid current IMIC37CA Helmsperson Eligibility approval as per Appendix 5 and be a current class member in good standing.
- (h) An Owner/charterer may charter at will.
- (i) A non-Owner charterer shall be:
 - (1) A non-Owner who is chartering a **boat** and paying all regatta costs for the event they are chartering shall:
 - (i) hold a valid WS Group 1 classification status; and
 - (ii) receive approval from the IMIC37CA Helmsperson Eligibility committee as per Appendix 5.
 - (2) A member in good standing of the Class Association for their second and subsequent IMIC37CA sanctioned events.
 - (3) Shall list all events they are planning to sail in and are seeking approval for. Note that any such approval is charter specific.
- (j) Notices of Race for events may add and set additional rules for carrying one bona fide guest with written approval by the IMIC37CA. A Guest Declaration shall be filled out and submitted before the event registration ends to an IMIC37CA representative for his or her approval. Guests shall not participate in the racing and shall be positioned aft of the helmsperson in a safe manner at all times (toilet visits excepted). The guest may sit with legs inboard or outboard. A guest fully hiking may be reported to the IMIC37CA representative as "participating in racing". This may result in retracting the permission to carry guests for the remainder of the event. The guest shall wear a life jacket or clothing that clearly distinguishes the guest from the **crew**. If no additional rules for carrying one bona fide guest are set, the following shall be respected:
 - (1) The guest name and approximate weight shall be submitted to the Organizing Authority (OA) a minimum of 10 days before the start of the first race of the event.
 - (2) If no guest is submitted as per (1), the IMIC37CA shall provide a guest.
 - (3) A reasonable number of Class or event sponsors spots may be claimed by the IMIC37CA if communicated well in advance (a minimum of 14 days before the start of the first race of the event).
 - (4) For safety reasons, the Principal Race Officer (PRO) of the event may, at any time before the warning signal of a race, indicate that guests are not permitted on board and then give ample time for compliance.

C.2.3

Weights (if applicable)

- (a) The **crew** weight shall be recorded to one decimal place of a kg.
- (b) The owner or charterer may choose to weigh in. If the owner or charterer chooses not to weigh in, a weight of 89kgs (196.21lbs) shall be allocated to a male owner/charterer and a weight of 76kgs (167.55lbs) shall be allocated to a female owner/charterer. In a setting where one or more partners are on board and sailing together, only one partner may

select to have the allocated weight applied. If an owner or charterer weighs in, that weight shall be his/her registered weight for all events that calendar year until he/she chooses to weigh in again.

- (c) All **crew** members, wearing a minimum of sailing/board shorts and a T-shirt, shall be weighed during the registration period prior to racing in a World, Continental or National Championship. For all other events, weighing shall not be required unless stated in the Notice of Race. Owner-charterers and their crews shall be on the honor system regarding their adherence to Class Rule C.2.2. Re-weighing shall only take place if a valid protest shows that the pre-race weights were false. A calibrated scale shall be used and be provided by the event organizer or the IMIC37CA.
- (d) A **crew** substitute approved under C2.2(e) shall be weighed prior to the change and the total **crew** weight shall comply with the event maximum based on the earlier weight check. The change(s) shall be posted as soon as reasonably possible on the regatta notice board.

C.3 PERSONAL EQUIPMENT

C.3.1

Mandatory

- (a) Personal equipment shall be as stated in C.5.1. Individual Notice of Race or Sailing Instructions may set additional requirements, if necessary, to be compliant with local regulations.

C.4 ADVERTISING

C.4.1

Limitations on advertising shall be in accordance with the WS Advertising Code. (See WS Regulation 20) and class rule C.6.4.

- (a) The bow number of the boat shall be the production hull number of the boat and be affixed to the port and starboard bow areas for all class-sanctioned events as per (Section I.3). Bow numbers shall be three digits. Font, size, colours and position shall be as shown in Section I.3.
- (b) The IC37 shall display, on the aft cockpit sides, the MELGES logos while racing in class-sanctioned events. Font, size, colours and position shall be as shown in Section I.2. Colors or position, other than the specified standard, shall be approved by MPS.
- (c) The IC37 shall display the Mainsail logo as required by G.2.6 (Section I.1).
- (d) The IC37 may display near the aft end of the boom the name, national flag and yacht club burgee of the owner.

C.5 PORTABLE EQUIPMENT

C.5.1

Mandatory

(a) **Boats** shall be equipped with the following items:

- Two (2) buckets of at least nine (9) liters (2.4 gallons) with lanyard (OSR 3.23.1).
- One (1) manual bilge pump (OSR 3.23.2).
- Tapered soft wood plugs at each through hull opening (OSR 4.02).
- Two (2) fire extinguisher minimum 1kg (modifies OSR 4.05.2).
- One (1) anchor (minimum weight 4.5kg) with minimum 30 meter 8mm rope and chain for a minimum total weight of 14kg (OSR 4.06). The anchor may be stored in a padded bag and shall be rigged for immediate deployment. The anchor, anchor rope and chain shall be stored on the centerline just aft of the engine compartment.
- One (1) handheld VHF
- One (1) first aid kit (modifies OSR 4.08).
- One (1) knife capable of cutting running rigging (OSR 4.16.2 and 4.25).
- One (1) hacksaw capable of cutting standing rigging (OSR 4.16.2 and 4.25).
- One (1) lifebuoy with self-igniting light and drogue (OSR 4.21.1).
- Two (2) orange smoke flares (OSR 4.23.1).
- Three (3) handheld red flares.
- Personal floatation devices for each crew member to the minimum standard EN 393 or ISO 12402-5 (Level 50), or USCG Type III. If required in an event's NoR, the boat shall comply with special requirements of the MNA under which racing is being held or those set by the club or local marine authority.

In addition:

- The manufacturer-supplied emergency tiller shall be carried when racing for boats with wheels.
- All safety equipment carried by the **boat** shall be off-the-shelf/production articles (i.e., no custom items).

NOTE: Minimum weights and a minimum of items are given solely to avoid grossly underweight items or racing without safety equipment to improve performance of the **boats**. It is up to the Owner of a **boat** to choose the right equipment for his/her **boat**.

C.5.2

Optional

(a) For Use:

- (1) Electronic or mechanical timing devices.
- (2) Tactical and navigation instruments and their associated transducers and power sources. Recommended equipment suggestions and locations are shown in Appendix 12.
- (3) Mooring line(s) and/or fenders.

- (4) Food and beverages in reasonable quantities for the number of crew and the duration of the race. They shall only be removed from their storage for consumption. Specifically, beverages are restricted to five (5) litres of drinkable fluid per person per race day.
 - (5) Sheet bags may be added to the **boat** to stow equipment, clothing, food, tools, drinks, etc.
 - (6) The carrying of loose ropes, fenders, spares, internal buoyancy and safety equipment is unrestricted provided their fixing/positioning does not change the structural properties of the **boat** and gives no performance advantage.
 - (7) Charts and means of recording compass headings.
 - (8) Rope, bags, tape or fittings to secure safety or other equipment.
 - (9) Netting, bags, socks or protective coverings may be installed below deck to facilitate **sail** stowage and protect the spinnaker against tearing or water.
 - (10) Tell tales may be added to any part of the **rig** and **sails**.
 - (11) Weed sticks of optional design may be carried on board for the removal of weeds from the **hull appendages**.
 - (12) A cooler/ice box.
 - (13) Tools and spares (weight and position to be recorded on class certificate).
 - (14) Up to two pipe cots may be installed in the IC37. The pipe cots may be removed during IMIC37CA events. The pipe cots shall not be included in the one-design weight of the boat.
 - (15) A manufacturer-supplied sink module may be installed in the IC37. If a sink is installed, it must be noted on the **manufacturer's declaration** if it was included in the one-design weight of the boat. If so, the sink must remain on board in sanctioned IMIC37CA events.
 - (16) A manufacturer-supplied galley module may be installed in the IC37. If a galley is installed, it must be noted on the **manufacturer's declaration** if it was included in the one-design weight of the boat. If so, the sink must remain on board in sanctioned IMIC37CA events.
 - (17) The tiller may be changed to MPS-supplied steering wheels. All components related to the steering system except the tiller extension shall be sourced from MPS and supplied by a licensed manufacturer. The tiller extension design, length and style is optional. The steering system installed in the boat shall be noted on the **manufacturer's declaration** and, if changed after delivery, the boat shall be presented for re-measurement prior to sailing in an IMIC37CA-sanctioned event.
 - (18) Winch handles of optional design and size may be used and carried on board.
- (b) Not for use/specifically forbidden (to carry) when racing in IMIC37CA sanctioned events.
- (1) Range-finding devices.
 - (2) Fixed electronic wind instruments (wired or wireless) at the masthead or any other location that provides wind data.
 - (3) Ballast in any form, other than indicated on the Class Certificate for weight and position.
 - (4) Shifting any equipment from its position as indicated on the Class Certificate, other than for its primary intended use.

- (5) Any type of padding on the lower lifeline.
- (6) Any type of additional padding added to clothing specifically intended to aid in hiking over the lower lifeline.
- (7) Any type of load cells to detect loads or tensions are prohibited.

C.6 BOAT

C.6.1

Modifications, Maintenance and Repair

- (a) The use of Velcro, shock cord, tape of any kind and rope is unrestricted as long as such use does not modify the sheeting angle of any **sail** when loaded or change the intended purpose of any equipment and shall conform with C.6.1.(b).
- (b) The method of attaching any fitting to the **boat** shall be as supplied by the **LM** and shall not modify the fittings position, the effective operation of the fitting or the intended purpose or action of any equipment and provided their fixing gives no performance advantage.
- (c) Gennaker takedown system consisting of an under-deck roller, pulleys, and bow tramp shall be added and shall conform with C.6.1.(b). The stated parts shall be manufactured by a LM and shall only be obtained from MPS. A take-down line, teflon tape, and hose may be added to soften corners and protect the spinnaker and may be obtained from any supplier.
- (d) A velcro or commercially available line keeper of intended design and optional placement may be added as a gennaker halyard keeper.
- (e) Covers or plates made of optional material may be added to or around the jib and gennaker system pulleys and bow eye as line deflectors, and/or chafe or wear plates.
- (f) Protective covers or gaskets to prevent water ingress and abrasion may cover the shrouds, vang, bowsprit, mast below the boom, and mast opening at the deck. The forward hatch and main hatchway may also be covered, but the hatch covers shall in no way affect the operation of a hatch.
- (g) Rollers, tubes or similar may be added to the upper lifeline to assist in the skirting of the jib, to clear lines, or clear the gennaker. In addition, line may be woven forming a net from the bow pulpit aft to the forward most stanchion; if employed, the type of line is optional.
- (h) Padding or similar shall not be fitted to the lower lifelines to enhance crew comfort.
- (i) The lifelines and rear gates shall be made from 4mm (5/32") 1X19 stainless wire.
- (j) No more than one (1) additional permanently installed bilge pump may be added to the original bilge pump system for the purpose of pumping water out of the interior of the boat while racing. The brand and the model of the pump is optional. All of the items in the system shall be readily available parts. The additional bilge pump shall pump out the water through the original hose through hull fitting exit. Additional hoses may be added. Additional hoses shall not penetrate any bulkheads or settees. The location of the additional bilge pump shall be per the owner's manual. The pumps may be switched from the cockpit. The original pump shall remain operational as supplied and not be modified in any way.

- (k) Permanently mounted speakers are allowed in the cockpit side walls. The holes to house the speakers shall not be larger than 150mm in diameter. Reference the owners manual for mounting position.

C.6.2

Weight

The weight of the **boat** in measurement condition (Appendix 13), minimum 3535kg.

The keel and the rig each have a weight limit and the rig has a vcg limit. The keel and rig weights and vcg limit are not a target for keel or rig optimisation, but given to facilitate checking a boat's compliance with the class rule. The **boat** shall be weighed with a class-approved certified load cell. The load cell shall have been calibrated in the last 12 months, and shall have increments not larger than 5.0kg. The measurer shall verify that the boat offered for weighing conforms to the Class Rules and shall execute/observe the weighing.

C.6.3

Corrector Weights

- (a) **Corrector Weights** shall be equally divided fore and aft and shall be fixed in the locations shown on (Appendix 8) with 50% of the **corrector weight** positioned aft. The aft **corrector weight** shall be positioned on the aft side of the engine box on the centerline of the boat. The remaining 50% of the **corrector weight** shall be positioned in the forward location per (Appendix 8), glued in with Sikaflex, 5200 or equivalent; shall be recorded on the Manufacturer's Declaration; and may only be altered after the **boat** has been re-weighed by an **official measurer**, under a controlled environment using the class-approved scale. Re-weighing shall not take place at a regatta and a **boat** shall not be re-weighed more than once every 12 months for this purpose. Boats with wheel steering shall have the additional weight of the wheels factored into the aft corrector weights and the forward corrector weights increased accordingly.
- (b) The total weight of such **corrector weights** shall not exceed 70kg.

C.7 HULL

C.7.1

Modifications, Maintenance and Repair

The paint systems and materials used shall be non-customized, off-the-shelf products available on the open market and, whether during modification, maintenance or repair, shall comply with the following:

- (a) Fairing of the **hull** is strictly prohibited. The **hull** up to a point 0.05m above the flotation line shall be abraded by the **LM** to no finer than a 400 grit surface finish and shall be maintained with nothing finer than 400 grit.
- (b) Painting the **hull** is allowed per the following:

1. The paint systems and materials used shall be non-customized, off the shelf products available on the open market and, whether during modification, maintenance or repair, shall comply with the following.
 2. The facility doing the painting shall be approved by the IMIC37CA.
 3. The **hull** shell/underwater body up to at least 0.05m above the flotation line may be coated with antifouling paint.
 4. The **hull** may only be abraded to prep the gelcoat for antifouling paint.
 5. Epoxy or other barrier coat material can be applied in keeping with the recommendations of the manufacturer of the antifouling paint used on the bottom. If epoxy or other barrier coat material is applied to the hull, antifouling paint shall also be applied.
 6. Once painted, the hull up to a point 0.05m above the flotation line may be abraded to no finer than a 400 grit surface finish.
- (c) Non-skid areas on the deck shall not be reduced in size and/or functionality of the non-skid other than by normal wear and tear and that allowed in **C.7.2(b)**.
- (d) Boats shall not have a specially textured surface on the **hull** shell, or devices on or near the surface of the **hull** shell, or any other kind of method of modifying the flow characteristics of water in the boundary layer of the **hull** shell, of which the purpose is, or could be, to reduce drag. Besides permitted antifouling-only paint systems, only stick-on vinyl film or a polyurethane paint system may be added to the **hull** above the flotation line.
- (e) No materials other than specified manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. The specific gravity of the paint shall not be altered with any material other than that specified above. When in doubt, contact the IMIC37CA.
- (f) Vinyl-film application on the painted **hull** shell is permitted for advertising (including private logo/stripping, changing hull color, etc.) reasons only. Above the waterline, the **hull** shell may be covered by a paint system complying with C.7.1. The vinyl or polyurethane paint system used shall not be textured in any way. The **hull** above the waterline may only be abraded to prep the **hull** for a paint system. Fairing of the **hull** is prohibited.

C.7.2

The following is permitted without the approval of IMIC37CA. Unless stated otherwise, items mentioned in this paragraph may be obtained from any manufacturer or supplier.

Modification (including fittings)

- (a) A hole may be made in the **hull** for the fitting of electronic systems only in the prescribed location noted in the user manual or by the LM. Local reinforcement may be added, but only to accommodate sound installation of the **hull** fitting.
- (b) Non-skid material of any kind may be added to the cockpit floor, upper deck, foot supports, hatch steps, **hull** edge and interior. Thickness shall not exceed 6mm. The deck may be abraded with 120 grit or 220 grit to smooth the gelcoat non-skid for better adhesion of the non-skid material where it is covered by an additional non-skid product.

The gelcoat non-skid below the adhesive non-skid material shall not be sanded with anything finer than 220 grit and shall not be polished.

- (c) Cleat risers, straps and fairleads shall remain as supplied by the **LM**. Refer to Appendix 14.
- (d) Cleats, winches, tracks, pad eyes and all **LM**-supplied permanently fixed fittings shall remain positioned in the **LM**-supplied locations. Refer to Appendix 14.
- (e) Blocks, sheaves, pulleys and cascades shall remain as supplied by the **LM**. Refer to Appendix 14. Running rigging minimum diameter and breaking strength (Appendix 9) shall be respected at all times.
- (f) The supplied footrest for the **helmsperson** and for the **mainsail** trimmer may be rotated to adjust the position for the comfort of the crew.
- (g) For sailors with disabilities, adaptive aids may be added to improve the disabled sailors ability to move from side to side and to sail the boat. Prior to being installed, all added parts of any kind shall be approved by the IMIC37CA Class Measurer.
- (h) The hull-to-keel fin joint may be faired with a semi-permanent caulk.
- (i) The sail-drive hull plate may be made flush and faired around the perimeter and the seam and the fastener heads. The gap around the sail drive shall not be altered from the factory.
- (j) The engine, sail drive, propeller, fuel tank, fuel filter and two (2) batteries shall remain as supplied by the **LM**. Replacement parts shall be on a like-for-like basis.

Maintenance

- (k) The outermost surface of the hull shell may be lightly sanded and/or cleaned with normal concentrations and quantities of detergents or similar materials and/or coated/polished with non-customized off-the-shelf products available on the open market (e.g., HullKote). On a race day, no substances shall be present on the outermost surface of the hull shell other than those permitted in C.7.1 (a),(c), (d), and (e).
- (l) Routine maintenance required to correct normal wear and tear and/or superficial damage to keep the hull in perfect condition is permitted as long as it does not result in changes of strength, functionality, or weight/vcg, that can be seen as fairing/re-fairing or that can be categorized as repair or modification.

Repair (including fittings)

- (m) In general, repair and/or replacement of all items to the same brand and specification as the original is permitted. If this is not possible or the original is no longer available or requires boat-building expertise, please contact the IMIC37CA **official measurer**. (Refer to Appendix 7.)
- (n) Temporary repairs may lead to a **hull** or equipment item that is technically not class legal on condition that: (1) the repair is communicated to an **official** (class-approved) **measurer** or the class manager before work commences and, if at an event, is also communicated to the race committee and is approved by the relevant authority; and (2) the repair is temporary in the sense that the noncompliance shall never last longer than required to bring the hull or the equipment back within the class standard at the first reasonable opportunity.

C.8 HULL APPENDAGES

C.8.1

Modifications, Maintenance and Repair

The paint systems and materials used shall be non-customized, off-the-shelf products available on the open market and, whether during modification, maintenance or repair, shall comply with the following:

- (a) The appendages shall be coated with an epoxy primer. Anti-fouling paint may be applied to the keel and rudder. Any other painting of appendages must be approved by the IMIC37CA and be performed by a Class approved facility.
- (b) Appendages shall not have a specially textured surface, or devices or any other kind of method of modifying the flow characteristics of water in the boundary layer of the appendages, of which the purpose is, or could be, to reduce drag. Besides epoxy primers and permitted anti-fouling, only paint systems using two-component linear polyester saturated aliphatic polyurethane or two component acrylic urethane shall be applied.
- (c) No materials other than specified manufacturer-supplied retardants, accelerants, thinners and pigments shall be added. The specific gravity of the paint shall not be altered with any material other than specified above. When in doubt, contact the IMIC37CA.

C.8.2

The following is permitted without approval of IMIC37CA.

Modifications (including fittings)

- (a) The **tiller** extension may be replaced with optional design, length and material.

Maintenance (including fittings)

- (b) The outermost surfaces of the appendages may be lightly sanded and/or cleaned with normal concentrations and quantities of detergents or similar materials and/or coated/polished with non-customized, off-the-shelf products available on the open market (e.g., HullKote). On a race day, no substances shall be present on the outermost surface of the appendages than those permitted in C.8.1.
- (c) Routine maintenance required to correct normal wear and tear and/or superficial damage to keep the appendages in perfect condition is permitted as long as it does not result in changes of strength, functionality or weight/vcg, that can be seen as fairing/re-fairing or re-aligning/re-positioning, or that can be categorized as repair or modification.

Note: If there is doubt of the interpretation of superficial damage or re-aligning, a ruling shall be sought from an **official** (class-approved) **measurer**, who shall notify the class manager, before work commences. On completion, the **appendage** shall be **re-certified**. (Refer to Appendix 7.)

Repair (including fittings)

- (d) In general, replacement of all items to the same brand and specification as the original is permitted. Replacement parts, including rudder bearings, shall only be obtained from MPS. Repairs shall be communicated with an **official** (class-approved) **measurer**, who

shall notify the class manager, before work commences. The class manager may require **re-certification**. (Refer to Appendix 7.)

- (e) Temporary repairs may lead to appendages that technically are not class legal on condition that: (1) the repair is communicated with an **official** (class-approved) **measurer**, who shall notify the class manager, before work commences and, if at an event, is also communicated to the race committee and is approved by the relevant authority; and (2) the repair is temporary in the sense that the noncompliance shall never last longer than required to bring the appendage(s) back within class standard at the first reasonable opportunity.

C.8.3

Limitations

- (a) Appendages shall not be replaced during an event unless non-intentionally lost or materially damaged beyond repair, in which case they may be replaced with the prior permission of the race committee.

C.8.4

Keel use

- (a) The **keel** shall be fixed in the factory position.

C.8.5

Rudder use

- (a) The **rudder** shall be installed with the factory-supplied bearings and rudder head.

C.9 RIG

C.9.1

Modifications, Maintenance and Repair

The following is permitted without the approval of the LM. Unless stated otherwise, items mentioned in this paragraph may be obtained from any manufacturer or supplier.

Modifications

- (a) **Running Rigging** may be replaced by rope of any type, but shall meet any minimum diameter or breaking strength as stated in Appendix 11.
- (b) Any system of tape, rope, or clips may be used if intended only to prevent turnbuckles from loosening or to prevent sails tearing. See C.9.1.(g).
- (c) The use of tape of any kind is unlimited but it is not permitted to change the purpose of any equipment.
- (d) The use of shock cord on the **rig** is unlimited.
- (e) A mast gaiter may be added to go around the mast at deck level to prevent water ingress.
- (f) A wind direction indicator may be fitted to the top of the mast.

- (g) Mast brackets of optional design may be added below the gooseneck for electronic displays.
- (h) A masthead wind instrument cable may be installed in the mast.
- (i) Masthead instrumentation units, if fitted, shall be removed for World Championships, Continental Championships and National Championships and any local or regional IMIC37CA sanctioned one-design event..
- (j) The main halyard may be lead through a block or lead ring/ferrule attached to the mast step on the starboard side of the mast. The block or lead ring shall have a minimum working load of 1000kgs.

Maintenance

- (k) The use of tape of any kind is unlimited, but it is not permitted to change the purpose of any equipment.

Repair

- (l) In general, replacement of all items to the same specification as the original is permitted. Replacement parts, if not standard supplier items, such as standing rigging and any standard fittings supplied with the mast or boom shall only be obtained from MPS. Repairs other than replacing standard supplier items shall be communicated to an **official** (class-approved) **measurer**, who shall notify the class manager, before work commences. A class Boat Repair Approval form shall be submitted prior to any work being done (Appendix 7). The class manager may require **re-certification**.
- (m) Temporary repairs may lead to **spars** or **rigging** that is technically not class legal on condition that: (1) the repair is communicated with an **official** (class-approved) **measurer**, who shall notify the class manager before work commences and, if at an event, is also communicated to the race committee and is approved by the relevant authority; and (2) the repair is temporary in the sense that the noncompliance shall never last longer than required to bring the **rig** back within class condition at the first reasonable opportunity.

C.9.2

Limitations

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been non-intentionally lost or materially damaged beyond repair, in which case it may be replaced with the prior permission of the race committee.
- (b) A masthead antenna cable shall be installed in the mast.

C.9.3

Mast use

- (a) The **mast** shall be stepped in accordance with the owner's manual/rigging guide. Specifically altering the location of the **mast** at the step or at deck level is not permitted when racing. Step and mast collar shall not be modified in any way, nor shall their position be modified.
- (b) The maximum distance between the **lower limit mark** and the **upper limit mark** is 14.80M.
- (c) The **limit mark width** minimum is 25mm.

- (d) The removable shims at the **mast** base shall not be modified or customized in any way. These shims shall only be changed, moved, or otherwise manipulated in combination with the use of the **mast** jack. These shims shall be supplied by MPS.

Note: The hydraulic **mast** jack and its related equipment shall not be modified in any way. The IMIC37CA may set a jack pressure limit per event or per events series.

C.9.4

Boom use

- (a) The **outer point distance** maximum is at 5,00m.
- (b) The **outer limit mark** width minimum is 25mm and it shall be painted.
- (c) The **boom** shall be fit with a reefing system per Appendix 10 and shall be usable.

C.9.5

Bowsprit use.

- (a) To assist in catching the spinnaker sheets, the **bowsprit** may be fitted with a batten or similar device at the outer end that shall not extend more than 300mm from the outer end of the **bowsprit**.
- (b) The outermost end of the **bowsprit** shall not extend more than 2326mm beyond the forward-most part of the bow stem above **bowsprit** housing.

C.9.6

Standing Rigging use

- (a) Adjustment of **rigging** whilst racing is not permitted except as specifically set forth below. Otherwise, all means of adjustment must be positively locked and/or bound up to prevent accidental adjustment whilst racing. The following adjustments are permitted while racing:
 - (1) For purposes of safety, i.e. an exceptional adjustment of a stay to cure a fault.
 - (2) **Backstays**.
- (b) The **forestay** turnbuckle shall be set and sealed with the IMIC37 class seal for all IMIC37 class-sanctioned events. The **forestay** length shall be set so that the bearing point of the forestay turnbuckle pin shall be set at 2326mm +/-2mm measuring from a mark on the **forestay** that correlates to the top edge of the **lower limit mark** on the mast. To locate the **forestay** measurement point, the jib halyard shall be secured and positioned alongside the front side of the mast and pulled down towards the base using at least 9kg (20lbs) of tension. A mark shall be placed on the jib halyard correlating to the top edge of the **lower limit mark** adjacent to the gooseneck, The halyard shall then be swung to the **forestay** and the forestay marked.
- (c) The **sidestays** shall be set and sealed with the IMIC37 class seals for all IMIC37 class sanctioned events. The rig tune for all IMIC37 class sanctioned events shall be checked by the IMIC37CA official measurer or his designee to ensure compliance with the tuning guide as described in Appendix 15.

C.9.7

Running Rigging use

- (a) All **running rigging** may be tapered in the sense of removing the cover, but the cover may never be removed any further than where the rope reaches a winch or cleat.
- (b) Messengers are permitted while racing, but only when replacing a damaged rope, or when a second jib and spinnaker halyard is installed and is not being used for class-sanctioned events.
- (c) In case of damage after leaving the dock for the first race of the day, a rope may be replaced by any other rope on the **boat**. Only if there is no suitable replacement of the minimum diameter as given in Appendix 11 may the replacement used be under the minimum required.

C.10 SAILS

C.10.1

Modifications, Maintenance and Repair

Sails shall not be altered in any way except as permitted by these **class rules**. The following is permitted without **re-certification** or approval, and may be done by anyone. Modifications that change the measurements as certified shall not be considered routine maintenance.

Modifications

- (a) Tell tales.
- (b) Camber stripes.
- (c) Batten tension.

Maintenance

- (d) Routine maintenance such as cleaning or drying.
- (e) Replacing chafed, weakened parts not of influence on measurements.

Repairs.

- (f) Tears and small (not of influence on measurements) holes.
- (g) Replacing damaged parts not of influence on measurements.

C.10.2

Use and identification

Mainsails.

- (a) Identification.

National letters and sail numbers shall be in compliance with RRS rule 77.

NOTE: Events in their NoR may request to have the nation flag on the mainsail if approved in writing by the IMIC37CA.

- (b) Use

- (1) Shall be rigged as per the owner's manual.

- (2) The highest visible point of the **sail**, projected at 90° to the **mast**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the **boom**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

Jib

- (c) Identification
Not required.
- (d) Use
 - (1) A jib shall not be set flying and shall be attached to the **forestay** over at least 90% of the luff length.
 - (2) Jib shall be sheeted to the working deck. More than one sheet may be under tension, but only if fitted to the same clew.

Gennakers

- (e) Identification
Not required.
- (f) Use
 - (1) Gennakers shall be flown from a masthead halyard.
 - (2) Gennakers shall be sheeted from only one point on the **sail**.
 - (3) Gennakers shall be sheeted to the working deck.
 - (4) No lead for the sheeting of gennakers shall be attached on the main **boom**.

C.11 BOAT HANDLING

C.11.1

- (a) Cross sheeting the headsail is prohibited. Except during the process of changing sheets, the jib shall be trimmed using only the primary winch on the side on which the jib is set.
- (b) The jib shall be trimmed through the standard lead rings and blocks and shall not be set up to trim through an outboard lead of any kind.
- (c) The spinnaker may be cross sheeted from the cheek block to the winch on the opposite side of the boat.

C.11.2

- (a) The bowsprit shall be fully retracted when not in the process of setting, flying or taking down a gennaker. In the fully retracted position, the outermost end of the bowsprit shall not extend more than 800mm beyond the forward most part of the bow stem and the white inner limit ring is fully seated against the bowsprit housing.
- (b) Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. At the first reasonable opportunity after taking down the gennaker, the bowsprit shall be fully retracted.
- (c) If for a wind shift, or any other reason, the spinnaker is flown on a “windward” leg, then the bowsprit shall be fully extended and the spinnaker set before the boat reaches the zone at a mark.

- (d) When the bowsprit is extended, the boat shall be in the process of a continuous hoist, or flying or dropping the spinnaker. When fully extended, the outermost end of the bowsprit shall not extend more than 2326mm beyond the forward most part of the bow stem.

C.11.3

- (a) When tacking, or gybing, standing up and hanging or pushing/leaning on the shrouds, mast or boom by a crewmember to promote the maneuver shall be prohibited.

C.11.4

- (a) Sailing “wing on wing” shall only be allowed for brief periods, up to one minute in length and not repeatedly or in succession.

SECTION D – HULL

D.1 PARTS

D.1.1

Mandatory

- (a) **Hull** shell.
- (b) Deck.

D.2 GENERAL

D.2.1

Rules

The hull shall comply with the class rules in force at the time of manufacture.

D.2.2

Identification

- (a) The **hull** shall carry the Manufacturer Plaque incorporating the boat serial number supplied by **LM** permanently placed on the upper starboard aft transom per the owner’s manual. The WS Class Plaque, once received, shall be placed at the same position below the Manufacturer Plaque.

D.2.3

Builders

- (a) The **hull** shall be manufactured by a **LM**.
- (b) The production moulds used for **hull** manufacture shall be approved by the IMIC37CA.

D.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The alterations contained in this section may be made by the IMIC37CA, or by any entity after a formal request has been made to the IMIC37CA and written approval has been received by the Owner. This shall require the Manufacturer's Declaration to be re-issued upon completion of the post-work inspection by an **official** (class-approved) **measurer**.

- (a) If a **hull** is damaged and requires repair in any way other than that described in Section C, the details shall be recorded on the Manufacturer's Declaration.
- (b) If the outermost surface of the **hull** shell requires more than light sanding as permitted in section C, the details shall be recorded on the Manufacturer's Declaration.

(Refer to Appendix 7.)

NOTE: Drilling of holes in the **hull** to permit lines to go through is not allowed.

D.4 ASSEMBLED HULL

D.4.1

Weights

- (a) **Hull Weight** Complete (refer to Appendix 13 for what is included in complete **hull weight**).
Minimum 3535kg.

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1

Mandatory

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

E.2 GENERAL

E.2.1

Rules

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

E.2.2

Modifications, Maintenance and Repair

The alterations contained in this paragraph may be made by a LM, or by any entity after a formal request has been made to the IMIC37CA and written approval has been received by the Owner.

This shall require the Manufacturer's Declaration to be re-issued upon completion of a post-work inspection by an **official** (class-approved) **measurer**.

- (a) If any **hull appendages** are damaged and require repair in any way other than that described in Section C, the details shall be recorded on the Manufacturer's Declaration upon completion of the post-work inspection by an **official** (class-approved) **measurer**.

(Refer to Appendix 7.)

E.2.3

Manufacturers

- (a) The **hull appendages** shall be made by a LM and shall be obtained from MPS.

SECTION F – RIG

F.1 PARTS

F.1.1

Mandatory

- (a) **Mast,**
- (b) **Boom,**
- (c) **Standing rigging,**
- (d) **Running rigging,**
- (e) **Bowsprit.**
- (f) **Spreaders,** its original fittings and original pins.

F.2 GENERAL

F.2.1

Rules

- (a) The **spars** and their fittings shall comply with the **Class Rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **Class Rules**. (Refer to Appendix 9.)

F.2.2

Modifications, Maintenance and Repair

The following alterations may be made by a **LM**, or by any entite after a formal request has been made to the LM and written approval has been received by the Owner. This shall require the Manufacturer's Declaration to be re-issued upon completion of the post-work inspection by an **official** (class-approved) **measurer**.

- (a) If any **spar** is damaged and requires repair in any way other than described in section C, the details shall be recorded on the Manufacturer's Declaration upon completion of the post-work inspection by an **official** (class-approved) **measurer**.
(Refer to Appendix 7.)

F.2.3

Manufacturer

- (a) The mast, spreaders, boom, bowsprit, standing rigging, including backstays and the forestay shall be made by a **LM** and replacements shall be obtained from MPS.

F.3 STANDING RIGGING

F.3.1

Specification

- (a) Mandatory: See Appendix 9.

F.4 RUNNING RIGGING

F.4.1

Specification.

- (a) Mandatory: See Appendix 11.

SECTION G – SAILS

G.1 PARTS

G.1.1

Mandatory

- (a) **Mainsail**.
(b) **Jib**.
(c) **Gennaker**.

G.2 GENERAL

G.2.1

General

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

This includes that the RRS and WS Regulations on certification, manufacturers' advertising and Class insignia, national letters and sail numbers, etc. shall be followed to the letter unless the class rules explicitly differ.

G.2.2

Certification and measurement.

- (a) All **sails** shall be available for measuring and those certified shall include the **mainsail, jib** and **gennaker**.
- (b) The manufacturer shall **certify** each sail at the **tack** with a IMIC37CA Class Royalty sticker, issued by the IMIC37CA, enter the measurements found, and sign and date the **certification** mark.
- (c) The manufacturer shall not apply the IMIC37CA Class Royalty Sticker to any **sail** that does not comply with the appropriate definitions and restrictions for that **sail** as set forth in this paragraph.
- (d) **Certification** by non-class approved measurers may be adjusted or withdrawn by **official** (class-approved) **measurers** at any time.
- (e) WS, or an MNA, may appoint one or more In-House **official measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3

Manufacture

- (a) The sails shall be made by a **LM** and replacements shall be obtained from MPS.

G.2.4

Class Association Royalty Sticker

- (a) Each **sail** constructed shall have permanently fixed (with stitching) near to its **tack** on the starboard side of the **sail** an official IMIC37CA Class Royalty Sticker. No **sail** shall be accepted without a Class Royalty Sticker. The **LM** shall sign and date across the sticker and **sail** to ensure that it cannot be transferred to another **sail**. Stickers shall only be available from the IMIC37CA secretary (or treasurer), and the cost shall be fixed annually by the ICA in general meeting. The Royalty Application form can be received by emailing admin@melgesic37class.com.

G.2.5

Materials, Construction and Dimensions

General.

- (a) **Sail** construction shall be approved by the IMIC37CA and only a **LM** may manufacture IMIC37CA sails and shall comply with the World Sailing-approved Builders Construction Manual.
- (b) **Sail battens** shall be made by a LM and shall be sourced from MPS.

G.2.6

Mainsail insignia

Specific

- (a) The class insignia shall be placed in accordance with the diagram, dimensions and requirements shown in (Section I.1).
- (b) Events in their NoR may request to have the Nation flag on the mainsail if approved in writing by the IMIC37CA.

G.2.7

Sail limitations when racing/during an event

- (a) Not more than one (1) **mainsail**, two (2) **jibs**, and two (2) **gennakers** may be declared as base inventory during a sanctioned event. When a **sail** is lost or damaged beyond repair, it may be replaced on condition of permission by the race committee.
- (b) Not more than one (1) **mainsail**, one (1) **jib**, and two (2) **gennakers** shall be on board after having left the dock for a race day during a sanctioned event.
- (c) The body of the gennaker shall be constructed so that at least 50% of the body of the sail shall be of a color other than white, or if white shall have at least 30% of the body of the sail covered by a logo or graphic. Area of the graphic to be determined by surrounding it with a trapezoid. Only when the 30% area trapezoid makes the graphic too big for the sail, use these factors. The minimum width for the graphic is to be 85% of the width of the sail, or the minimum height for the graphic is to be 50% of the luff length.

PART III – EVENT RULES

These rules are automatically invoked. The default is these rules do apply. The Notice of Race shall state that a particular IMIC37CA **Class Rule** is not invoked if approved by the IMIC37CA.

SECTION H – Event Rules

H.1 PROTEST TIME LIMITS

Protest time limits shall be stated in the NoR or SI.

H.2 SAIL LIMITATION MARKS

The **sail** limitation marks shall be issued by the class manager (or a dedicated **official** class-approved **measurer**) to all owners who have paid their annual IMIC37CA dues. These **sail** limitation marks may only be used on one **sail**, shall be permanently affixed near the **tack**, on the starboard side of the **sail**, and the serial number of the class royalty button recorded on Appendix 3 (Event Sail Declaration Form and Initial SLM Registration) and submitted prior to each class-sanctioned event to the class manager. **Sail** limitation marks shall only be issued to **boat** Owners or Charterers. **Sail** limitation marks are boat specific; if there is more than one owner or charterer per boat, that shall be stated on the membership application form.

Sail limitation marks shall follow the Charterer, not the **boat**. Charterers may choose to use the sails belonging to the **boat** if they have the **boat** Owner's sail limitation marks applied. If the charter **boat** Owner's sail limitation marks are not applied, the Charterer shall apply the sail limitation marks issued to said Charterer. Owner-Charterers shall utilize the sail limitation marks issued for the **boat** they own when chartering a **boat** and using their own sails.

Owner-charterer may choose to use the sails belonging to the **boat** if they have the **boat** Owner's sail limitation marks applied. If the charter **boat** owner's sail limitation marks are not applied, owner charterer shall apply the sail limitation marks issued to owner.

Non-owner charterers, upon payment of annual IMIC37CA dues, will be issued four (4) sail limitation marks. These sail limitation marks are valid only for one year of issuance. If a Charterer becomes an Owner in the year of the charter, the four (4) initial sail limitation marks shall count toward the first four (4) issued in the first year of ownership, and the charterer becomes entitled to the following:

An owner, upon payment of IMIC37CA dues, is entitled to:

- (a) Four (4) sail limitation marks in the first calendar year (January 1-December 31) of ownership of a new or used **boat**.

- (b) Three (3) sail limitation marks annually thereafter. For a **boat** entering the World Championship, the limitation may be brought to four (4) sail limitations marks even if the World Championship is not a fourth or a sixth event as indicated in (c).
- (c) On completion of the sixth IMIC37CA-sanctioned event in a calendar year, a fourth (4th) sail limitation mark will be allocated upon receipt of the sail limitation request form by the class manager, (See Appendix 4.) The limitation mark must be affixed to a **sail** by June 1 of the year following their issue (e.g., limitation marks issued during 2018 must be affixed by June 1, 2019).
- (d) **Sail** limitation marks shall not be transferable between **boats**. If an Owner owns two **boats**, **sail** limitation marks shall be **boat** specific. If an Owner owns two **boats**, annual IMIC37CA dues must be paid for both **boats** to receive the annual **sail** limitation marks for each **boat**.
- (e) Previously declared **sails** with **sail** limitation marks recorded may be declared for use in any future IMIC37CA-sanctioned event with the existing **sail** limitation mark, new **sail** limitation marks do not need to be applied. Unused **sail** limitation marks shall expire as in (c). For sails damaged beyond repair or non-intentionally lost, the Owner or Charterer may fill out the sail limitation request form in Appendix 4.

H.3 RACE MANAGEMENT

H.3.1

Racing Rules of Sailing Class Event Requirements. The following shall be noted in the event NOR and SI's.

- (a) RRS 44.1(a) and 44.2 are changed so the penalty shall be a one-turn penalty including one tack and one gybe.
- (b) The Low Point System of Appendix A will apply. Coastal races shall be scored as the WL races.
- (c) One race is required to be completed to constitute an event.
- (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.

H.3.2

Format

An IMIC37CA event in its NoR may include any of the following event and race types:

- (a) **A Regatta**, typically World Championship, Continental Championship, National Championship and Regional Championships.
 - (1) All class rules shall be strictly adhered to.
 - (2) All class forms shall be required for entry.
 - (3) Class Rule C.2.2.(d), regarding a youth sailor, will be adhered to, meaning all crew must conform to the crew requirements including the total allowable weight, regardless of age.

- (b) **B Regatta**, typically local regattas or races. Class Rules shall be followed with the exception of the following:
- (1) Any sail with a **Sail Limitation Mark** applied may be used as long as **SLM** pertains to owner/charterer of boat.
 - (2) The Sail Declaration Form, Appendix 3 is NOT required.
 - (3) Class Rule G.2.7(b) shall be adhered to in that only one(1) main, one(1) jib, and two(2) gennakers may be carried on board while racing.
 - (4) Crew Declaration Form in Appendix 2 shall be submitted.
 - (5) Class Rule C.2.2 shall at all times be adhered to, however, there will not be an official weigh in.
 - (6) Class Rule C.2.2(d), regarding a youth sailor is encouraged.
- (c) **Windward-Leeward**
- (d) **Coastal**

Unless approved otherwise in writing by the IMIC37CA, events shall consist of not more than two (2) practice days and four (4) racing days for a World Championship, of which three (3) or four (4) racing days shall be WL racing; if three (3) WL days, then one racing day may be a coastal day or have a mix of either of the two options on that day. No more than three (3) races shall be scheduled per day and no more than 10 per event. All other class-sanctioned events shall consist of not more than two (2) practice days and three (3) racing days of which two (2) or three (3) racing days shall be WL racing and one (1) racing day may be a coastal day or have a mix of either of the two on that day. At a three-day event, no more than three races shall be scheduled per day, with no more than two (2) on the last day and eight (8) per event. The emphasis shall be on quality not quantity.

H.3.3

Wind Speeds

- (a) Races will not be started when the race committee deems that winds are consistently at or above 23 knots or gusting to 25 knots and above. If a race has been started and the wind increases to 25 knots and above, it remains at the discretion of the race committee whether or not to abandon the race. Races will not be started unless winds are consistently above five (5) knots at the time of the start.

H.3.4

Reefing Flags

- (a) When the race committee flies code flag “V” (Victor), all **boats** shall reef the mainsail until the “V” flag is lowered.
- (b) When the race committee flies code flag “J” (Juliet), all **boats** shall reef the jib until the “J” flag is lowered.
- (c) Either flag shall be flown no later than 10 minutes prior to the warning signal for a given race.

H.3.5

Crew Weighing

When protested by an IMIC37CA competitor or at the discretion of the *Race Committee*, a random weigh-in during the regatta may be required of selected boat(s)' **Crews**. The *Race Committee* shall adhere to the following procedures:

- (a) Yachts that are protested or selected for random weigh-ins shall have their sail numbers posted on the official notice board no later than 1600 hours on the evening of the required weigh-in.
- (b) The **Crew** of the yachts that sailed on the day of the random weigh-in notification shall be weighed by a class official within one hour of the yachts' docking, but no later than 1900 hours on the day of notification.
- (c) Yachts whose **Crew** exceeds the maximum weight allowance in **Class Rule C.2.2.a** (excluding any individual on board allowed or added under C.2.2.(d)-(j)) shall be penalized as follows:
 - (1) When the **Crew** weight total is greater than 686kg but less than or equal to 696kg, the offending yacht shall lose three places for each race of that day.
 - (2) When the **Crew** weight total is greater than 696kg but less than or equal to 706kg, the offending yacht shall lose six places for each race of that day.
 - (3) When the **Crew** weight total is greater than 706kg, the offending yacht shall be scored DNS for each race of that day.

H.4 OUTSIDE ASSISTANCE

As written in the Introduction, IMIC37 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.

In keeping with the Corinthian spirit of the Melges IC37 Class and in an effort to keep overall operating costs to a reasonable level, a paid 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. Paid 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 IMIC37CA 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 IMIC37CA 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 at protest hearings. This changes RRS 63.6. The penalty for infringing this rule shall be assessed at the discretion of the event international jury or protest committee. This rule is not intended as a deterrent to social interaction before and between races.

H.5 WET SAILING

At IMIC37CA sanctioned events, all boats shall be in the water by 2400 the day before racing commences and shall remain in the water until the finish of the last race of the event.

H.6 COMPETITOR CONDUCT

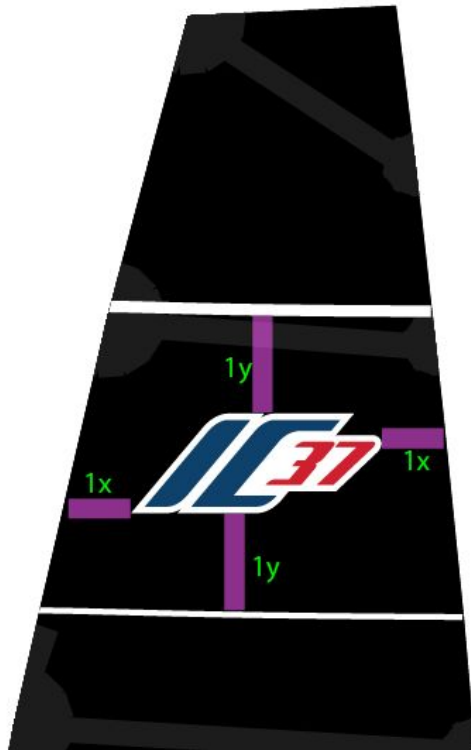
All owners are responsible for their crew's conduct and shall at all times exemplify the MELGES IC37 CLASS MISSION STATEMENT and CODE OF CONDUCT. Failure to do so is grounds for disqualification.

SECTION I – LOGO APPENDICES

I.1 SAIL LOGO DIAGRAMS

Class Insignia:

- 600mm x 1500mm
- Center between 75% + 85%
(starboard) Stripe / (50% + 75% port)
equidistant to each edge of the sail

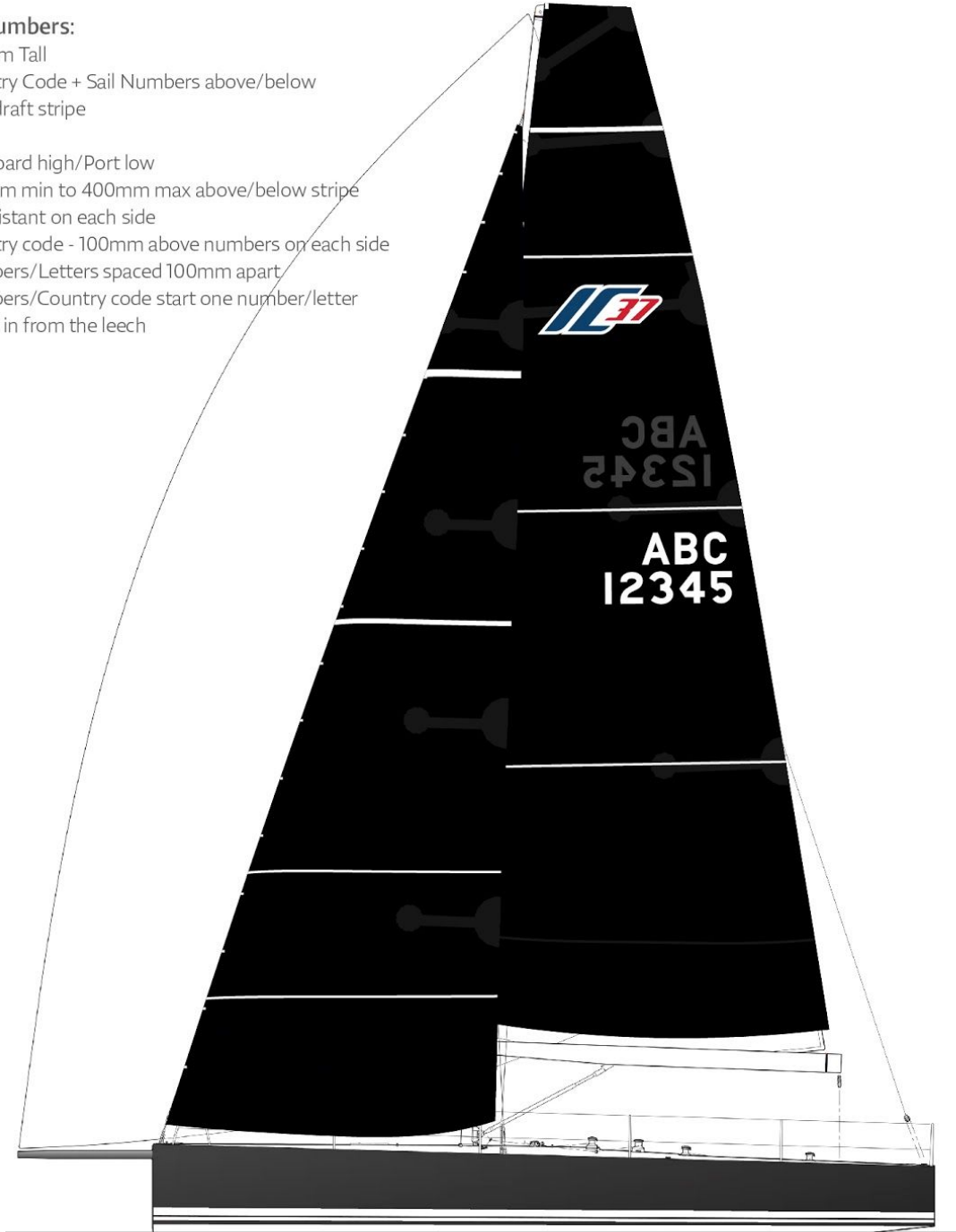


MELGES IC37

PORT

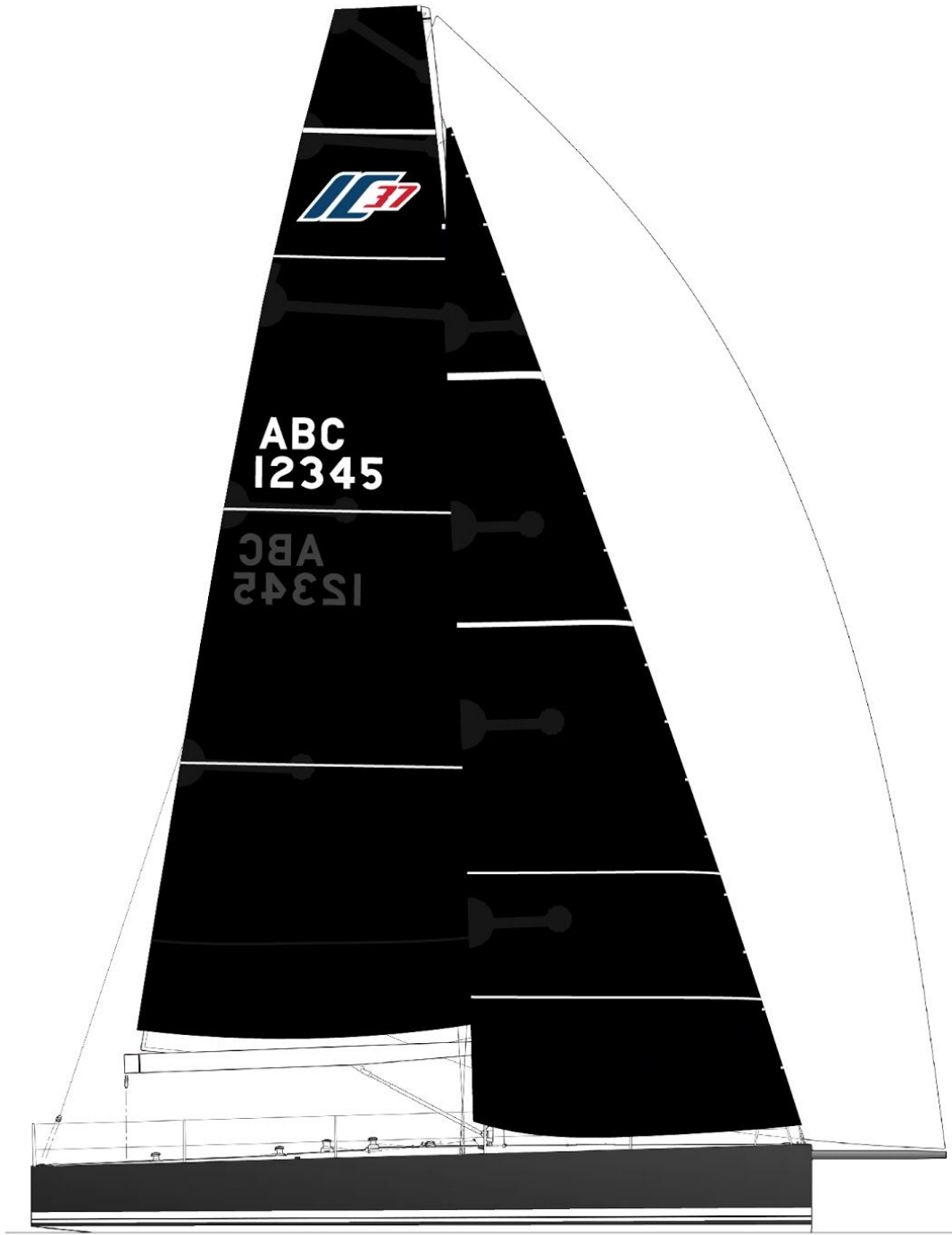
Sail Numbers:

- 457mm Tall
- Country Code + Sail Numbers above/below 50% draft stripe
- Starboard high/Port low
- 200mm min to 400mm max above/below stripe
- Equidistant on each side
- Country code - 100mm above numbers on each side
- Numbers/Letters spaced 100mm apart
- Numbers/Country code start one number/letter width in from the leech

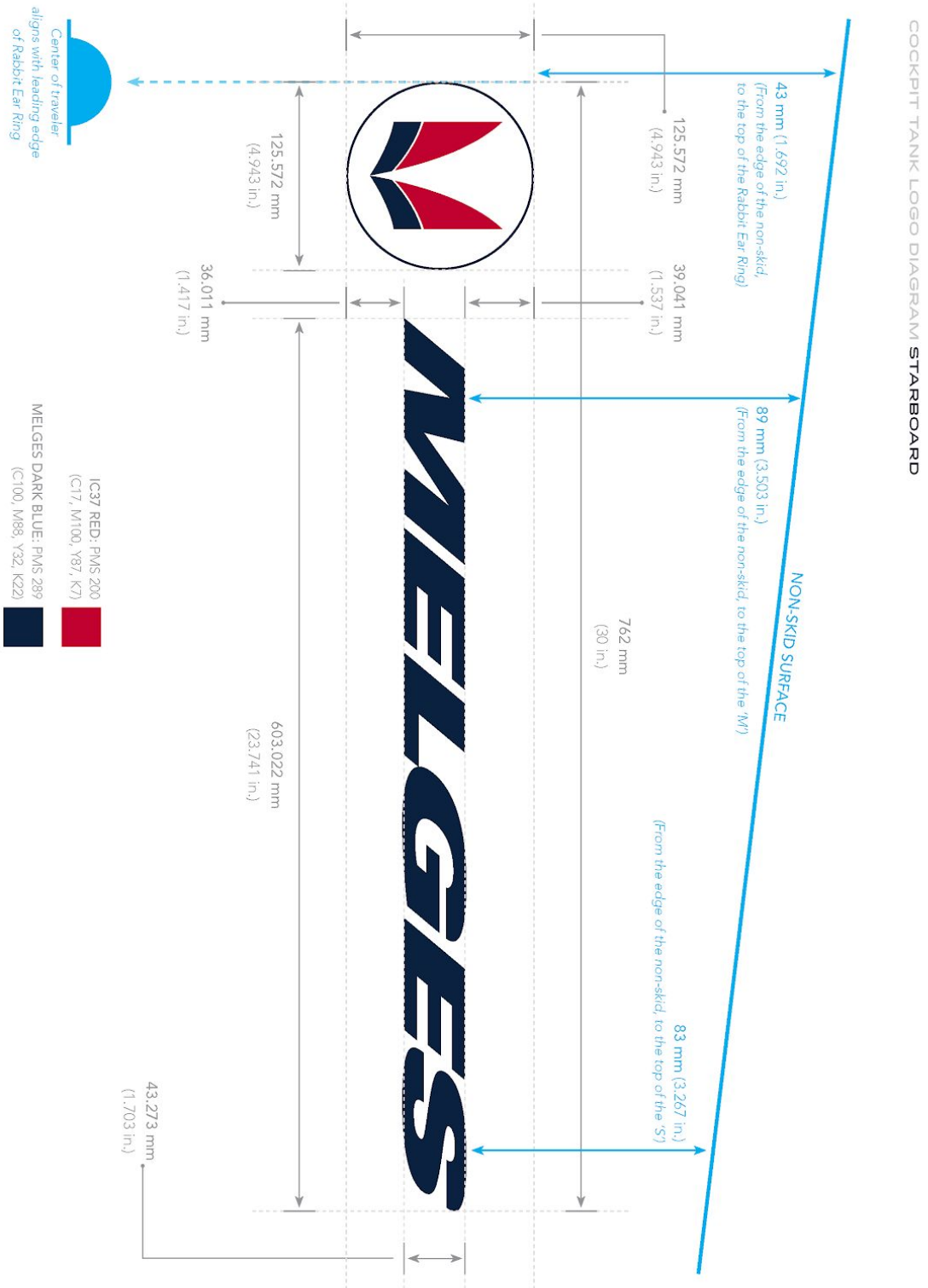


MELGES IC37

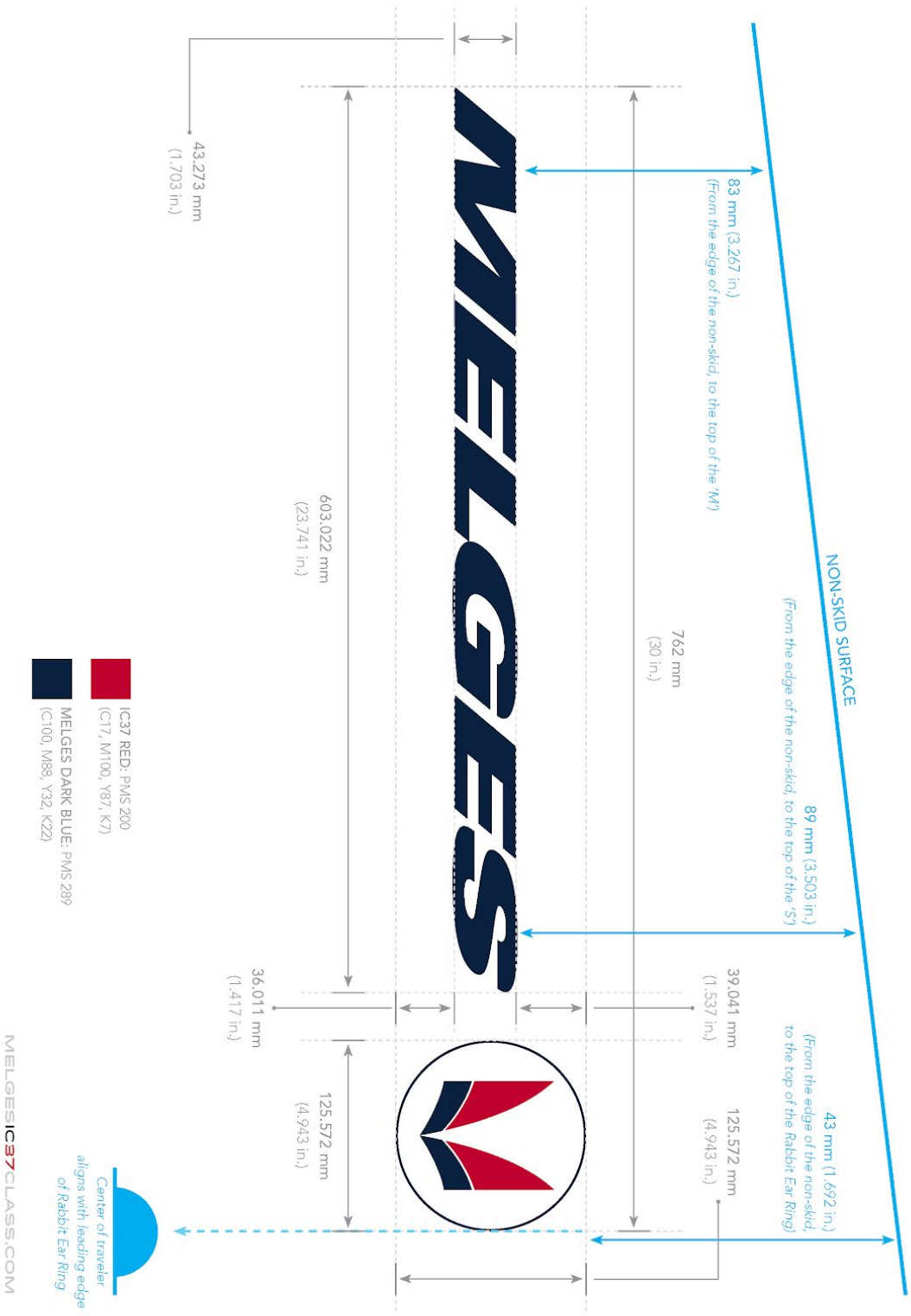
STARBOARD



I.2 COCKPIT TANK LOGO DIAGRAMS

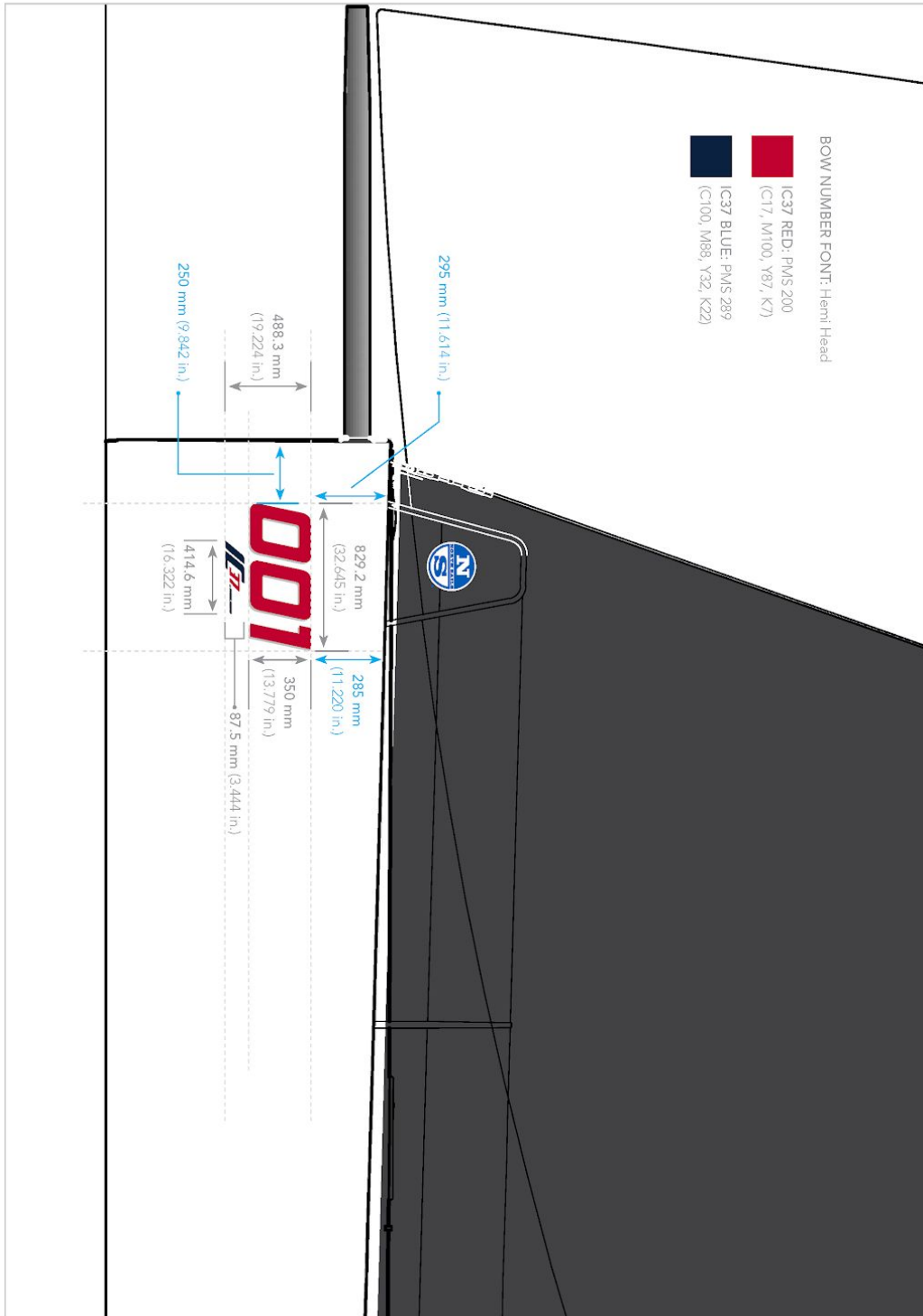


COCKPIT TANK LOGO DIAGRAM PORT

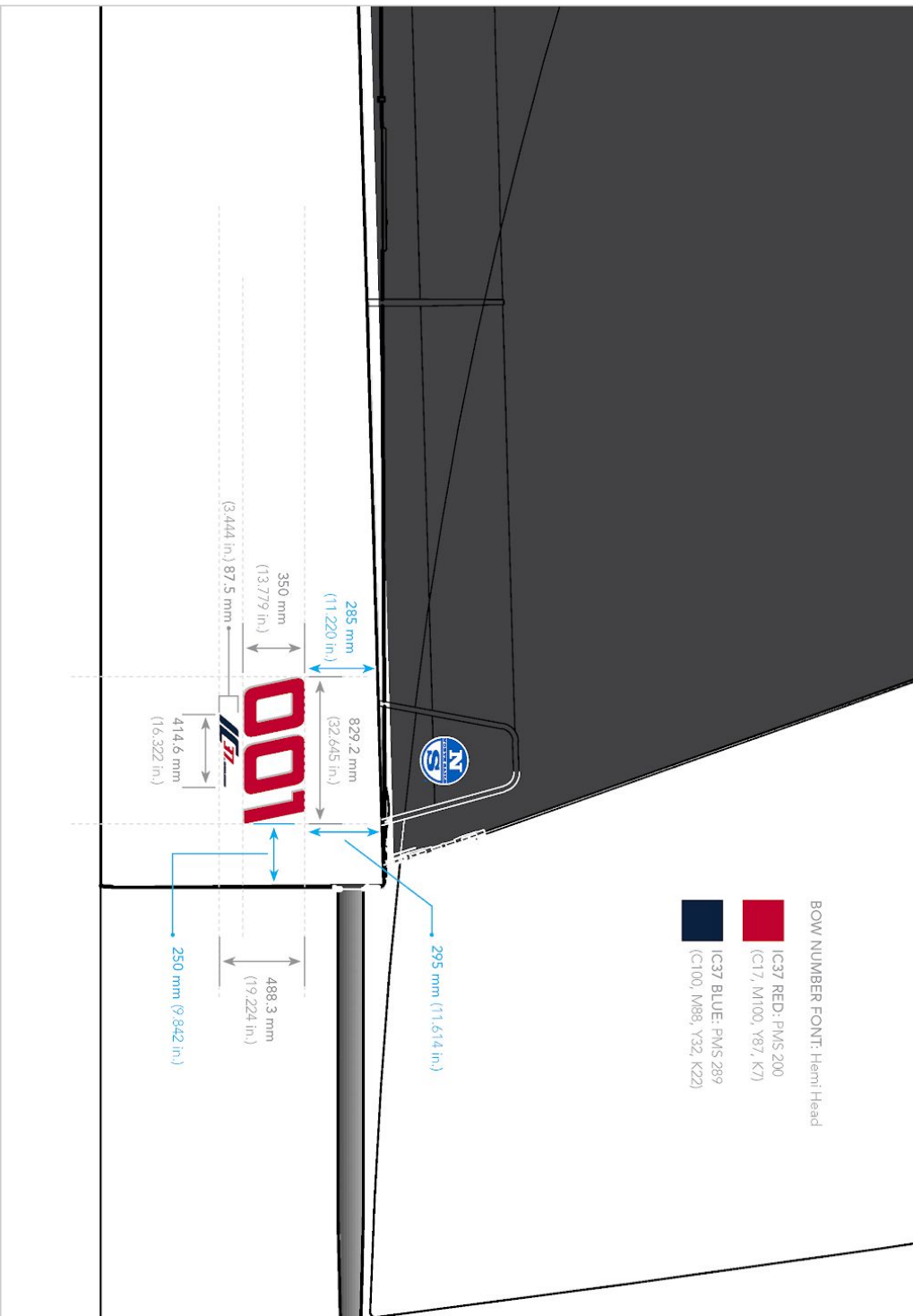


I.3 HULL GRAPHIC DIAGRAMS

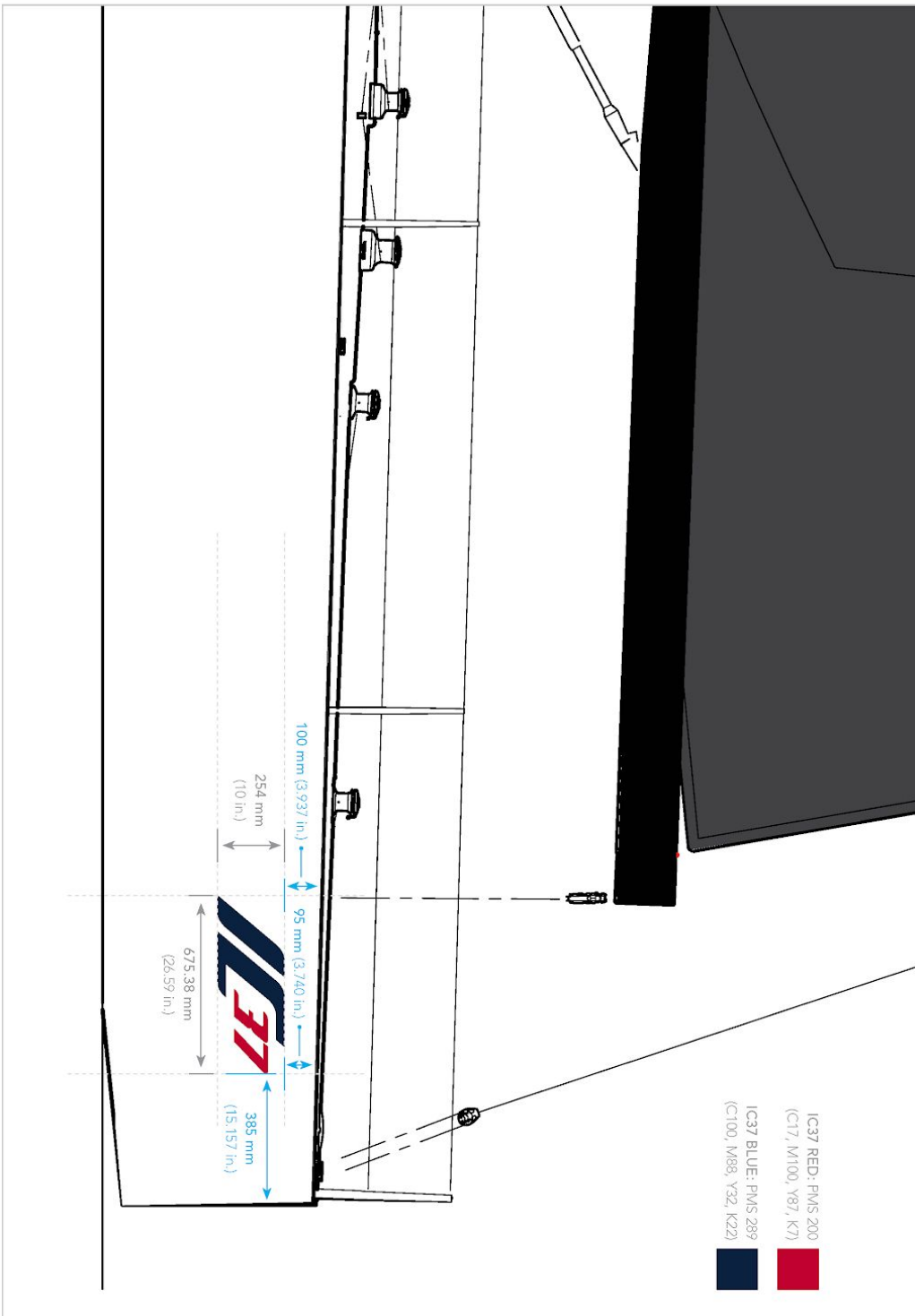
BOW NUMBERS PORT

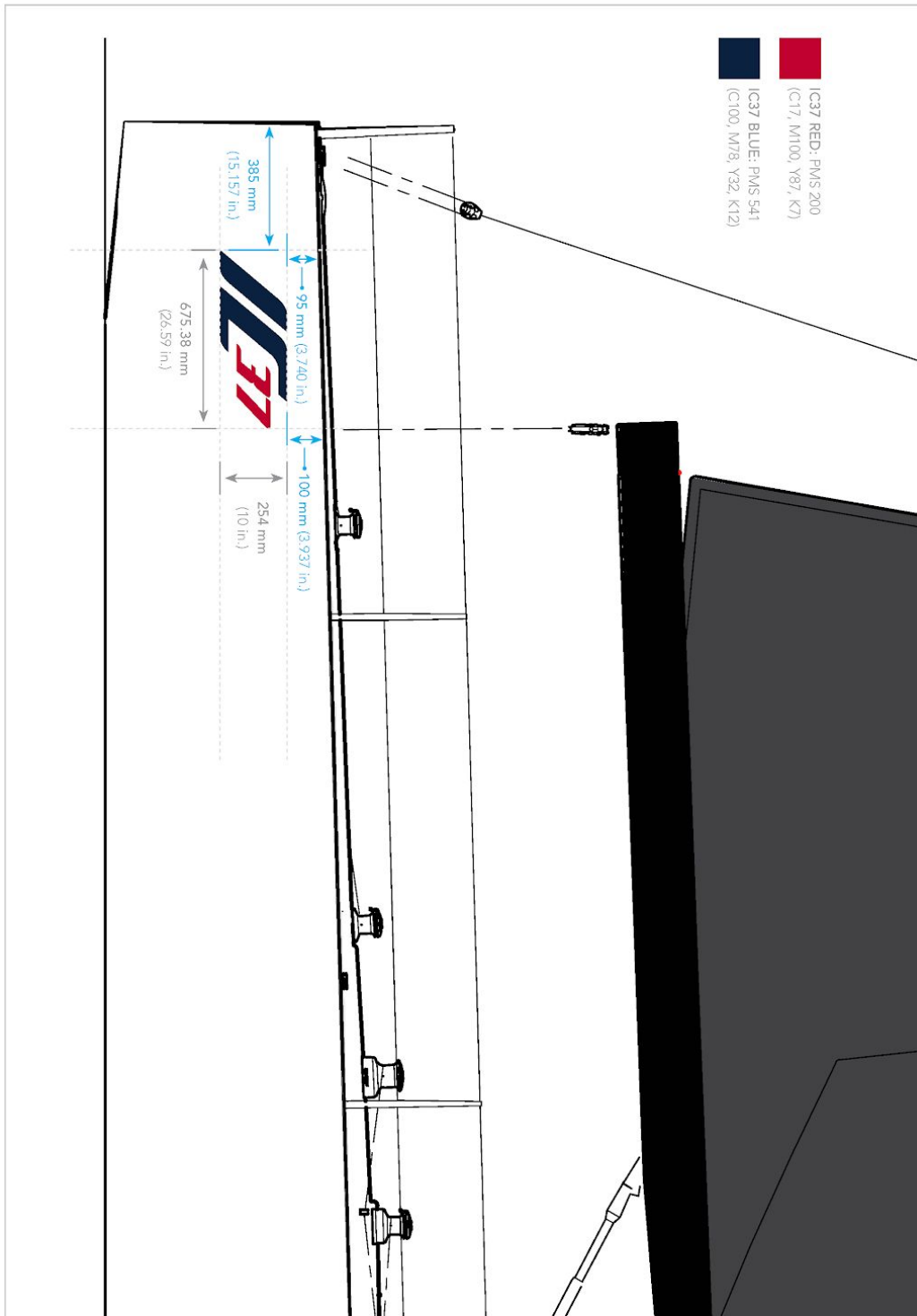


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PART IV – APPENDICES

APPENDIX 1 – Membership Form

Class Membership is valid from January 1 to December 1.

Regular Membership dues are US\$1,000. Non-voting Charter Membership dues are US\$500.

Please mail to Melges IC37 Class Association, P.O. Box 1, Zenda, WI 53195

Name _____

List all Co-Owners or Co-Charterers _____

Address _____

City _____

State _____

Zip _____

Phone _____

Fax _____

Email _____

Boat Name _____

Nationality _____

Hull Number/Sail Number _____

Fleet _____ (European) _____ (North American) _____ (Asia Pacific)

Membership Level _____ (Regular) _____ (Charter)

PAYMENT INFORMATION

Check

My check is enclosed. Check number _____

Credit Card

Circle one: Visa / Mastercard / Discover

Name _____

Card Number _____

Expiration Date _____ CVV (3-Digit Code) _____ Billing Zip _____

I hereby authorize you to charge my card.

Signature _____

APPENDIX 2 – Crew Declaration, Waiver and Owner/Charterer Declaration

Crew Declaration and Weigh-In Form

The submission of this crew declaration is mandatory and must be received two weeks prior to the event. All crew declarations will be posted online prior to the event and subject to review by WS and confirmed by the International Melges IC37 Class Association. I declare that the below listed crew members fully comply with the International Melges IC37 **Class Rules** (C.2.1), (C.2.2), (C.2.3) and carry the proper WS Sailor Classification. I have included all Group 1 and Group 3 WS Sailor Classification numbers and confirm that their classification is valid as stated online at the WS's (sailing.org) website. After the payment of the relevant fee, only one approved Relief Helmsperson can be nominated/designated to relieve an Owner(s) (or a principal helmsperson) at the helm at any time during a Melges IC37 Class event. If a team does not nominate/designate relief helm at the time of submitting the crew declaration, then the boat will not sail, should the Owner(s) or principal helmsperson nominated/designated for the event be unable to helm. Relief helms will not be accepted once racing has commenced. If the Owners are more than one, after the payment of the relevant fee, they are allowed to exchange themselves without restrictions.

Name	WS Group	WS ID Number	WS ID Expiration	Dates Sailing	Weight
1. (Helm) _____	_____	_____	_____	_____	_____
2. (Boat Captain) _____	_____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____	_____
4. _____	_____	_____	_____	_____	_____
5. _____	_____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____	_____
9. _____	_____	_____	_____	_____	_____
10. _____	_____	_____	_____	_____	_____
11. (Youth) _____	_____	_____	_____	_____	_____

Youth Date of Birth: _____

Total Weights:	Day 1	Day 2	Day 3	Day 4	Day 5
_____	_____	_____	_____	_____	_____

Class Limit: 686 kg (1512.37 lbs)

Liability and Media Waiver

The undersigned hereby waives any and all claims which the undersigned, his/her personal representatives, heirs and assigns may, at any time, have against the race organizers, Race Committee and International Jury/Protest Committee, the International Melges IC37 Class Association and officers, and all event sponsors; including their officers, owners, and any of their employees and agents and subsidiaries arising out of their participation and the participation of the below-mentioned yacht and any accompanying tender in this event. The undersigned understand that during the regatta, photographs and videos will be taken for promotional purposes that may include themselves, their boat, their crew and guests. They understand that these images may be used in advertising and promotions related to this regatta and its sponsors. Further, the undersigned hereby grants the Melges IC37 Class Association, photographer and sponsors of the regatta the irrevocable and unrestricted right to own, use, publish and copyright such photos and information as they may contain their name, picture or other likeness, pictures of the boat, crew and guests and publish photographs and/or video of them from this event; for editorial, trade and advertising, in any manner and medium, and allow the Melges IC37 Class Association the right to transfer usage and publishing rights to third parties, as they see fit. Please print name and sign the waiver.

Owner/Charterer Compliance Declaration

The following hereby agree that they have fully read the Melges IC37 **Class Rules** and that to the best of their knowledge their boat complies with these **Class Rules** for the listed event. The undersigned also agrees to abide by these **Class Rules** while racing. The undersigned also agrees to allow their boat to be inspected at any time by the Class Measurer or Executive Director.

Regatta _____	Hull No. _____
Yacht Name _____	Sail No. _____
Signed – Owner/Charterer _____	Date _____
Approved – Class Representative _____	Date _____

APPENDIX 3 – Event Sail Declaration Form and Initial SLM Registration

I declare that only the below listed sails comply with the International Melges IC37 **Class Rules** and carry the designated sail buttons required for competition. They will be used for the regatta named below. This class sail declaration must be submitted to the International Melges IC37 Class Association by the end of registration at the start of any Melges IC37 Class event.

Sail	Year / Description	Sail Limitation Mark No.	Button No.	Sail Serial No.
Mainsail	_____	_____	_____	_____
Jib	_____	_____	_____	_____
Jib	_____	_____	_____	_____
Gennaker	_____	_____	_____	_____
Gennaker	_____	_____	_____	_____

Regatta _____	Hull No. _____
Yacht Name _____	Sail No. _____
Signed – Owner _____	Date _____
Approved – Class Representative _____	Date _____

APPENDIX 4 – Sail Limitation Mark Form

Owner _____ Date _____
 Contact Name _____ Phone _____
 Boat Name _____ Hull No. _____
 Email _____

Request is for: (Check all that apply)

- _____ Additional Sail Limitation Marks (included with dues)
- _____ Replacement for Lost or Damaged Marks (\$30 each)
- _____ Replacement for Lost or Damaged Sail (\$30 each)
- _____ Replacement Sail Limit Mark Only (\$30 each)

A damaged sail must be presented to the class manager or the class measurer for inspection and approval of a replacement Sail Limitation Mark.

Mark (Year)	Sail	Sail Type	Serial No.	Mark No.	Date Issued	Issued By
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

Total Number of Marks _____ @ \$30 each + \$6.10 Shipping = **Total \$** _____

PAYMENT INFORMATION

Circle one: Visa / Mastercard / Discover Card Number: _____
 Name _____
 Expiration Date _____ CVV (3-Digit Code) _____ Billing Zip _____

MAIL TO:

Name _____
 Mailing Address _____

APPENDIX 5 – Owner-Charterer/Helmsperson Application Form

OWNER HELMSPERSON

Name _____ Date _____

Boat Name _____ Hull No. _____

Email _____ Phone _____

Occupation _____ Date of Birth _____

Business of Company _____ Position _____

Are you currently of a Group 1 Classification with WS? Yes / No

If yes, please provide: WS ID No. _____ Expiration _____

RELIEF, SUBSTITUTE OR CHARTERING HELMSPERSON

Owner Name _____

Your Name _____ Date _____

Boat Name _____ Hull No. _____

Email _____ Phone _____

Occupation _____ Date of Birth _____

Business of Company _____ Position _____

Are you currently of a Group 1 Classification with WS? Yes / No

If yes, please provide: WS ID No. _____ Expiration _____

All applicants must completely fill out the application in order to be submitted for review.

1. **Have you ever competed in the Olympic Games (including any trials or event, OCR, etc.) or been a training partner to an Olympic Games participant?** Yes / No

If yes, please provide dates, crew position, results, and type of boat:

2. **Have you ever competed as a member of an America's Cup team or associated trial team?** Yes / No

If yes, please provide dates, crew position, results, and name of syndicate:

3. **Have you ever competed as a member of a Volvo Ocean Race team, or associated trial team?** Yes / No

If yes, please provide dates, crew position, results, and type of boat:

4. **Within the last eight (8) years, have you competed in any World, Continental, or National Championship event(s) in WS, ORC International or Recognized classes?**

Yes / No

If yes, please provide dates, crew position, results, and type of boat:

5. **Will the applicant be the boat's:**

- _____ (a) Owner/Driver Helmsperson (Please proceed to Question No. 8)
- _____ (b) Relief/Substitute Helmsperson (Please answer Questions No. 6, 7, 8)
- _____ (c) Chartering Helmsperson (Please proceed to Question No. 8)

Please specify the event and dates: _____

6. **For how long and in what capacity have you known the owner?**

(Substitute and relief helms only)

7. **Have you sailed with the owner in the past on this boat or on other boats?** Yes / No

If yes, please provide some brief details.

8. **How many days did you race sailboats during the past 12 months?** _____

Please give a short statement as to the types of boats raced, whether you helmed them primarily and what the results were.

-
9. **Owners who are *not* driving, please provide a brief explanation as to why you are applying to have a non-owner Principal helmsperson drive your boat.**
-
-
-

All applicants, please read the following very carefully.

Review C.2.1 and C.2.2.

The International Melges IC37 Class is a Corinthian ‘Owner Driver’ Class. The goal and purpose of this application is solely:

- (i) to provide approval for owner entry into the Melges IC37 Class Association.
- (ii) to provide approval for relief helmsperson during regattas.
- (iii) to accommodate charterers.
- (iv) to provide for an owner or charter helmsperson unavoidably absent for part of an event. Otherwise, boats shall be helmed by their bona fide owners as defined in IMIC37CA Rule C.2.

This application **must** be submitted 45 days in advance of the event for proper consideration to be given.

THE MELGES IC37 CLASS APPROVAL COMMITTEE

In considering applications for ownership or permission as a relief or charter helmsperson, the (NA or EUR) Melges IC37 Class Approval Committee:

- (i) Shall confirm eligibility under IMIC37CA Rule C.2.
- (ii) May consider and use any other facts that it considers relevant.
- (iii) Shall if relevant consider and confirm bona fide ownership or charter.
- (iv) Shall in accordance with WS Regulation 22 consult with the WS Sailor Classification Commission before rejecting any helmsperson on the grounds that his/her current classification is incorrect.

The decision will be determined by his or her closest Fleet Association, and will be supported and upheld by the IMIC37CA. Panel findings shall be final and shall not be subject to review by any other body.

APPLICATION DECLARATION

I, we have read and understand the International Melges IC37 Class Association (IMIC37CA) Request for Relief Helmsperson guidelines. Should information change that may in any way alter our eligibility, we agree to inform the IMIC37CA immediately.

I, we agree the IMIC37CA, in coordination with the North American Melges IC37 Fleet, European Melges IC37 Fleet or any body or person acting with its authority may seek any information required from any source at any time to confirm proper approval.

I, we realize that if we give false or misleading information on this application that we may be subject to a hearing under rules 2 and/or 69 of the Racing Rules of Sailing, Suspension/Expulsion under Article 16 in the IMIC37CA Constitution and the boat/owner may be disqualified from earning points for one year.

I, we have read and understand the above conditions and wish to be considered for approval by the Melges IC37 Class Approval Committee.

Owner Signature _____ Print Name _____

Relief/Charter Signature _____ Print Name _____

PLEASE RETURN THIS COMPLETED APPLICATION to:

Melges IC37 Class Association

P.O. Box 1, Zenda, WI 53195

Fax: +1 (262) 275-8012

Email: Admin@MelgesIC37Class.com

APPENDIX 6 – Boat Captain Approval Form

BOAT CAPTAIN

Name _____ Date _____

Boat Name _____ Hull No. _____

Email _____ Phone _____

Occupation _____ Date of Birth _____

Are you currently of a Group 3 Classification with WS? Yes /
No

If yes, please provide: WS ID No. _____ Expiration _____

Owner's Name _____

Owner's Email _____

All applicants must completely fill out the application in order to be submitted for review based on **Rule C.2.1(f)**. This application must be submitted 45 days prior to an event for proper consideration.

(f) Boat Captain - One **crew** may be hired for regular maintenance, care, and delivery of the boat as the designated "Boat Captain". **To be classified as the "Boat Captain", and race on an IC37, the individual must have as his/her primary job when employed on a yacht/boat, the maintenance and care of the yacht/boat and receive their compensation for fulfilling those responsibilities.** Additionally, the "Boat Captain" shall have as their description with respect to the IC37, the maintenance and care of the boat with specific duties assigned as part of this activity. The "Boat Captain" shall be employed on a full-time or part-time basis by the owner/charterer of the yacht upon which he/she races. The "Boat Captain" shall submit a "Boat Captain" approval form to the IMIC37CA for approval. Please see Appendix 6 for guidance.

1. **How long have you known the owner and in what capacity. Specifically, have you served as the owner's Boat Captain before? Have you sailed with the owner before? Please provide details.**

2. **How long have you been a Boat Captain? Please list previous boats worked on in the past five (5) years, the owners and period of time for each job.**

3. **In the past three (3) years have you acted as a Boat Captain to deliver a boat on its own bottom more than 100 miles?** Yes / No

4. **Do you have a Captain's License?**
Yes / No If yes, please provide details:

5. **Have you ever competed in the Olympic Games, or as a member of an America's Cup or Volvo Ocean Race team (including any trials, events, OCR, etc.) and including acting as a member of a training partner team to any of the above teams?** Yes / No
If yes, please provide dates, crew position, results, and type of boat:

6. **In the last (3) three years have you been paid as a tactician or private coach in any competitive class?**
Yes / No
If yes, please provide dates, details, and results:

7. **Have you ever been awarded Collegiate All American or any other Collegiate distinctions, National Championships or other notable victories in College?**
Yes / No
If yes, please provide dates and details

8. **In the last (3) three years, have you competed in a professional event for prize money? Match race circuit, Star Sailors League, etc.**
Yes / No
If yes, please provide dates and details

9. **Do you presently work for a Sailmaker or have you worked as a sailmaker in the last three years?** Yes / No

If yes, please provide details:

10. **How many days did you race sailboats during the past 12 months?** _____

Please give a short statement as to the types of boats raced, what your role on the boat was primarily and what the results were.

APPLICATION DECLARATION

I, we have read and understand the International Melges IC37 Class Association (IMIC37CA) Request for Boat Captain guidelines. Should information change that may in any way alter my eligibility, I agree to inform the IMIC37CA immediately.

I, we agree the IMIC37CA, in coordination with the North American Melges IC37 Fleet, European Melges IC37 Fleet or any body or person acting with its authority may seek any information required from any source at any time to confirm proper approval.

I, we realize that if we give false or misleading information on this application that we may be subject to a hearing under RRS 2 and/or RRS 69, Suspension/Expulsion under Article 16 in the IMIC37CA Constitution and the boat/owner may be disqualified from earning points for one year.

I, we have read and understand the above conditions and wish to be considered for approval by the Melges IC37 Class Approval Committee.

Boat Captain Signature _____

Print Name _____

Owner Signature _____

Print Name _____

PLEASE RETURN THIS COMPLETED APPLICATION to:

Melges IC37 Class Association

P.O. Box 1, Zenda, WI 53195

Fax: +1 (262) 275-8012

Email: Admin@MelgesIC37Class.com

To help clarify the criteria to qualify as a Boat Captain for the IC37 rules, please see the statements below. The objective of the rule is to allow the Group 3 individuals as Boat Captains whose primary responsibility is the care and management of the yacht and their secondary responsibility is as race crew. Their primary sailing skill and related compensation is boat maintenance and seamanship. Their secondary skill is as a racing sailor.

When a Boat Captain is being compensated for their responsibilities on the IC37 and/or any other boat he/she is sailing on, he/she would be responsible for:

- delivering a yacht on its own bottom to different locations for either racing or cruising;
- arranging for and performing all of the required routine maintenance on the yacht;
- managing boat yard personnel when the yacht is ashore for repairs or replacements;
- organizing crew logistics as necessary;
- preparing the yacht for racing including stocking food, fuel, water;
- Both the Owner/Charterer and the Boat Captain are willing if necessary to sign an affidavit confirming these responsibilities.

Examples of Acceptable Boat Captains:

1. “Pure” boat captain whose full-time job and 100% of their compensation is related to the maintenance and care of a boat.
2. Individuals with other jobs, either in or out of the marine industry, but who supplement their income by acting as a boat captain for various programs. A majority of their sailing related sailing compensation is associated with the maintenance and caring of a boat.
3. Competitors who are hired on some occasions as Gp3 professional crew and at other times as the boat captain. A majority of their sailing related sailing compensation is associated with the maintenance and caring of the boat.

Examples of “Questionable” Boat Captains:

1. Gp3 competitor who has spent the majority of their time on smaller, primarily professionally crewed boats (Etchells, various Melges, J24s, etc.). The inference should be that they are more likely to have been hired for their racing skills and less for their seamanship and boat captain skills.
2. Gp3 competitor whose majority of their sailing and working experience has been on large, professionally crewed racing yachts. The inference should be that they have been hired primarily for their racing skills and less for their seamanship and boat captain skills.
3. Gp3 competitor who is coaching the race team while racing.

APPENDIX 7 – Boat Repair Approval Form

All repair work shall be approved by the class manager or class measurer prior to commencing work. Pictures along with a full description of the work shall be provided. Pictures shall be provided of the repair process and submitted for sign off upon completion of the work before boat is approved for One Design Racing. Pictures and description may be placed on the class website in the Boat Repair section.

Owner _____

Date _____ HIN Number _____

Sail Number _____

Description of Damage:

Proposed Repair Process:

Pictures Attached _____

Approval from Class Representative _____

PLEASE RETURN THIS COMPLETED FORM WITH PICTURES TO:

Melges IC37 Class Association

P.O. Box 1, Zenda, WI 53195

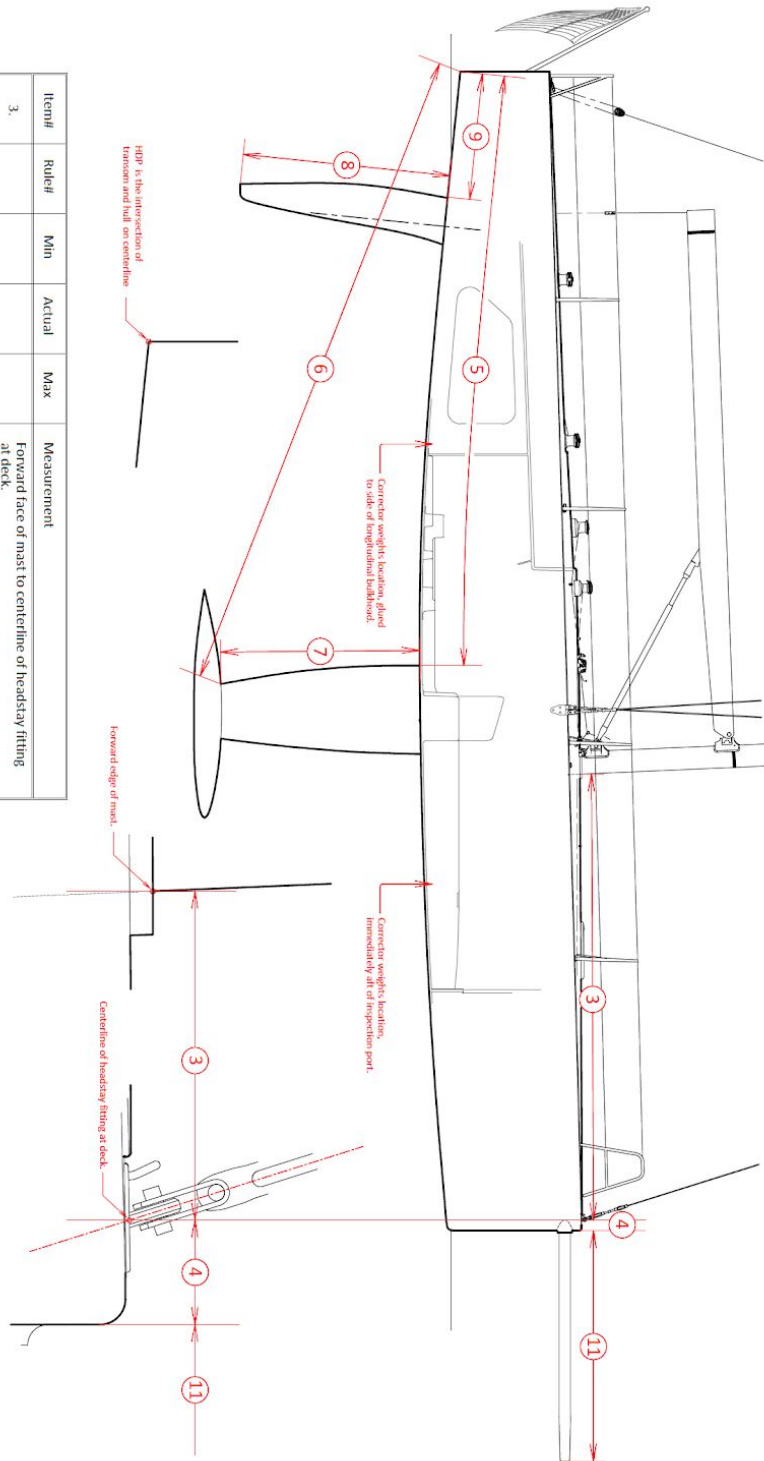
Fax: +1 (262) 275-8012

Email: Admin@MelgesIC37Class.com

APPENDIX 8 – Hull Appendage Schematic

Item#	Rule#	Min	Actual	Max	Measurement
3.					Forward face of mast to centerline of headstay fitting at deck.
4.					Centerline of headstay fitting at deck to forward most point of bow stem above bowsprit.
5.	C.8.3				HDP to intersection of fin trailing edge and hull, measured along hull.
6.	C.8.3				HDP to intersection of bulb top and fin trailing edge, measured in a straight line.
7.	C.8.3				Shortest distance from hull to intersection of top of bulb and fin trailing edge.
8.	C.8.5				Underside of hull to trailing edge of rudder tip.
9.					Bowsprit extension, forward most point of bow stem above bowsprit housing to outermost point of bowsprit.
11.					

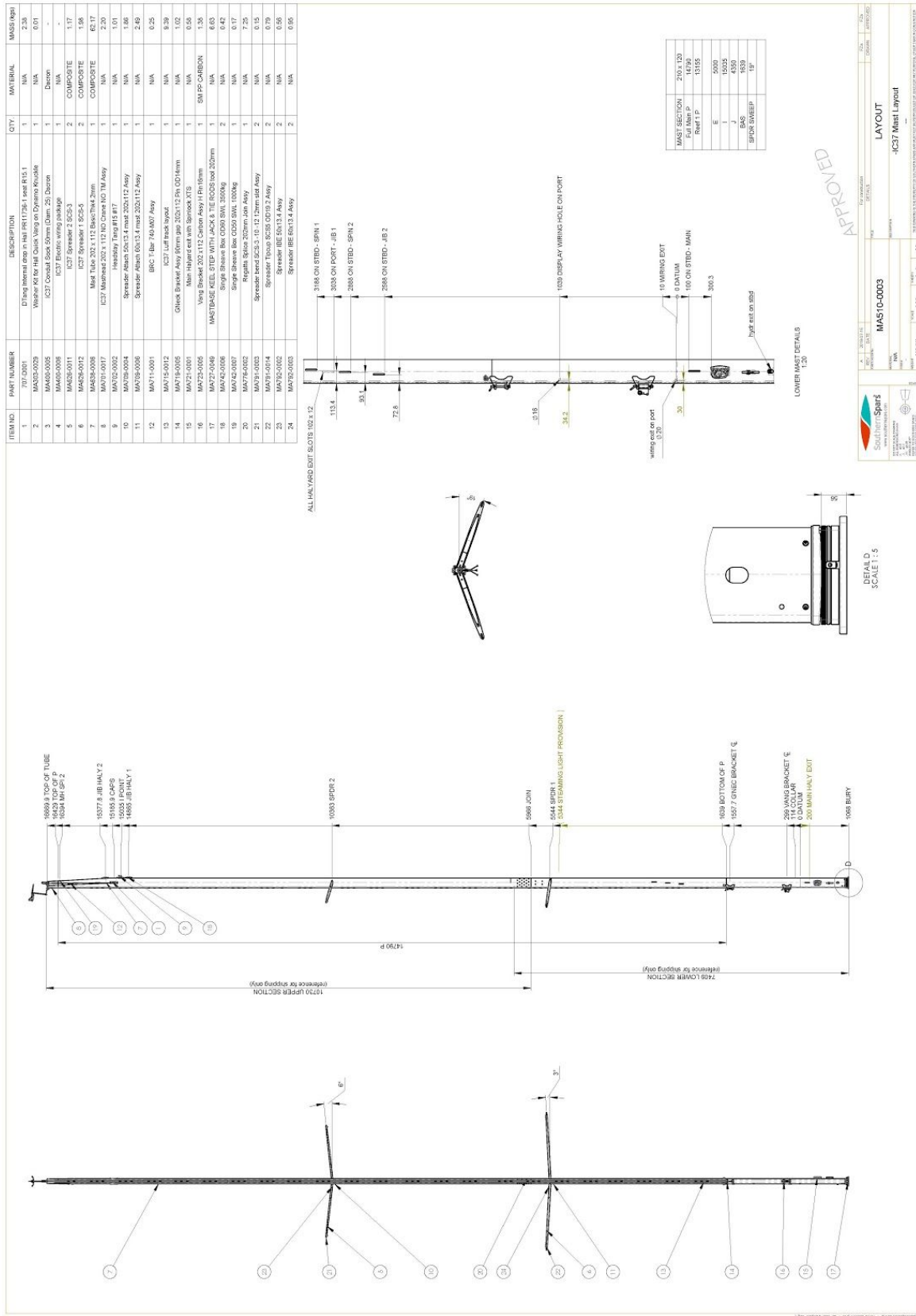
Note: All measurements are in millimeters.



A3

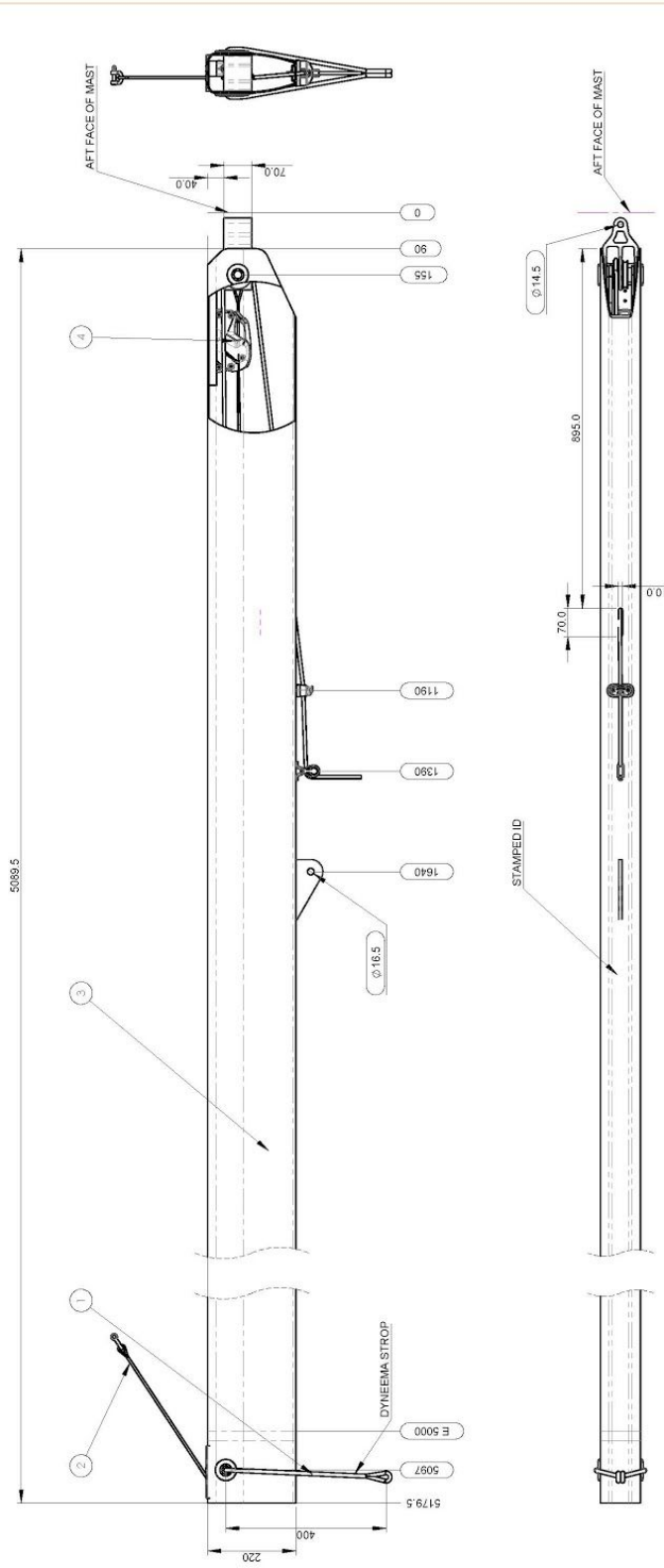
	Mills Design Ltd. Oneida Appleton Wisconsin United States	t +353 404 68500 m +353 87 224284 e sales@mills-design.com info@mills-design.com www.mills-design.com	Copyright © 2019 Mills Design Ltd. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Mills Design Ltd.
	md102 Measurements	Scale @ A1 + NA	© Mills Design, 04/10/2019

APPENDIX 9 – Rig Drawing



APPENDIX 10 – Boom Drawing

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	MATERIAL	MASS (kgs)
1	MA170-0004	IC37 Moirsheet Strop	1	Dyneema	0.08
2	MA758-0005	IC37 BOOM OUTHAUL CASCADE B-1	1	N/A	0.85
3	SFA IC37 boom	IC37 Sparcraft Boom	1	N/A	28.65
4	SPL_XTS0610-1	SPINLOCK DBTD SINGLE	1	Spinlock	0.55



APPROVED

 Southern Spars www.southernspars.com 10000 10th Street A. B. Rd. PO BOX 10000 PORTLAND, OR 97208		A. I. 2019.02.06 DATE N/A REVISION 30.120g WEIGHT	For construction USE FILES FILE NAME DESCRIPTION SCALE 1:1 SHEETS 1:1 A3	DRW DRAWN APPROVED
MAS11-0004 POWDER COAT FLAT BLACK		ASSEMBLY -IC37 Boom Layout (alu Sparcraft)		

APPENDIX 11 – Running Rigging

Melges IC37 Class Running Rigging Specifications

Item	Quantity	Minimum	LOA	Minimum
Description	(per boat)	Diameter MM	M	Break Strength KG
MAIN HALYARD	1	8	53	3490
JIB HALYARD	1	9	36	4570
SPINNAKER HALYARD	1	9	40	4440
MAINSHEET	1	9	22	4440
JIB SHEETS	2	9	10	4440
PORT SPINNAKER SHEET	1	8	28	3490
STBD SPINNAKER SHEET	1	8	28	3490
SPINNAKER TACK LINE	1	9	17	4440
POLE OUT LINE	1	8	10	3490
TRAVELLER CONTROL	1	8	23	2560
JIB LEAD UP/DOWN- STROP stbd	1	5		3200
JIB LEAD UP/DOWN- STROP port	1	5		3200
JIB LEAD CASCADE	1	5		2200
JIB LEAD UP DOWN PURCHASE	1	7	7	1330
CUNNINGHAM- PURCHASE	1	8	5	2000
CUNNINGHAM- STROP	1	5	1	2200
RUNNER TAILS- STRONG	2	9	8	4440
RUNNER TAILS- LITE	2	6	23	
HOBBLE	1	6	10	1700
IB END REEF STROP	1	5		2200
VANG PURCHASE	1	10	9.5	3590
REEF LINE		8	13	2190
MAINSHEET BLOCK STROP	1	7	2	5360

APPENDIX 12 – Electronics

Electronics are optional and many options are available. The following electronics are recommended suggestions for use on the Melges IC37:

- Garmin 3 display mast bracket GNX120. 010-12236-01. Displays should be positioned on the mast bracket.
- Displays:
 - Garmin GNX120
 - Garmin GM120
 - B&G Triton 2
 - Raymarine i70.
- A Velocitek Prostart, Race Geek, Varakos or similar may be positioned on the mast bracket or on the cockpit face.
- A B&G ZG100 GPS/Compass/heel/trim sensor.
- One (1) Airmar ST200 speed/temp sensor or the Signet Marine Blue Top sensor also known as the Hall EFT Speed Transducer may be installed in the prescribed **LM** position noted in the owner's manual.
- One (1) Airmar DT200 depth sensor may be installed in the prescribed LM position noted in the owner's manual.
- A Garmin chart-plotter or similar may be used. The Garmin Glo Bluetooth GPS antenna and an iPad, iPhone or Android device with Navionics software works great as well.

An 8kg allowance for electronics will be factored into the Class One Design weight when measured at the manufacturer.

APPENDIX 13 – Measurement Condition for Weighing

THE DRY WEIGHT SHALL BE TAKEN, INCLUDING:

Keel

Rudder

Engine

Two (2) LM supplied batteries or similar replacements in weight

Mast including halyards and standing rigging

Boom including all reefing and outhaul lines and mainsheet blocks

Vang

Tiller with extension

Bowsprit

Stanchions and lifelines

Kite Roller takedown system

Bow tramp

All pulleys supplied by the **LM** for the standard boat

Control lines -- i.e., traveler line, bowsprit line, jib car adjustment lines

Mainsheet, Gennaker sheets, tack line, jib sheets, running backstay lines

Any permanently fixed equipment

Sink module if installed permanently

Galley module if installed permanently

Boats being weighed by the manufacturer will allow 8kg for electronics and that number will be added to the dry weight of the complete boat.

Any fuel in the fuel tank shall be noted as to quantity and a weight calculated and subtracted from the all up weight.

ITEMS TO BE EXCLUDED AND REMOVED FROM THE BOAT:

Winch Handles

Any loose personal items

All safety equipment

APPENDIX 14 – Standard Hardware Specification

Harken Part Numbers and Descriptions

Jib Up/Down 20:1 (2:1,2:1,5:1) - mounted in trough

Qty	Part #	Description
2	3282	Floating Lead Ring-20mm
2	6106	40mm ESP Footblock
2	6107	40mm ESP teardrop block
2	2655	40mm Carbo Fiddle
2	2656	40mm Carbo Fiddle w/Becket
2	137NP	Large Stainless Eye Strap (fits #150 Cam)
2	2759NP	Low Profile Investment cast Padeye
2	459NP	Kit-Cam-matic with X-treme Angle Fairlead

Jib Track and Sheet

2	C14348	MR 27mm (plunger style) Pin Stop Car with Fairlead
2	HFS918	M8 FH ms
2	C14106	600mm MR 27mm Low-beam Track w/ extra Pinstop Holes & pre-drilled holes for end stops and 2759 pad eye
2	2759NP	Low Profile Investment cast Padeye
2	H-33150C	MR Trim Cap (QTY 2 = 1621)
2	H-50996	End Stop -27mm MR
2	AL-3826	Mid Range Jib Fairlead (3280)
2	150NP	Cam-Matic Ball Bearing Cam Cleat

Mast Base - including vang on centerline

2	1988	57mm Fixed Mastbase Block
1	627	Small Round Stainless Steel Padeye
1	3272NP	Lead Ring
1	240NP	Swivel Bullseye w/150 Cam-Matic Cam Cleat
1	2622	Block, Fiddle, 57mm w/Becket
1	2621	Block, Fiddle, 57mm
1	2636NP	Block, Carbo 40mm Swivel
1	AL-3826	Mid Range Jib Fairlead (3280)

Jib Hobble

2	3207NP	6mm Folding Padeye SS HL
1	HSB555	3 x 29mm Carbo on ring
1	348ASSY	29mm Carbo fixed single
2	340NP	29mm Carbo single
1	470NP	Micro Cam Kit

Spin Sheet

2	3214	Hi-Load 57mm Single Swivel Block
2	3202	Loup for 3214
2	3220NP	Hi-Load 57mm Single Foot Block
2	150NP	Cam-Matic Ball Bearing Cam Cleat

Sprit Launch

1	6237NP	45mm Element footblock
1	201NP	low profile eye strap
1	1204	Thru deck block
1	305	Block Wire Cheek
2	150NP	Cam-Matic Ball Bearing Cam Cleat

Backstay 3:1 - dead end on bypass becket attachment

2	3214	Hi-Load 57mm Single Swivel Block
4	3230	75mm Loop Block

Luff Slides System A

1	3883	System A headboard car
2	C14075	System A Captive Ball Battcar w/10mm Stud with fast pin and lanyard
1	C14076	System A Battcar for Gaff Batten 3881 with longer stud
10	C14077	System A Plastic Intermediate Slider Car

Mainsheet

1	3230	75mm Loop Block
2	3243	Low-Load 75mm Single Swivel Block
2	3215NP	Hi-Load 57mm Single Swivel Block
2	1558NP	Eyestraps- MR 4-Hole
2	AL-3819	12mm Single Bolt Down Fairlead (3274)

Traveler 6:1

1	T3249B	Car-32MM BB CB Trav w/2Toggles
1	3169	Trav End Control Set BB CB DBL
1	R32.1.8M	Track, 32MM-BB Pinstop
2	2650ASSY	40mm Carbo Single Fixed
4	2644ASSY	40mm Carbo Cheek Block
2	150NP	Cam-matic
2	2146NP	Block, 29mm T2 Soft Attach
2	425BNP	Flairlead, Black

Main Cunningham/ Tack Reef 8:1 (2:1, 4:1)

1	2624	Block, Fiddle, 57mm w/150 Cam & Becket
1	2621	Block, Fiddle, 57mm

Misc. Hardware

1	2759NP	Padeye (Tiller Hold Down)
2	689	Padeye (lifting)
2	137NP	Eyestraps

Winches — Primaries

2	46.2PTP	Performa Alum Plain Top Winch
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Winches — Mainsheet

2	46.2STP	Performa 2 Speed Alum Self-Tailing Winch
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Winches — Backstay

2	46.2STP	Performa 2 Speed Alum Self-Tailing Winch
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Winches — Pit

1	40.2STP	Performa 2 Speed Alum Self-Tailing Winch
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APPENDIX 15 – IMIC37 Class Rig Tuning

C.9.6

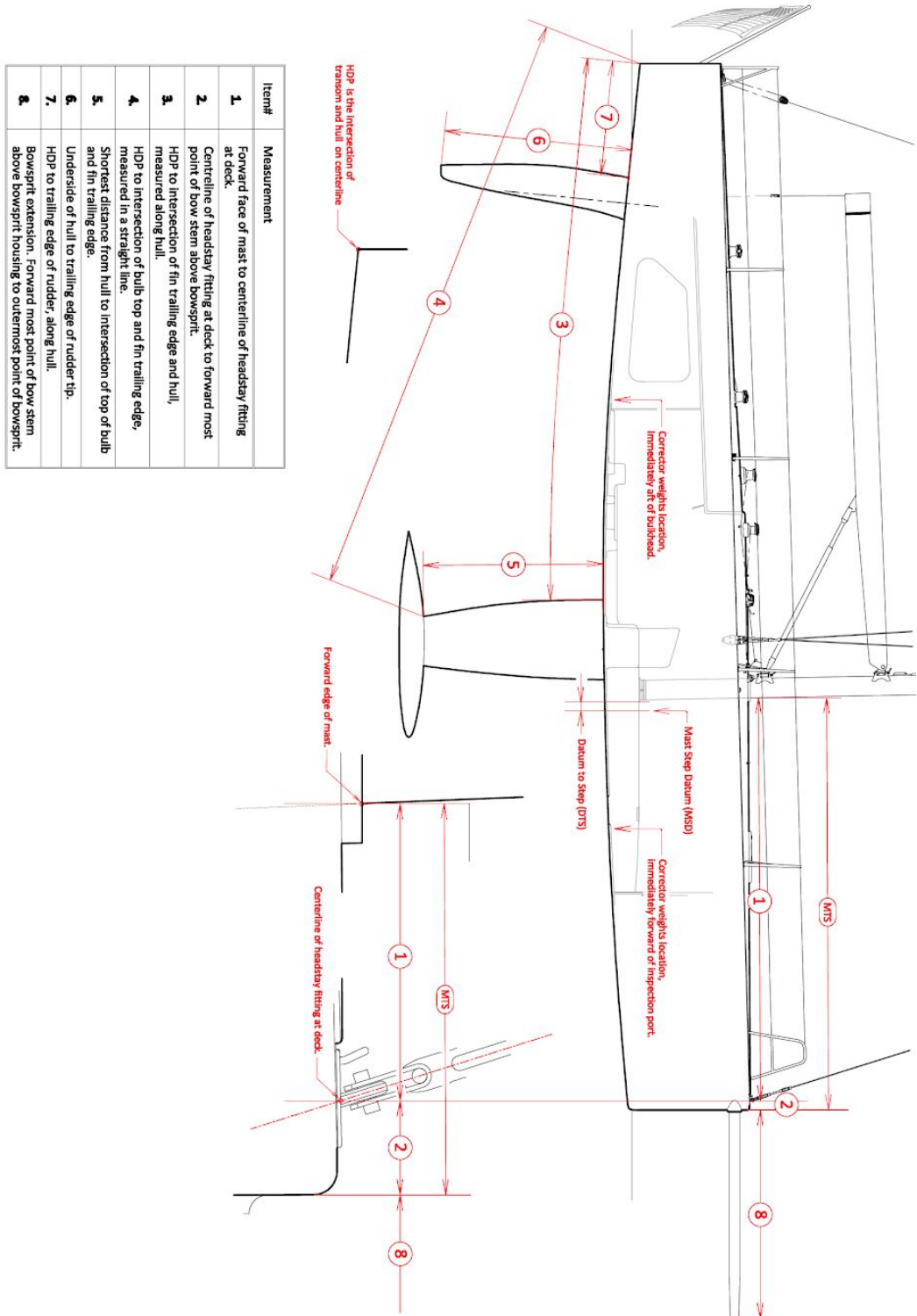
Standing Rigging use

- (a) Adjustment of **rigging** whilst racing is not permitted except as specifically set forth below. Otherwise, all means of adjustment must be positively locked and/or bound up to prevent accidental adjustment whilst racing. The following adjustments are permitted while racing:
 - (1) For purposes of safety, i.e. an exceptional adjustment of a stay to cure a fault.
 - (2) **Backstays**.
- (b) The **forestay** turnbuckle shall be set and sealed with the IMIC37 class seal for all IMIC37 class-sanctioned events. The **forestay** length shall be set so that the center of the forestay turnbuckle pin shall be set at 2341mm +/- 3mm measuring from a mark on the **forestay** that correlates to the top edge of the **lower limit mark** on the mast. To locate the **forestay** measurement point, the jib halyard shall be secured and positioned alongside the front side of the mast and pulled down towards the base using at least 9kg (20lbs) of tension. A mark shall be placed on the jib halyard correlating to the top edge of the **lower limit mark** adjacent to the gooseneck, The halyard shall then be swung to the **forestay** and the **forestay** marked.
- (c) The **sidestays** shall be set and sealed with the IMIC37 class seals for all IMIC37 class sanctioned events. The rig tune for all IMIC37 class sanctioned events shall be checked by the IMIC37CA official measurer or their designee to ensure compliance with the tuning guide as described in Appendix 15.
- (d) The **mast** at deck level shall be set at 4455mm +/- 3mm measured from the front side of the mast to the bow stem using a straight edge to extend the bow stem vertically. This measurement shall be referred to as the “**MTS**”.

The following Rig Tune settings shall be checked by the IMIC37CA official measurer or their designee and turnbuckles sealed with official IMIC37 class seals prior to sanctioned IMIC37CA events. Only the IMIC37CA official tension gauges and measurement tools shall be used. The mast shall have all class shim plates inserted under mast base for rig measurement check. Please follow the official class tuning guide found on www.melgesic37class.com for a step by step guide to tuning the rig on your IMIC37.

Melges IC37 Class Rig Tensions and Measurements

Rig must have all Class shim plates inserted under mast for measurement.			
Designation	RT11 Gauge	RT10 Gauge	Measurements
V1	39		
D1		20	
D2		15	
Mast Step Measurement	Leading edge of mast step plate 95mm +/- 2mm aft of measurement datum point marked in top of keel grid		
Headstay Length	Per Class Rule	C.9.6.(b)	2341mm +/- 3mm
MTS			4455mm +/- 3mm
Top of lower P band to bottom of mast base casting on CL			2651mm



MILLS DESIGN

MD102

Mills Design LLC
 Cleveland
 Ohio
 Wisconsin
 Ireland

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Scale: A1 = 1/4" = 1'

Mills Design 10/07/2016