

M-20 SAILING ASSOCIATION CLASS RULES

Revised for the 2004 and later racing season.

Please note: these are the proposed rules and are subject to change and approval

1. General

- 1.1 Purpose of the Measurement Rule
- 1.2 Authority
- 1.3 Eligibility
- 1.4 Class Rules and Their Interpretation
- 1.5 Measurement and Measures
- 1.6 Owner's Responsibility

2. Administration

- 2.1 Language
- 2.2 Administration of the Class
- 2.3 Class Fees
- 2.4 Builders
- 2.5 Registration
- 2.6 Registration Procedures

3. Protection of One Design

4. Construction and Measurement Rules

- 4.1 Identification Marks
- 4.2 Hull and Deck
- 4.3 Bilgeboards and Rudders
- 4.4 Weight
- 4.5 Mast
- 4.6 Boom
- 4.7 Spinnaker Boom (Pole)
- 4.8 Standing Rigging and Fittings
- 4.9 Running Rigging
- 4.10 Buoyancy
- 4.11 Sails

5. Additional Rules that Apply at Events or While Racing

6. Application For New or Modified Design or Clarification of Existing Practices

1. General

1.1 Purpose of the Measurement Rule

- 1.1.1** The M-20 is a One Design class.
- 1.1.2** The object of the following rule is to ensure yachting competition with essentially similar equipment. This “one design” principal is the guiding philosophy of the Association. Factors that are not essential to speed will be left to the individual desires of the owners. Specifically, those factors that will be closely controlled are: Hull Shape and Weight, Sail Plan, Shape and Location of Bilgeboards and Rudders, Mast Weight and Configuration. Other factors not specifically referred to are optional. Any yacht conforming to these rules shall be deemed to be and M-20 Yacht. Yachts built prior to 1965 shall be permitted to waive certain requirements as listed, but must comply with all other current specifications.
- 1.1.3** The intention of these rules is to ensure that the boats are as alike as possible in all respects. Characteristics affecting performance will be controlled.
- 1.1.4** The tooling currently owned by M-20 ScowBuilders llc, is the official tooling of the M-20 Class. If the tooling or part of the tooling is destroyed, the M-20 Class Association will have the right to supervise the rebuilding of part or all of the tooling. The builder which is to use the tooling must be certified by ScowBuilders and the Directors of the M-20 Association.

1.2 Authority

- 1.2.1** The authority of the Class in US Sailing, which will cooperate with the M-20 Class and Sailing Association in all matters concerning these rules.
- 1.2.2** Neither US Sailing nor the M-20 Sailing Association accept any legal responsibility in respect to these rules and /or the plans or any claim arising therefrom.

1.3 Eligibility

- 1.3.1** Before a yacht is eligible to race:
 - 1.3.1.1** The Class fee (if any) shall have been paid and an official receipt obtained.
 - 1.3.1.2** The Yacht, her spars, sails and equipment shall have been measured by and official measurer.
 - 1.3.1.3** A measurement certificate shall have been issued by the M-20 Association in the owner’s name.

1.4 Class Rules and Their Interpretation

- 1.4.1** These rules are to be read in conjunction with the measurement diagrams and measurement forms.
- 1.4.2** The official plans indicate the hull shape and the general arrangement of the hull and may be used as guidance in interpreting these rules.

1.4.3 In the event of discrepancy between these rules, the measurement form, or plans, the matter shall be referred to the M-20 Association and then to US Sailing if necessary.

1.4.4 Any interpretation made by US Sailing will be done in consultation with the M-20 Association.

1.5 Measurements and Measures

1.5.1 Only a measurer officially recognized by the M-20 Association shall measure a boat, its spars, sails and equipment and sign the declaration on the measurement form that they comply with the Class Rules.

1.5.2 Measurements shall be taken in accordance with those procedures specified in these rules.

1.5.3 A measurer shall not measure a boat, spars, sails, or equipment owned, designed or built by himself, or in which he is an interested party, or has vested interest.

1.5.4 New or substantially altered sails shall be measured by a measurer who shall scribe his initials and date near the tack of the working sails and the head of the spinnaker.

1.5.5 Templates or plugs used for official measurement shall be supplied by the M-20 Class Association.

1.5.6 All boats, spars, sails, and equipment shall be liable to re-measurement at the request of a race committee or the M-20 Association, but only by and official measurer.

1.6 Owner's Responsibility

1.6.1 It is the responsibility of the yacht owner to see that his boat, spars, sails and equipment:

1.6.1.1 Comply with the Class Rules and relevant US Sailing Rules at all times and that alterations, replacement or repairs to the boat, spar, sails or equipment do not invalidate the measurement certificate.

1.6.1.2 That the corrector weights are not removed or changed without the yacht being officially re-weighed and the measurement certificate revalidated. (Note: removal of corrector weights invalidates the measurement certificate.)

1.6.1.3 Owners are responsible for ensuring that stretching of the sails after measurement does not result in the maximum dimensions being exceeded.

2. Administration

2.1 Language

2.1.1 The official language of the class is English and in the event of dispute over translation, the English text shall prevail.

2.1.2 The word "Shall" is mandatory and the word "May" is permissive.

2.1.3 Wherever in these rules the words "Class Rules" are used they shall be taken as including the plans, measurement diagrams, measurement forms and the ruling of the Chief Measurer.

- 2.2 Administration of the Class**
 - 2.2.1** The authority for the Class shall be US Sailing which will cooperate with the M-20 Sailing Association in all matters regarding these rules.
 - 2.2.2** The administering authority is the M-20 Sailing Association.
- 2.3 Class Fees**
 - 2.3.1** The Class Fee shall be paid by the builder on each hull as building or molding commences whether or not the boat is subsequently completed by that builder or another and whether or not it is subsequently measured and registered.
 - 2.3.2** The amount of the fee will be set by the M-20 Sailing Association as 100 US dollars and will be witnessed by separate mention in the receipt of sale and noted on the owners measurement certificate.
- 2.4 Builders**
 - 2.4.1** The hull and deck shall only be manufactured from a mold which has been produced from approved hull and deck plugs. If the hull and deck molds are sold, repaired or altered, they must be re-inspected by the Class Chief Measurer or the Executive Board and/or its representative.
 - 2.4.2** Builders shall be responsible for supplying boats complying with the class rules in both spirit and letter of the rules. The builder shall at his own expense, correct or replace and boat that fails to pass measurement, due to conscious act, omission or error by the builder provided the boat has not been altered by the owner and is submitted for measurement within twelve months of purchase.
- 2.5 Registration**
 - 2.5.1** A valid measurement certificate is an original, or true copy, of the measurement for which has been stamped by the M-20 Sailing Association.
- 2.6 Registration Procedures**
 - 2.6.1** The builder pays the Class Fee and receives a valid hull number which will become part of the US Coast Guard ID Number.
 - 2.6.2** The number will be permanently inscribed in the hull and included in the Coast Guard ID Number.
 - 2.6.3** The owner will apply for registration in the Class and be issued a Sail Number which will reflect the hull number of his boat.
 - 2.6.4** An official measurer shall measure the boat and check that the weight correctors, if any, are fitted. The measurement form shall, after it has been properly completed and signed, be sent to the M-20 Executive Secretary or Commodore. The M-20 Class will check and stamp the form.
 - 2.6.5** The original measurement form shall be given to the owner, and any copies kept by the M-20 Sailing Association as a permanent record which will be kept by the class until officially notified of the destruction or decommissioning of the boat. The original measurement form may be required to be shown as part of

measurement or registration at sanctioned events. Lost forms may be replaced by petitioning the Class Association and paying fees that might be applicable.

3. Protection of One Design

- 3.1** Construction shall be of Fiberglass or E or S-Glass reinforced with low profile polyester or vinyl ester resin. Wood or plastic car materials are permitted and shall be in accordance with the relevant general arrangement and construction plans and specifications. No exotic materials are permitted, specifically carbon fiber, Kevlar, Mylar are not allowed. Cold molded wood construction with fiberglass sheathing is also not permitted.
- 3.2** The use of fibers other than glass is prohibited in the construction of the hull, deck. Rudders, Bilgeboards, and Spars shall be made of Aluminum Alloy.
- 3.3** Production molds for the hull, and deck shall be made from GRP plugs obtained from the one current official master mold.
- 3.4** The templates for the sideboards and rudders shall be from the one current official master pattern.
- 3.5** The M-20 Association Chief Measurer shall measure and issue a certificate giving the dimensions of each plug and mold. Such dimensions shall be within a tolerance of half the permitted building tolerances.
- 3.6** Construction shall be checked by measurement and official templates in accordance with the official diagram.
- 3.7** The boat shall be inspected by a measurer recognized by the M-20 Association before leaving the builder's premises.
- 3.8** If the measurer considers that there has been any attempt to depart from the design, or the class rules in any particular way, he shall report the matter on the measurement form. The M-20 Sailing Association will then make an immediate ruling on the discrepancy.

4. Construction and Measurement Rules

4.1 Identification Marks

- 4.1.1** Hull numbers shall be issued by the Association Executive Secretary. The hull number shall be molded into the hull and included as part of the Coast Guard Hull Identification Number.

4.2 Hull and Deck

4.2.1 Materials

4.2.1.1 The hull shall be constructed of materials approved by the M-20 Association, the following are currently approved materials.

4.2.1.1.1 Synthetic Core Materials

4.2.1.1.2 Fiberglass

4.2.1.1.3 E, S -Glass

4.2.1.1.4 Low profile Polyester Resin

4.2.1.1.5 Vinyl ester Resin

- 4.2.1.2 Plywood shall be of marine, or other waterproof grade, suitable for boat building. Plywood of (0.5 inches) and greater shall have no less than 5 veneers. Plywood and aluminum are only permitted for bulkheads and structural reinforcement and are not permitted material for use in the hull skin.
- 4.2.1.3 Foam sandwich is permitted in double skinned non-wooden hulls. It shall be durable, non-absorbent, of closed celled and shall be bonded to the skins.
- 4.2.1.4 The use of fibers other than glass is prohibited.
- 4.2.1.5 Cockpit shape shall conform to that of the master deck plug. Internal construction is optional.
- 4.2.1.6 The deck, from the forward edge of the cockpit to the aft edge of the mast well, may be cut out provided the resultant slot is no wider than the mast well or 6" whichever is the smaller dimension.
- 4.2.1.7 A rub rail of wood or other suitable material is required. Minimum length shall be 6'0, centered around the bow. The thickness shall be no less than 3/16" and no greater than 3/4". The vertical width shall be no more than 1 1/2" and no less than 3/4".

4.2.2 Hull Shape and Measurement Rules

- 4.2.2.1 The shape of the hull and deck shall be in accordance with the relevant general arrangement and construction plans and specifications within the tolerance specified in the measurement diagram.
- 4.2.2.2 Length measurements are taken from the aft measurement plane and do not include the rub rail.
- 4.2.2.3 The shape of the hull is to be measured with the boat upside down, laying horizontally on two athwart ship supports, located approximately 5' from each end.
- 4.2.2.4 Station positions are to be marked by measuring from the transom, around the topsides as close to the sheerline or top of the rub rail as possible. Side station positions will reflect centerline distance from the transom. Mark centerline station positions by measuring forward from the transom.
- 4.2.2.5 With templates placed over the three station marks for each section, the following tolerances are permissible.
 - 4.2.2.5.1 The sum of the maximum positive and negative deviation shall not exceed 1/2" per section.
 - 4.2.2.5.2 Vertical distance from the upper side of the template at the gunwale to the upper side of the deck may not exceed 3/8".
- 4.2.2.6 Forward and aft ends of the bilgeboard wells are measured from the transom forward, at a point on the transom in line with the well and parallel to the centerline. A tolerance of

½” at either end of the well is allowed, however, the total length of the well must fall within a ½” tolerance. Well width shall be ½” maximum as measured between the inside surface of the well as it exits the top and bottom of the hull.

4.2.2.7 Location of the rudder post holes must fall within ½” of the location indicated on the official plans.

4.2.2.8 Vertical Distances along the centerline from a straight string or wire extending between a point 5” above the hull bottom at the transom of an upside down hull to a point 5” above the hull at station 6 (Stations are every 3’ measured from the transom forward) shall be as follows:

4.2.2.8.1 Keel 1 – 2 ¾”

4.2.2.8.2 Keel 2 – 1 7/16”

4.2.2.8.3 Keel 3 – 1 1/16”

4.2.2.8.4 Keel 4 – 1”

4.2.2.8.5 Keel 5 – 2 15/16”

4.2.2.8.6 Keel 6 – 5”

4.2.2.8.7 The sum of the maximum positive and negative deviation in these measurements shall not exceed ½”.

4.2.2.9 With the hull up on its prescribed supports, deck up, cross deck distances shall be as follows:

4.2.2.9.1 Transom – 47 1/8”

4.2.2.9.2 Station 1 – 60 ¾”

4.2.2.9.3 Station 2 – 68 1/8”

4.2.2.9.4 Station 3 – 69 3/8”

4.2.2.9.5 Station 4 – 67 3/8”

4.2.2.9.6 Station 5 – 60 1/8”

4.2.2.9.7 Station 6 – 46”

4.2.2.9.8 The sum of the positive and negative deviation in these measurements shall not exceed ½”.

4.2.2.10 Measuring forward from the plane of the transom, the aft edge of the mast, when the mast is vertical, shall be 11’ 11” plus or minus 3”. The height of the deck, at the mast line, shall not exceed 4 ¼” above the gunwale. The centerline of the jib tack pin shall be a maximum of 18’ 8” forward of the plane of the transom.

4.2.2.11 The height of the transom on the centerline shall be 10 ½”, plus or minus ¼”. The transom must be flat and vertical and have a minimum of two drain holes near the bottom of not less than 1 ¾” in diameter nor greater than 30 % of each side of the transom.

4.2.2.12 The overall hull length must be 20’ 0” plus or minus ½”.

4.2.2.13 Satisfactory completion of all hull and spar measurement procedures shall be recorded on the boat’s measurement

certificate and dated. Any modification made to the hull or spars requires a re-measurement of the equipment so modified.

4.3 Bilgeboards and Rudders

4.3.1 The shape of the bilgeboards and rudders shall be controlled by placing the bilgeboard or rudder on the full size plan, leading edges on the line of the plan. The other sides must lie within ¼” of the plan.

4.3.2 The rudders shall conform to one of two optional full size rudder plans.

4.3.3 Bilgeboards and rudders shall be solid aluminum alloy plate (T6061). Foil edges may be sharpened to no less than 1/32” radius and tapered no more than 2” from the edges. Only one side should be tapered on the bilgeboards. Fillets may be added to the rudders to streamline the joint between the rudder and rudder post. Fillets may not be wider than the thickness of the rudder post and may not extend more than 3” in any direction from the point defined by the intersection of the centerline of the rudder post and the top edge of the rudder. Bilgeboard thickness shall be ¼” and rudder thickness shall be 3/16”. Aerodynamic profiling other than that specifically stated above is prohibited.

4.3.4 No device or shim shall be used to alter the plane of the bilgeboards.

4.4 Weight

4.4.1 The minimum boat weight shall be 595 pounds (270 kg). Boat weight includes the complete hull, mast and boom, spinnaker pole, all running and standing rigging, permanently attached fittings, floatation equipment, painter and weight to be added to bring the boat up to minimum standards. At the time of weighing, the boat should be completely dry and all drawers and storage spaces emptied. Sails, anchors, paddles and personal floatation devices must be removed.

4.4.2 Boats built prior to January 1, 1973 (hull numbers #410 and below, including #411 and #414), having a boat weight less than 595 pounds must install additional weight to meet the minimum weight. Such additional weight shall be attached to the mast well and be no more than a maximum of 50 pounds. Boats built after January 1, 1973 are restricted to a maximum of 25 pounds, placed and fastened as described above. Additional weight shall consist of lead.

4.4.3 Weight added to newly constructed boats will be permanently marked and noted on measurement certificate. Removal of this weight will invalidate the certificate and will cause for remeasurement.

4.5 Mast

4.5.1 Materials

4.5.1.1 The mast will be constructed of Extruded Aluminum Alloys.

4.5.2 Construction

4.5.2.1 The minimum weight of the most, fully rigged, shall be 40 pounds. The mast shall balance at a point no lower than 11'0" from the bottom end of a mast that is stepped on deck, or from the deck line of a mast that is stepped through the deck. All running and standing rigging must be stretched and tied along the mast during the weighing process.

4.5.2.2 The mast may be tapered at the upper end for maximum distance of 68" from the top. Tapering will not be allowed on the aft side of the mast. The fore-and-aft dimension of the untapered section shall be no greater than 4 1/8" and no less than 3 7/8". The width of the untapered section shall be no greater than 2 11/16" and no less than 2 7/16". Masts built after 7/25/95 shall float at steady state, with all running rigging and standing rigging stretched and tied along the mast, when supported 8'6" from the butt end and held an average of 12" above the water.

4.5.2.3 The mast shall be stepped below deck level. Yachts built prior to 1967 may employ either wood or aluminum masts that may be stepped on deck.

4.5.2.4 Permanently bent masts are prohibited.

4.5.2.5 Rotating masts are prohibited.

4.5.2.6 The "Ward" aluminum mast section, while not in conformance with section band c of this rule, may be used as a replacement for wooden masts on yachts built prior to 1967. The replacement mast must be stepped on deck and not allowed to rotate.

4.5.3 Measurement Bands

4.5.3.1 Bands one inch wide shall be painted or permanently affixed with decals on the mast as follows:

4.5.3.1.1 Band #1, the upper edge at deck level.

4.5.3.1.2 Band #2, the lower edge to be a maximum of 25'6" above the top edge of Band #1.

4.5.3.1.3 Band#3, the lower edge to be a maximum of 19'2" above the top edge of Band #2.

4.5.3.1.4 Band #4, the upper edge to be a maximum of 24' down from the lower edge of Band #2.

4.5.3.1.5 Bands #2A and #4A located a maximum of 6' below Bands #2 & #4 respectively and located the same distance from each primary Band. 2A and 4A are optional.

4.5.3.2 The luff of the mainsail shall lie between bands #2 and #4 or between #2A and #4A. The top of the boom shall not be

lower than the upper edge of the lower band and no part of the sail shall be above the lower edge of the upper band.

4.5.3.3 The projected line of the jib luff (top edge of the jib halyard sheave), when hoisted and with the mast erect, shall project no more than 1 ½” to the front of the mast, with the top of the sheave no higher than the lower edge of the band #3.

4.5.3.4 Measurement of mast bands shall be at aft side of the mast for the mainsail control and the forward side for jib luff and spinnaker halyard control.

4.5.3.5 The bearing point of the spinnaker halyard sheave or tube shall be no higher than 12 inches above the lower edge of band #3. It may be forward of the leading edge of the mast more than 4”.

4.5.3.6 The spinnaker pole attachment point shall project no farther than 2” from the surface of the mast.

4.6 Boom

4.6.1 The boom shall be constructed of Extruded Aluminum Alloy.

4.6.2 Boom thickness or width shall not exceed 5”. Measurement shall be made by passing the boom through a 5” diameter ring.

4.6.3 Permanently bent booms are prohibited.

4.6.4 Measurement Bands

4.6.4.1 A boom band, 1” wide, shall be painted or permanently affixed with decal on the boom such that its forward edge shall be no farther aft from the projection of the after edge of the mast that 9’6”, with the boom position perpendicular to the mast. No part of the mainsail shall be set aft of the forward edge of the boom band.

4.7 Spinnaker Boom (Pole)

4.7.1 The spinnaker pole shall be a maximum of 90 ½” in length measured between the inner bearing points of the fittings.

4.8 Standing Rigging and Fittings

4.8.1 A forestay and backstay are required. The forestay and backstay must be a minimum of 3/32” diameter.

4.8.2 Sidestays are required. Sidestay configuration is optional. Sidestays must be minimum of 1/8” diameter wire.

4.8.3 Position of the forestay at deck level must be on the centerline of the hull and forward of the jib tack. The center line of the jib tack pin shall be a maximum of 18’8” forward of the plane of the transom.

4.8.4 The sidestays shall be attached at a point on the deck 8’1” (+/- 3”) from the jib tack pin.

4.9 Running Rigging

4.9.1 Running Rigging and all fittings not otherwise specifically referred to are optional.

4.10 Buoyancy

4.10.1 Supplemental buoyancy, providing at least 12 cubic feet of displacement, shall be securely installed in the hull. At least 6 cubic feet of buoyancy shall be made of a closed cell, rigid, buoyant plastic foam. Supplemental buoyancy shall be equally divided between the port and starboard sides and shall be distributed fore and aft so that the hull will float approximately level when filled with water.

4.11 Sails

4.11.1 All sail dimensions are maximums, except that those locating the battens are approximate only.

4.11.2 Sails shall be measured in a completely dry state and laid on the floor or other flat surface with the minimum tension required to remove all wrinkles adjacent to the measurement being taken.

4.11.3 Girth measurements shall be determined as follows: the midpoint of the luff shall be determined by folding the sail upon itself, with the highest point of the head board nearest the luff even with the lowest edge of the bolt rope nearest the tack. The midpoint of the leech shall be determined with the highest point of the head board nearest the luff even with the lowest point of the sail directly under the center of the clew cringle. The midgirth measurement shall be the distance between the midpoint of the luff and the leech including the bolt rope. Quarter girth measurements shall be determined in a similar manner by folding the headboard down to the mid-points and the tack and clew low points up to the mid-points.

4.11.4 The jib luff distance shall be measured, on the luff wire, between the lowest part of the sail at the tack and the highest point of the sail at the head. Length of the leech shall be from the lowest part of the sail directly below the lowest clew cringle and the highest part of the sail at the head. Length of the foot shall be measured between the lowest part of the sail at the luff wire and the outer edge of the sail directly aft of the center of the farthest clew cringle. Length of the luff wire shall be measured between the two bearing points.

4.11.5 Spinnaker luff and foot measurements shall be taken with the sail under a five pound tension. Measurement points for the head and clews shall be the center of the grommet. Girth shall be measured with the spinnaker folded in half putting the luff and leech together and spread evenly and flat upon the floor. The measurements shall be taken between points 10'0" down from the head along the luff and leech and 11'0" down the folded side, not measuring around the contour. When measuring girths it is important that the cloth between the head of the sail and points of measurements be spread out smoothly on the floor. The sail should be pulled parallel to the girth measurement only enough to smooth out the vertical wrinkles, but not enough to produce transverse wrinkles. When

girth measurement is taken there should be no tension on the corners of the sail.

4.11.6 Sails measured and approved shall be stamped with the year of measurement. Any alteration to a sail will require the sail to be re-measured.

4.11.7 Association Insignia and Numbers

4.11.7.1 The Association insignia shall be the letter (18" high) and numbers (6" high) "M-20", with proportional width to be located on the mainsail as shown in the official M-20 sail plan. Boat numbers (15" high) shall be located on the mainsail as shown on the sail plan, and on each side of the spinnaker in the approximate center. No other letters or symbols may appear on any sail, with the exception of small sail maker's labels, and lake designator letters. The name "M-20" as shown in the sail plan is copyrighted by the Melges Boat Works, Zenda, WI.

4.11.7.2 The "M-20" insignia is to be placed between the first and second battens on the starboard side, centered on a line between the clew and the upper forward corner of the headboard. On the port side the "M" is back to back and the "20" located 8" below the starboard "20".

4.11.7.3 Boat numbers are to be placed between the second and fourth battens from the top, with the port numbers being approximately, but no less than 12" directly below the starboard numbers. The aft edge of the first starboard number is to be 10" aft of the line between the clew and forward corner of the head board.

4.11.7.4 All labels and markings shall be placed within the tack radius of the main and jib as shown, and be limited to a 6" by 6" area.

4.11.8 Dimensions and Restrictions

4.11.8.1 Maximum Dimensions of Jib and Mainsail:

Mainsail Jib

Luff 24' 19"

Luff Wire 19' 10"

Foot 9' 6" 7"

Leech 25' 3" 17' 10"

Mid Girth 7'

Top Quarter Girth 4' 3"

Lower Quarter Girth 8' 10"

Headboard 8" #5 Grommet

4.11.8.2 Spinnakers

Maximum Minimum

Luff Length 20' 6" 19' 6"

Foot Half Length 7' 3" 6' 9"

Girth Half Length 8' 5" 7' 11"

- 4.11.8.3 No more than one spinnaker shall be aboard during a race.
- 4.11.8.4 The leech of the mainsail shall in no place be concave. A flutter patch, consisting of two layers of sail cloth, may be installed on the leech of the sail between the headboard and the top batten provided that the patch is not wider than 7".
- 4.11.8.5 Refer to the Official M-20 Sail Plan for the batten size and location. Total batten number and lengths indicated on the sail plan are maximum. Batten location is approximate, however, all battens should divide the leech in approximately equal segments. Immediate (14") battens in the mainsail are optional.
- 4.11.8.6 Jib Clubs are prohibited.
- 4.11.8.7 Clew Boards are permitted on jibs to provide multiple sheet attachment points.
- 4.11.8.8 Double Luff or Loose Footed Mainsails are prohibited.
- 4.11.8.9 A slip on floatation panel made of foam and sail cloth is permitted on the head of the mainsail. The floatation panel shall not produce more than 20 pounds of floatation.
- 4.11.8.10 Mainsail and jib material shall be soft or yarn tempered Dacron. No other fabric or special finishes will be accepted in sanctioned M-20 Association Events.
- 4.11.8.11 Windows are allowed in the mainsail and jib sail only. The maximum window size shall be 10% for the main and 10% for the jib. Any sails constructed prior to May 1, 1998, whether previously measured or not, and irrespective of size of window, shall be grandfathered in and ruled as legal.

5. Additional Rules that Apply at Events or While Racing

5.1 Crew

- 5.1.1 Total crew compliment shall consist of two and no more than three people.
- 5.1.2 The skipper and crew members may utilize hiking straps anchored within the cockpit and gripping the hull and standing rigging. Trapezes, sliding seats, body belts, ankle hobbles and all other hiking assistance devices are prohibited.

5.2 Racing Equipment

- 5.2.1 The following must be carried on board during a race:
 - 5.2.1.1 USCG Approved Type III PDF for each person on board.
 - 5.2.1.2 USCG Approved Type IV Throwable cushion or floatation device.
 - 5.2.1.3 Painter of 5/16" minimum diameter and 15' in length.

6. Application for new or modified design or clarification of existing practices

- 6.1 Any member in good standing (herein Applicant) who would like to introduce a new sail design, piece of equipment, or innovation, or who

would like an opportunity to get an advance ruling on any equipment, sail or other scantling matter which may not be clearly covered by existing scantlings, (herein design) shall present the details of the design in writing to the Executive Secretary of the Association eight weeks in advance of the regatta in which the applicant plans to use the design. The applicant may submit with the application data in the form of tests, specifications, opinion letters, or statements, which may assist in the analysis of the request. The Executive Secretary shall promptly forward copies of the application to both the Technical Committee and the Rules Committee.

6.2 The Technical Committee shall promptly review the application, perform appropriate research, analysis, and other due diligence in order to evaluate the advantages and disadvantages of the design, and also to decide whether in their opinion, the design could give a boat a tactical and/or performance advantage. The Technical Committee may return the proposal to the applicant if there are insufficient details provided, or may contact the applicant directly to elicit further information. The Technical Committee may require further written documentation, information, or modifications to the application. The function of the Technical Committee is to engage in free discourse, research and analysis to determine if a proposal has merit. The Technical Committee does not accept or reject a proposal, but merely performs an analysis of the proposal.

6.3 The Technical Committee shall promptly report its findings to the Rules Committee. The Rules Committee shall promptly accept, modify or reject the recommendations of the Technical Committee, or return the application to the Technical Committee for further research or information. The Rules Committee does not duplicate the Technical Committee's work. Instead, the Rules Committee applies the findings of the Technical Committee and then acts on the proposal. There are four possible actions which may be taken by the Rules Committee as to any such application:

6.3.1 Unscored Experimental Use. If the Rules Committee determines that the design might offer a tactical and/or performance advantage, then the design may be sailed in regattas as an unscored experimental boat for two years. The design can be legalized by the National Association members during the experimental period in accordance with the M20 Association bylaws. At the end of the two year period, if the design is not approved in accordance with the provisions of the M20 Association bylaws, then it may no longer be sailed in regattas, and cannot be renewed for experimental status for another two years.

6.3.2 Scored Experimental Use. If the Rules Committee determines that the design will not offer a tactical and/or performance advantage, it may rule that the design may be sailed in regattas as a scored experimental boat for two years. The design may be legalized by the National Association members during the experimental period. At the end of the two year period, if the design is not approved in

accordance with the provisions of the M20 association bylaws, then it may no longer be sailed in regattas and cannot be renewed for experimental status for two years unless it is otherwise approved by the Association in accordance with the provisions of these bylaws.

- 6.3.3** Rejected Design. If the Rules Committee determines in its sole discretion that either the design presents a significant safety hazard to competitors, or that the best interests of the Class will be damaged by the design, then the design shall be rejected.
- 6.3.4** Request for Additional Information. If the Rules Committee determines that the application simply fails to contain sufficient information upon which a decision may be made, and after request to the applicant by the Technical Committee are made and the additional information is not forthcoming, then the design may be rejected based upon insufficient information.
- 6.4** The Rules Committee may adopt such rules, regulations, or forms as it may deem prudent, in its sole discretion, to provide the applicant and/or Technical Committee with guidance in the submission and review of such applications.
- 6.5** Appeals. Five members in good standing may petition the Rules Committee in writing for review of any ruling made; provided that any such petition shall be in writing, submitted to the Executive Secretary, and shall include the basis for appeal. Such an appeal may include additional written materials in support of the Petitioners' position. Any such petition shall be sent to the original applicant, the Rules Committee, and the Technical Committee, and shall be reviewed in the same manner as an initial application by first being review by the Technical Committee, then finally by the Rules Committee. The Rules Committee may in their sole discretion hold a hearing, to which case the Technical Committee, the Petitioners and the applicant shall be invited, may attend and may present evidence.
- 6.6** Publication and Comment. Any application submitted, or a reasonable summation of same, and the final opinion thereon, along with a reasonable summary of the basis there fore, shall be published in the next Association Newsletter. Members shall be encouraged to comment in writing on any published rulings, in order to permit a civil and informed debate and ultimate vote on any proposed designs. The Newsletter shall publish all reasonable comment on such designs.

M-20 SAILING ASSOCIATION CHAMPIONSHIP AND SANCTIONED REGATTA RULES

Revised July 25, 1995

The following rules apply to the M-20 North American Championship Regatta and other sanctioned regattas.

1 – RULES

The regatta will be governed by the International Yacht Racing Rules, the prescriptions of the US SAILING, and the rules of the M-20 Sailing Association.

2 – ELIGIBILITY

A) Any person who is a Life or Regular member of the M-20 Sailing Association may skipper an M-20 yacht in a sanctioned regatta. One crew member must be either a Life, Regular, or Association member. Membership for a third crew member is encouraged, but not required.

B) For the Junior North American Championship:

The skipper shall be under the age of 21 as of the start date of the Regatta.

The crew member(s) shall have no age requirement. Junior skippers shall be Life, Regular, or Association members of the M-20 Sailing Association. Membership for Junior crew members is encouraged, but not required.

3 - CERTIFICATES

Yachts entered in a sanctioned event must have a valid Measurement Certificate, indicating that the hull and related equipment meet the Association rules.

4 - MEASURING

All yachts will be weighed and all un-measured sails measured and stamped with the official measurer's stamp prior to the first race. The measurer may measure or re-measure any boat or sail that he feels may not be within the specifications. Protests of measuring decisions shall be heard by a jury composed of the Chief Judge, a member of the Technical Committee and a member of the Rules Committee.

5 – RACE COMMITTEE GUIDELINES

The preferred courses are WT (windward, leeward, triangle, windward) or W (windward, leeward, windward) with the triangle legs at 45-90-45. The total course length should be approximately 6 statute miles and the time limit should be 2 hours. If it becomes necessary, due to poor weather conditions, to get in three races within the regatta schedule, the race length may be shortened to 4 statute miles and the time limit reduced to 1 1/2 hours. The course may not be shortened after the start. If, for any reason other than lack of wind or adverse current, if a yacht fails to start within 15 minutes after her starting signal, she shall be ineligible to start.

6 - SCORING

A) The North American Championship shall consist of six scheduled races, of which the best five for each yacht shall be counted for her total points. If less than six races are

completed, all races shall be counted for a yacht's total points. Three races must be sailed to constitute a North American Championship.

B) The Low Point Scoring System, Appendix A2 of the racing rules will apply, except the five best scores for each yacht shall be counted.

7 - TROPHIES

A) Permanent trophies held by the M-20 Sailing Association shall be awarded to winners according to the terms of the Association in a clean and polished condition. The winners shall be required to return the permanent trophies, in a clean and polished condition, to the North American Championship site prior to the first race.

B) Host Clubs shall provide suitable keeper trophies for both skipper and crew of winning yachts. Skipper and crew keeper trophies should be similar in size and appearance.

C) In addition to the regular Junior trophies, a separate trophy shall be awarded to the highest placing Junior sixteen years old or younger.

8 – ALTERNATE PENALTIES

Penalties per rules 31.2 and 44.2 shall be used.