

XIV - SAIL MEASUREMENT RULES

- A) ALL SAIL DIMENSIONS ARE MAXIMUMS, EXCEPT THAT THOSE LOCATING THE BATTENS ARE APPROXIMATE ONLY.
- B) 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.
- C) 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 HEADBOARD NEAREST THE LUFF EVEN WITH THE LOWEST EDGE OF THE BOLT ROPE NEAREST THE TACK. THE MIDPOINT OF THE LEACH SHALL BE DETERMINED WITH THE HIGHEST POINT OF THE HEADBOARD NEAREST THE LUFF EVEN WITH THE LOWEST POINT OF THE SAIL DIRECTLY UNDER THE CENTER OF THE CLEW CRINGLE. THE MID-GIRTH MEASUREMENT SHALL BE THE DISTANCE BETWEEN THE MIDPOINT OF THE LUFF AND THE LEECH INCLUDING THE BOLTROPE. QUARTER-GIRTH MEASUREMENTS SHALL BE DETERMINED IN A SIMILAR WAY BY FOLDING THE HEADBOARD DOWN TO THE TWO MID-POINTS AND THE TACK AND CLEW LOW-POINTS UP TO THE TWO MID-POINTS.
- D) 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 LUFFWIRE AND THE OUTER EDGE OF THE SAIL DIRECTLY AFT OF THE CENTER OF THE FARTHEST CLEW CRINGLE. LENGTH OF THE LUFFWIRE SHALL BE MEASURED BETWEEN THE TWO BEARING POINTS.
- E) 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 MEASUREMENT 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 MEASUREMENT, 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 THE GIRTH MEASUREMENT IS TAKEN THERE SHOULD BE NO TENSION ON THE CORNERS.
- F) 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.
- G) FULL SIZE TEMPLATES, APPROVED BY THE EXECUTIVE COMMITTEE, MAY BE USED TO MEASURE SAILS AT SANCTIONED REGATTAS. SAILS NOT CONFORMING TO TEMPLATES SHALL BE RE-MEASURED BY THE METHODS SPECIFIED ABOVE BEFORE BEING DEEMED ILLEGAL.

XV - ASSOCIATION INSIGNIA AND NUMBERS

- A) 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 SAILMAKER'S LABELS, AND LAKE DESIGNATOR LETTERS. THE NAME "M-20" AND THE SAIL INSIGNIA ARE COPYRIGHTED BY MELGES BOAT WORKS, ZENOA, WISCONSIN, U.S.A. (SAILS CONSTRUCTED BEFORE 6/20/69 NEED NOT CONFORM TO THE ABOVE.)
- B) THE "M-20" 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".

C) 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 DESCRIBED IN B ABOVE.

D) 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.

E) SAILS MANUFACTURED AFTER 6/20/69 MUST MEET ALL OF THE ABOVE SPECIFICATIONS.

XVI - SAILS: DIMENSIONS AND RESTRICTIONS

A) MAXIMUM DIMENSIONS OF JIB AND MAINSAIL SHALL BE:

	MAINSAIL	JIB
LUFF	24 FEET 0 INCHES	19 FEET 7 INCHES
LUFF WIRE		19 FEET 10 INCHES
FOOT	9 FEET 6 INCHES	7 FEET 0 INCHES
LEECH	25 FEET 3 INCHES	17 FEET 10 INCHES
MIDGIRTH	7 FEET 0 INCHES	
TOP QUARTER GIRTH	4 FEET 3 INCHES	
LOWER QUARTER GIRTH	8 FEET 10 INCHES	
HEADBOARDS (PERPENDICULAR TO LUFF)	8 INCHES	#5 GROMMET

B) SPINNAKERS

	MAXIMUM	MINIMUM
LUFF LENGTH	20 FEET 6 INCHES	19 FEET 6 INCHES
FOOT - HALF LENGTH	7 FEET 3 INCHES	6 FEET 9 INCHES
GIRTH - HALF LENGTH	8 FEET 5 INCHES	7 FEET 11 INCHES

C) NO MORE THAN ONE SPINNAKER SHALL BE ABOARD DURING A RACE.

D) 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 SEVEN (7") INCHES.

E) SEE OFFICIAL M-20 SAIL PLAN FOR BATTEN SIZE AND LOCATION. TOTAL BATTEN NUMBER AND LENGTHS INDICATED ON SAIL PLAN ARE MAXIMUM. BATTEN LOCATION IS APPROXIMATE, HOWEVER, ALL BATTENS SHOULD DIVIDE THE LEECH IN APPROXIMATELY EQUAL SEGMENTS. INTERMEDIATE (14") BATTENS IN THE MAINSAIL ARE OPTIONAL.

F) JIB CLUBS ARE PROHIBITED.

G) CLEWBOARDS ARE PERMITTED ON JIBS TO PROVIDE MULTIPLE SHEET ATTACHMENT POINTS.

H) DOUBLE-LUFF OR LOOSE FOOTED MAINSAILS ARE PROHIBITED.

I) A FLOTATION HEADBOARD OF FOAM IS PERMITTED ON MAINSAILS, PROVIDED IT DOES NOT PERMIT THE USE OF ANY LARGER SIZE SAIL THAT CAN PROPERLY BE MADE WITH THE REGULATION HEADBOARD (SEE A ABOVE).

J) 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.

XVII - SAIL PLAN

