



IMCCSRA
RULE BOOK

(Articles of Incorporation and Bylaws)

Publication Date June 1, 2000
(Changes since the January 1, 1998 Edition are shown in bold type.)

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ARTICLES OF INCORPORATION
INTERNATIONAL MC CLASS SAILBOAT RACING ASSOCIATION

UNITED STATES OF AMERICA
STATE OF LOUISIANA
PARISH OF CADDO

BEFORE ME, the undersigned authority, and in the presence of the undersigned competent witnesses, personally appeared:

W. J. HAGNER, JR., HARRY W. PROTZELLER, BRYAN C. SIMMONS, ERWIN W. SAYE, DARRELL E. GEORGE, W. C. SIMMONS AND DAN J. GRADY, III,

persons of the full age of majority, domiciled in the State and Parish aforesaid, who declared that, availing themselves of the provisions of Chapter 2 of Title 12 of the Louisiana Revised Statutes of 1950, as amended, do hereby organize themselves and all others who may hereafter join or associate with them, their successors and assigns, into a nonprofit Corporation, for the objects and purposes of, and in accordance with, the following ARTICLES OF INCORPORATION:

ARTICLE I—NAMES AND STATUS

The Corporation shall be a perpetual nonprofit, non-stock Corporation composed of members qualified as stated in the Bylaws, and shall be known as:

INTERNATIONAL MC CLASS SAILBOAT RACING ASSOCIATION

and may also be known by its initials: IMCCSRA.

ARTICLE II—PURPOSES

The purposes for which this Corporation is formed are:

A. To succeed, replace and substitute for, and to continue the business of, that certain unincorporated association of the same name, which has heretofore conducted its business for the same purposes as hereinafter stated, pursuant to vote of the general membership thereof at its annual meeting of October 6, 1973.

B. To promote the sport and sportsmanship of one-design yacht racing in general, and of the MC Scow in particular.

C. To establish and promulgate all manner of rules regarding membership in the Corporation, the Chartering of subordinate organizations to be known as Fleets, and to perform all manner of lawful acts in furtherance of the goals of the Corporation and its members.

**ARTICLE III—REGISTERED AGENT, REGISTERED OFFICE
AND INCORPORATORS**

A. The first Registered Agent shall be:

BRYAN C. SIMMONS
Fleet Captain, IMCCSRA Fleet #1
c/o Shreveport Yacht Club
Shreveport, Louisiana 71109.

2B. At all times in the future, the Registered Agent and Registered Office shall be:

DAN J. GRADY III, Attorney-at-Law
PO Box 777, Lincoln Parish Courthouse
Ruston, Louisiana 71270

C. The names and addresses of the incorporators are:

W. J. HAGNER JR., HARRY W. PROTZELLER, BRYAN C. SIMMONS, ERWIN W. SAYE,
DARRELL E. GEORGE, W. C. SIMMONS AND DAN J. GRADY III.
c/o Shreveport Yacht Club
2905 Municipal Pier Road
Shreveport, Louisiana 71109

ARTICLE IV—BOARD OF GOVERNORS

A. The Corporation shall be governed by a Board of Governors composed of not less than five (5) members of the Corporation, elected in accordance with the By-laws, for terms of three (3) calendar years, as set forth in the Bylaws.

B. The Board of Governors shall have full authority to operate the lawful business of the Corporation, and may delegate such authority to any officer or committee, either in whole or in part.

C. The Board of Governors may, upon majority vote, increase its membership over five (5); and, when its membership is in excess of five (5), reduce its membership to not less than five (5).

D. The first Board of Governors, whose term of office shall expire at midnight, December 31, 1973, shall be the persons serving on the Board of Governors of the predecessor association which this Corporation replaces, who are:

HARRY W. PROTZELLER, Shreveport, Louisiana
WILLI A. LENKEIT, Decatur, Georgia
BRYAN C. SIMMONS, Shreveport, Louisiana
ERNEST WOLFMAN, Orlando, Florida
JAMES B. DEBOISEBLANC, Dallas, Texas

ARTICLE V—OFFICERS

A. Officers of the Corporation shall be a Commodore, Vice Commodore, Rear Commodore, Secretary and Treasurer, who shall be selected from the membership of the Board of Governors, in accordance with the By-laws.

B. The Board of Governors is authorized at any time in the future, when deemed necessary by not less than two-thirds of the Board, to establish the position of Executive Secretary, to provide the duties of that position, and to authorize the Treasurer to pay reasonable compensation for services rendered by such person, provided that no such position shall be created or payment authorized unless the determination of the Board of Governors shall also be approved by affirmative vote of a majority of the general membership in attendance at the Annual Meeting held in conjunction with the Annual Regatta.

C. The Board of Governors shall set forth in the Bylaws the duties of all officers.

D. The officers shall serve terms, as set forth in the Bylaws by the Board of Governors, of three (3) calendar years.

ARTICLE VI—MEMBERSHIP

Membership in the Corporation shall be restricted to persons owning a bona fide interest in an MC Scow, and who meet such requirements as are set forth in the Bylaws.

ARTICLE VII—CHARTERING OF FLEETS

The Board of Governors is authorized to issue or cause to be issued, over the signature of the Commodore, Fleet Charters granted to organized groups of members of the Corporation who share a common geographical location and who meet such other requirements as are set forth in the Bylaws.

ARTICLE VIII—VOTING

A. Voting rights in the Corporation shall be upon the basis of one vote per MC Scow, subject to regulations relative to the voting of yachts owned in partnership, as set forth in the Bylaws.

B. The Board of Governors is authorized to call special elections in which voting may be specified to be by Fleets rather than by yachts, under rules that may, from time to time, be set forth in the Bylaws.

ARTICLE IX—AMENDMENT OF ARTICLES OF INCORPORATION

A. These Articles may be amended in any lawful manner upon the affirmative vote of not less than two-thirds of the general membership in attendance at the Annual Meeting held in conjunction with the Annual Regatta, after recommendation of such amendment to the general membership by vote of not less than two-thirds of the Board of Governors or of the Rules Committee acting under the delegation of authority from the Board of Governors.

B. In the absence of a two-thirds vote of the Board of Governors or of the Rules Committee recommending the adoption of an amendment to these Articles, the general membership may amend these Articles by affirmative vote of not less than three-fourths of its number in attendance, or voting by proxy, at the Annual Meeting held in conjunction with the Annual Regatta.

THUS DONE AND SIGNED in triplicate original this 30th day of October, 1976, in my presence and in the presence of the undersigned competent witnesses, after a reading of the whole.

WITNESSES:

Laeland Bodine
Walter M. Stage

W. J. Grimes
George Jennings
John J. Dwyer
John E. Forrest
Tom Sennett
Harry J. Schuyler
Donald J. Stier

INCORPORATORS:

John W. Stier
NOTARY PUBLIC

BYLAWS

INTERNATIONAL MC CLASS SAILBOAT RACING ASSOCIATION

ARTICLE I—OFFICERS

SECTION 1:

The officers of this Association shall be Commodore, Vice Commodore, Rear Commodore, Secretary and Treasurer.

SECTION 2:

The Commodore shall be the chief executive officer unless and until the position of Executive Secretary shall be established, after which time the Executive Secretary shall have such executive duties as are granted unto that person by the Board of Governors. The Commodore shall preside at all meetings of the Board of Governors and of the general membership. The Commodore shall have a general and active management of the business of the Corporation, and shall see that orders and resolutions of the Board of Governors are carried into effect. The Commodore shall have the general powers and duties of supervision and management usually vested in the office of president of a corporation, saving unto the other officers and to the Board of Governors those powers reserved unto them herein or by law.

SECTION 3:

The Vice Commodore shall serve in the place and stead of the Commodore during the absence or incapacity of the Commodore, or temporary vacancy in the office of Commodore. The Vice Commodore shall be ex officio member of all committees, and shall attend to such other duties as may be required of him or her by the Commodore or the Board of Governors.

SECTION 4:

The Rear Commodore shall have such duties as the Board may specify, and shall act as Commodore in the event of a vacancy in that office during the period from the lapse of his term and the taking of office of his successor. In the event of a vacancy in the office of Rear Commodore, it shall not be filled.

SECTION 5:

The Secretary shall have charge of all the records of the Corporation, shall give notice of all meetings of the Board of Governors or the general membership, shall attend all such meetings and record all votes and other proceedings had therein in a book to be kept for that purpose, and shall have custody of the Seal of the Corporation, and, when authorized by the Board of Governors, shall affix same to any instrument requiring it, and to attest to same by his or her signature. The Secretary shall attend all committee meetings and keep records thereof when so required. The Board of Governors may delegate such of the above duties as deemed appropriate to the Executive Secretary should that position be created.

SECTION 6:

The Treasurer shall have charge of all funds of the Corporation and of their disbursement under proper direction. The Treasurer shall keep a record of all monies received or paid out, and shall make a report of same to the Board of Governors at each regular meeting thereof, and whenever requested to do so. The Treasurer or the Commodore shall sign all checks, drafts, and notes on behalf of the Corporation. The Board of Governors may delegate such of the above duties as deemed appropriate to the Executive Secretary, should that position be created.

SECTION 7:

The Board of Governors may appoint such other officers and agents as shall be deemed necessary, and may establish such duties and powers for such officers as it deems necessary.

SECTION 8:

Officers shall serve without compensation provided that in the event there is created the position of Executive Secretary, the Board of Governors may provide such compensation for that position as it deems proper subject to the approval of the general membership, by majority vote.

SECTION 9:

The office of Commodore shall be filled by vote of the Board of Governors from the membership of the Board of Governors. All other officers shall be appointed from among the members of the Board of Governors by the Commodore.

SECTION 10:

The Commodore shall appoint the members of the Technical Committee. The Technical Committee shall have no less than three members. The first appointment shall be the chairman to a 3-yr. term, one member to a 2-year term, one member to a 1-year term. Thereafter, each expiring term shall be filled by one member with a 3-year term. The Technical Committee shall be charged with overseeing the yacht's specifications. It shall bring any recommended changes in the specifications to the Board, which shall submit recommended changes for vote of the membership per Article XV, Section 1.A. The Technical Committee shall further be empowered to allow certain MCs to sail with experimental changes for no more than one year. During that time, these yachts shall be certified as MC scows eligible for all sanctioned regattas. The Technical Committee's duties shall be reviewed from time to time by the Board of Governors and may be amended at any time by the Board.

SECTION 11:

Officers shall serve a term of three (3) calendar years, commencing January 1 and ending December 31 of each year, and may be re-elected, provided that no person shall serve more than two consecutive terms in the office of Commodore.

ARTICLE II—BOARD OF GOVERNORS

SECTION 1:

The Corporation shall be governed by a Board of Governors which shall be composed of not less than six (6) members, plus outgoing Commodore, elected from the general membership. No fleet shall have more than two (2) members serving simultaneously upon the Board of Governors, nor shall there be more than two (2) members who are not members of a Chartered Fleet. The outgoing Commodore shall become the Rear Commodore.

SECTION 2:

No candidate for election to the Board of Governors shall have any affiliation or connection with any builder of the MC Scow. If, during his term of office, any Governor becomes affiliated or connected with any builder of the MC Scow, he shall immediately resign from the Board of Governors.

SECTION 3:

Election to the Board of Governors, and to the office of Commodore, shall be held in the following manner.

A. On or before a date one month prior to the annual meeting, the Secretary shall send notice to each member in good standing of the Corporation calling for nominations to the next Board of Governors. Election to the Board of Governors shall be held during the Annual Meeting. Nominations may be received in writing prior to the meeting or by oral nomination from the floor at the time of the election.

B. Each member of the Board of Governors shall serve a three (3) year term. Each term on the Board of Governors shall be in rotation. The newly elected members of the Board of Governors shall take office on January 1 following their election at the Annual Meeting.

C. Immediately following the Annual Meeting at which the new Board of Governors were elected, this Board of Governors shall meet to elect the new Commodore. The Commodore shall be elected from the members of the new Board of Governors who will take office on January 1 following the election at the Annual Meeting. The election of the Commodore shall then be announced to the general meeting.

D. The Commodore, following his election, shall then appoint from the membership of the Board of Governors the officers for the following year. These shall be Vice Commodore, Secretary and Treasurer. The immediate past Commodore shall assume the office of Rear Commodore.

ARTICLE III—MEMBERSHIP

SECTION 1:

Membership in the Corporation shall be restricted to persons who own a bona fide interest in an MC Scow and shall be further restricted to not more than two such owners per yacht. Neither the Corporation nor any chartered fleet shall grant membership to any person who is not the owner of such a bona fide interest in an MC Scow, provided that provisional membership may be granted to an applicant who satisfied the Corporation that he has placed a bona fide order for an MC Scow. Such provisional membership shall become absolute upon delivery of the yacht, but shall be cancelled if delivery is not made through the fault of the provisional member.

SECTION 2:

Membership in the Corporation may be granted directly by the Board of Governors to qualified persons who are not members of a chartered fleet, provided that such persons have no chartered fleet available to them.

SECTION 3:

Membership in the Corporation is automatically available to qualified persons who have been extended membership in a chartered fleet upon receipt of an application for membership in the Corporation and payment of annual dues.

ARTICLE IV—CHARTERING OF FLEETS

SECTION 1:

The Corporation may issue a charter to any organized group of owners of MC Scows who own a total of not less than three such yachts and share a common geographic location, provided that the prospective fleet shall meet all other requirements hereinafter set forth.

SECTION 2:

Prospective fleets shall apply by letter to the Board of Governors for a fleet charter, and such letters shall be accompanied by tender of payment of one year's dues for each member of the

prospective fleet not already holding non-fleet membership, the chartering fee, and any other fees properly established by the Board of Governors prior to its receipt of the application. In the event of denial of the charter, all funds so tendered shall be returned.

SECTION 3:

The Board of Governors is authorized to further condition granting of fleet charters upon proper compliance with any other requirement of the Corporation.

SECTION 4:

The Board of Governors is authorized to revoke the charter of any fleet which demonstrates unworthiness of continued association with the Corporation, provided that the Board shall not revoke any fleet charter upon less than a vote of two-thirds of its membership, and provided further that any such revocation shall be appealable to the general membership, which shall affirm or overrule the revocation by majority vote. The Board of Governors shall establish procedures and time limits for such appeals.

ARTICLE V—FEES AND DUES

SECTION 1:

The Fleet Treasurers shall annually, in the month of February or March, collect and pay over to the Corporation Treasurer or Executive Secretary, the dues of each named owner, as fixed by the Board of Governors. Non-fleet members shall make the same payment directly to the Treasurer, or Executive Secretary, if that position shall be created.

SECTION 2:

Prospective fleets shall, at the time of making application for Charter, pay over to the Treasurer, or Executive Secretary, if that position shall be created, the sum of twenty-five dollars (\$25.00) as a chartering fee.

SECTION 3:

The Board of Governors is authorized to increase or decrease the amount of the annual dues by vote of not less than two-thirds of its membership provided that no such change shall be passed during the month of December. Upon passage of such change, notice thereof shall be sent to all members, and the general membership shall have thirty (30) days within which to approve or disapprove the change. The change shall become effective for the following dues period unless within the thirty-day period, the Corporation shall receive negative votes from more than fifty per cent of the general membership.

SECTION 4:

The Board of Governors is authorized to alter the amount of the chartering fee, provided it be not reduced to less than twenty-five dollars (\$25.00) upon vote of not less than two-thirds of its membership. Such change shall become effective immediately upon mailing of notice to all members, but shall not affect the chartering fee of any prospective fleet which has already made initial contact with the Corporation and which makes formal application for fleet charter within sixty (60) days of the effective date of the change.

SECTION 5:

The Board of Governors is authorized to establish such other charges and fees as are deemed necessary, upon vote of not less than two-thirds of its membership. Such charges and fees shall become effective upon the expiration of thirty (30) days from the date of mailing of notice thereof to all members unless, within the thirty-day period, the Corporation shall receive

negative votes from more than fifty per cent of the general membership.

SECTION 6:

The Board of Governors is authorized to establish such reasonable charges as are deemed necessary to defray the expenses of regattas and other special events, and shall not require approval of the general membership, provided that such charges are assessed only against those members participating in the event.

ARTICLE VI—MEETINGS

SECTION 1:

The Board of Governors shall meet at least once annually for the purpose of establishing committees, planning the year's events, and such other business as may come before the meeting. The Board of Governors may meet at such other times and for such lawful purposes as the Commodore shall specify, and shall meet for any lawful purpose specified in a written request of not less than twenty-five per cent of the general membership.

SECTION 2:

Two-thirds of the members of the Board of Governors shall constitute a quorum, and the meeting may be conducted with the members in the actual physical presence of each other or through any recognized means of communication sufficient for the purpose.

SECTION 3:

The general membership shall meet at least once annually, in conjunction with the highest ranking regatta of the year, for any lawful purpose. Proxy voting shall be allowed, provided that each proxy be in writing, signed by the grantor (who must be an eligible voter) and filed with the Secretary or the Secretary's designated representative, prior to the beginning of the meeting. A quorum of the general membership shall be ten per cent of the membership whether personally in attendance or represented by proxy.

SECTION 4:

At the written request of not less than twenty-five per cent of the general membership, the Board of Governors shall call a special meeting of the general membership, which shall be limited to such business as is specified in the request.

ARTICLE VII—VOTING

SECTION 1:

Voting in the meetings of the Board of Governors shall be upon the basis of one vote per Board member.

SECTION 2:

Voting in the meetings of the general membership shall be upon the basis of one vote per MC Scow. Votes of yachts having dual membership may be split.

SECTION 3:

In special elections in which voting is to be by fleets rather than by yachts, the call for the election shall specify the manner and condition of the vote.

ARTICLE VIII—FLEET GOVERNMENT

SECTION 1:

Chartered Fleets are authorized to adopt such fleet bylaws as they deem necessary for their own

government, provided that no such bylaws shall be in conflict with these Bylaws or with the Articles of Incorporation.

SECTION 2:

Chartered Fleets are authorized to establish and collect such fleet dues and fees as they deem necessary, provided that an annual count of such is presented to the Treasurer, or Executive Secretary, should that position be created, each January, covering receipts and disbursements for the preceding twelve months.

SECTION 3:

Each January, Chartered Fleets shall render a report to the Treasurer, or Executive Secretary, should that position be created, giving:

- A. The names and addresses of yacht owners and co-owners.
- B. Sail numbers of all members in good standing.
- C. Fleet officers.
- D. Current Fleet champion.

During the year, Fleets shall supplement this report immediately upon the addition or loss of Fleet members.

ARTICLE IX—SPECIFICATIONS OF YACHT

SECTION 1: GENERAL RULES

A. Requirements: A yacht, its sail, spars and all equipment must conform strictly with respect to design, dimensions, construction and material as set forth in the official rules and specifications of the International MC Class Sailboat Racing Association (IMCCSRA) as well as all other rules and regulations governing participation in IMCCSRA sanctioned events.

B. Interpretation: In interpreting any point not adequately covered or wording of obscure meaning, the Technical Committee of the IMCCSRA, as the final authority, shall consider the intended meaning rather than any technical misconstruction that might be derived from the wording. The basic principle of these specifications is to maintain the MC Class, within reasonable limitations, as a standard, equalized, one-design yacht. A request for an interpretation should be made in writing to the Chairman of the Technical Committee.

C. Options: Nothing is optional in these specifications unless the word "optional" or "unlimited" appears in the section and then only within the limitations described. It is the intention of these rules to permit only the materials methods of construction and hardware specified and no others. It is not the intention of these rules to permit everything specifically not prohibited. Where the number of certain items is specified:

1. Number permitted means that the yacht may have no more than the number of items specified.

2. Number required means the yacht shall have at least the number of items specified.

3. Number means that the yacht shall have exactly the number of items specified.

D. Changes: Any proposed changes to approved yachts (currently yachts having been or to be manufactured by Melges Boat Works and Johnson Boat Works) must be approved in writing by the Technical Committee and the Board of Governors prior to its manufacture. This includes changes to the hull, deck, floor and center strongback molds offered

under any circumstance. Exact specifications of the proposed change(s) must be submitted to the Chairman of the Technical Committee and the Board of Governors of the IMCCSRA at least 45 days prior to the date on which approval is required. The only exception to this rule is experimentation (see below).

E. Experimentation: The Board of Governors may permit experimentation on designated boats under conditions which it prescribes. Experimentation will only be allowed when solicitations are presented in writing to and approved by the Technical Committee and the Board of Governors at least 30 days prior to the event(s) which the experimental yacht(s) participate(s). An attempt will be made to inform all approved manufacturers and IMCCSRA members of the experimentation to be allowed. If, after the experimentation period, the experimental feature or change is not allowed, the experimental yacht(s) must be altered to meet the specifications of the MC Class to compete in further IMCCSRA events.

F. Boat Modification for Handicapped Sailors: The Board of Governors will consider, on a case-by-case basis, requests for boat and rigging modifications to accommodate the physically challenged (handicapped).

G: The Technical Committee may allow modifications to these specifications if the modifications make the boat safer and do not provide a competitive advantage.

H. A boat or rigging suffering major damage during a regatta may be replaced by written request to the Principal Race Officer with a conforming replacement.

SECTION 2: HULL

A. General

1. Hull, deck, floor and center strongback: The hull and deck shall be made from molds manufactured from the official MC plugs owned by IMCCSRA. The floor and center strongback shall only be formed in molds taken from mold-plugs that have been approved by the Board of Governors. The original hull and deck plugs were manufactured and owned by Melges Boat Works but were gifted to IMCCSRA on July 1, 1985. A new deckplug was manufactured and gifted to IMCCSRA by Melges Boat Works on January 31, 1987 to replace the original plug which was in unusable condition. At the general membership meeting held at Mt. Dora, FL on March 7, 1987, the new deck plug was approved for use without obsolescence of existing deck molds. (Note: See SECTION 10: GRANDFATHER CLAUSE covering molds manufactured and used by Johnson Boat Works, White Bear Lake, MN).

Note: The "so-called" recessed cleat-well is an illegal modification of the deck crown. Below-deck mounting of control cleats presently manufactured is legal.

2. Materials Permitted: The hull, floor and center strongback shall be constructed of polyester-resin impregnated fiberglass with allowance for such parts made of wood or aluminum as are necessary for the construction. Aluminum shall only be permitted at stress points such as chainplates, bow casting and rudder, bilge boards, etc., but not as interior framing or structure. Use of exotic materials such as carbon fiber, Kevlar, etc., and balsa wood are prohibited.

3. Hull Identification: All hulls shall be stamped or identified in a permanent manner to show the year built, builder and hull number. Any yacht completed and/or

delivered prior to October 1st must be stamped with the date of that calendar year.

4. (False floor no longer required.)

5. Lifting Bridle: All yachts competing in sanctioned events shall be equipped with a lifting bridle to permit weighing and launching by crane.

6. Hull and Deck Seal. Hull and deck shall be tightly mated by either "shoebox" or "rolled-edge" construction.

7. Rubrails: If used, rubrails must be made of metal or other suitable material with a thickness of 1/2" maximum and 3/16" minimum and a vertical width of 1-1/2" maximum and 3/4" minimum. Any rubrail judged by the Technical Committee to promote planing will be disallowed.

B. Bilge Board Boxes, Bilge Boards and Rudder

1. Bilge Board Boxes:

a. Number: 2

b. Method of measuring location: All measurements of a slot location shall be taken along and following the curve of the hull. Measurements taken "from transom" should be taken from the aft line of the transom at the bottom. No part of the slot shall exceed any dimension given.

1) Width of slot: 7/16" minimum. The interior of the board boxes may not be built up to effect a smaller slot.

2) Distance between slots at forward end of slots is 45-1/2" plus or minus 1/4".

3) Distance between slots at aft end of slots: 46-3/4" plus or minus 1/4".

4) Forward end of slot distance from transom: 102" maximum.

5) Aft end of slot distance from transom: 54-1/2" minimum.

6) The minimum length of the slot shall be 47".

c. Devices (such as blocks of wood) to alter the angle of attack of the boards are prohibited.

d. Bilge board boxes shall be constructed so that the bilge boards can be fully housed without leaving any projection below the hull. The bilge boards shall be hung so that in the event of a capsize the boards cannot fall from the boxes.

e. Bilge board box pin position is 94" plus or minus 1/2" from the transom measured parallel to the center line.

2. Bilge Boards:

a. Number: 2

b. Extension beyond hull: 31" maximum when measured with leading edge perpendicular to hull.

c. Material: Aluminum alloy plate 6061-T6.

d. Thickness: 3/16" plus or minus 0.010".

e. Sectional shape: Flat to within 1" of the edge with all edges rounded to no less than 1/64" radius. Beveling of the forward and bottom edges is optional.

f. Bilge boards may be anodized or painted so long as the thickness of the board falls within class tolerances. No other permanent coatings, e.g. hard-coating, are allowed.

g. Outline shape: Must conform strictly with the bilge board design drawing shown in the Appendix which is part of these rules.

h. Maximum number of bilge board pin positions is one (1).

i. Bilge boards permitted: The Technical Committee has determined that the bilge boards produced by both Melges Boat Works and Johnson Boat Works, as of the date of this revised Bylaw section, both comply with these specifications

and drawing. Prior approval in writing shall be obtained from the Technical Committee before any other bilge board may be used. Exact specifications and a bilge board tracing drawn from the manufacturing pattern shall be submitted to the Chairman of the Technical Committee at least one (1) sailing season prior to the date on which approval is required.

j. Bilge boards produced to previous manufacturing patterns may continue to be used provided these meet all other requirements.

3. Rudder:

a. Number: One (1).

b. Extension below hull when in fore and aft position: 22" maximum.

c. Material: Aluminum alloy plate 6061-T6.

d. Thickness: 1/4" plus or minus 0.010".

e. Sectional shape: Flat to within 1" of the edge with all edges rounded to no less than 1/64" radius.

f. Rudder may be anodized or painted so long as the thickness of the rudder falls within class tolerances. No other permanent coatings, e.g. hard-coating, are allowed.

g. Extension aft of transom at furthest point may be no greater than 23".

h. May not extend forward of a line extended downward from the transom.

i. "Kick-up" rudders are allowed but must be pinned in the down position while racing.

j. Outline shape: Must conform strictly with the rudder design shown in the Appendix which is part of these rules.

k. Rudders permitted: The Technical Committee has determined that the rudders produced by both Melges Boat Works and Johnson Boat Works, as of the date of this revised Bylaws section both comply with these rules. Prior approval in writing shall be obtained from the Technical Committee before any other rudder may be used. Exact specifications and a rudder tracing drawn from the manufacturing pattern shall be submitted to the Chairman of the Technical Committee at least one (1) sailing season prior to the date on which approval is required.

l. Rudders produced to previous manufacturing patterns may continue to be used provided these meet all other requirements.

C. Flotation:

1. It is solely the responsibility of the builder to design and provide suitable and adequate flotation in each yacht. Any flotation provided by the builder shall not be removed. The flotation should be of size and shape or attachment to prevent loss during capsize. Flotation other than closed-cell rigid, buoyant plastic must be approved by the Technical Committee in writing before its use.

2. MCs built after 9/1/92 shall contain at least seven cubic feet of measurable foam plus one cubic foot of built-in flotation. The flotation shall be placed so that the boat will float level or with the bow slightly up when swamped.

3. Starting with 1996 model MCs, all MCs built must be self-rescuing. This will be accomplished by at least 8 cubic feet of foam located uniformly on each side of the boat where the foam will be under water when the boat is on its side and swamped. A test for adequate flotation will be to turtle a boat with no sail for 10 minutes on a calm day, followed by bringing it upright by the action of a 150-200 pound person standing on the board. When this is done, the boat should have no more than 6" of water at its deepest point inside the boat.

D. Weight of Yacht:

1. Hull weight is measured:

- a. Including: mast, boom, boards and their line, rudder with tiller and tiller extension, standing rigging and running rigging, hull fittings, flotation, splash boards, compasses and lifting bridle.
- b. Excluding: sails, life jackets, pump, paddle, covers, battens, tools drawer, anchor or anchor line, etc.
- c. The boat must be completely dry and all storage spaces must be empty.

2. The weight of the yacht in this condition shall be a minimum of 420 pounds. However, a 30 pound allowance is permitted. This allowance shall be compensated by the addition of ballast weight, preferably sheet or block lead which shall be permanently affixed along or over the keel line and located not more than 5" from either side of the centerline. Starting at the forward edge of the cockpit, add lead as required forward.

3. All weighed equipment shall be retained on board throughout an event except as provided in rules governing replacement of damaged equipment.

4. Glassing-in of lead or other material for the purpose of increasing boat weight, or adding extra glass not otherwise required structurally, including any glass that causes any portion of the hull to deviate from uniform or normal thickness, is prohibited.

E. Required Safety Equipment:

- 1. All safety equipment shall be kept on board throughout an event except when in use.
- 2. The following items of safety equipment are required: one life jacket for each crew member including the helmsman, pump or bailers and a throwable floating device.
- 3. The following items of safety equipment may be required by sailing instructions: anchor and line, paddle or other items as required by local conditions or regulations.
- 4. For 1996 and later MCs, each yacht built shall have two 3" holes in the transom close to the waterline closed by an easily removed covering such as tape or sticky-sided sail cloth.

F. Use of electronic timekeeping equipment is permitted as long as the equipment functions are limited to measuring time, or any other function that is defined by time alone. Other than for safety, use of radio equipment is not allowed while racing.

SECTION 3: SPARS

A. 1. General: The original heat treat and wall thickness of the extruded section shall not be changed nor shall the section be cut or notched in any way to facilitate bending.

2. As of January 1, 1998 spars which met the specifications of this section, as published in the July 1990 MC Rule Book, are grandfathered.

3. The spar cross section will be in accordance with Temroc Metlas, Inc. drawing P-022279 dated 6/30/97, Cust. P/N 3624. See page 31 for drawing of the cross section.

B. Mast:

- 1. Number: One (1)
- 2. Section material:
 - a. Shall be constructed from 6005A-T5 extruded anodized aluminum.
 - b. Weight: 0.907 pounds per foot minimum
 - c. Wall thickness: 0.075" plus or minus 0.010".
- 3. Section shape:
 - a. Shall be constructed with a continuous fixed groove integral with the spar section to hold the main sail luff rope.
 - b. Dimensions:
 - 1) Athwartships: 2.500" plus or minus 0.034".
 - 2) Fore and aft: 2.850 plus or minus 0.034".
 - c. No tapering permitted.
 - d. The mast line shall be straight both fore and aft and athwartships when under zero

applied pressure. Tolerance: 1" aft bend due to permanent set.

e. The mast, including the heel but excluding the halyard fittings and wind indicators, shall be 26'-0" (312") minimum (not less than 2" above the lower edge of the upper measurement band).

f. Weight: Including all fittings and standing and running rigging, the mast shall have a minimum weight of 24 pounds.

g. Center of gravity: With all standing and running rigging, excluding stay adjusters, stretched tight along the mast, the mast shall balance at a point no lower than 12'-6" above deck line.

4. Sections permitted: The Technical Committee has determined that mast sections supplied by Melges Boat Works and Johnson Boat Works, as of the date of this revised Bylaw section, both comply with the above rules. Prior approval in writing shall be obtained from the Technical Committee before any other mast section may be used. Exact specifications and a two-foot sample of the intended extrusion shall be submitted to the Chairman at least one sailing season prior to the date on which approval is required.

5. Mast Rigging:

- a. General
 - 1) All stays shall be a minimum of 1 x 19 stainless steel wire cable with 1/8" minimum diameter.
 - 2) Main halyard shall be a minimum of 7 x 19 stainless steel flexible wire cable with 3/32" minimum diameter between the shackle and locking device.
 - 3) All stays and the main halyard shall be externally attached to the mast.
 - 4) Mast intersection shall be measured from the deck line.
- b. Forestay:
 - 1) Number: One (1)
 - 2) Mast intersection: 17'-4-3/4" (208-3/4") plus or minus 1/2".
- c. Sidestays:
 - 1) Number: Two (2)
 - 2) Mast intersection: 17'-4-3/4" (208-3/4") plus or minus 1/2".
- d. Spreaders:
 - 1) Number: One set of two (2).
 - 2) Material: Aluminum, thickness 1/4" plus .013", minus .063".
 - 3) Length from mast attachment point to the hole or slot for the sidestay: 18" maximum each.
 - 4) Mast intersection: 9'-6-1/2" (114-1/2"), plus or minus 1/2".
 - 5) May be rigged as free swinging or restricted.
 - 6) In use, sidestay shall be led through or attached to the spreader so that the spreader will be carried approximately perpendicular to the mast line.
- e. Halyard: See Section 7.B.1.a.
- f. Devices permitted for adjusting mast rigging while racing:
 - a. General: Pulleys, sheaves and attachments for halyard are unlimited.
 - b. Forestay: Chain or turnbuckle only. No other adjustment device is allowed. Adjustment from the cockpit is not allowed.
 - c. Sidestays: Turnbuckles or shroud adjusters shall not be adjustable while yacht is underway.
 - d. Halyard: See Section 7.B.1.a.
- g. Mast fittings:
 - a. General: Pulleys and locking devices for halyard are unlimited.
 - b. Gooseneck: Shall be designed with a permanent stop on the mast to prevent the upper edge of the boom (boom line) from extending below the upper edge of the lower black band.

- c. Fittings for attaching boom vang and other permitted devices are unlimited but see Section 7.B.1.e.
- d. Mast step and heel: Unlimited but see Section 4.B.
- 8. Running and standing rigging intersection with deck: See Section 4.
- 9. All masts shall be rigged non-swiveling.
- 10. For 1996 and later MCs, all masts must float for 10 minutes.

C. Boom:

- 1. Number: One (1)
- 2. Sectional material:
 - a. Shall be constructed from 6005A-T5 extruded anodized aluminum.
 - b. Weight: 0.907 pounds per foot minimum.
 - c. Wall thickness: 0.075" plus or minus 0.010".

3. Sectional shape:

- a. Shall be constructed with a continuous fixed groove integral with the spar section to hold the main sail foot rope.
- b. Dimensions:
 - 1) Width: 2.500" plus or minus 0.034".
 - 2) Depth: 2.850" plus or minus 0.034".

c. No tapering permitted.

- d. Boom line shall be straight both vertically and athwartships when under zero applied pressure. Tolerance: 1" downward bend due to permanent set.
- e. Aft end of boom shall be no shorter than 11'-3" (135") nor longer than 11'-6" (138") from the mast line including all fittings.
- f. Gooseneck fitting, outhaul device, sheet blocks and vang attachment is unlimited but see Section 7.B.

- 4. Sections permitted: The Technical Committee has determined that mast and boom sections supplied by Melges Boat Works and Johnson Boat Works, as of the date of the revised 1960 Bylaw section, both comply with the above rules. Prior approval in writing shall be obtained from the Technical Committee before any other boom section may be used. Exact specifications and a two-foot sample of the intended extrusion shall be submitted to the Chairman of the Technical Committee at least one (1) sailing season prior to the date on which approval is required.

SECTION 4: DECK INTERSECTION OF SPARS AND RIGGING

A. General: Except where otherwise stated, any rigging may be led to or through fittings on the deck, under the deck, inside the cockpit or through any spar or structural member.

For 1996 and later MCs, except where otherwise stated, rigging may run through the boom attached to a mast, through fittings on the deck, under the deck, to or through the backbone, except that no rigging may allow water to enter the hull outside of a line or its extensions drawn along the inside edge of the board wells at their intersection with the deck.

B. Mast:

- 1. Athwartships: Centerline.
- 2. Fore and aft: The mast shall be stepped so that the mast line is 49-1/4" aft of the bow, plus or minus 3/4".
- 3. Shall meet the deck at a fixed point. No device for altering this point shall be permitted.
- 4. Shall be stepped on deck only with no part of the mast or extension there from extending below the deck line.
- 5. Height of mast step plus heel may not elevate bottom of mast section greater than 1" above the deck.

- 6. Halyard may not be led through deck.

- 7. The mast step and heel shall not be cantilevered to facilitate the bending of masts, either fore and aft or athwartships. The step and heel may be designed to prevent the mast from coming unstepped in the event of capsize.

C. Standing Rigging:

- 1. Forestay:
 - a. Athwartships: Centerline.
 - b. Fore and aft: Attached to bowplate, no less than 15'-5-1/2" (185-1/2") from transom.
 - c. Forestay shall be "on deck" only and shall not be led through the deck.
- 2. Sidestays:
 - a. Athwartships: 2", plus or minus 1" from outer face of hull.
 - b. Fore and aft: 11", plus or minus 1/2" aft of mast line.
 - c. Sidestays shall meet the deck at fixed points. No track or other device for altering this point shall be permitted.
 - d. Sidestays shall be "on deck" only and shall not be led through the deck.

D. Running Rigging: The following devices and equipment are permitted: mainsheet, board tackle, outhaul, downhaul, Cunningham, traveler adjustment, boom vang and JC strap.

SECTION 5: YACHT DIMENSIONS RELATING TO SAILS

A. Measurement bands:

- 1. Size: 1" wide (in center of white background 3" wide where necessary for visibility). Shall completely encircle spar.
- 2. Material: Either paint or permanent decalcomanials. Shall be permanently affixed and not removable or adjustable. Tape may be used if it is of sufficient quality to make the band permanent and not adjustable.
- 3. Bands are required to mark the main hoist, the boom line and the aft end of the boom. All bands must be in place prior to the issuance of a measurement certificate.
- 4. Bands shall be black.

B. Dimensions defined:

- 1. Mast line: The aft side of the mast or its extension.
- 2. Peak: The distance measured perpendicularly from the deck at the aft side of the mast to the bottom of the black band at the top of the mast.
- 3. Main hoist: The distance measured between the lower edge of the upper measurement band and the upper edge of the lower measurement band on the mast.
- 4. Boom: The distance measured from the mast line where cut by the boom to the forward edge of the measurement band at the end of the boom.

C. Dimensions:

- 1. Mast line: 49-1/4" aft of the bow, plus or minus 3/4".
- 2. Peak: 25'-10" (310")
- 3. Main hoist: 24'-0" (288")
- 4. Boom: 11'-0" (132")

SECTION 6: SAIL

A. General:

- 1. Sail shall be triangular. No device to alter the shape of the sail is permitted except a leach cord (pucker string) which shall be permitted in the leach.
- 2. The weight of cloth specified herein refers to a sailmakers yard (approximately 28-1/2" width). It is a limitation upon the weight of cloth and not on width. Weight: 3.8 oz. minimum.

3. Any fabric other than soft Dacron or yarn-tempered Dacron is not permitted.
4. Corner patches, defined as multiple layers of material, are permitted. No part of the patch shall extend beyond the respective corner measurement point nor further than the maximum dimension indicated.
5. The official measurer may use official patterns or templates prepared by him or under his direction for measuring sails. Any sail which does not exceed the dimensions of the template or pattern may be considered to have satisfied the measurement requirements unless a protest is lodged against the sail prior to four hours before the scheduled start of the first race of the day. In the event of such protest, the sail shall be measured according to these rules, loser to pay the cost thereof. No sail shall be disallowed merely because it exceeds the dimensions on the pattern or template. Actual measurement according to these rules shall be required before a sail is disallowed.

B. Mainsail

1. Method of measuring dimensions:

- a. General: All tension devices (Cunningham holes, leach cords, etc.) shall be relaxed.
- b. Measuring points:
 - 1) Head: Intersection of inside edge of bolt rope or extension and line perpendicular thereto passing through highest point of the headboard.
 - 2) Clew: End of sail at inside edge of bolt rope.
 - 3) Tack: Where luff and foot or their extensions meet at inside edge of bolt ropes.
 - c. Luff and foot measurements taken from a fair lay of the cloth (no tension).
 - d. Leach: Tension, 3 pounds.
 - e. Girth: Fair lay of cloth (no tension) between two points found as follows:
 - 1) First point is midpoint of luff found by bringing tack and head together, the mid-fold being the first point.
 - 2) Second point is the midpoint of the leach, found by bringing the head and clew together, the mid-fold being the second point.
 - 3) Additional girths are found by bringing the tack and head and the clew and the head to the midpoints, thus creating quarter-fold points.
 - 4) The girth measurements are taken from the inside edge of the bolt rope to the outside edge of the cloth at the leach.
 - 5) Vertical girth measurement is taken from the head of the sail to the mid-point of the foot found by bringing the tack and clew together.

2. Dimensions, maximum.

- a. Luff: 24'-0" (288")
- b. Foot: 11'-0" (132")
- c. Leach: 26'-0" (312")

d. Girths:

- 1) Top: 4'-6-1/2" (54-1/2")
- 2) Middle: 7'-8" (90")
- 3) Bottom: 9'-10" (118")
- 4) Vertical: 25'-2" (302")

3. Devices for holding out roach:

- a. Main battens: shall divide the after leach in approximately equal parts.

1) Number: 4

2) Length:

Top batten: 30" maximum

Second batten: 48" maximum

Third batten: 48" maximum

Bottom batten: 36" maximum

- 3) Width: 1-1/2" maximum
- b. Permanent auxiliary battens: Shall be placed approximately midway between main battens.
 - 1) Number: 3
 - 2) Length: 14" maximum
 - 3) Width: 1" maximum
4. Headboard:
 - a. Shall be measured both vertically and horizontally in accordance with the manner in which it is carried. The headboard may not be farther than one inch from the inside edge of the bolt rope.
 - b. Size: 6" maximum
 - c. Flotation: Permitted. May be placed in or attached to the head of the sail.
 - d. Number of holes permitted for attaching halyard: One (1)
5. Fair Curve: The outside edge of the leach of the sail shall be cut to a fair curve. Lacking a precise definition of a fair curve, the Technical Committee will consider it to be a curve of relatively constant curvature. Abrupt changes in the curvature in an attempt to carry additional sail area in the roach and still maintain the midpoint girth measurements will be considered a breach of the rules and the sail will be disallowed. Between the main battens, and between main and auxiliary battens, hollow (concave) is allowed, with a maximum depth of the hollow to be 1/4". At the top of the sail, no sail may extend beyond a line 7-1/2" from the luff of the sail perpendicular to the luff, to the end of the top batten pocket. At the bottom of the sail, no cloth may extend more than 1/2" beyond a line from the bottom batten to the maximum foot dimension of 11".
6. Tack: All mains must have a single tack and, in use, shall be pinned within three inches of the boom line.
7. One Cunningham hole for the luff is permitted. The location of the center of the Cunningham shall be 8" plus or minus 1" directly above the center of the tack grommet.
8. Window: Window area not to exceed 720 square inches.
9. Patches: The following patches are the only patches allowed on a sail:
 - a. Head: 30" maximum (See Section 6.B. 1)
 - b. Clew: 30" maximum (See Section 6.B.1)
 - c. Tack: Rectangular: 7" maximum, back from the luff of the sail; 18" maximum, up from the foot of the sail. One or two patches are allowed in this area. (See Section 6.B.1)
 - d. Patches that fall within 10" diameter circle may be used at the end of each batten pocket called out in Section 6.B.3.
 - e. Patches that fall within a 10" diameter circle may be applied to prevent sail damage where the sail hits the spreaders.
 - f. Patches may be used to repair damage to a sail.
10. Clew hole: Number permitted: One (1),
11. Clewboard not permitted.
12. MC insignia: The official class insignia for the MC Scow shall be the letter "C" superimposed over the letter "M". This symbol shall appear on all sails, in letters 15" in height and of proportional width.
13. Sail numbers: Each sail shall bear the number of the yacht in figures of the same proportion as the sail symbol.
14. The MC insignia shall be located above the sail numbers. Both shall be located in or near the upper half of the sail.
15. Each sail built after September 1, 1997 shall have an IMCCSRA royalty patch

attached near the tack. The sailmaker shall collect \$10 (not to be discounted) from the purchaser for this royalty patch. Funds are to be used by IMCCSRA for promotion of the class and boat.

SECTION 7: METHODS OF SETTING, SHEETING AND ADJUSTING SAIL

A. General:

1. Sails permitted to be set at one time: One (1) mainsail.
2. Damage to sails or equipment: Repairs or substitute equipment may be used in violation of Section 7 only to the extent necessary to overcome an emergency.

B. Mainsail:

1. Equipment for setting, sheeting and adjusting.

a. Halyard:

1) Number required: One (1)

2) Unlimited as to shackle and locking device.

b. Outhaul: Unlimited but shall permit adjustment in horizontal direction only.

c. Downhaul: 2:1 maximum mechanical advantage.

d. Cunningham devices:

1) Number permitted: One for luff of sail.

2) Unlimited as to material, camming or cleating devices, etc.

e. Vang:

1) Material: Block and tackle or lever type only. If a lever type is used, it may only attach to the boom at a single point using cable. The lever itself may not be directly attached (welded, bonded, etc.) to the boom or mast. A vang traveler is not allowed.

2) Mechanical advantage: 16:1 maximum.

3) Attachment point to boom shall be no more than 28" aft of mast line.

f. A mainsheet traveler is required and shall be mounted perpendicular to the centerline of the yacht at deck level 6'-6" aft of the mast line, plus or minus 1-1/2". Traveler shall be 36" or longer. The section of the deck beyond the traveler that is raised, may be made flush with the surrounding deck.

g. Mainsheet: Unlimited.

h. Mainsheet blocks are limited to two permanent attachment points on the boom. The aft position shall be between 46-1/2" and 49-1/2" forward of the forward edge of the black measurement band. The forward position shall be between 56" and 58" forward of the forward edge of the black measurement band.

i. Leach cord (pucker string): Unlimited.

j. A shock cord device for holding boom out (JC strap) while sailing off the wind is permitted.

2. No sail shall be hoisted higher than the lower edge of the upper black band on the mast. The sail shall be flown between the lower edge of the upper measurement band and the upper edge of the lower measurement band.

3. No part of the sail shall be carried aft of the forward edge of the black measurement band on the outer end of the boom.

4. The top of the boom (or its extension) at the mast may not be carried lower than the upper edge of the lower measurement band on the mast.

5. Tack: Shall be pinned within 1-1/2" aft of the mast line and within 3" above the boom line.

6. Bolt rope for luff and foot shall be led through slot in mast and boom provided for that purpose. Loose-footed sail not permitted.

SECTION 8: BALLAST

A. General:

1. Live ballast only may be used.
2. The rules of Section 8 are designed for safety as well as to permit various methods of hiking. Any equipment deemed unsafe by the Measurer, the Technical Committee or the Race Committee will be disallowed whether or not it complies with these rules.
3. The rules of Section 8 apply to hiking to leeward as well as to windward and apply to all members of the crew, including the helmsman.

B. Equipment for carrying ballast outboard:

1. Hiking straps:

a. Number permitted: Unlimited

b. Material permitted: Unrestricted

c. Attachment points: Must be fastened below the deck line at two points only, one of which is on the centerline. Shock cord is permitted to support the straps.

d. Projections above the deck line: In use, shall not extend more than 6" above the deck line, nor beyond the bilgeboard slot and its extended line at the deck, nor more than 4" outside the cockpit edge at the deck, whichever is closer to the centerline.

e. Hiking straps shall not be adjustable while crew or helmsman is in hiking position.

2. Handrails, either on or sunk into deck, are not permitted.

3. Rope or line specifically for hiking is not permitted.

4. The following are permitted for holding-on or for purposes of assisting hiking: Hull, deck, running rigging, standing rigging, bilgeboards and their wells and tackle and other deck fittings not designed solely for hiking.

5. All other assists or weight devices (i.e.: trapezes, sliding seats, body harnesses, water or weight jackets, etc.) are prohibited.

SECTION 9: MEASUREMENT CERTIFICATE

A. The manufacturer of an MC Scow shall furnish, at the time of original delivery, a Certificate of Measurement showing the yacht's hull number, the year of manufacture, the final manufactured weight and the statement that the yacht meets all class rules in effect at the time of manufacture. The Certificate shall bear the name of the manufacturer or his authorized representative.

B. The Certificate of Measurement shall serve as *prima facie* evidence that the yacht thereon described meets all class rules but shall not prevent a challenge of the yacht's measurement of weight. Fleet Measurers are authorized to endorse recertifications of measurements or weights on the backs of certificates at any time a yacht is remeasured or reweighed.

SECTION 10: GRANDFATHER CLAUSE

Although the molds first used by Johnson Boat Works, White Bear Lake, MN did not comply with Section 2.A.1, those molds were grandfathered and were permitted to be used to manufacture MCs. Subsequent molds used (after 1989) by Johnson Boat Works and any additional molds manufactured and used by any builder must conform strictly to Section 2.A.1 as well as all other sections of these rules.

ARTICLE X—RULES OF RACING

SECTION 1:

All officially sponsored or sanctioned races of the MC Scow shall be conducted in accordance with the rules of the International Yacht Racing Union, as adopted by the national or regional

suborganization thereof having jurisdiction over the territory in which the race is held. They shall be further subject to local laws and regulations of the organization hosting the races.

SECTION 2:

Officially sponsored or sanctioned races shall be open only to yachts owned by members in good standing of the Corporation.

SECTION 3:

Eligibility to sail (skipper) an MC Scow in an officially sponsored or sanctioned event shall be governed by the following rules:

A. Only owners shall skipper the yacht.

B. The unfair advantage gained by the availability of multiple eligible skippers is to be avoided, and to that end, points shall be awarded as follows:

1. In race series in which races are held less than 48 hours apart, and in all District, Regional, National and International Championship races, points shall be awarded to the skipper in each race.
2. In race series coming within the rule of subparagraph 1 of this section, the identity of the skipper shall be established prior to the start of each race, and the crew, if any, shall be governed by the rules that are applicable to crew ineligible to skipper, even though the crew may be otherwise eligible.
3. In all other races, points shall be awarded to the yacht without regard to the identity of the skipper, provided that the skipper must be otherwise eligible.

SECTION 4:

There shall be no rule established respecting the number of persons required aboard during a race, except that the same persons aboard when the yacht is first deemed racing must be aboard at the finish of the race.

SECTION 5:

The rule established in Section 3. B.2 of this Article shall not be deemed to prohibit a person serving as crew from taking the tiller, provided that:

A. Crew ineligible to skipper shall not take the tiller for periods in excess of five minutes, nor shall they take the tiller during the period beginning five minutes prior to the yacht's starting signal and ending when the yacht crosses the starting line, nor within 100 yards of the finish line.

B. Crew eligible to skipper may take the tiller at any time except when deemed ineligible under Section 3.B.2 of this Article.

SECTION 6:

A yacht which is deemed by the protest committee to have been materially prejudiced by an infringement of rules by another yacht shall score, for that race, the better of his actual place of finishes or of his average place of finish for all other races of the series.

SECTION 7:

Scoring shall be by the "Low Point" system, 1 point for first place, 2 points for second, 3 points for third, etc. The lowest point total for the series shall determine the victor.

SECTION 8:

In the event of tied scores, the tie shall be broken in favor of the one having the greatest number of better finishes, looking first to the best finishes, then the next best, etc. If this method shall fail to break the tie, the tie shall stand as final result. In National and International Championship

races, the Race Committee may require the sailing of an additional race in which only the tied yachts shall compete.

SECTION 9:

The layout of race courses shall be at the discretion of the Race Committee in charge of the event provided that:

A. Where the course is triangular:

1. With leg lengths of approximately one mile, the course shall have a minimum length of four legs, and shall not be shortened to less than four legs.
2. With leg lengths of other than approximately one mile, the course shall have a minimum length of 4.5 miles and shall not be shortened to less.

B. Where the course is other than triangular, the course shall have a minimum length of 4.5 miles and shall not be shortened to less.

C. Starting and finishing lines perpendicular to wind direction, with starts at the leeward end of the course and finishes at the windward end are desired; but they may be otherwise established by the Race Committee in charge.

SECTION 10:

Any race in which no yacht has rounded the first mark in one hour of the starting signal shall be declared cancelled. Any other time limitation upon a race shall be at the discretion of the Race Committee in charge.

SECTION 11:

Protests shall be conducted in accordance with the rules of the host organization.

SECTION 12:

In District and Regional Regattas for MC Scows, there shall be not less than three nor more than five races. In National and International Regattas, there shall be not less than four nor more than seven races. In all Championship series, including Fleet Championships, all races of the series shall count in determining the victor, provided that where five, six, or seven races have actually been sailed, one throw-out may be allowed. In longer series, sailed over a period of time rather than as a closely held regatta, when more than seven races have actually been sailed, the Race Committee in charge may determine an additional number of throw-outs.

SECTION 13:

In all District and Regional Regattas, notice of the tentative schedule of races shall be given to all members not less than thirty (30) days prior to the last date for registration, and in National and International Regattas such notice shall be given not less than sixty (60) days prior to the last date for registration. The notice shall be given by the Board of Governors or its delegate. This notice is intended for the convenience of the members, and failure of the Board or its delegate to give the notice timely shall not be, of itself, cause for protest of the regatta.

SECTION 14:

A yacht that starts a race but does not finish, including yachts which infringe rules and retire from the race course within a reasonable time, will be scored as one higher than the last boat finishing that race. For example, if a boat does not finish a race in which 30 boats finish, that boat shall be scored as finishing 31st place.

SECTION 15:

A yacht which is disqualified, whether with or without protest, shall score as last place for that

race plus 10% of the number of yachts starting that race, raised to the next higher whole number if a fractional point is obtained. A yacht may not throw out any race wherein it has been disqualified.

SECTION 16:

A yacht which fails to start a race shall score, for that race, as last place based upon the number of yachts which participate in the series. For example, if a yacht does not start a race in which a total of 50 yachts are registered, that yacht will be scored as finishing in the 50th place for that race.

ARTICLE XI—LOCAL VARIATIONS IN RULES

SECTION 1:

No fleet shall establish any exception to the voting rules herein established, or to the rules set forth in Article IX.

SECTION 2:

Fleets are authorized to establish exception to these rules in all other respects, provided that such exceptions not affect the rights or privileges of any member who is not a member of that Fleet, or of the Corporation.

ARTICLE XII—ADVISORY OPINION OF THE BOARD OF GOVERNORS

SECTION 1:

Any member may submit to the Board of Governors, or to the Rules Committee, if the Board delegates this authority to it, a written request for clarification of any of the Articles of Incorporation or Bylaws, or for ruling in any dispute arising thereunder.

SECTION 2:

Such requests shall be in writing, and shall state the specific facts and circumstances giving rise to the dispute. It shall also state the specific question or questions to be considered.

SECTION 3:

The Board of Governors shall consider the dispute, and in accordance with the vote of the majority of the Board, shall render its opinion in writing at the earliest practicable time. Copies of such opinions shall be mailed to each Fleet. All members shall be bound by the decision from the date of mailing.

ARTICLE XIII—SPORTSMANSHIP

It shall be the policy of the Corporation to promote good sportsmanship at all times; and to that end, the Board of Governors and each Chartered Fleet is empowered to suspend or revoke membership for unsportsmanlike conduct during or in connection with any race or protest meeting. Suspension by the Board of Governors shall be upon vote of two-thirds of its membership. Suspension by a Fleet shall be upon such vote as is established by its Bylaws.

ARTICLE XIV—DEFINITIONS

SECTION 1:

NAMED OWNER shall mean at least one and not more than two specifically named individual natural persons who shall be specified as the owner or owners of a specified yacht.

SECTION 2:

OWNER shall mean the named owner and the members of his immediate family.

SECTION 3:

IMMEDIATE FAMILY shall mean the spouse of the named owner and his or her dependent descendants living in the household. Members desiring to have any other person declared a member of his immediate family may apply to the Board in accordance with Article XII of these Bylaws.

SECTION 4:

MEMBER shall mean a named owner who is a member in good standing of the Corporation. Privileges of membership extend likewise to all persons who qualify as owners through his membership.

SECTION 5:

MEMBER IN GOOD STANDING shall mean a named owner whose dues for the current year have been paid or are not more than 30 days in arrears, and whose membership is not under suspension or revocation.

SECTION 6:

SKIPPER shall mean the person who handles the tiller and otherwise directs the sailing of the yacht while under way.

SECTION 7:

ELIGIBLE SKIPPER shall mean a skipper who is a member in good standing.

SECTION 8:

CREW shall mean any person other than the skipper who is aboard a yacht while under way.

SECTION 9:

CREW ELIGIBLE TO SKIPPER shall mean crew who is a member within the meaning of Section 4 of this Article except when deemed ineligible under Article X, Section 3.B.2.

SECTION 10:

MAILING OF NOTICE shall mean the placing of a notice in writing in the mails, with sufficient postage affixed; and notice to all members shall be deemed completed upon mailing of notice to non-fleet members individually and to all Fleet Captains in sufficient quantity for distribution to Fleet members.

SECTION 11:

ELIGIBLE VOTER shall mean a named owner who is a member in good standing.

ARTICLE XV—AMENDMENT OF BY-LAWS

SECTION 1:

These Bylaws may be amended upon recommendation of the Board of Governors or of the Rules Committee, subject to the following rules:

A. If the amendment shall relate to any matter affecting the one-design principle, i.e., **ARTICLE IX SPECIFICATION OF YACHT**, it will become effective upon receipt of affirmative votes from not less than 80% of the eligible voters who vote on the amendment. The ownership shall be given at least 30 days notice of the vote on the amendment and shall have 60 days from the date of mailing of ballots to vote.

B. If the amendment shall relate to any other matter, i.e., any article other than Article X, it will become effective upon receipt of affirmative votes from not less than 60% of the eligible voters to vote on the amendment. The membership shall be given at least 30 days notice of the vote on the amendment and shall have 60 days from the date of mailing of ballots to vote.

SECTION 2:

These Bylaws may be amended without the recommendation of the Board of Governors or of the Rules Committee, subject to the following rules:

A. A petition, setting forth the exact terms of the proposed amendment, dated, and signed by no less than 10% of the eligible voters, shall be submitted to the Board of Governors.

B. Upon receipt of such a petition, and after verification of the eligibility of the signatories, the Board shall forthwith call an election, which shall be held in the same manner as is provided in Section 1 of this Article.

SECTION 3: Deleted

SECTION 4:

Results of all elections shall be certified to the Membership by the Secretary within thirty (30) days of the determination.

SECTION 5:

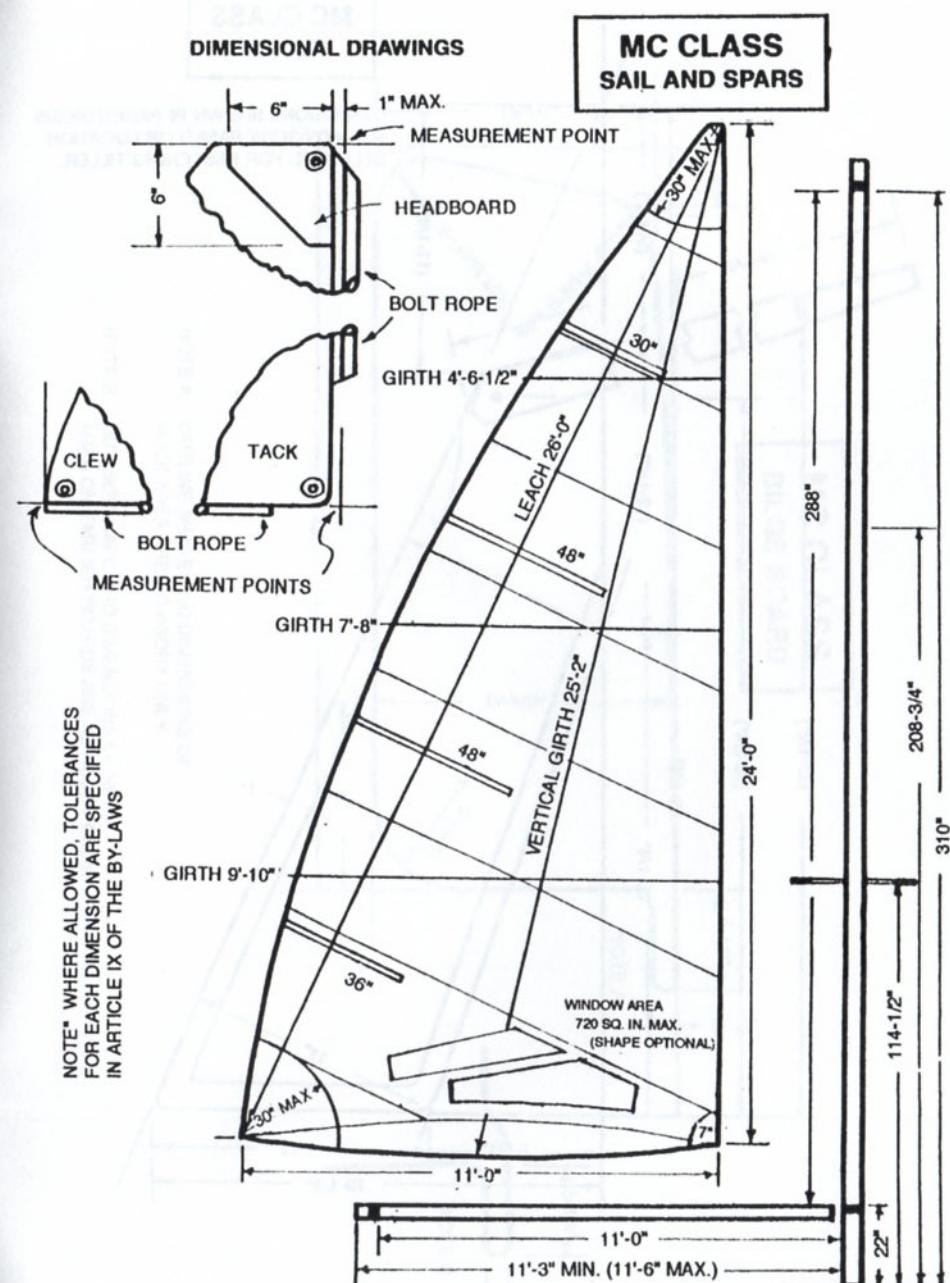
Any amendment that is defeated shall not be resubmitted to the Membership for a period of twelve (12) months.

I hereby certify that the foregoing Bylaws were duly adopted by vote of the Board of Governors of the International MC Class Sailboat Racing Association, in accordance with the mandate of the membership of its unincorporated predecessor of the same name, said mandate having issued at the Annual Meeting of that Association on October 7, 1973, and this action having been taken at the first meeting of the Board of Governors of the successor Corporation, at which meeting all members of the Board of Governors of this Corporation were present, said meeting having been concluded on the 19th day of November, 1976.

(SIGNATURE)

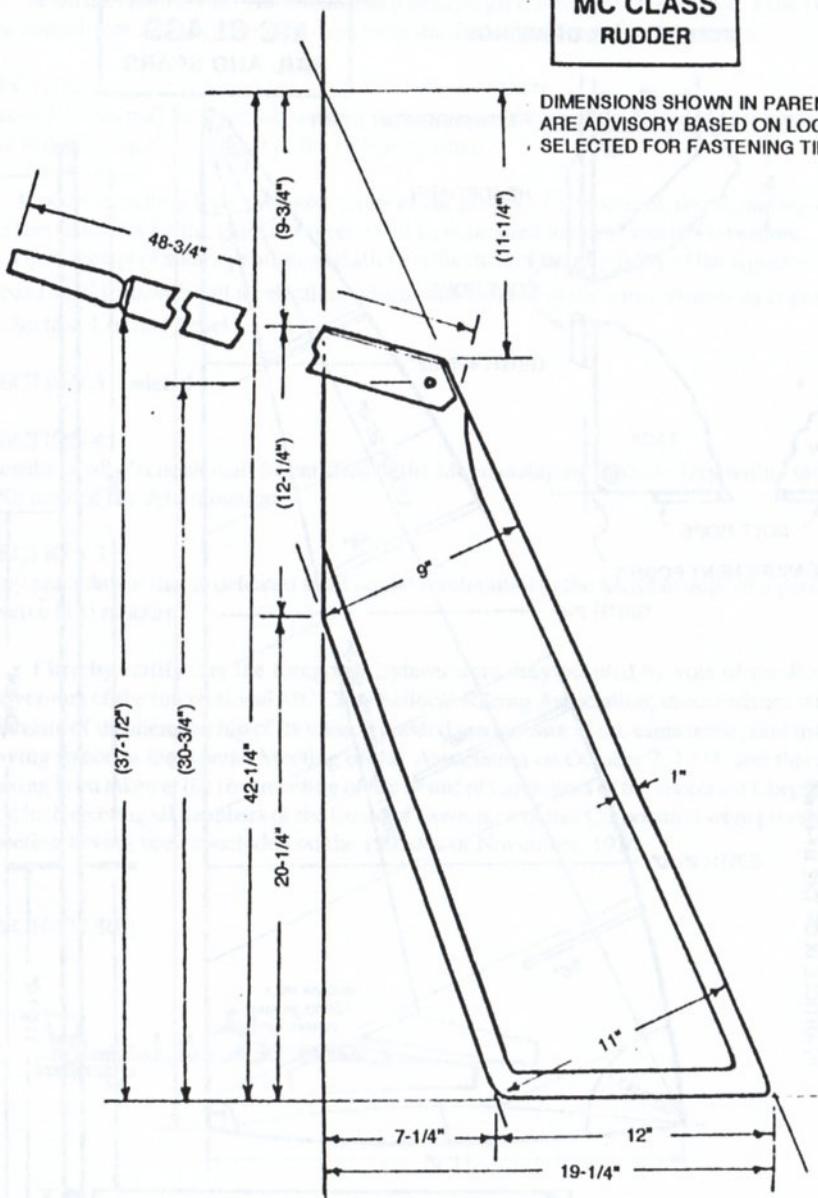
Donald C. Simons

DIMENSIONAL DRAWINGS



**MC CLASS
RUDDER**

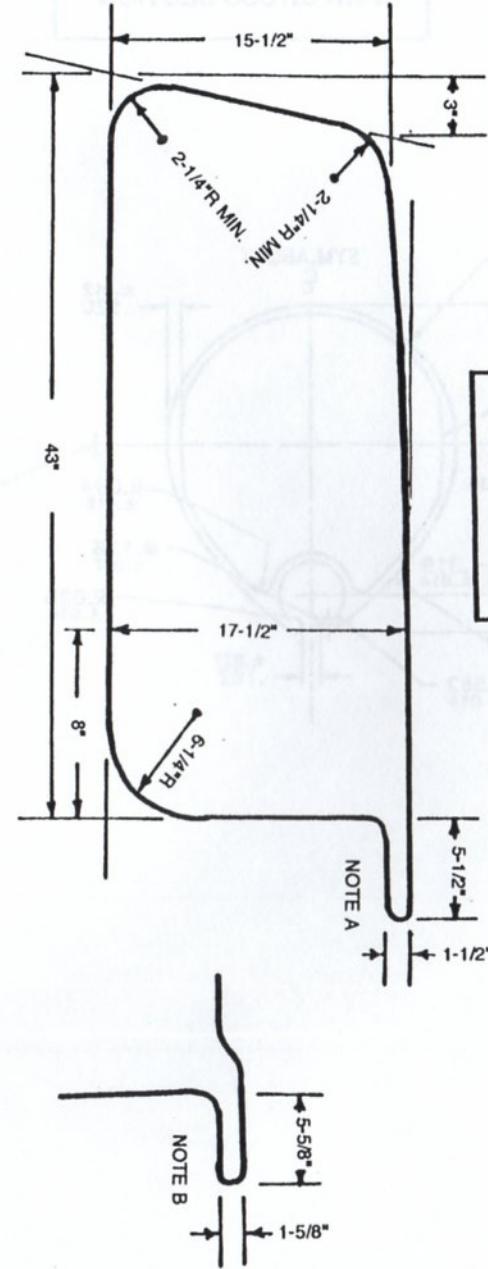
DIMENSIONS SHOWN IN PARENTHESIS
ARE ADVISORY BASED ON LOCATION
SELECTED FOR FASTENING TILLER.



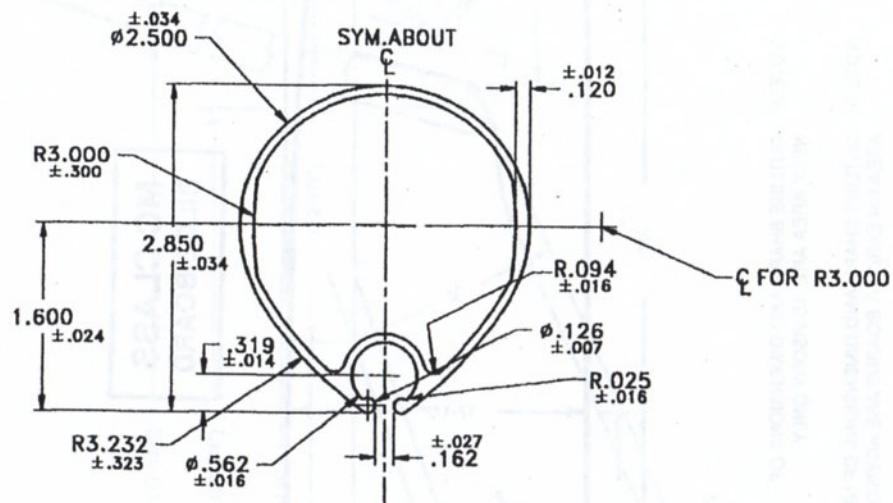
NOTE A: OUTLINE SHAPE AND DIMENSIONS OF
NECK AREA ARE ADVISORY ONLY.

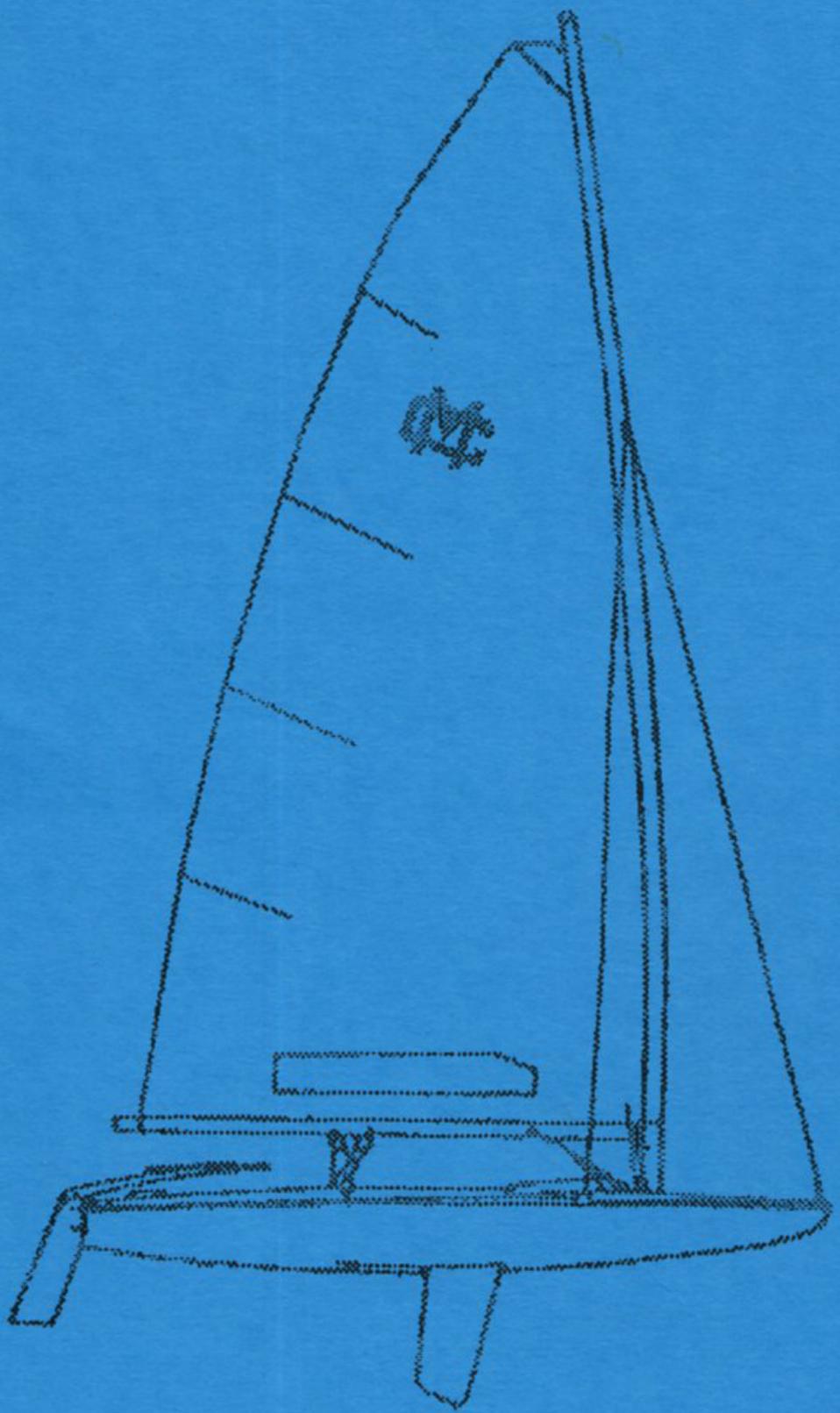
NOTE B: OUTLINE SHAPE AND DIMENSIONS OF NECK
AREA ON EARLIER BOARDS ARE ADVISORY ONLY.

**MC CLASS
BILGE BOARD**



MC CLASS
SPAR CROSS SECTION





**Curt Bradley, Executive Secretary
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