

MC Sailing Association – Rule Book and Scantlings

August 27, 2013

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Introduction

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This section of the MC Web site contains information specific to the **MC Sailing Association (MCSA)**, its **by-laws**, and to the construction of the **MC scow**. Access to the contents of the **Rule Book** is provided via the Table of Contents on the previous page.

Name Change

At the 2003 MC Nationals held in Shreveport, LA, the membership voted to change the name of the organization from:

- **International MC Class Sailboat Racing Association (IMCCSRA)**
to
- **MC Sailing Association (MCSA).**

Legal Status

The MCSA is a non-profit organization and was incorporated in the State of Louisiana. Enter "MC SAILING ASSOCIATION" in "Search by Entity Name" field to see our most recent [annual report](#) to the Louisiana Secretary of State.

Registered Agent and Registered Office

Lewis P. Conger
2641 Village Lane
Bossier City, LA 71111

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Articles of Incorporation

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.

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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.
- B. 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 F 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 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

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Executive Secretary, to provide the duties of that position, and to authorize the Treasurer to pay reasonable compensation for services tendered 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.

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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: INCORPORATORS:

The image shows a collection of handwritten signatures on a document. On the left, there are two signatures: "Leland B. Brown" and "Walter M. Stage". To the right of these, there is a vertical column of seven more signatures. From top to bottom, they appear to be: "W. J. H. H. H.", "B. J. H. H. H.", "J. J. H. H. H.", "J. J. H. H. H.", "J. J. H. H. H.", "J. J. H. H. H.", and "J. J. H. H. H.". The signatures are written in cursive and are somewhat difficult to read. The document is a triplicate original, as mentioned in the text above.

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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 held 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 fix 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:

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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 take 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 two (2) 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.

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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.
- E. If a member of the Board is not able to complete their elected term, the Board will select a new Board member from the general membership to complete that term. This Board action must be ratified by the general membership in

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attendance at the next Annual Meeting, if such a meeting is scheduled prior to the end of the term being filled.

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Article III – Membership

SECTION 1:

Membership in the Corporation shall be open to persons who have an interest in the MC scow class.

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.

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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 my 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.

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Article V – Fees and Dues

SECTION 1:

Dues are payable on January 1. The Fleet Treasurers shall annually 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 percent 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

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approval of the general membership, provided that such charges are assessed only against those members participating in the event.

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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 percent 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.

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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. Only eligible voters are allowed to vote.

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.

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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.

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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 MC Sailing Association (MCSA) as well as all other rules and regulations governing participation in MCSA sanctioned events.
- B. **Interpretation:** In interpreting any point not adequately covered or wording of obscure meaning, the Technical Committee of the MCSA, 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 the 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 MCSA 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 MCSA 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 MCSA 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).

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- 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.

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Article IX Specifications of Yacht

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 MCSA. 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 MCSA on July 1, 1985. A new deck plug was manufactured and gifted to MCSA 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.

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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 .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.

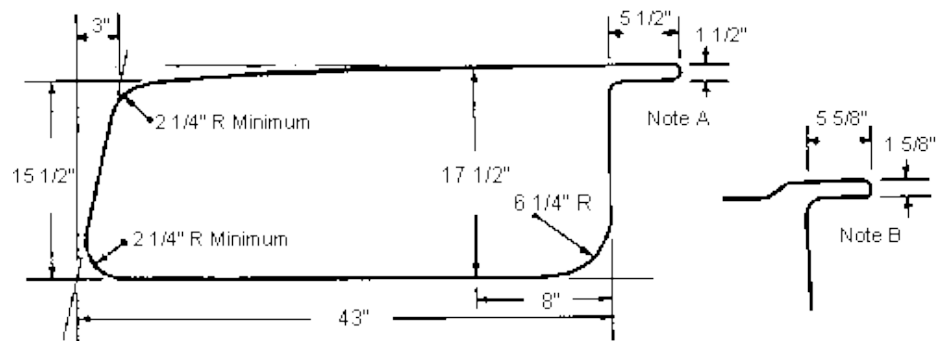
Board Interpretation June 06, 2008:

The term "hard-coating" in this rule is used to prevent plating such as nickel or chrome. Anodizing is an electrolytic passivation process and within the industry the terms "soft" and "hard" coatings are used. Either method of anodizing meets the intent of the by-law. The hard coat anodizing process merely yields a thicker layer of aluminum oxide and does not add to the strength or rigidity of the material. Powder coating, an electrostatic painting process, is also allowed. Whichever method is used, the resulting thickness may not exceed the limit specified.

- g. Outline shape. Must conform strictly with the bilge board design drawing shown in the Appendix which is part of these rules (click on board picture below to see this design drawing.)

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- 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. During 2008, the Technical Committee approved the board design that will be used, starting in 2009 with hull number 2475, in MCs using the new deck design. See [approved bilge board drawing](#) for hull number 2475 and beyond.
- j. Bilge boards produced to previous manufacturing patterns may continue to be used in their original boats 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 .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.

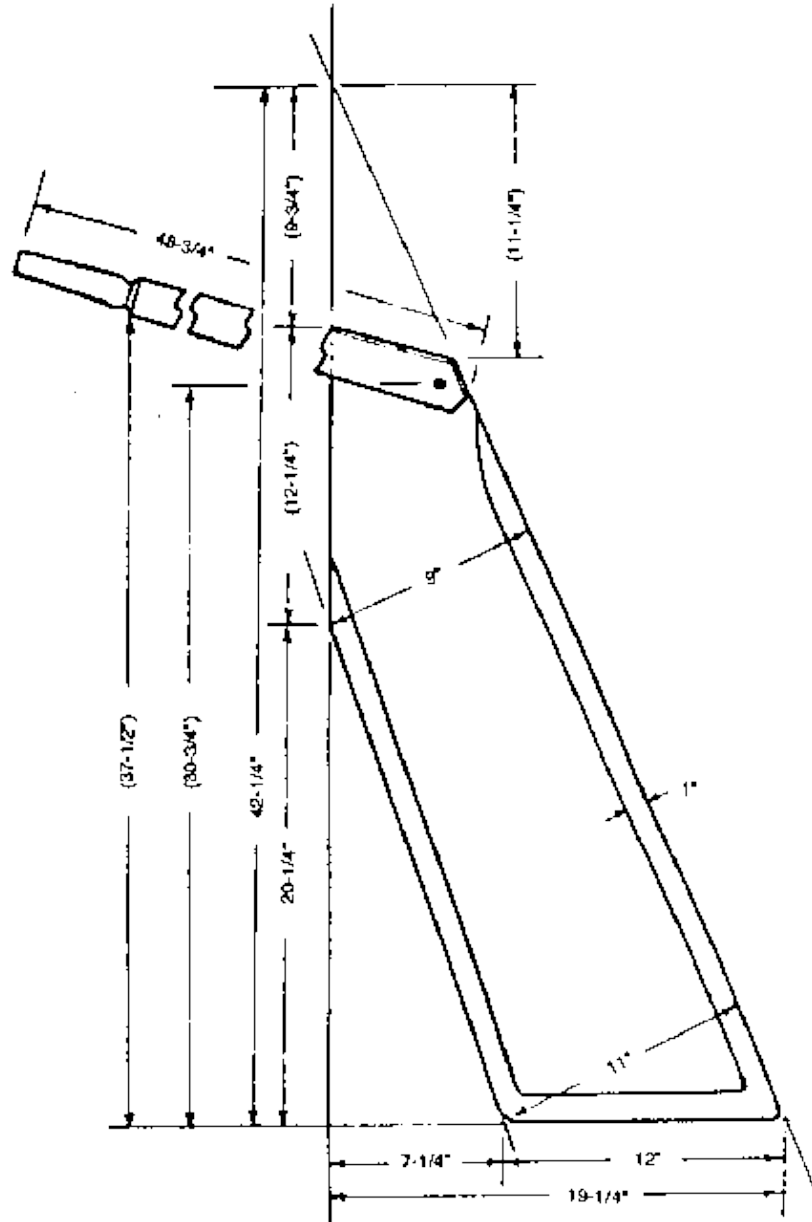
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The term "hard-coating" in this rule is used to prevent plating such as nickel or chrome. Anodizing is an electrolytic passivation process and within the industry the terms "soft" and "hard" coatings are used. Either method of anodizing meets the intent of the by-law. The hard coat anodizing process merely yields a thicker layer of aluminum oxide and does not add to the strength or rigidity of the material. Powder coating, an electrostatic painting process, is also allowed.

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Whichever method is used, the resulting thickness may not exceed the limit specified.



- 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

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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.

1. Rudders produced to previous manufacturing patterns may continue to be used in their original boats 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 material must be approved by the Technical Committee in writing before its use.
2. MCs built after 1 September 1992 shall contain sufficient flotation material placed and maintained so that the boat will float level or with the bow slightly up when swamped. This will be accomplished by at least 8 cubic feet of flotation material located uniformly on each side of the boat where the flotation material will be under water when the boat is on its side and swamped.

D. Weight of Yacht:

1. Hull weight is measured:
 - a. Including: mast, boom, boards and their line. rudder with filler and tiller extension, standing rigging and running rigging, hull fittings, flotation. splash boards, compasses and lifting bridle.
 - b. Excluding: sails, life jackets, pump, paddle, cover, 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.

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2. The following items of safety equipment are required: one lifejacket 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 any boat prior to hull number 2475, each yacht may have two 3" to 5" holes in the transom close to the waterline closed by an easily removed covering such as tape or sticky-sided sail cloth.

F. Electronic Equipment:

Use of electronic timekeeping is permitted. Digital compasses and/or devices, which offer functions not exceeding timing, heading and directional memory, which may include a user programmed reference heading are permitted.

Use of a VHF radio to monitor a channel designated by the Race Committee is permitted.

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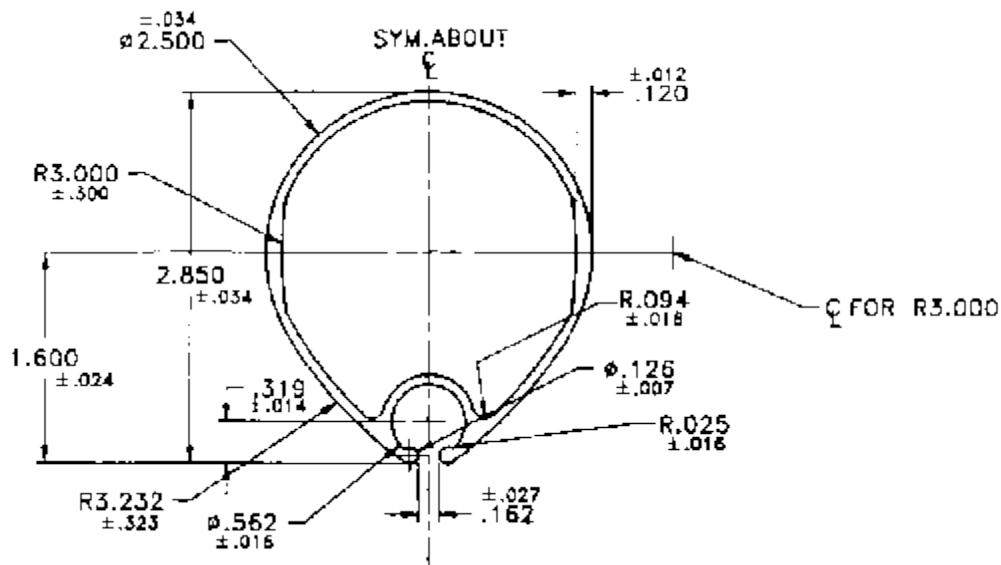
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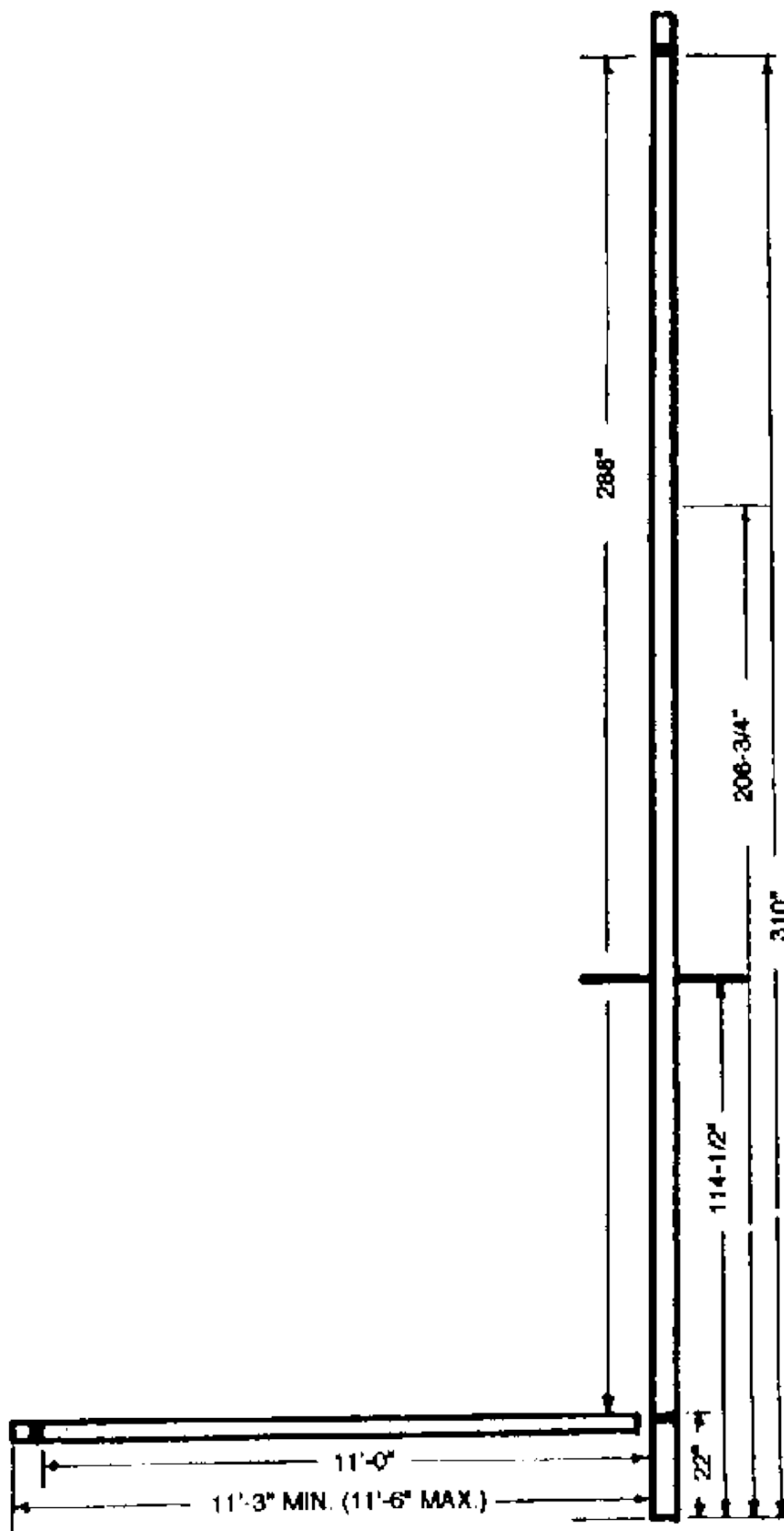
SECTION 3: Spars

- A. **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.
- B. As of January 1, 1998, spars which met the specifications of this section, as published in the July 1990 MC Rule Book, are grandfathered.
- C. The spar cross section will be in accordance with Temroc Metals, Inc. drawing P-022279 dated 6/30/97, Cust. P/N 3624. See cross section shown below.



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D. 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 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, 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 1x19 stainless steel wire cable with 1/8" minimum diameter.
 2. Main halyard shall be a minimum of 7x19 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' 3/4" (208-3/4") plus or minus 1/2".
 - c. Sidestays:
 1. Number. Two (2)
 2. Mast intersection: 17' 3/4" (208-3/4") plus or minus 1/2".
 - d. Spreaders:
 1. Number: One set of two (2).

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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.
6. 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.
7. 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.

E. 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.

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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 1997 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.

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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, 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 capsizing.
- 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.

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Article IX – Specifications of Yacht

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 decal. 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 or 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")

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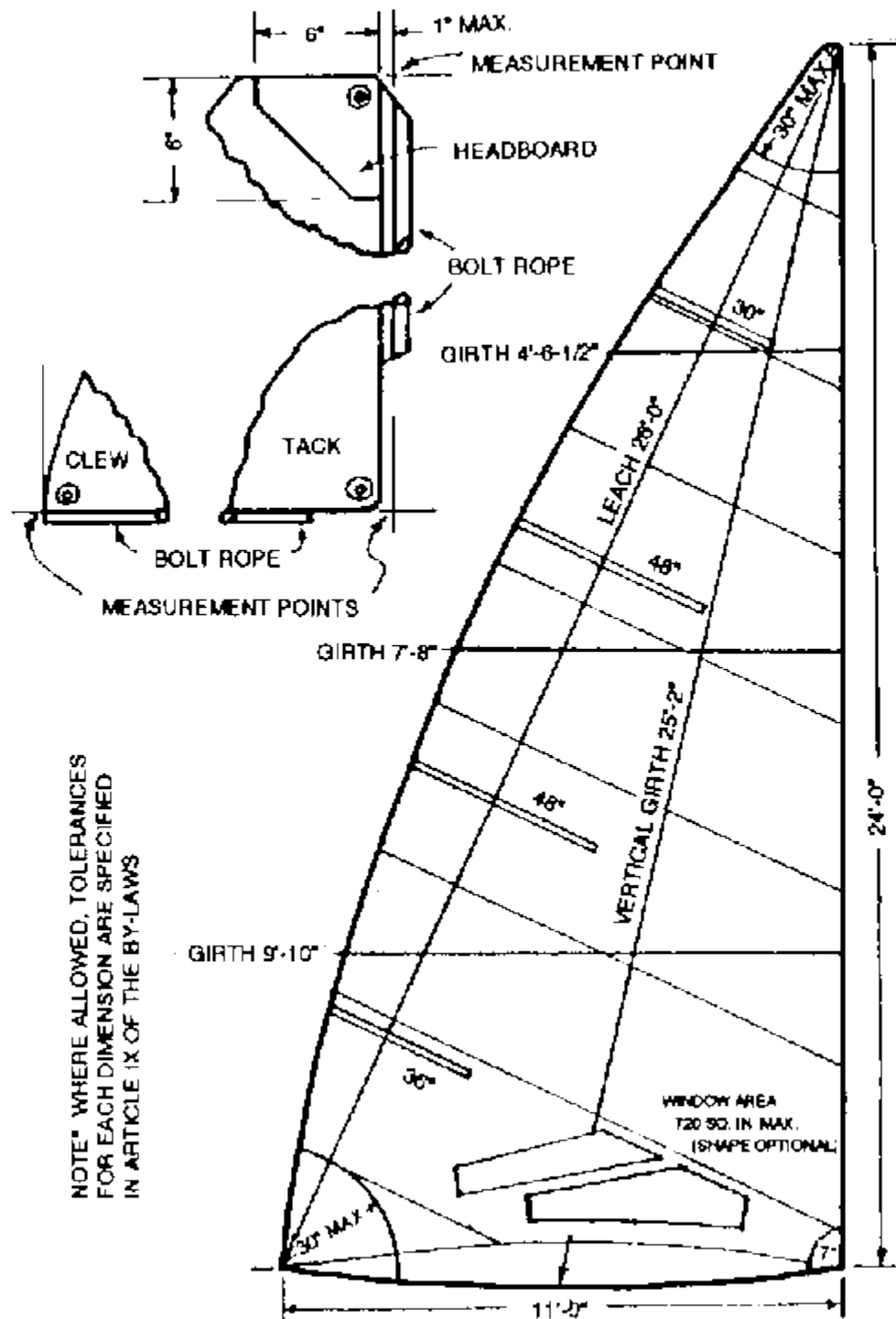
SECTION 6: Sail

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 sailmaker's 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 or 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.

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B. Mainsail

1. Method of measuring dimensions:

- General: All tension devices (Cunningham holes, leach cords, etc.) shall be relaxed.
- Measuring points:

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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 middle 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" (92")
 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

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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 or 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.
6. Tack: All mains must have a single tack and, in use, shall be pinned within one inch of the mast line and within one inch 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 1300 square inches. Shape Optional.
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 MCSA royalty patch attached near the tack. The sailmaker shall collect \$15 (not to be discounted) from the purchaser for this royalty patch. Funds are to be used by MCSA for promotion of the class and boat.

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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.

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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" aft of the mast line and 1" 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.

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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.

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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 measurements of weight. Fleet Measurers are authorized to endorse re-certifications of measurements or weights on the backs of certificates at any time a yacht is re-measured or re-weighed.

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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.

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Article X – Rules of Racing

SECTION 1:

All officially sponsored or sanctioned races of the MC Scow shall be conducted in accordance with the current Racing Rules of Sailing, promulgated by US Sailing, as adopted by the national or regional suborganization there of 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 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 members 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:

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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:

(Deleted April 2002.)

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:

(Deleted Summer 2001.)

SECTION 9:

(Deleted April 2002.)

SECTION 10:

(Deleted April 2002.)

SECTION 11:

(Deleted April 2002.)

SECTION 12:

(Deleted April 2002.)

SECTION 13:

In all District and Regional Regattas, notice of the tentative schedule of races shall be given to all members no 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 of registration. The notice shall be given by the Board of Governors or its delegate. This notice is intended for the convenience

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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:

(Deleted April 2002.)

SECTION 15:

(Deleted April 2002.)

SECTION 16:

(Deleted April 2002.)

SECTION 17:

Safety:

- A. No race will be started when the wind registers 20 mph steady or gusts greater than 23 mph as measured on the Race Committee boat.
- B. If, after a race has started, the wind registers 20 mph steady or 23 mph in gusts, the PRO will either
 - 1. abandon the race, or
 - 2. shorten the course at the next possible mark of the course and take finishes there.

SECTION 18:

All sanctioned events shall run according to MCSA Sailing Instructions and MCSA Guidelines. Any proposed change in language or procedure as contained in these Sailing Instructions and Guidelines shall be submitted to the MCSA Board of Governors for approval at least 60 days prior to an event.

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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.

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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.

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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.

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Article XIV – Definitions

SECTION 1:

NAMED OWNER shall mean a specifically named individual natural person who shall be specified as the owner 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 an individual who is in good standing of the Corporation.

SECTION 5:

MEMBER IN GOOD STANDING shall mean an individual 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:

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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.

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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. Any such amendment 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 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.

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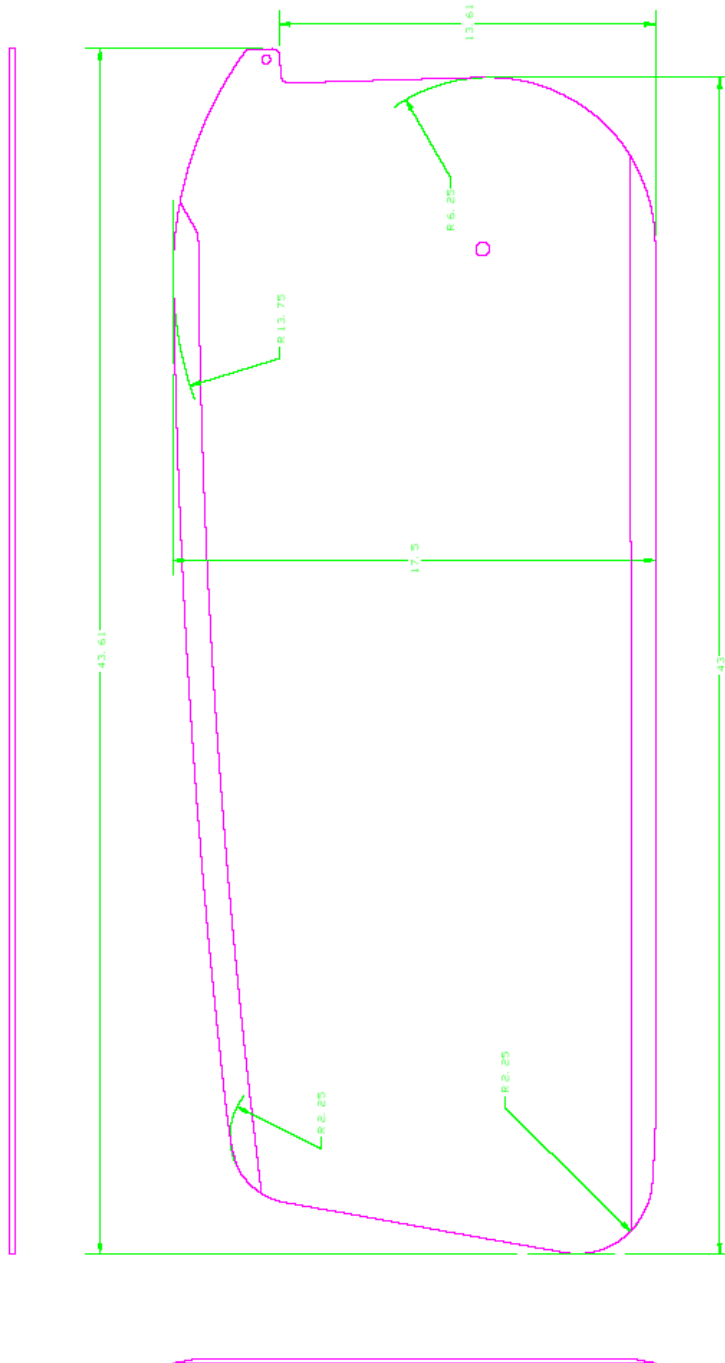
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A handwritten signature in black ink, appearing to read "Douglas S. Smith", is written over a horizontal line.

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Appendix

Starting with MC 2475, bilge boards were constructed according to following outline



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