



Martin 242 Class Rules

Amended by IMCA February 28, 2024 and in effect March 15, 2024

1. Intent

The M242 was created as a strict one design class. The intent is that all boats will be equal and that competition will be a true test of the crews, not boats and equipment. Any effort to alter the boat or its rigging, except as specifically permitted by these rules, is prohibited. Contact the Fleet Measurer before making any modifications.

1.1 Measurement Certificate

See Section 2 – Definitions, and Section 7 – Eligibility

1.2 Governance

In accordance with the IMCA Constitution (Part 7 – Changes, subsections 33 & 34) and the Class Rules, a Fleet must propose all suggested Rule changes to the IMCA Technical Committee so that the Committee can decide if the change should be Class-wide or just remain a Local Fleet Variance.

Furthermore, Local Fleet Variances shall be listed in this IMCA Class Rules document in the appropriate sections, and identified as a specific Local Fleet Variance, so that Members in any Fleet can refer to these Class Rules and readily understand what Local Fleet Variances, if any, are in effect for each Fleet.

Lastly, Local Fleet Variances apply at a North American or National Championship unless waived in the Notice of Race.

1.3 Measurement

See Section 2 – Definitions, and Section 7 – Eligibility

2. Definitions

2.1 Builder

"**Builder**" means any manufacturer authorized by Martin Yachts Ltd. to produce the Martin 242 and accepted by the International Martin 242 Class Association ("IMCA").

2.2 Mast Datum

The centerline of the hole that the headstay attaches to is the "**Mast Datum**". The mast point that the headstay attaches to is also known as the mast lug or a mast ear.

2.3 Plinth

The raised smooth flat surface immediately surrounding the mast boot collar is the “**Plinth**”.

2.4 Measurement Certificate

"**Measurement Certificate**" is that certificate which states whether or not a boat, its sails, rigging, fittings, and weight conform to the Class Rules. Variances to the Class Rules, special dispensations from Fleet Measurers, or IMCA waivers, shall be noted on the Measurement Certificate.

Measurement Certificates are issued, and remain valid, in accordance with the IMCA Constitution, Part 6.

2.4.1 Fleet 3 Local Variance: Each boat shall be measured and weighed every 3 years.

3. Measurement and Specifications

3.1 Keel and Rudder

Except as provided in 3.1.1, all keels and rudders shall conform to the measurements in Appendix B of these rules.

- 3.1.1 Boats with keels and rudders that do not meet these measurements shall apply for dispensation from IMCA through the Fleet Measurer. Dispensation shall be contingent upon the establishment that no modifications have ever been undertaken to alter the keel or rudder in such a way as to move its measurements or characteristics away from the Appendix B specifications.
- 3.1.2 The sections and profiles of the keel and rudder may only be altered to comply with Appendix B, and this includes repairing or fairing of the keel or rudder.
- 3.1.3 Competitors should discuss pending changes with a Fleet Measurer prior to any modifications of a keel or rudder.

3.2 Spars and Rigging

The spars and standing rigging as supplied by the **Builder** may not be altered in any way except as specifically allowed by CR 3.2. All measurements in Section 3.2 have a tolerance of +/- 6mm (.02 feet) unless otherwise specified.

- 3.2.1 The length of the mast, not including mast step, is 11201mm (36.75 feet). When stepped, the mast must comply with 3.2.2 and 3.2.3.
- 3.2.2 The **Upper Point** shall be 2057mm (6.75 feet) from the **Mast Datum** as measured along the front face of the mast. The **Lower Point** shall be a maximum of 9144mm (30 feet) from the **Upper Point**. **Limit Marks** must be clearly visible on the mast and boom, and shall be a contrasting color to the spar color. The **Limit Mark Width** shall be a minimum of 19mm (.06 feet).
- 3.2.3 The distance from the **Lower Point** to the **Plinth**, when measured along the front centerline of the mast, shall be 749mm (2.46 feet). If the mast has been shortened (due to age or damage), or if the mast step has become compressed over time, the lost length *must* be made up by raising the mast step by an equivalent amount.

- 3.2.4 The steaming/bow light may be removed from the mast.
- 3.2.5 Internal or external sleeving material for mast repair shall be no longer than necessary to effect the repair and in no case shall exceed 762mm (2.5 feet). Broken mast repairs must be approved by the Fleet Measurer. Sleeving the mast for any purpose other than repairs is not permitted.
- 3.2.6 **Outer Point Distance** shall be 3658mm (12 feet).
- 3.2.7 Spinnaker pole shall be 2515mm (8.25 feet) long overall including fittings. Its tube shall be untapered aluminum with an outside diameter of no less than 51mm (.17 feet).
- 3.2.8 The method of attaching the pole lift and downhaul to the spinnaker pole is optional.
- 3.2.9 A single spinnaker ring shall be 305mm (1 foot) +/- 25mm (.08 feet) above the upper face of the lower band. Outside ring diameter may be a maximum of 57mm (.19 feet).
- 3.2.10 Spreader bracket horizontal mid-point height shall be 3505mm (11.5 feet) from the **Mast Datum**.
- 3.2.11 Transverse length is measured as the distance between the outside edge of both upper shrouds on the upper edge of each spreader, and is 1486 mm (4.88 feet). Fore and aft length is measured as the distance from the aft face of the spar to a line intersecting the aft edge of both shrouds, and is 260mm (.85 feet).
- 3.2.12 The **Spinnaker Hoist Height** shall be not more than 229mm (.75 feet) above the **Mast Datum**. If a spinnaker halyard fairlead is used, it shall not project further than 51mm (.17 feet) forward from the forward face of the mast.
- 3.2.13 Headstay rule: The headstay span shall not exceed **8442mm (27.7 feet or 27'-8-3/8")**, +/- **13mm (.04 feet or 1/2")**, measured from the **Mast Datum** to a point in the top face of the toerail 25mm (.08 feet) aft of its forward ending.
- 3.2.14 The distance from the top face of the toerail to the jib tack point shall not be less than 108mm (.035 feet) +/- 6mm (.02 feet) measured parallel to the forestay.
- 3.2.15 The mast may be blocked at deck level.
- 3.2.16 The backstay and its tackle must remain secured in its normal position while racing. The backstay may be led inside or outside the stern pulpit.
- 3.2.17 A buggy whip may be installed at either the masthead or stern pulpit to facilitate the passage of the mainsail leech across the backstay during tacking and gybing. It may not be used for any other purpose.
- 3.2.18 All standing rigging with the exception of the backstay shall be 1x19 strand, 4mm (.013 feet) diameter wire. Dyform (compacted strand) is prohibited. The backstay may be made of 1x19 wire or synthetic material of no less than 3mm (.01 feet) diameter.
- 3.2.19 There is no restriction on the type of shroud turnbuckle.
- 3.2.20 Altering shroud tension: during any day's racing the tension on the lower and upper shrouds may not be adjusted after the preparatory gun for the first race of the day. Any such

adjustments shall be subject to protest and disqualification unless the skipper can prove to the jury that such adjustment was necessary to prevent damage to the boat or spars.

3.3 Fittings and Lines

The diameter, length, and material of all running rigging is not restricted.

3.3.1 Builder supplied hardware may be replaced provided the mechanical advantage of the system is not increased and the locations of the system and its cleat do not materially change.

3.3.1.1 Mainsheet – 4:1 maximum with a single mainsheet cleat

3.3.1.2 Traveler – 3:1 maximum with a single cleat at each end of the traveler on the seat back. Cleat eyestraps fairleads are permissible.

3.3.1.3 Outhaul – 6:1 maximum. A single turning block may be added to the boom to change the direction of the outhaul line. A fairlead may be installed on the boom aft of the outhaul cleat. The type of cleat, block and fairlead and their locations on the boom are optional.

3.3.1.4 Main Cunningham – 4:1 maximum

3.3.1.5 Boom Vang – 12:1 maximum. A second fixed cam cleat on the cabin back and attendant blocks may be added to allow cleating on both sides of the cabin top.

3.3.1.6 Backstay – 6:1 maximum. Cleat located on the lower backstay tackle block

3.3.1.7 Jib Cunningham/Halyard Adjuster – 4:1 maximum

3.3.1.7.1 **Extended for the 2024 racing season only, all boats may install an adjustable jib cunningham/halyard adjuster that is led aft to the cockpit where it is cleated using the same cleat as the furling line. This system may only be used in Wednesday Night-level racing, and not at any other events that count towards a Fleet Championship Award, nor can it be used at a Championship event such as the North American's, Canadians, PCC's, Midwinters, Cal Race Week, etc. At the end of 2024 a decision will be made by the IMCA Technical Committee regarding whether to allow this variance on an ongoing basis as part of the Class Rules.**

3.3.1.8 Jib Sheets - 2:1 maximum

3.3.1.9 Main Halyard – 1:1 maximum

3.3.2 Provision for storing the spinnaker halyard, bag and the pole may be added providing this hardware is used for no other purpose.

3.3.3 Lifelines and stanchions may be removed for class racing unless otherwise specified in the Notice of Race or Race Instructions.

3.3.4 An additional fixed jib fairlead may be added on each side within 508mm (1.67 feet) of the winches.

3.3.5 An additional cleat each side may be added within 508mm (1.67 feet) of the winches.

3.3.6 Mainsail reef points are optional. Reef points must be a minimum of 1219mm (4 feet) from the foot of the sail. A second set of reef points may be added above the first. The addition of

any cleats and leads for the slab reefing is optional provided this equipment is used for no other purpose.

- 3.3.7 Jib luff tensioning devices are permitted, provided they are not led aft of the furling drum nor prevent furling. Zipper luff jibs with halyards and jib cunninghams are permitted.
- 3.3.8 A single line, cleat and turning block, may be installed on each side for combination barber hauler/tweaker. Location and means of attachment are optional.
- 3.3.9 Spinnaker ratchet blocks shall be located within 76mm (.25 feet) of the toerail, aft of the forward chainplate U bolt and ahead of the mainsheet traveler track.
- 3.3.10 Boats must be equipped with bow and stern pulpits.
- 3.3.11 Central mainsheet cleating - the mainsheet system may be altered to allow the mainsheet cleat to be fixed to the traveler track using a swivel cam.
- 3.3.12 A furling line fairlead may be installed on the deck surface within 610mm (2 feet) of the furling drum provided it is used for no other purpose.
- 3.3.13 A main halyard stopper may be located forward of the starboard winch.
- 3.3.14 The bow or stern mooring cleats may be replaced with alternative suitable mooring points.
- 3.3.15 Non-skid heel bars (not a hiking device) are allowed on the horizontal seat within 76mm (.25 feet) of the inboard edge of the seat. They may be up to 76mm (.25 feet) high. No depression in the molded seat surface is permitted. The clearance between the seat surface and underside of any elevated heel rail shall not exceed 51mm (.17 feet). No equipment may be attached to them.
- 3.3.16 Finger grips may be installed on the seat back. No part other than the fastenings may pierce the seat back surface. No equipment may be attached to them. They may be up to 18mm (.06 feet) high measured at right angles to the surface they are mounted on.
- 3.3.17 A tensioning-strap system may be installed in the boat between the Plinth and the forward face of the mast near its base for the purpose of reducing the upward flexing of the deck when the shrouds are fully tensioned. The recommended solution is a purchase system that is connected at the bottom end to a tang attached to the forward face of the mast near its base, and at the top end to either: a carriage bolt with eye nut bolted onto the Plinth in front of the mast; or to a metal hook that is placed over the mast collar.

3.4 Hull and Interior

Additions to personalize the interior, which do not improve performance, are allowed as long as the structural integrity of the boat is not impaired.

- 3.4.1 All bunkboards and cushions may be removed.
- 3.4.2 The main interior bulkhead attachment points under the hull liner may be reinforced with wood and fiberglass bonding.
- 3.4.3 The bunkboard immediately aft of the mast may be permanently secured in place. The bunkboard shall be made from 12.7mm (.04 feet) medium density overlay, plywood or equivalent.

- 3.4.4 Keel viewing windows are permitted in the vicinity of the keel provided the installation does not impair the structural integrity of the boat.
- 3.4.5 The cockpit drains may be altered or replaced provided the watertight integrity of the boat and the effectiveness of the drains is not diminished.

3.5 Equipment and Instruments

Sailing instruments and navigation equipment such as the following are not restricted: mechanical masthead wind indicator, tell-tales, electronic or mechanical compasses, depth sounder, knot meter, log, GPS, VHF. Aside from the mast-head wind indicator, there is no restriction on the location of any of the instruments.

- 3.5.1 Boats shall comply with national boating safety standards. The Notice of Race or Sailing Instructions may specify additional radio, communication, or safety equipment.

3.6 Sails

- 3.6.1 All sails must meet the measurement criteria set out in Appendix A. Only 3 sails from a yacht's Sail Register may be used during any day's racing - main, jib, and spinnaker. A sail may be replaced, including during a race, if it is significantly damaged. Proof of reasonable damage must exist.
- 3.6.2 Each yacht is entitled to add two sails per calendar year to her Sail Register. A sail credit may be banked such that a maximum of 3 sails can be purchased in a calendar year.
- 3.6.3 Sail Register - each yacht shall maintain a Sail Register indicating the serial number and purchase date for each sail. All Sails listed in this Register may be used by that yacht in any class event subject to Rule 3.6.1 (3 sails per race). All sails purchased and delivered after January 1, 2008 shall have a Martin 242 Class Certification Mark either sewn or riveted or permanently fastened within an 18" radius of the starboard tack of a jib and mainsail and the starboard clew of a spinnaker. The identifier shall be numbered and shall be obtained from the fleet measurer by the sailmaker. The sailmaker shall attach the identifier to the sail prior to delivery of the sail and in doing so is certifying that he/she has measured the sail and that it conforms to the IMCA rules.
- 3.6.4 Used boats - Rule 3.6.2 shall apply to all yachts except as follows: Upon a change of ownership a yacht will retain any accrued sail entitlements as per Rule 3.6.2. Within two months of a change of ownership the new owner may elect to eliminate any sails less than 24 months old from the yacht's Sail Register (See Rule 3.6.3). Elimination of these sails will entitle the yacht to additional sail entitlements up to a maximum of three as provided under Rule 3.6.2. Any sails eliminated may be reinstated as allowed under Rule 3.6.5.
- 3.6.5 Used Sails - Any yacht may add used sails to the Sail Register at any time without affecting their sail entitlements provided that the sails are more than 24 months old. Used sails less than 24 months old will be treated as new sails for the purpose of sail entitlements.
- 3.6.6 Dispensations - Any yacht may apply to the class Technical Committee for a dispensation from the requirements of Rule 3.6 if that yacht believes that due to some special situation, these rules are not equitable for the yacht. The decision of the technical committee shall be binding and shall form part of the yacht's Sail Register.

- 3.6.7 An owner whose boat is unavailable may apply to the Fleet Executive for permission to temporarily transfer the sail inventory of his boat to another boat in order to continue racing as he would have with his own boat, until such time as his boat becomes available. This transfer will not affect, or be limited by, the sail credits of the boats involved. Permission will be contingent upon the establishment that the owner has not gained a significant advantage in doing so.
- 3.6.8.1 For the purpose of section 3.6.2 reference to a yacht's Sail Register shall also include a registered skipper's Sail Register.
- 3.6.8.2 A registered skipper shall be a member with a Sail Register. There shall be no co-mingling of sail credits under 3.6.2 between registered skippers.
- 3.6.8.3 Notwithstanding 3.6.1, a bona fide registered charterer, being a registered skipper, may co-mingle sails with the chartered yacht's Sail Register, but not with another registered skipper's Sail Register.
- 3.6.8.4 In a "Team" there can only be one registered skipper whose sail credits are applicable to the "Team" in any one calendar year.
- 3.6.8.5 In order for a registered yacht or a registered skipper to score for any Fleet Series the two (2) primary sail numbers must match - i.e. - Main Sail and Spinnaker numbers must match.
- 3.6.9 For all sails built after June 15, 2020, the 2020 version of the M242 Class logo on the mainsail shall be 8" high and 26.5" long, and shall be located on both sides of the sail immediately below the uppermost batten. Coloring shall be in accordance with the Class logo contained in this document in the Header section.

3.7. Weight and Measurement Requirements

- 3.7.1 The empty weight shall not be less than 1123kg (2475 pounds). The empty weight includes the mast, boom, a Group 24 size battery (or 45 pounds of weight as an alternative to the battery, except as exempted in 3.7.3) and any permanently installed equipment that is in compliance with CR 3.7.2, and all fittings, standing and running rigging, with the exception of jib sheets, spinnaker sheets/guys, and tweekers. The empty weight excludes any other items not permanently affixed to the boat, for example, sails, spinnaker pole, bunk boards, cushions, winch handles, flares, safety gear, fire extinguisher, engine and bracket, and other miscellaneous equipment. The boat shall be clean and dry. If a compass is mounted on the removable plate covering the lifting strap hole, it may be counted as part of the boat weight.
- 3.7.2 A yacht may include in the empty weight any permanently installed equipment provided that:
- 3.7.2.1 It does not infringe on another class rule;
- 3.7.2.2 It is permanently affixed to the hull, liner, or bulkhead and installed forward, aft, or outboard of the cabin sole;
- 3.7.2.3 It is listed on the Measurement Certificate.
- 3.7.3 The required Group 24 size battery (or 45 pounds of weight as an alternative to the battery) included in the empty weight per CR 3.7.1 shall be permanently installed either aft of, or immediately forward of, the aft interior bulkhead. If carried forward of the aft interior bulkhead, it shall be housed in a Group 24 size ventilated marine battery box that allows for

no more than one inch of movement in either direction and fastened such that the longest side of the box is positioned immediately against the forward face of the aft bulkhead on the cabin sole. Those yachts whose empty weight per 3.7.1 is 1123kg (2475 pounds) or greater without a battery may elect not to carry a Group 24 battery and that shall be noted on the Measurement Certificate. Those yachts whose empty weight per 3.7.1 is between 2430 and 2475 pounds without a battery shall carry compensation weight in place of the battery such that the empty weight of the yacht is at least 2475 pounds, and that compensation weight shall be placed where the battery would have been placed and that shall be noted on the Measurement Certificate.

- 3.7.4 Corrector weights shall be added to bring boats to the minimum empty weight. Corrector weights shall be affixed such that a minimum of 50% and a maximum of 70% of the required weight is aft of the cabin sole, and the remainder forward of the wooden bulkheads and forward or outboard of the cabin sole. The weights shall be visible for inspection, marked as to the individual weight amounts in pounds or kilograms, and listed on the Measurement Certificate.
- 3.7.4.1 Dispensations - Any boat may apply to the Fleet Measurer for a dispensation from the requirement of Rule 3.7.4 if that boat believes that due to some special situation, the rule is not equitable for the boat. The decision of the Fleet Measurer shall be binding and be listed on the Measurement Certificate.
- 3.7.5 The total weight of the crew dressed in underwear cannot exceed a total of 363kg (800 pounds). Individual crew names, their respective weights, and the total crew weight for each boat shall be specified on the entry forms for any M242 National, North American, or International Championship Regatta.
- 3.7.5.1 Crews shall only be weighed during the registration period prior to racing. Re-weighing shall only take place if a valid protest shows the pre-race weights were false.
- 3.7.6 For any M242 BC, National, North American, or International Championship Regatta, RRS Appendix L Sailing Instructions Guide, Item 20 REPLACEMENT OF CREW OR EQUIPMENT (or such equivalent future sections in the RRS) shall be in effect. The rulings of the protest committee (taking precedence) or the race committee (should the protest committee be unable to convene in a timely manner) under this rule will be final and shall be based on receipt of written evidence which demonstrates a compelling reason why:
- a particular crew member may not continue competing in the series without hardship and needs to be replaced (which is otherwise prohibited);
 - a boat wishes to change the number of crew members on board during the event (which is also otherwise prohibited);
 - or damaged or lost equipment needs to be replaced (which is also otherwise prohibited).
- 3.7.7 The rudder and shaft shall weigh a minimum of 18.1kg (40lbs). If it weighs less, corrector weight shall be securely fastened to the rudder tube.
- 3.7.8 All yachts must carry an outboard engine with a suitable bracket. If the engine and bracket together weigh less than 13.6kg (30lbs), corrector weight shall be added to either the motor or the bracket. Fuel may not be counted as part of the engine weight calculation.

- 3.7.8.1 **Fleet 3 Local Variance:** If an outboard weighing more than 30 lbs. is carried, the excess weight may be taken as a credit towards bringing the boat up to minimum weight.
- 3.7.9 Keel and rudder work, other than minor painting and sanding invalidates the **Measurement Certificate**, however, only the modified foil(s) need to be measured to revalidate the **Measurement Certificate**. Revalidation does not extend the life of a **Measurement Certificate**.
- 3.7.10 **Measurement Certificate Challenge:** Should a member of the fleet believe that another boat is not in compliance with the class rules, that member may demand a re-measurement of the boat. To make a formal challenge, the challenger shall deposit a \$50 re-measurement fee with the Class Measurer. If the boat is found to be in compliance with its **Measurement Certificate** the challenger forfeits the \$50. If the boat is found not in compliance, the boat(s) owner shall pay the \$50 re-measurement fee and the current **Measurement Certificate** will be invalid. The challenger will be refunded the \$50 re-measurement deposit. The owner of the boat not in compliance will correct the violation(s) and have the boat re-measured. When the boat is found to be in compliance, a new **Measurement Certificate** will be issued. Any boat found not in compliance can be stripped of any titles or points it may have earned while sailing the boat with an invalid **Measurement Certificate**.
- 3.7.11 The maximum weight of the keel shall be 413kg (910 pounds).

4. Hiking

Droop hiking is not permitted. Legs and thighs shall be kept inside the boat.

- 4.1 **Fleet 3 Local Variance:** Legs and thighs shall be kept inboard of the sheerline. Sustained hiking is not permitted, i.e. no part of a crew's torso shall extend beyond a line drawn upwards from the crew's coccyx (tailbone) in a direction that is perpendicular to the horizon other than to complete a roll tack or gybe, or for temporary needs to make repairs or correct problems.

5. Enforcement

In any Class event, the Race Chairperson may require examination of any boat for adherence to the Class Rules as outlined above. Boats sailing in a designated "One-Design" event without a valid Measurement Certificate are subject to protest under World Sailing rules.

6. Waivers

When a change to the Rules results in a boat being put out of the Class, that boat may apply for a waiver from IMCA.



7. Eligibility

7.1. In any event sailed under the IMCA Class Rules, at least one member of the crew of each boat shall be a member in good standing of a recognized M242 Fleet. The boat itself shall also be registered with a Fleet (see 7.4 below).

7.2. In Championship events recognized by IMCA (British Columbia, Canadian, United States, North American, and International Championships), at least the helmsperson of each boat shall be a member in good standing of a recognized M242 Fleet. The boat itself shall also be registered with a Fleet (see 7.4 below).

7.3. **Fleet 3 Local Variance:** In any event sailed under the IMCA Class Rules, a boat's crew shall comply with 7.1 and 7.2 above and include no more than one person with a Group 3 Classification as defined in accordance with World Sailing Regulation 22. A Group 3 crew can only be the helmsperson if he/she owns and pays for at least 50% of the boat.

7.4. All boats shall be registered with a Fleet per the IMCA Constitution, Part 2, Section 3 (a) and (b).

7.5. All boats shall have a valid **Measurement Certificate** per IMCA Class Rule 2.4.

7.6. All boats, sails, and equipment shall be measured in accordance with the current [World Sailing Equipment Rules of Sailing](#), which provides measurement process guidelines, as well as definitions for **bolded** terms found in this document, such as Upper Point, Lower Point, Outer Point, Limit Marks, etc., except as amended in the defined terms found in the IMCA Class Rules, Section 2.

8. Wind Speed Restrictions at Championship Events

At championship events such as the North Americans, Canadians, or other National-level events, no race shall be started if the sustained wind speed averages 25 knots during the 2-minute period prior to the Warning Signal.

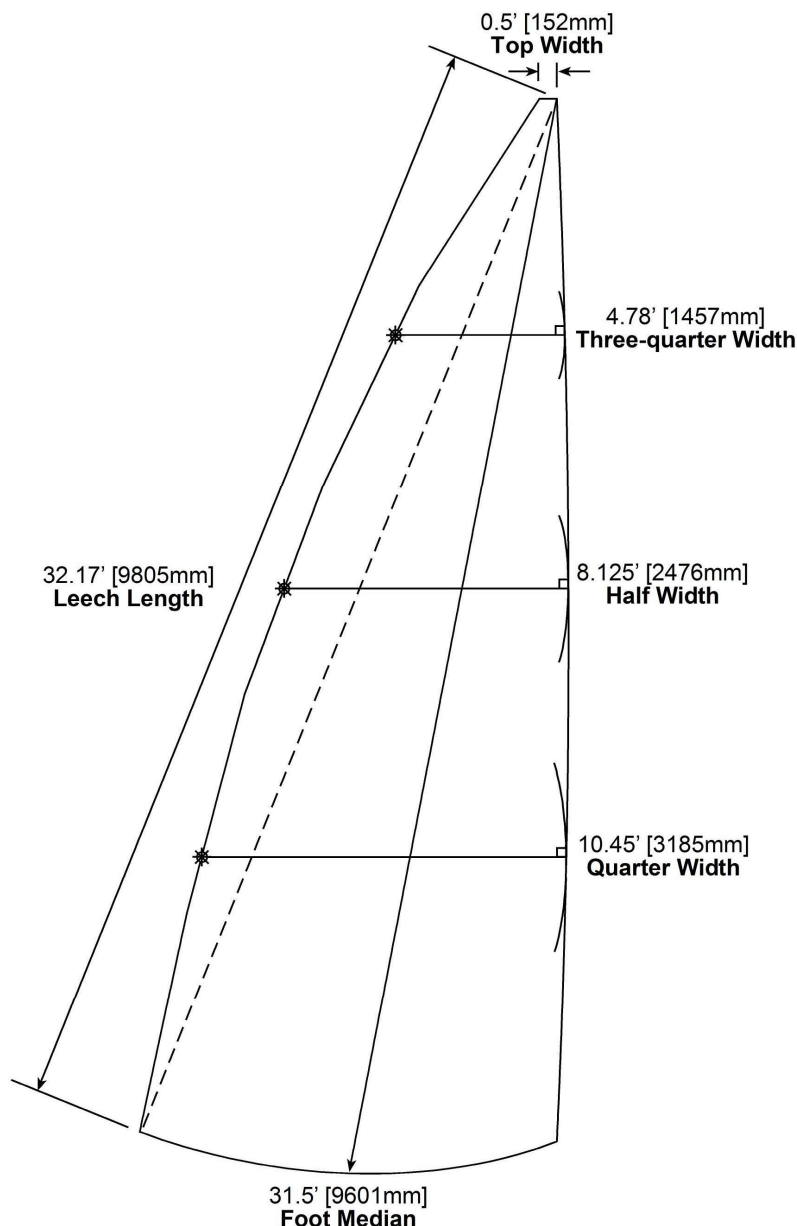


Appendix A –Sail Measurement

Sail measurements follow for:

- Mainsail
- Jib
- Spinnaker

See rule **3.6 Sails** governing the use and purchase of sails.

Appendix A – Sail Measurement - M242 Mainsail Specifications

1. The mainsail shall conform to, and be measured in accordance with, the current World Sailing Equipment Rules of Sailing.

2. All measurements are maximums unless otherwise noted.

3. **Leech Length:** 32.17' (9805mm), **Top Width:** 0.5' (152mm), **Foot Median:** 31.5' (9601mm), **Quarter Width:** 10.45' (3185mm), **Half Width:** 8.125' (2476mm), **Three-Quarter Width:** 4.78' (1457mm).

4. Reef points shall be optional. Any reef points must be a minimum of 4.0' (1219mm) above the adjacent foot.

5. Battens: There shall be 4 battens. The battens shall be equally spaced along the leech. The top 2 battens may be any length. The bottom battens shall not exceed 4.0' (1219mm).

6. Windows are permitted.

7. The mainsail shall have the class insignia located on both sides between the two upper battens. The insignia shall be red with black numbers per Class Rule 3.6.9.

8. Numbers: the mainsail shall have class sail numbers or other numbers accepted by the applicable regatta organizing authority.

9. The minimum weight of the mainsail excluding battens shall be 14 lbs (6.35 kg). Note: Components or materials that are not a functional part of the mainsail shall not be included in the minimum mainsail weight. The items listed herewith which could have the effect of increasing the weight of a **sail** and are not required for the normal functioning of the **sail** are prohibited: any sail **ply**, any **sail**

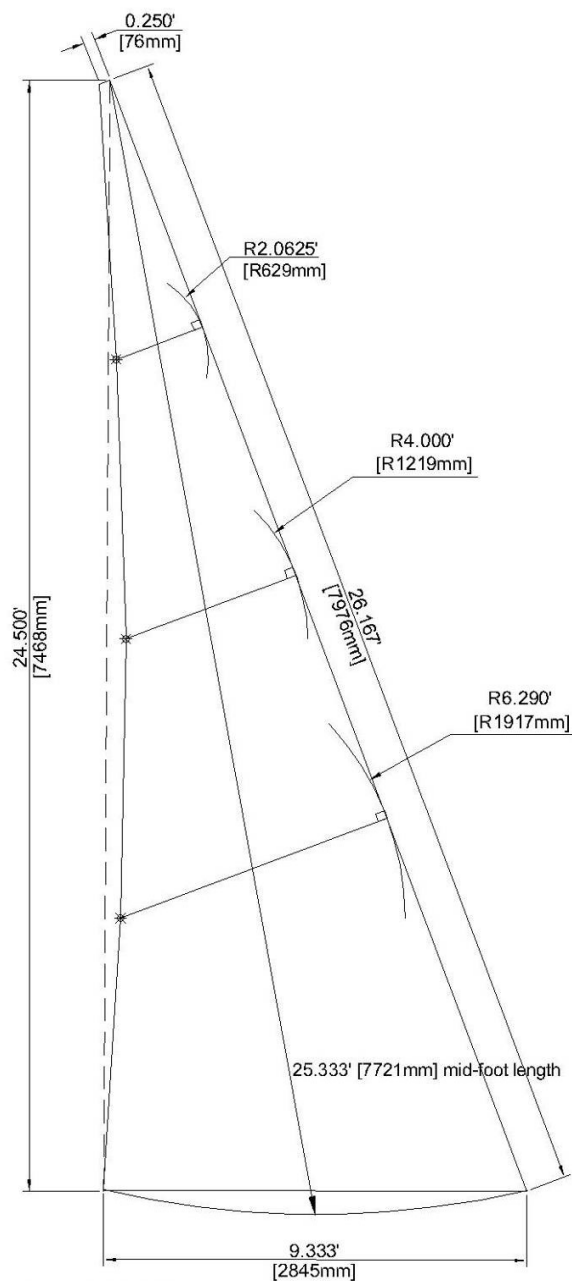
reinforcement, and any sail hardware and other items not required for normal functioning of the **sail**.

10. The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: PET, PEN. Silicon Dioxide (SiO₂) may be used in reinforcing fibres.

(Note: Polyethylene terephthalate (PET) is marketed under the trade names Mylar and Dacron. Polyethylene naphthalate (PEN) is marketed under the trade name Pentex. Fibreglass is a form of silicon dioxide (SiO₂))

Specifications revised December 10, 2007 and in effect January 15, 2008

(Revised Dec. 19, 2007 c. strand)

Appendix A – Sail Measurement - M242 Jib Specifications

Oct. 22, 2007

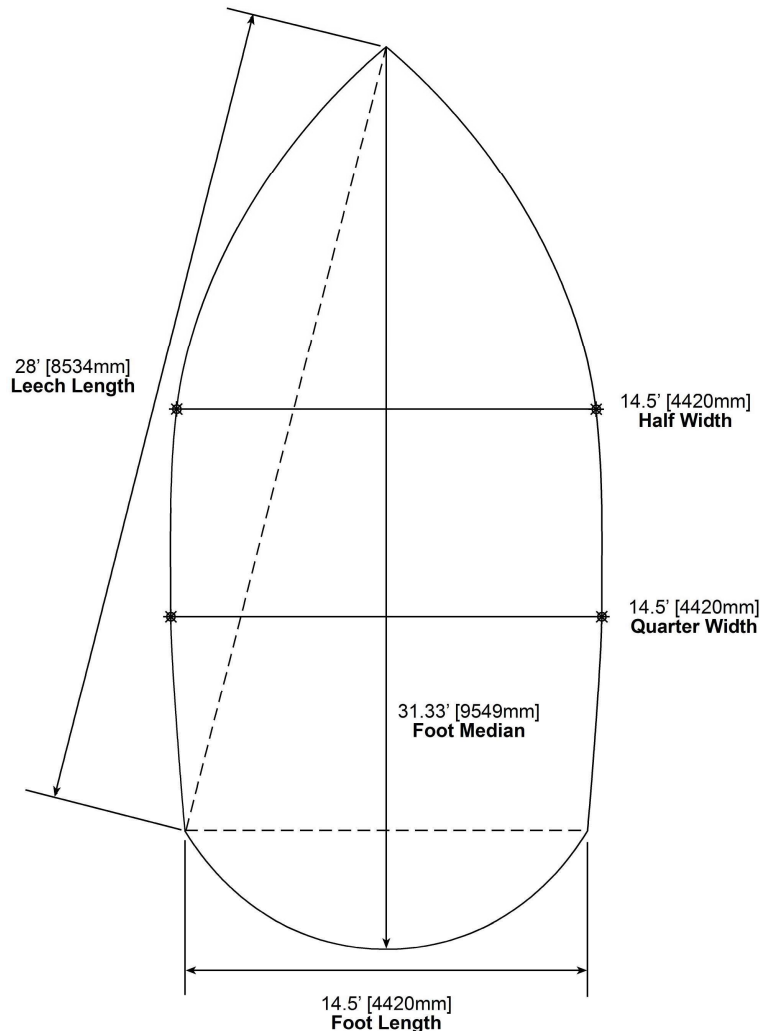
1. The jib shall conform to, and be measured in accordance with, the current World Sailing Equipment Rules of Sailing.
2. All jib measurements include zip luff sleeve in closed position.
3. All jib measurements are maximums unless otherwise noted.
4. Tack and clew measurements are taken to intersection of the respective edges - projected if necessary. **Leach Length:** 24.5' (7468mm), **Luff Length:** 26.167' (7976mm), **Foot Length:** 9.333' (2845mm), **Top Width:** 0.25' (76mm), **Foot Median:** 25.33' (7721mm), **Quarter Width:** 6.29' (1917mm), **Half Width:** 4.0' (1219mm), **Three-Quarter Width:** 2.0625' (629mm), **Foot Irregularity:** 0.2292' (70mm).
5. No clew-boards are permitted.
6. Up to three vertical or horizontal battens (but not both types on one sail) are permitted that divide the leech into equal sections.
7. Battens shall not exceed 2" (50mm) in width, and must come within one inch of and no more than 18" (457mm) from the leech, and shall not be removed for measurement, except as noted, nor prevent the headsail from completely furling.
8. The minimum weight of the jib excluding battens shall be 7.7 lbs (3.5 kg). Note: Components or materials that are not a functional part of the jib shall not be included in the minimum jib weight. The items listed herewith which could have the effect of increasing the weight of a **sail** and are not required for the normal functioning of the **sail** are prohibited: any sail **ply**, any **sail reinforcement**, and any sail hardware and other items not required for normal functioning of the **sail**.
9. Windows are permitted

10. The **body of the sail** shall consist of **woven ply** and/or **laminated ply** made from one or more of the following materials: PET, PEN. Silicon Dioxide (SiO₂) may be used in reinforcing fibres.

(Note: Polyethylene terephthalate (PET) is marketed under the trade names Mylar and Dacron. Polyethylene naphthalate (PEN) is marketed under the trade name Pentex. Fibreglass is a form of silicon dioxide (SiO₂))

Specifications revised Dec. 10, 2007 and in effect Jan. 15, 2008

Dec. 19, 2007 (c. strand)

Appendix A – Sail Measurement - M242 Spinnaker Specifications

Martin February 2, 2007
Sail weight revised August, 2007
Additional text revisions made November 13, 2008

1. The spinnaker shall conform to, and be measured in accordance with, the current World Sailing Equipment Rules of Sailing.
2. All spinnaker measurements are maximums unless otherwise noted.
3. **Foot Median:** 31.33' (9549mm), **Leech Length:** 28' (8534mm), **Foot Length:** 14.5' (4420mm) +/- 0.5' (152mm), **Quarter Width:** 14.5' (4420mm) +/- 0.5' (152mm), **Half Width:** 14.5' (4420mm) +/- 0.5' (152mm).
4. Numbers: the spinnaker shall have class sail numbers or other numbers accepted by the applicable regatta organizing authority.
5. The **body of the sail** shall consist of a **woven single-ply** made of Nylon. (Note: Polyester, Cuben Fibre, and other laminates are not permissible)
6. The minimum weight of the **body of the sail** shall not be less than 36 grams per square meter. The weight shall be based on the cloth manufacturers published specifications. (Revised August 2007, and in effect Oct 1, 2007. Further revised November 13, 2008 re "body of the sail" and in effect November 30, 2008).

Revised Specifications provided by Don

Appendix B – Foil Sections

These tables are included to give repair crews something to work from in the event of need. The primary intent of the Class is to preserve the sections produced by the Builder.

Keel Section

The table below provides for the minimum and maximum keel measurements:

Name	Description	Length	Tolerance
KF	Front leading edge	1226mm (4.02 feet)	+/- 10mm (.03 feet)
KB	Bottom edge	450mm (1.48 feet)	+/- 10mm (.03 feet)
KA	Aft edge	1186mm (3.89 feet)	+/- 10mm (.03 feet)
KT	Top edge	751mm (2.46 feet)	+/- 10mm (.03 feet)

The keel's maximum thickness shall be as defined in the table below. There shall be no fillets. Between these measurement points, the keel shall change thickness roughly in proportion to the change in chord. This means no significant bulges or hollows.

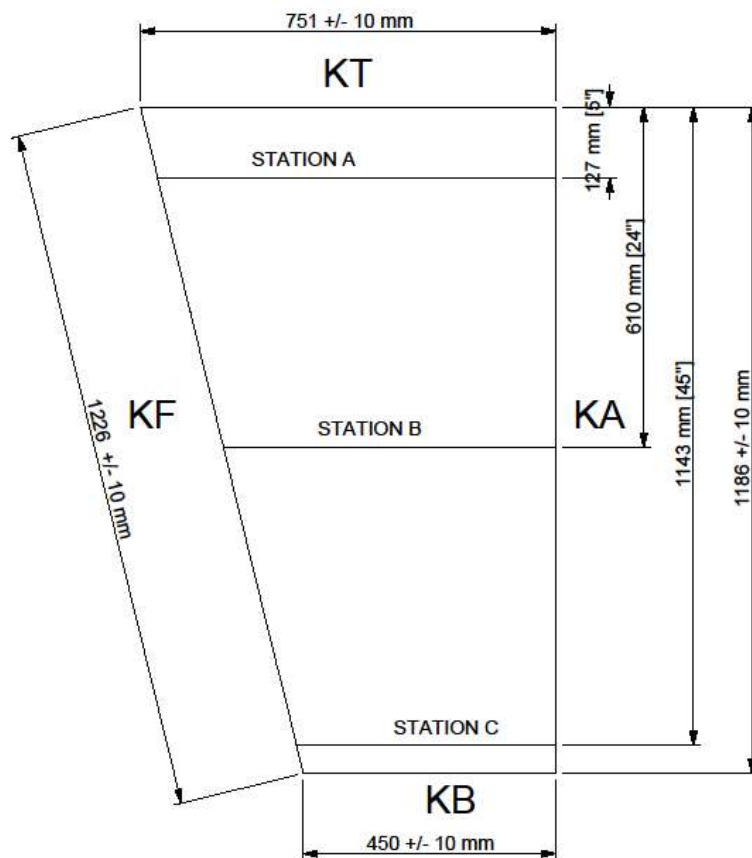
Station	Location from top of keel	Thickness	Tolerance
A	127mm down Aft edge	86mm (.28 feet)	+/- 6mm (.02 feet)
B	610mm down Aft edge	77mm (.25 feet)	+/- 6mm (.02 feet)
C	1143mm down Aft edge	57mm (.19 feet)	+/- 6mm (.02 feet)

The keel's leading-edge radius shall uniformly measure between a minimum of 5mm and a maximum of 9mm.

All measurements shall be to the projected corners of the keel.

All Station measurements shall be done perpendicular to the Aft edge of the keel.

Keel Position: The keel shall be located so that the leading edge is 4470mm (14.67 feet) +/- 25mm (.08 feet) from the intersection of the transom and the hull surfaces measured along the hull surface at the centerline. Boats that were supplied by the Builder with keel positions outside of this range may apply to their local Fleet Measurers for dispensation.



KEEL DIMENSIONS AND STATIONS

Rudder Section

The table below provides for the minimum and maximum rudder measurements:

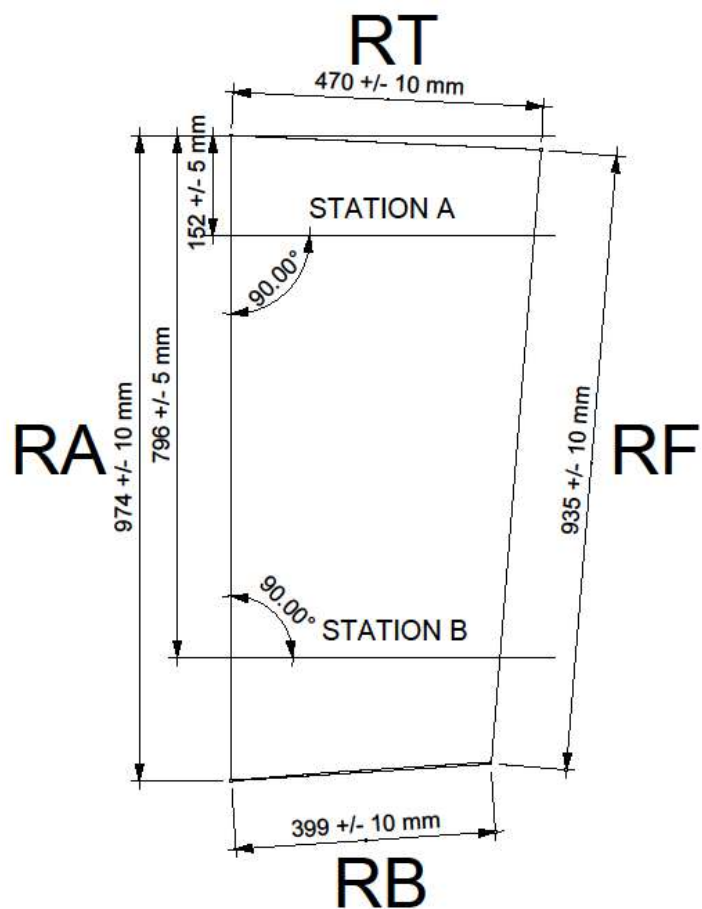
Name	Description	Length	Tolerance
RF	Front leading edge	935mm (3.07 feet)	+/- 10mm (.03 feet)
RB	Bottom edge	399mm (1.29 feet)	+/- 10mm (.03 feet)
RA	Aft edge	974mm (3.2 feet)	+/- 10mm (.03 feet)
RT	Top edge	470mm (1.56 feet)	+/- 10mm (.03 feet)

The rudder's maximum thickness shall be as defined in the table below. There shall be no fillets. Between these measurement points, the rudder shall change thickness roughly in proportion to the change in chord. This means no significant bulges or hollows.

All measurements shall be to the projected corners of the rudder.

All Station measurements shall be done perpendicular to the Aft edge of the rudder.

Station	Location from top of rudder	Thickness	Tolerance
A	152mm down Aft edge	69mm (.23 feet)	+/- 5mm (.02 feet)
B	796mm down Aft edge	63mm (.21 feet)	+/- 5mm (.02 feet)



RUDDER DIMENSIONS AND STATIONS

OCT. 27, 2009 cls

Appendix C – Martin 242 PHRF General Dimensions

These dimensions are provided for informational purposes only.

Year designed: 1980
LOA: 7366mm (24.17 feet)
LWL: 6096mm (20 feet)
Beam: 2438mm (8 feet)
Draft: (Fin) 1448mm (4'9")
Displacement: 1123kg (2475 lbs.)
Ballast: 413kg (910 lbs.)
Ballast material: Lead (non-moveable)
Keel: Fixed in position
Engine: Outboard
Type of rig: Fractional, aluminum

Unmodified Class Boat

PHRF General Rating: 150 to 168

Suggested Class standard maximum sail specifications:

Foretriangle: I = 8458mm (27'8"), J = 2210mm (7'3")

Largest headsail: 110%

Main: P = 30', E = 12', MGU = 4.78', MGM = 8.125'

Spinnaker: Symmetric, SL = 28', SSMG = 15', SSF = 15', SPL = 8'3"

IC = 27' 7 1/2"

