The following are the freesail M Class building rules, originally adopted by M.Y.R.A.A. (Model Yacht Racing Association of America) on April 14, 1932 and by I.M.Y.R.U (International Model Yacht Racing Union) August 3, 1937. The rules were revised in 1939, 1954 and again sometime between 1954 and 1972. M.Y.R.A.A. did not publish a revised edition of their rules book after 1954: rule books issued after 1954 simply were delivered with crossed out portions indicating the latest rule changes. These M.Y.R.A.A. changes consisted of deleting restrictions on prognathous keels, metal fins, and garboard radius, plus the addition of a limit of 85 inches to the maximum sail hoist. The M.Y.R.A.A. rules are shown in plain type.

In April 2000, the SFMYC M class skippers adopted several SFMYC-only rules for the purpose of keeping older boats in the fleet competitive. Known as the "SF Restrictions", these rules limited the displacement, draft, hull and spar materials, maximum sail hoist, and sail construction. The SF Restrictions are shown in bold type.

The M.Y.R.A.A. faded away as an organization in the early 1970s, but the M class continues to be a recognized I.M.Y.R.U. class, so it is important to note that the SF Restrictions do not apply outside of the SFMYC. The M class continues to be raced elsewhere in the world (in England at least), and because of the SF Restrictions, San Francisco’s boats have been left far behind developmentally and competitively. Although SF M boats still qualify with respect to the I.M.Y.R.U. class rules, they are functionally obsolete beyond Spreckels Lake.

M.Y.R.A.A.

M – CLASS
(Marblehead 50-800 Class)

Revised Edition 1954
(Previous issues are rescinded)
Amended by the M.Y.R.A.A. 1972 (?)
Amended April 2000 by the SFMYC (the "SF Restrictions")

RATING RULES

A model yacht, mainly restricted as to overall length and sail area, and adopted by M.Y.R.A.A. on April 4, 1932, and by the International M.Y.R. Union, August 3, 1937, as a second International Class.

Formula: Overall length of hull, 50 inches, plus or minus a quarter of an inch. Sail area, excepting spinnaker, NOT to exceed eight hundred (800) square inches.
Prohibited:
(1) Sliding or adjustable keels.
(2) Center-boards.
(3) Lee-boards.
(4) Bilge-boards.
(5) Bowsprits.
(6) Overhanging rudders.
(7) Outriggers, pontoons, or twin hulls.
(8) Movable or shifting ballast.
(9) Prognathous keels; specifically: No portion of the forward or leading edge of the keel appendage may project forward of any portion of the leading edge above. (M.Y.R.A.A. after 1954).

Garboards: Hollow of garboards shall not be less than one inch radius and may be checked by use of a disc two inches in diameter, applied to garboards at any convenient station. (M.Y.R.A.A. after 1954).

Ballast: Weight of ballast shall not be changed during a race or a series of races.

Bumpers: Bumpers are limited to one-half inch overhang. Bumpers are in no case included in overall measurement, whether built in, recessed or otherwise attached to the yacht, or not.

Rudders: It is forbidden to change rudders during a race or series of races, except in bonafide cases of damage to the original rudder.

No restrictions on:
(1) Scantlings.
(2) Material, except that no carbon fiber is permitted anywhere, and decks must be made of wood.
(3) Displacement. Displacement 15 pounds minimum.
(4) Load waterline length.
(5) Beam.
(7) Freeboard.
(8) Tumble-home.

UNITS OF MEASUREMENT
All measurements shall be taken and recorded as follows:
Linear: Inches and decimal fractions of an inch.
Area: Square inches and decimal fractions of square inches.
Weight: Pounds (lbs) avoirdupois and decimal fractions of it.

TYPES OF RIG
Bermudian, Marconi, or jib-headed mainsail, Gaff, Gunter, Wishbone, etc. may be used.

Main and jib must be of single panel woven dacron.
ALTERNATE RIGS
Alternate rigs are allowed, provided total sail area does not exceed 800 square inches, but details of such rigs must be shown on measurement certificates.

HEIGHT OF JIB STAY
The height of jib stay above the deck shall not exceed eighty per cent (80%) of the height of headboard of mainsail above deck.

HOIST OF MAIN
Unrestricted - (M.Y.R.A.A. prior to 1954)
85 inch maximum hoist of main above the deck - (M.Y.R.A.A. prior to 1972)
75 inch maximum hoist of main above the deck.

MASTS AND SPARS
There shall not be a limit to the height of the mast.
The greatest diameter of masts and spars is limited to three-quarters (3/4) of an inch.
There is no restriction on material, weight, or section, and no extra measurements entailed where not round, except that no carbon fiber spars are allowed.
Hollow masts and spars are allowed.
Permanently bent masts and spars, Rotating, and Bipod masts are allowed.
Masts and spars are not included in sail area measurement.
Any increase in sail area obtained by the use of bent masts and spars shall be measured as a bow and added to sail area.
Measurements of raking masts are taken exactly the same as in the case of vertical masts.

SAIL AREA MEASUREMENT
No fore-triangle measurement is taken, only the actual sail area is measured. (See “Calculation of Sail Area”).

ROACH OF SAILS
Roach of sails shall NOT exceed two (2) inches. Rounded foot of loose-footed sail NOT measured.

BATTEN LIMITS
Battens in mainsail shall NOT exceed four in number, and shall divide the leech into approximately equal parts. Battens not to exceed four (4) inches in length.
Battens in headsail shall NOT exceed three in number, and shall divide the leech into approximately equal parts. Battens not to exceed two (2) inches in length.

HEADSTICKS AND HEADBOARDS
Headsticks or headboards shall not exceed three-quarters (3/4) of an inch across the base. This includes headsails, mainsails, and spinnakers.
No wire or other stiffening shall be put in head of sails.
No material other than sailcloth may be used for tablings in the head, tack, or clew of any sail.

SPINNAKER AND SPINNAKER BOOM
Spinnaker hoist must not exceed height of the jib stay.
The spinnaker sheet may be led around luff of headsail or forestay. Sleeves or tubular pockets are prohibited. Spinnaker boom not to exceed fifteen (15) inches in length, measured from the center of mast to outer end of boom.

SAILS UNFAIRLY SHEETED OR SET
Two mainsails may not be set at the same time.
Any contrivance for extending the spinnaker to any other than triangular shape, such as outrigger, footyard, battens, or an auxiliary sheet, is prohibited, as this is a stiffening other than a reinforcement patch of the same material as the sail, at the clew of the sail.
A spinnaker must be set with a boom, and at the start of a board the spinnaker boom must be shipped and used only on the opposite side of the main boom.
The spinnaker boom shall not be used as a bowsprit, by being tacked or fixed down at the outer end when it is right forward.
No jib, foresail, or spinnaker shall be sheeted onto the mainboom and the forestay may be fixed approximately in the centerline of the yacht.
A headsail normally fastened to the deck in the ordinary way may be set onto the spinnaker boom provided the spinnaker boom is on the opposite side to the mainboom.

INSIDE BALLAST
Inside ballast must be declared by the owner at the time of measuring, and the measurer shall see that it is definitely fixed, and that the declared weight is recorded on the certificate.

STEERING GEAR
Yachts shall at all times carry the same rudder and steering gear with which they are measured. Underdeck steering gear is permitted provided that such gear is easily and readily accessible for inspection.

VANE STEERING GEAR
A vane steering gear shall be used only as a steering device to act on the rudder. It is prohibited to sheet or fix the vane or to disconnect the gear from the tiller so that the vane acts as a sail. The vane-feather shall not be measured as sail area. The axis of the spindle of the vane shall be inboard, but any other part (than the spindle) of the gear may overproject the hull. Any part of the gear may be removed or adjusted without being construed to be shifting or movable ballast.

RADIO CONTROL AND TIMING DEVICE
The use of radio control, or of any mechanical device not actuated by the force of the wind, including timing devices for operating the tacking-gye, is prohibited.
Note: Regarding the roach of sails: “Rounded foot of loose-footed sail NOT measured” is taken to mean that it is not measured sail area. Nonetheless, in accordance with the M.Y.R.A.A. Calculation of Sail Area for All Classes, given below, the rounded foot is limited to a maximum of 1 inch.

CALCULATION OF SAIL AREA FOR ALL CLASSES

1.) Triangular Mainsail:

   (a) LUFF, measured from the lowest point of sail on the mast (TACK) to the bottom edge of HEADBOARD, headstick, or eye in PEAK of sail (where no headboard or headstick is used).
   
   (b) DIAGONAL, measured from after edge of sail at boom (CLEW) to NEAREST point on line of LUFF.

   SAIL AREA = \(\frac{\text{Luff Measurement} \times \text{Diagonal Measurement}}{2}\)

2.) Triangular Jib or Headsail:

   (a) LUFF, measured from lowest point of sail at forward edge (TACK) to base of HEADBOARD, headstick, or eye in PEAK of sail (where no headboard or headstick is used).

   (b) DIAGONAL, measured from after edge of sail at boom (CLEW) to NEAREST point on LUFF.

   SAIL AREA = \(\frac{\text{Luff Measurement} \times \text{Diagonal Measurement}}{2}\)

3.) Quadrilateral Sails, etc:

   Sails with a greater number of sides than three (3) are divided into the appropriate number of triangles and Sail Area is measured and calculated in a manner similar to that outlined in 1.) and 2.) above.

4.) Notes on Sail Area Measurement:

   (a) Only the ACTUAL sail area, excluding roaches and rounded edges of loose-footed sails is measured.

   (b) ROACH of sails not to exceed 2 inches. ROUNDED FOOT of loose-footed sails not to exceed 1 inch.

   (c) Except as provided in the case of the ROUNDED FOOT of a sail not laced to the boom, any increase of sail area due to an intentionally bent or curved mast, jibstay, or other spars shall be computed and added to calculations for sail area measurement.
as follows: The length of a LUFF or foot (on a laced curved foot) of such a sail shall be multiplied by two-thirds (2/3) of the bow produced.