



OWNER'S MANUAL

Owner's Name _____ Yacht Name _____
_____ Hull No. _____
Address _____ Mega No. _____
_____ Class No. _____
Date _____ Dealer Name _____

C&C Yachts Inc., P.O. Box 'C' Oliphant Lane, Middletown, R.I. 02840 (401) 849-7900

INTRODUCTION

This manual is intended to help you to know your C&C MEGA. It is most important to familiarize yourself thoroughly with all aspects of operating and maintaining your MEGA in a safe and efficient manner. Read your manual carefully as well as the manuals supplied by the manufacturers of components. When you have completed reading these manuals and are still unclear on any aspect of the MEGA, your MEGA dealer will be pleased to help you or you may write to us directly.

You may find your yacht is equipped with gear different from that shown in your manual. Any new piece of equipment will be in all cases, equal to, or better than, its predecessor.

On taking delivery of your MEGA, be sure to read and understand the C&C MEGA warranty. Fill in the warranty card or the change of ownership card and return it to us immediately.

We know you will have many satisfying and happy hours of sailing in your C&C MEGA.

May 15, 1978

INDEX

1. INTRODUCTION
2. LIST OF ILLUSTRATIONS AND TABLES
3. CONSTRUCTION
 - 3.1 Hull
 - 3.2 Deck
 - 3.3 Hull/Deck Joint
 - 3.4 Rudder & steering
 - 3.5 Ballast
 - 3.6 KEEL - WARNING
 - 3.7 Keel - Exception
 - 3.8 Keel Positioning After Launch - General
 - 3.9 Operating Procedures
 - 3.10 CAUTIONS AND NOTES
 - 3.11 Keel Hoist Maintenance
 - 3.12 Chain Tension - Winch
 - 3.13 Battery Charging
4. ACCESSORIES
 - 4.1 To Install Thru Hull Fittings
 - 4.2 Installation of Deck Fittings
 - 4.3 Trailers and Trailing
 - 4.4 Suggested Trailer and Tow Vehicle Specifications
5. MAINTENANCE
 - 5.1 Windows and Hatches
 - 5.2 MEGA Name
 - 5.3 Sail Care
6. FITTING OUT
 - 6.1 Prior to Launching
 - 6.2 After Launching
 - 6.3 Stepping the Spar
 - 6.4 Mast Stepping A-Frame
7. WARRANTY
8. SUGGESTED READING
9. CONSTITUTION, BY-LAWS AND RULES

May 15, 1978

2. LIST OF ILLUSTRATIONS AND TABLES

Figures

- 1 Trailer Sketch for Hull Support
- 2 Spar Raising In Adverse Conditions
- 3 Keel Lift Mechanism
- 4 Schematic Wiring Diagram
- 5 Sling Locating Diagram
- 6 Typical Warranty Forms
- 7 Warranty Registration Change of Ownership Forms
- 8 Sail Plan
- 9 Accommodation Plan

Tables

- 1 Stainless Steel Components, Slides & Cutbacks,
Slab Reefing Booms
- 2 Standing Rigging

3. CONSTRUCTION

3.1 Hull

The C&C MEGA hull is a single unit fibreglass moulding. It is carefully constructed to ensure the complete wetting of the fibreglass with no voids. The exterior finish consists of a pigmented gelcoat moulded on to the fibreglass. The whale stripe is permanently moulded in the hull to reduce maintenance requirements. The MEGA name on the side is a pressure sensitive tape and may be peeled off and replaced. Balsa coring and stringers are used at numerous locations in the hull to add stiffness with minimal weight.

3.2 Deck

The deck, cockpit, and transom, like the hull, is a single unit fibreglass moulding surfaced with gelcoat. Balsa core is incorporated into specified deck areas between the layers of fibreglass to give additional strength. A non-skid finish is moulded into the working areas of the deck.

3.3 Hull/Deck Joint

The hull-to-deck joint was specifically designed for the MEGA and details are illustrated in Fig. 1 . The hull and deck flanges are mated with a layer of sealing compound. Rivets then attach the two permanently together.

3.4 Rudder & Steering

The outboard kick-up rudder for the MEGA is constructed of two fibreglass shells bonded together. The inside area of the rudder is filled with foam to provide positive buoyancy to assist in "kicking" it up. Your rudder is equipped with uphaul and downhaul control lines and cleats. When sailing in deep water the rudder must be cleated in the full down position. When launching or retrieving the rudder should be cleated in the full up position. When beaching the rudder should be allowed to free float then cleated up after the boat is beached. The rudder should be removed for trailering and stowed securely on board the boat, in the towing vehicle, or on the trailer.

A light spray of silicone lubricant on the pintles occasionally will ease the steering and facilitate easy installing and removing.

3.5 Ballast

The keel of a MEGA is solid iron, cast to very close tolerances and treated with an anti-corrosive coating. The keel gives the yacht stability and because of its foil shape, provides a certain amount of 'lift' when the yacht is sailing to weather. The keel on your MEGA is adjustable with an optional electrical winch and screw jack system. The winch will retract the keel so that the bulb is almost flush against the bottom. In this position, the MEGA has a draft of approximately two feet.

3.6 KEEL - WARNING

THIS KEEL IS VERY HEAVY. DO NOT ATTEMPT TO RAISE OR LOWER THE KEEL WITH ANY DEVICE OR MECHANISM EXCEPT THE SCREW JACK PROVIDED BY THE BUILDER. INSTALLATION AND REMOVAL OF THE SCREW JACK MUST BE COMPLETED BY AN AUTHORIZED REPRESENTATIVE OF THE BUILDER. FAILURE TO STRICTLY COMPLY WITH THESE REQUIREMENTS COULD RESULT IN SERIOUS DAMAGE AND PERSONAL INJURY.

BUILDER DISCLAIMS ANY LIABILITY FOR PROPERTY DAMAGE OR PERSONAL INJURY ARISING OUT OF OR RESULTING FROM ANY FAILURE TO STRICTLY COMPLY WITH THESE REQUIREMENTS.

3.7 KEEL - EXCEPTION

In commissioning or decommissioning a MEGA without a screw jack, a travel lift may be employed. To lower the keel the pins are removed and the hull is lifted slowly. The keel will remain on the cradle or trailer. Continue lifting until the keel is fully extended. You are now ready to launch. An individual should then go inside to pin and bolt the keel in the down position.

In decommissioning, the keel pin and bolt are removed and the boat lifted carefully. Center the keel on a trailer or cradle and slowly lower the boat. The keel will slide up into its trunk. Leave the weight of the keel on the trailer or cradle. The keel is not to be pinned in this position.

3.8 Keel Positioning After Launch - General

The keel may be pinned in the up, down or middle position and must be pinned at all times when sailing. The full weight of the keel should be on the screw jack mechanism ONLY when raising or lowering to one of the three positions. The keel should be pinned in the desired position on the forward post, then the winch activated to allow the weight to rest on the pins on the forward post. The keel weight is designed to be carried on the pins in the forward post and the screw jack aft. You may adjust keel position while underway, but pin the keel and release the tension as soon as the desired position is reached.

The components of your MEGA's retractable keel are depicted in Fig-3 .

IMPORTANT

THE KEEL IN YOUR MEGA WEIGHS IN EXCESS OF ONE TON. THIS IS A LARGE WEIGHT TO MOVE AND EXACT INSTRUCTIONS THAT FOLLOW SHOULD BE ADHERED TO. THE KEEL MECHANISM HAS BEEN ENGINEERED WITH THE GREATEST OF CARE TO PROVIDE TROUBLE-FREE AND SAFE OPERATION AS LONG AS THE FOLLOWING INSTRUCTIONS ARE CAREFULLY COMPLIED WITH.

3.9 Operating Procedures

Two keel pins are provided. Remove and install as appropriate where indicated below.

To lower from full up and pinned position:

- 1 . Plug in winch electrical cable.
- 2 . Check for obstructions on posts and I-beam.
- 3 . Ensure you have sufficient water depth to lower.
- 4 . Spray full length of jack screw with silicone lubricant through slots on both sides of aft post.
- 5 . Activate winch UP. Raise only enough to release pressure on pin in forward post. STOP.
- 6 . Remove top pin.
- 7 . If lowering to mid position, remove the top one of the two mid position pins.
- 8 . If lowering to full down position, remove both mid position pins and the lower position pin.
- 9 . Activate keel winch DOWN. Lower until I-beam contacts the mid position pin or the keel trunk as desired.
- 10 . STOP
- 11 . Replace all pins. Ensure one is placed just above keel I-beam to lock it.
- 12 . Disconnect and stow electrical cables.

3.9 Operating Procedures (cont'd)

To raise from down and pinned position:

- 1 . Plug in winch electrical cable.
2. Check for obstructions on posts and I-beam.
3. Spray full length of screw jack with silicone lubricant through slots on both sides of aft post.
4. If raising to mid position, remove lower pin and lower of the two mid position pins.
- 5 . If raising to full position, remove ALL pins.
6. Activate winch _UP.
7. Raise until I-beam is just above the lower mid position pin hole or the upper position pin hole depending on location desired.
8. Insert all pins.
9. Lower the keel until it contacts the pin.
10. STOP.
- 11 . Disconnect and stow electrical cables.

3.10 CAUTIONS AND NOTES

CAUTION:

NEVER ACTIVATE WINCH TO RAISE OR LOWER KEEL AGAINST A PIN IN FORWARD POSITION. DAMAGE MAY RESULT.

CAUTION:

WHEN TRAILERING, KEEL MUST BE LOWERED SO THAT ITS FULL WEIGHT IS RESTING ON THE TRAILER. IT IS NOT PINNED WHEN TRAILERING.

Note: Manual Operation - Your MEGA screw jack mechanism is provided with a manual back-up to the electrical system should it be required. To use, remove the inspection cover on deck. Insert the winch handle on to the top of the threaded screw jack. Disconnect the chain from the sprocket on the screw jack by loosening the winch motor mounting bolts and sliding the motor aft. Now follow the same procedure as outlined with the electrical system. The handle will require considerable effort to crank and it will take some time to raise or lower the keel. This is provided as an emergency back-up system only.

Note: The screw jack will not allow the keel to move or fall. Only by turning the screw can the keel be moved.

3.11 Keel Hoist Maintenance

Proper lubrication of the keel hoist screw jack nut assembly is mandatory to ensure that the electric keel hoist winch motor is not damaged due to overloading. This will also ensure that excessive battery current is not used, thereby providing maximum battery use from each charge.

The screw should be lubricated with a spray type lubricant. GE silicone spray and WD 40 are two commonly available brands. Simply start at the top of the slot on each side of the aft post. Operate the spray and spray down to the bottom of the slot. This should be done each time the keel is cycled or often enough to prevent corrosion if the system is seldom activated. It should also be lubricated prior to the first operation during spring commissioning and before the final operation prior to fall layup.

The keel is a solid iron casting. It will require periodic painting with paints recommended by your dealer for your local sailing waters.

There is a bronze roller at the aft bottom end of the keel trunk. While the boat is in the water, it is water lubricated. It should be lubricated periodically if kept on a trailer and in the spring and fall before and after commissioning and fall layup with silicone.

The electric winch motor should be lubricated according to the manufacturer's specifications.

The chain and sprockets should be lubricated with powdered graphite or dry chain lubricant every five cycles of the keel or once a month - which ever comes first.

The top screw jack bearing should be lubricated every two years by your C&C dealer.

3.12 Chain Tension -Winch

The chain between the two sprockets should normally require no adjustment. Should it become loose or if the hoist motor has been removed, then the hoist motor should be slid all the way aft in the mounting slots. The chain is then put on the sprockets. Slide the hoist motor forward until the chain has 1 /2" slack and tighten the mounting bolts.

3.13 Battery Charging

Most small outboards are available with alternators to keep the battery charged. Frequent operation of the keel lift mechanism may require additional periodic battery charging with a conventional battery charger.

4. ACCESSORIES

4.1 To Install Thru Hull Fittings

NOTE:

The bottom of the MEGA is balsa cored in the areas indicated in Fig. Balsa coring in the form of stringers is also used where indicated. Depending on the location of the thru hull, follow the appropriate instruction.

In areas where the floor liner exists, it will be necessary to install an access port in the liner to reach the hull. Plastic covers of various sizes are available from your dealer to cover the access ports.

Balsa Cored Hull

- a. Drill hole size to accommodate the thru hull fitting.
- b. Using a knife, remove the balsa core from the area surrounding the hole, one inch in from the edge of the hole.
- c. Fill this area with a marine sealer (3M Scotch Grip Wood Adhesive 5230 or equivalent) and allow to dry.
- d. Install the sea cock or thru hull fitting. Another layer of marine sealer should be applied between the interior portion of the fitting and the hull. Allow to dry.

Directions illustrating the various components of the thru hull fitting should be included with the unit.

Note: After applying the marine sealer between the interior of the fitting and the hull, tighten the unit.

Non Balsa Cored Hull: To ensure correct positioning of the thru hull, consult with your local marine dealer.

- a. Drill hole size to accommodate the thru hull fitting.
- b. A small back--up plate is required for strength purposes. A hole the same size as that in the hull should be drilled in the wood. The holes may then be lined up, the wooden back-up plate bedded with sealer, and glassed into place using mat and resin.
- c. Install the thru hull fitting.

Directions illustrating components of the thru hull fitting should be included with the unit.

4.2 Installation of Deck Fittings

Winches: Winches require back-up plates. Lock washers and nuts are required. Bolts for winches, tracks, cleats, etc. should be bedded with a waterproof sealant.

Other: Any deck fitting which is under load (chainplate covers and inboard genoa tracks) should be checked at least once a year and rebedded with sealant if found to be leaking.

4.3 Trailers and Trailing

It is extremely important that you understand the basic requirements that make trailering a sailboat both safe and enjoyable. There are booklets published by trailer manufacturers on the subject. Boating magazines as well as your C&C dealer are other good sources of information. You should also check with your local authorities about trailering regulations.

You should refer to the specification sheet enclosed in this manual to ensure the boat is properly supported and meets local trailering regulations.

A MEGA with trailer, motor and gear will weigh approximately 6,000 lbs. Most full sized sedans or station wagons with a towing package are capable of towing this load. Trailer tongue weight should be 7% to 10% of the total towing weight. The MEGA is a large trailerable and due caution should be used to ensure safe trailering.

WARNING: WHEN TRAILERING, THE TOTAL WEIGHT OF THE KEEL MUST BE CARRIED ON THE TRAILER BED. THE KEEL MUST NEVER BE LEFT SUSPENDED ABOVE THE TRAILER.

When retrieving the boat, the keel must be fully raised. It is important the boat is centred on the trailer. Once it is housed on the trailer, the keel will be several inches above the trailer. The keel must then be lowered so the total keel weight is resting on the trailer bed.

In launching, the keel should be fully raised to clear the trailer prior to launching.

Your MEGA should be secured forward by the bow eye. A safety chain should be attached. Do not depend on the winch cable alone for security.

The MEGA should be tied down to the trailer just aft of the cabin. A line or strap fastened to the trailer is led up the side, beneath the toe rail and across the boat, under the other toe rail and down to the trailer. It should be quite strongly tensioned.

4.3 Trailers and Trailing (cont'd)

The outboard motor should be well secured in the inboard position for trailering. A line around the lower unit and secured to the stern restraining bar or stern pulpit is a good idea.

The mast and boom should be well secured. Hatches should be closed and locked, as they may blow open or off during trailering. All interior loose gear should be stowed and secured.

Your rudder should be removed during trailering and replaced just prior to launching. Be sure to lock it in the kicked-up position prior to launch or retrieval.

When trailering, the rudder should be secured in the cockpit, inside the boat, on the trailer, or in the tow vehicle to prevent damage.

Theft is always a potential problem for a trailerable boat. Lock your hatches and outboard. If leaving the trailer, lock the hitch closed to prevent damage.

4.4 Suggested Trailer and Tow Vehicle Specifications

Tow Vehicle: a . A tow vehicle capable of pulling 6,000 lbs. is required. b . Hitch - rated at 6,000 to 10,000 lbs. ; equalizing if required. c. Ball - 2" or 2-5/16" solid machined ball, 6,000 lbs. rated, minimum.

Note: Four-wheel drive utility vehicles and other similar types of vehicles in addition to pickup trucks and vans are usually rated to haul this weight without additional equipment. Such vehicles will normally require only the proper size and capacity ball and hitch. Check your owner's manual or consult your dealer.

Note: Ford, GM and Chrysler all offer towing packages for full size sedans and station wagons. All three manufacturers rate their vehicles for 6,000 lbs. with such a package. Packages usually include an equalizing hitch, booster springs or air shocks, large V-8 engine, transmission oil cooler, etc.

Note: Towing with a vehicle not rated for the task will result in vehicle damage and may be unsafe as well.

Trailer Manufacturers: Many makes are available but must be adequately set up for a MEGA.

4.4 Suggested Trailer and Tow Vehicle Specifications (cont'd)

WARNING: INADEQUATE OR INCORRECT SUPPORTING SYSTEMS CAN CAUSE EXTENSIVE HULL DAMAGE. WE STRONGLY RECOMMEND YOU DEAL WITH A RESPONSIBLE TRAILER MANUFACTURER AND BE SURE THE NECESSARY SPECIFICATIONS ARE FULFILLED.

C&C YACHTS WILL NOT WARRANT DAMAGE DUE TO A FAULTY TRAILER SUPPORT SYSTEM.

Regarding the selection of trailers for MEGA, we draw your attention to the following three trailer suppliers whose products have been use tested carrying a MEGA.

Aluminum Trailers - U.S. and Canada

Trailex Inc.

60 Industrial Park Drive

Canfield, Ohio, 44406

Tel: (216) 533-6814

Model - TX 6000 2F MEGA

Steel Trailers

U . S .

E.Z. Loader Boat Trailers

North 717 Hamilton Street

P.O.Box 3263, Terminal Annex

Spokane, WA. 99220

Tel: (509) 489-01 81

Model - TCB 6000 MEGA

Canada

Clarke Brass Mfg. Co. Ltd.

2399 Cawthra Road

Mississauga, Ontario, L5A 2W9

Tel: (416) 279-9022

Model - MEGA 6000

Suggested Trailer Specifications:

- a. 6,000 lbs. capacity - minimum
- b. tandem axle
- c. welded steel or aluminum construction
- d. hydraulic surge or electric brakes on all four wheels
- e. padded bunks (min. 8" wide) to support boat from keel aft to within 3 ft. of transom. Single bunk to be 27" offset (centerline boat to centerline bunk). If two bunks are desired on each side they should be 15" and 33" off centerline respectively. In no case go beyond 34" off centerline. This is the point where the balsa coring in the bottom ends.
- f. self-adjusting rollers or padded bunks to support from the keel forward. Self-adjusting rollers facilitate loading and unloading. 32 rollers is ideal.

May 15, 1978

Suggested Trailer Specifications: (cont'd)

- g. keel support - rollers, pad or platform to support keel. Keel must be lowered onto this support once the boat has been loaded. The principle is that the bunks and rollers support the hull and take its weight while the keel pad takes the keel weight.
- h. nose wheel with winch or crank. Tongue weight should be 7% to 10% of gross weight (420 - 600 lbs.). The nose wheel and winch are essential with this much weight.
- i. winch - 3,000 lbs. capacity with cable to winch boat onto trailer and hold it. Multi speed winch makes the job easier.
- j. tires - of adequate capacity, 8 ply or more recommended.
- k. lighting system - to federal regulations.
- l. fenders - to federal regulations and to protect boat.

Optional Trailer Equipment:

You may wish to consider the following to make trailering easier.

- a. walk way down trailer - to keep your feet dry
- b. bearing buddies - to ease bearing lubrication
- c. waterproof lighting system - eases maintenance
- d. galvanized steel - eases maintenance requirement
- e. anodized aluminum - eases maintenance and adds to appearance
- f. keel centering guides - can be rollers, wood or metal. Centers the keel and boat as it is recovered
- g. steps - on the winch platform - ease boarding when on trailer
- h. tongue extension - facilitates launching from shallow angle ramps
- i. fenders - ease boarding and maintenance
- j. storage box - for gear
- k. brackets - to hold mast stepping A frame, rudder, etc.
- l. lock - for hitch to prevent theft
- m. electric trailer winch - eases recovery job
- n. spare tire and carrier - always a good idea
- o. trailer jack - for tire changing
- p. tie-down straps - make the tie down job easier and neater

5. MAINTENANCE

5.1 Windows and Hatches

The forward hatch of your MEGA is glazed with plexiglass which is impact resistant and very durable. The surface of plexiglass, however, is not highly abrasion-resistant and therefore gritty cleaning agents should never be used. Clean plexiglass with plexi-glass cleaner. If plexiglass requires polishing, plexiglass polish is available from most marine stores or hardware dealers. Toothpaste may be used as a substitute for plexiglass polish. Rinse afterwards with clear water.

The windows in your MEGA are made of polycarbonate sheet (Lexan or Tuffac). This space age material is extremely durable and is often described as "bulletproof". The same basic care and maintenance should be taken as with plexiglass.

5.2 MEGA Name

The MEGA name on each side is pressure sensitive tape. This tape may be cleaned by using mild detergent solution and if damaged, can be purchased from C&C Yachts or from many marine supply outlets.

5.3 Sail Care

Your MEGA sails are built by North Sails from the finest sailcloth and to the best aerodynamic designs available anywhere in the world. With good care they will serve you well for many years.

Major enemies of dacron sailcloth are ultraviolet rays, chafe, and sharp objects.

Protect your sails from ultraviolet by keeping them under cover when not in use (a mainsail cover and a roller furling genoa cover are a good investment).

Protect your sails from chafing by not leaving them hoisted to flutter in the breeze when you are not sailing - at the club pier during lunch or a break between races, for example.

Eliminate tears by eliminating sharp objects - tape all cotter pins, file all burrs, round off all sharp corners - and you won't have torn or patched sails.

While wrinkles caused by stuffing your sails into their bags do not cause excessive wear or shorter sail life, your sails will be much smoother (and take up much less storage room) if you always fold them after use. Leaving your mainsail flaked on the boom and your headsail roller furled on the headstay is fine, providing you keep them covered.

6. FITTING OUT

6.1 Prior to Launching

IMPORTANT NOTE:

If you have the mast stepping A-frame option, you may want to step the spar with the boat on its trailer or cradle. This is a commonly accepted procedure with "trailer sailors" and provides a more steady work platform than when the boat is afloat.

If you do not have this option, you will need the service of a crane or gin pole to raise the spar.

PLEASE do not attempt to walk the spar up, no matter how much help you have. This method works well on smaller trailerable boats and was tested on the MEGA with unsatisfactory results.

Be safe, not sorry. Use a crane, gin pole, or the optional A-frame.

Lubricate the screw jack and winch chain if so equipped as described in Sec. 3. 11 .

6.2 After Launching

- a. Check any thru hull fittings and the bilge to ensure that leakage is not occurring.
- b. Turn on main power switch.

6.3 Stepping the Spar

The spar is stepped in the deck mounted tabernacle.

The spar should first be laid out on the bow pulpit and the cockpit crutches or on two or more saw horses and checked carefully. Spreaders should have the pins in place and all standing rigging should be affixed to the spar. Main upper shrouds should be positioned in spreader ends and locked. Halyards must run freely and sheaves turn easily. Install and check running rigging. Examine halyards for wear and replace if necessary. Steaming, mast head and spreader lights, plus any mast head and spreader lights, plus any mast head wind instruments should be checked.

6.3 Stepping the Spar (cont'd)

Tie all running rigging together and secure tightly to the spar with light line at a point that will be just above the tabernacle when the spar is stepped. The mast on the MEGA must be supported aft while being pinned at the tabernacle. The mast raising option includes a crutch. This or a similar support must be utilized to support the mast as you move it aft on the boat until the top hole of the two holes just above the base is aligned with the top hole in the tabernacle. Insert the bolt through the tabernacle and mast. Secure it snugly with the lock nut. Do not tighten at this time.

Ensure all shrouds are secured to the spar at their upper ends with the Gibb T-ball hooks. Once the Gibb T-ball hook is installed, a piece of tape over the opening above the hook will prevent it from coming out during the stepping procedure. Once stepped, this is not of concern - the Gibb T-ball hooks cannot come out. Attach the main and lower shroud turnbuckles to their chainplates. Back off the turnbuckles several turns to ensure easy stepping. Count the turns so you can return to the original position and "tune".

Attach the backstay and slack it off to its maximum. Also ensure that the twinstay is free and clear.

If you have the optional mast stepping A-frame, rig in accordance with instructions provided in this manual (Sec. 6.4). Otherwise, prepare a rope sling which will take the weight of the spar. A 10-foot line, minimum 5/8" diameter tied, in a loop will suffice. Place the loop around the spar below the spreaders and **OUTSIDE THE RUNNING RIGGING. THE FORESTAY, BACKSTAY AND MAIN SHROUDS MUST BE OUTSIDE THE SLING.** Make fast a 1/2" tie-down line to the sling, securing the other end to a cleat at the bottom of the spar. This line prevents the load of the spar being carried by the spreaders when the spar is raised to a vertical position. It also facilitates pulling down the sling after the spar is stepped. Attach the lifting hook to the sling. In some instances the crane height may not be sufficient therefore the sling must be positioned below the mid point of the spar.

Snug up all turnbuckles. Replace clevis pins and cotter pins. To help prevent damage to sails, insert all clevis pins fore to aft or outboard to inboard and tape over the cotter pins. Release all running rigging and lead to the appropriate blocks and winches.

To unstep the spar, reverse the above procedure. Before removing the spar for winter storage, make a diagram of the location of the running rigging to serve as a guide when the mast is resteped. DO NOT use masking or filament tape on the spar. DO NOT expose a spar wrapped in plastic to sunlight. It is better to leave a stored spar unwrapped.

6.4 Mast Stepping A-Frame

After the mast is positioned for stepping as in 6.3 "Stepping the Spar" unfold the mast stepping A-frame and attach the toggles at the end of each leg to the deck brackets provided. Laying it on the foredeck, attach a jib halyard shackle to the upper eye at the junction of the A-frame legs. A snatch block should then be attached to the lower eye at the junction of the A-frame legs. Attach a second snatch block to the diamond base eye plate located on deck aft of the forestay chain plate. Secure one end of the spinnaker sheet or the self tacking jib sheet to a bow mooring eye located on the foredeck. Lead the remaining end of the sheet through the block located on the A-frame assembly and down through the block attached to the pad eye on the foredeck. This sheet should then run to the winch located on the starboard cabin roof.

Do not secure the sheet to the winch at this time. This two part tackle will be adequate to assist you in raising the spar.

Return to the attached jib halyard and start hoisting it. The A-frame will pivot up into the air. Continue to raise the A-frame until it becomes perpendicular to the spar, e.g. pointed straight up in the air.

This jib halyard should now be secured through the triple halyard stopper located on the coach roof forward of the main companionway hatch.

You are now ready to raise the mast. Double check that all rigging is clear. **WARNING** CHECK FOR OVERHEAD ELECTRICAL WIRES. ALSO CHECK THERE ARE NO ELECTRICAL WIRES BETWEEN YOU AND THE LAUNCH RAMP.

The person working the winch and the tailer should stand to starboard. No one should be under the spar during raising. Assistants should be on deck to support the mast athwartships as it is raised by keeping the upper shrouds as tight as possible. Someone should be ready to attach the twinstay as soon as the mast has reached the up position. Start cranking the winch carefully, checking lines to ensure they are holding. The greatest forces are at this initial point of raising. Crank the mast up slowly and steadily until it reaches the full up position. Care should be taken to ensure that the mast remains aligned with the boat's centerline as it is raised. Do not allow it to swing off to either side. Assistants on the cabin top are essential in this phase of the operation. Secure the line that was used to raise the mast and leave it secured until all standing rigging has been attached and checked. Install second bolt in tabernacle and tighten after tuning.

Remove A-frame and stow below or ashore.

To unstep the spar, reverse the procedure.

7. WARRANTY

Included with this manual is the Warranty Form for your new yacht. Please read it carefully. If there are any questions regarding the warranty's terms or conditions, please consult your dealer.

When you take delivery of your yacht, complete the Warranty Registration card and mail it to:

C&C Yachts Manufacturing Limited,
526 Regent Street,
P.O.Box 970,
Niagara-on-the-Lake, Ontario, Canada,
LOS 1 JO .

THIS FORM MUST BE COMPLETED BY THE ORIGINAL PURCHASER AND RETURNED TO C&C YACHTS TO VALIDATE THE WARRANTY.

The warranty registration also serves as a record to meet U.S.C.G. requirements for yachts purchased for use in the United States.

Also included are additional cards for change of address notification or change of ownership. Please keep us up to date on addresses and ownership since this is the only way we have of keeping our owners informed of changes in this manual.

An owner newsletter is being created and will be sent to all owners periodically at no charge. Please keep us informed of your current address so that you will receive this interesting and informative letter.

8. SUGGESTED READING

There are many excellent books and periodicals available on the subject of boating and yachting. We suggest some below which we feel might be of interest.

The list of titles is by no means complete as a reader's interest may vary. It will depend on his level of skill and whether he is interested in cruising, racing, or perhaps just general reading.

Brown, INVITATION TO SAILING, Simon & Shuster.

Chapman, Charles F., PILOTING, SEAMANSHIP & SMALL BOAT HANDLING, Motor Boating & Sailing Book Division, The Hearst Corporation, New York.

Creagh-Osborne, Richard, THIS IS SAILING (PARTS I, II, III), Nautical Publishing Co. Ltd., Nautical House, Lymington, Hampshire, England.

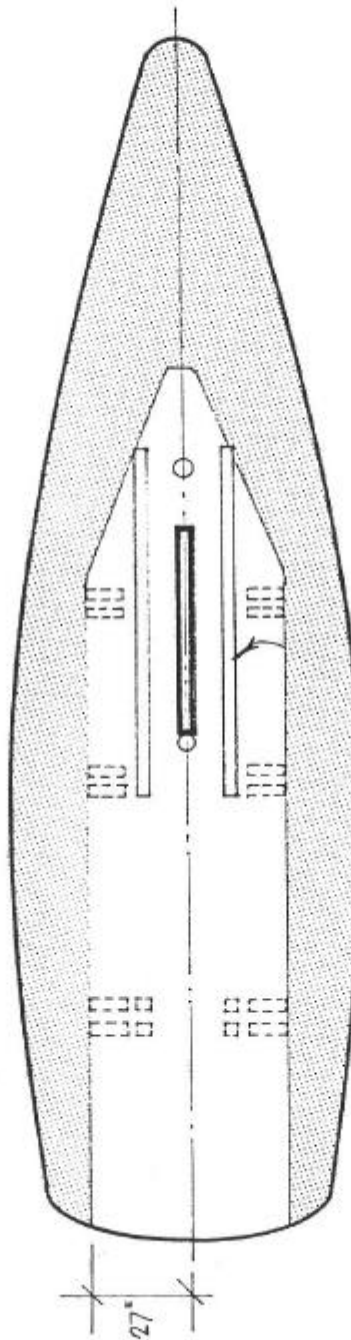
Manning, Richard, & Associates, THE YACHTSMAN'S WIFE, (Qrtly), Box 342, New Canaan, Connecticut 06840, U.S.A.

Simonsen, Capt. Svend T., SIMONSEN'S NAVIGATION, Prentice Hall, Englewood Cliffs, New Jersey, U.S.A.

May 15, 1978

May 15, 1978

ROLLERS ARE FOR BALANCE & EASE OF LOADING
LOCATIONS SHOWN ARE ONLY APPROXIMATE



NO SUPPORT SHOULD EXTEND
OUT INTO SHADED AREA

BUNKS - APPROX 6" WIDE
ARE LOCATED 12" OFF CENTERLINE
& EXTEND FROM 18" AFT TO 24"
FORWARD OF KEEL TRUNK OPENING

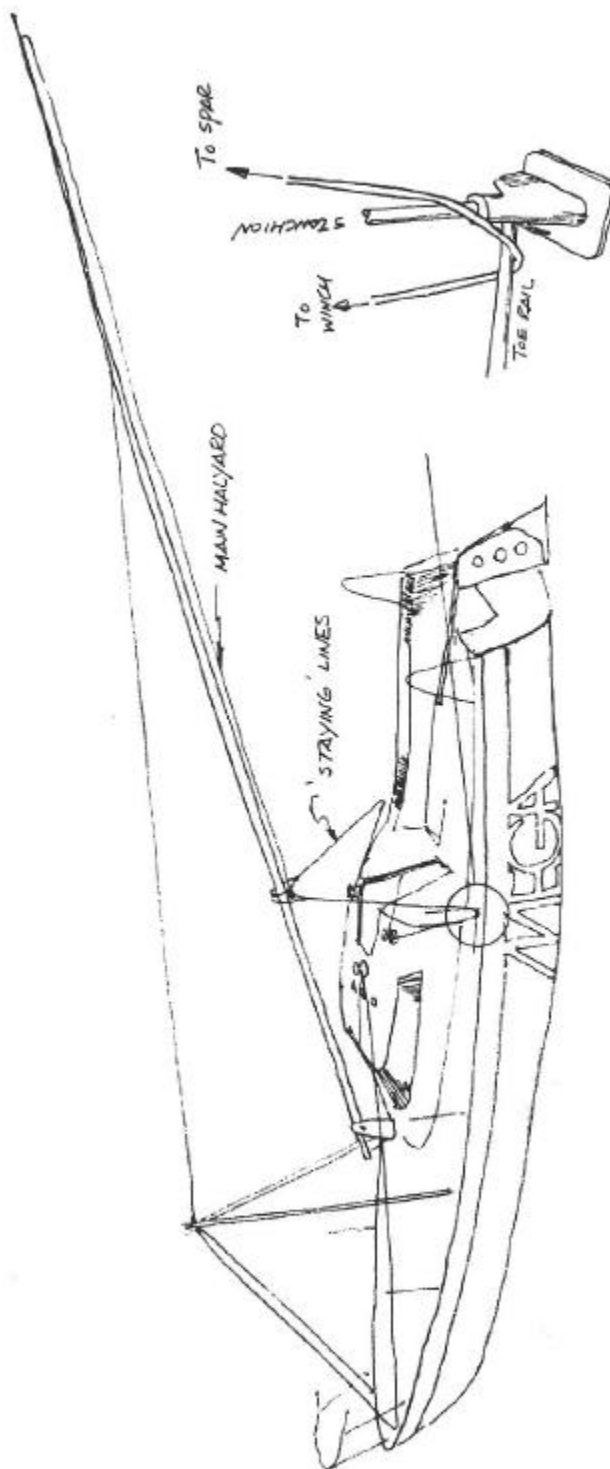
MEGA 30-TRAILER BUNKS

FIG. 1

DATE MAY 15, 1978
REPLACING

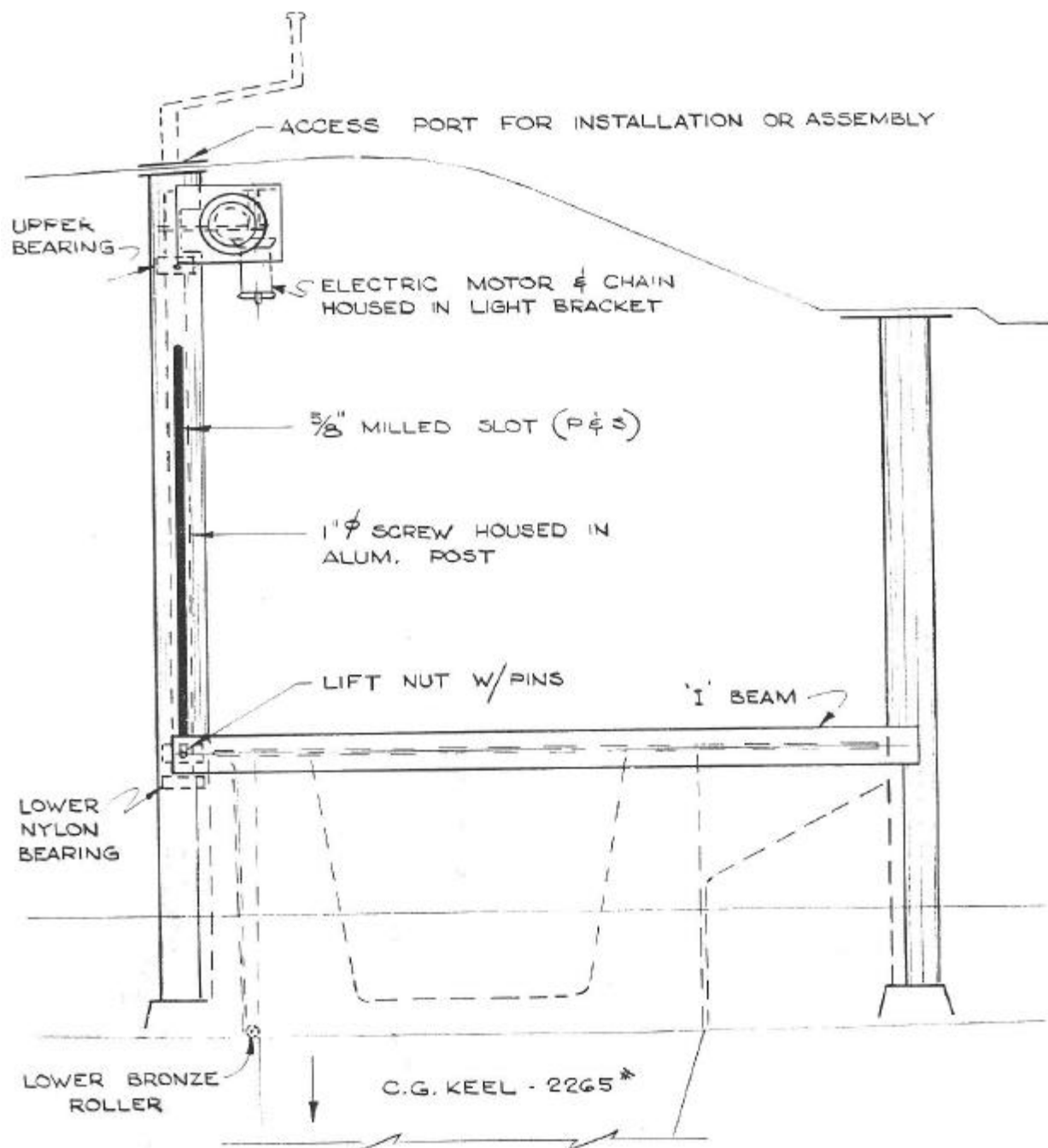
SPAR RAISING IN ADVERSE CONDITIONS

FIG. 2



WHEN RAISING SPAR IN ROUGH WATER OR WINDY CONDITIONS
SPARE LINES TIED AROUND THE MAST AND HELD UP BY THE MAIN HALLYARD
CAN BE LEAD AROUND THE WINDCHOCK ROPE & TOE RAIL, TO WINCHES.
TO STEADY THE SPAR, THE LINES ARE KEPT TAUT AND EASED
AS THE MAST IS RAISED.

DATE MAY 15, 1978
REPLACING KL.

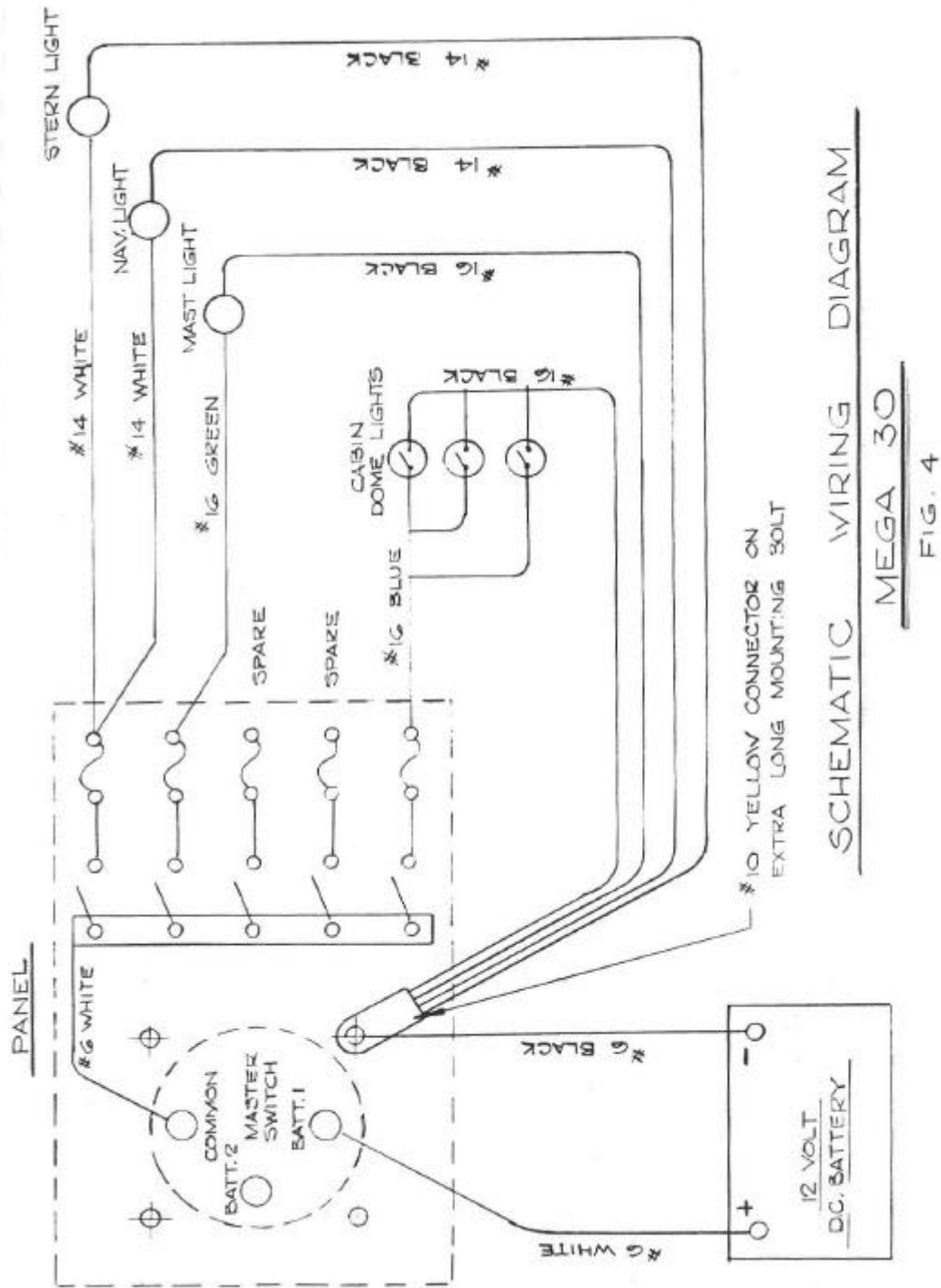


MEGA KEEL LIFT MECHANISM

FIG. 3

DATE MAY 15, 1978
REPLACING

May 15, 1978



SCHEMATIC WIRING DIAGRAM

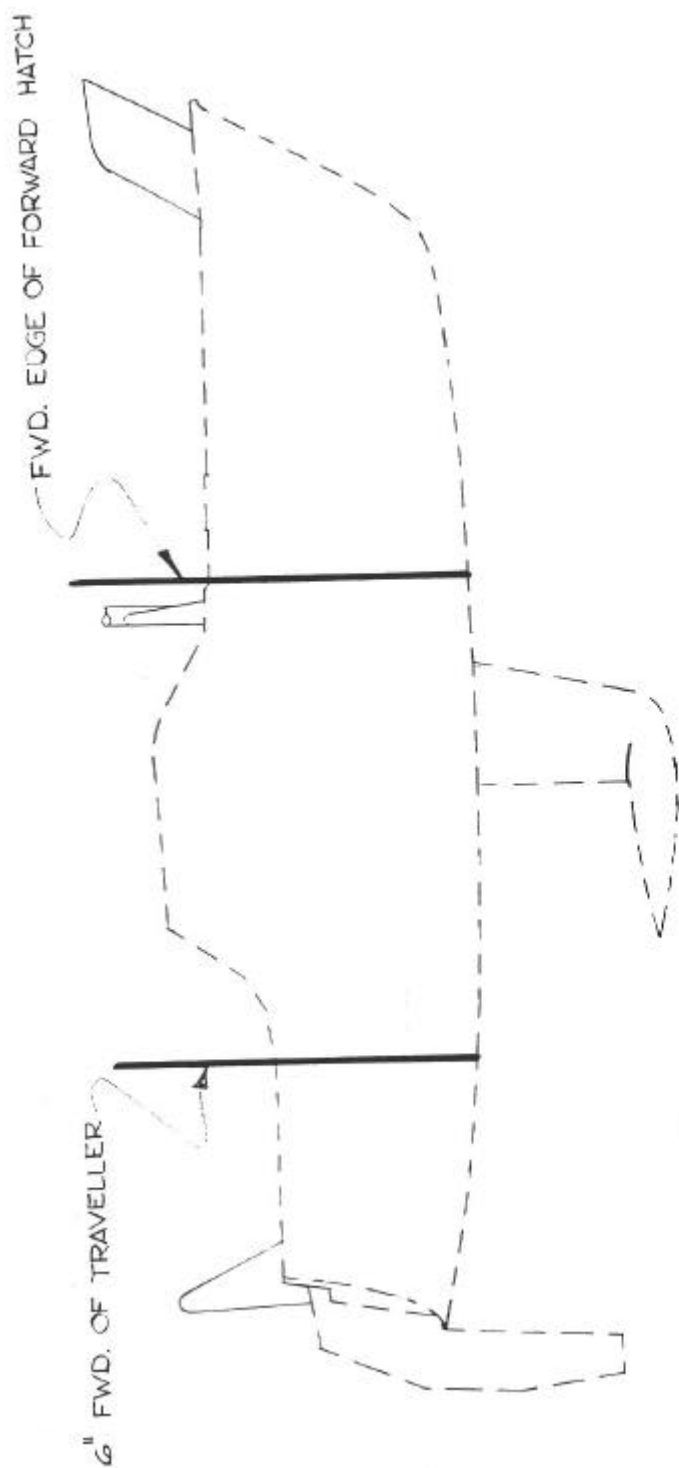
MEGA 30

FIG. 4

DATE MAY 15, 1978

REPLACING

May 15, 1978



MEGA SLING LOCATING DIAGRAM

FIG. 5

DATE MAY 15, 1978

REPLACING

C&C

YACHTS

MANUFACTURING LIMITED

Warranty

LIMITED WARRANTY

Type of vessel

Hull No.

Length

Beam

Weight

Year Built

Engine Make

Serial No.

Sold Through

Commissioning Date

C&C Yachts Manufacturing Limited ('C&C') warrants each new C&C boat and parts thereof, except those parts and components not manufactured by them, to be free from defects in material and workmanship under conditions of normal use and service for a period of ten years from the date of commissioning. The terms and conditions on the reverse side of this document are an integral part of this warranty.

May 15, 1978

526 Regent Street, Niagara-on-the-Lake, Ontario, Canada L0S 1J0

Limited Warranty

Type of Vessel

U.S.C.G. Hull Identification Number

Year Built ☒~~Engine Make~~

SWSC

Name of Original Purchaser

Name of Dealer

Signature _____

Address

Address

Date of Commissioning

C&C Yachts Manufacturing Limited ('C&C') warrants only to the original purchaser, each new C&C Yacht and parts thereof, except those parts or components not manufactured by them, to be free from defects in materials and workmanship under conditions of normal use and service for a period of ten years from date of commissioning. C&C Yachts Manufacturing Limited makes no express warranties in addition to this Limited Warranty. C&C dealers and representatives have no authority to make warranties on behalf of C&C Yachts Manufacturing Limited in addition to, or inconsistent with, those stated herein.

May 15, 1978

L.O.A. - 28'11" L.W.L. - 27'1" BEAM - 7'11"
 DRAFT - launching - 2'0"
 Shallow Cruising - 3'6"
 Sailing - 5'1"
 Displacement Approx. - 4500 lbs.
 Sail area - 418 sq. ft.



FIG. 8

May 15, 1978

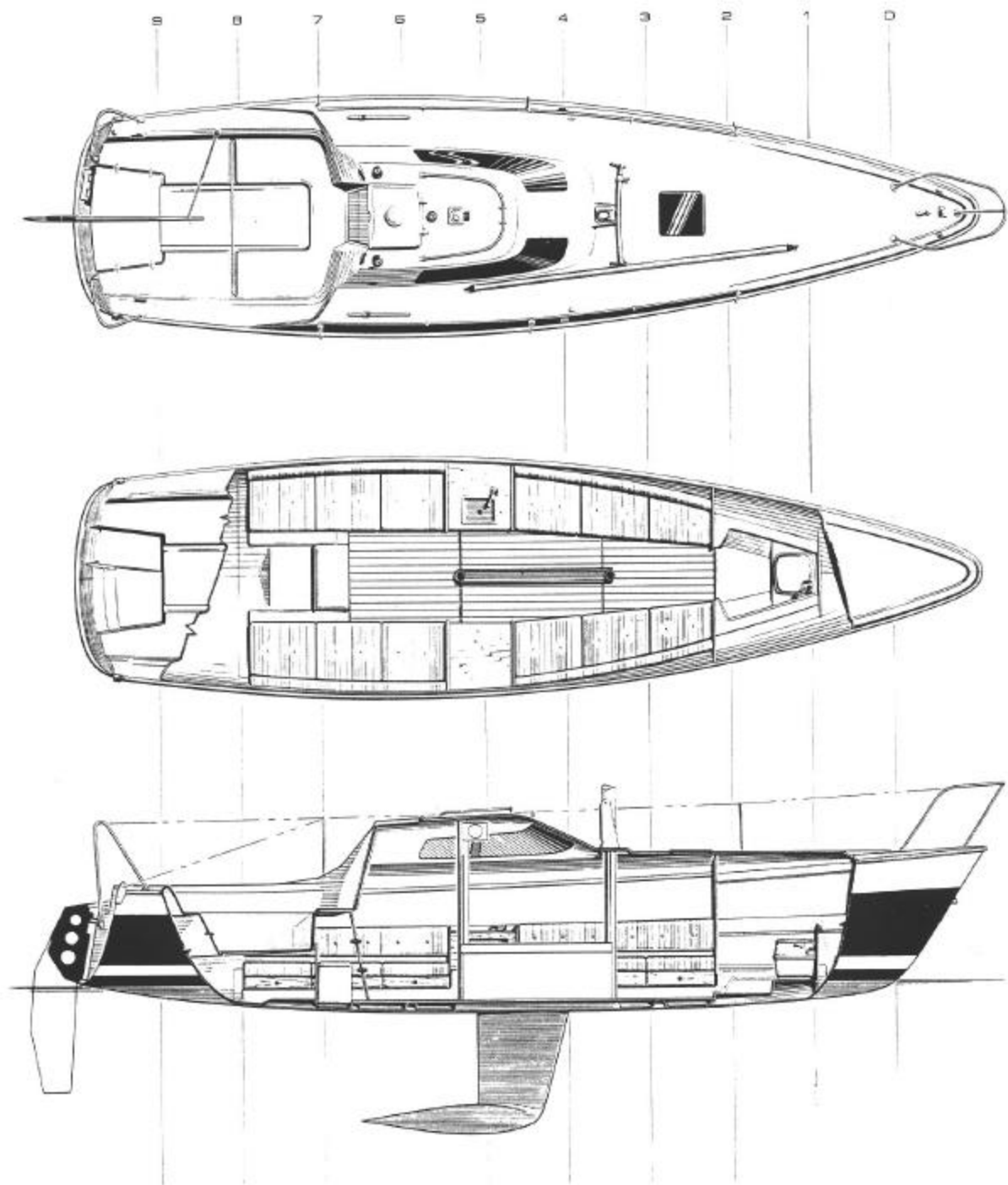


FIG. 9

May 15, 1978

Table 1

MEGA 30

Stainless Steel Components
Slides and Cutbacks
Slab Reefing Booms

Lifeline Components

Bow Pulpit	1 "
Stern Pulpit	1"
Stanchion	7/8"

Mast

Dimensions	5-1/4" x 3-1/2"
	'D' Shape
Slug or bolt rope size	3/8"
Top of sail entry slot above blackband	1'-0"

Slab Reefing Boom

Dimension	4-1/2" x 2-3/4"
	'Ellipse'
Slug/bolt rope size	1/2"
Tack pin cutback	2-1 /8"
Tack pin height	2"
Clew pin. cutback	n/a
Clew pin height	n/a

Spinnaker Pole Track

Dimension	Dia. rings 2"
-----------	---------------

May 15, 1978

MEGA 30 STANDING RIGGING

Table 2

Item	Size (Diameter)	Style	Upper Fitting	Lower Fitting	Remarks
Forestay	#8	Twinstay	Eye & jaw toggle 3/8" Ø pin.	Eye & jaw/jaw toggle 3/8" Ø pin	
Backstay	1/8"	1 x 19 s.s. wire	Marine eye with 1/4" Ø pin.	A.N. jaw 3/16" Ø pin	1/8" 7x19 s.s. bridge at lower end
Lower Shroud	3/16"	1 x 19 s.s. wire	Gibb 'T' Ball Terminal	Marine eye with 3/8" Ø turnbuckle with toggle	2 required
Main Shroud	3/16"	1 x 19 s.s. wire	Gibb 'T' Ball Terminal	Marine eye with 3/8" Ø turnbuckle with toggle	2 required
Upper Life Line	3/16"	Life line Cable	Forward End A.N. Eye	Aft End 1/4" turnbuckle	Plastic coated

Date May 15, 1978

Replacing _____

May 15, 1978

MEGA CLASS CONSTITUTION, BY-LAWS AND RULES

ARTICLE I - TITLE

The name of this association shall be the International Mega Class Yacht Racing Association.

ARTICLE II- PURPOSE

The purpose of this Association is:

1. To promote, development and govern Mega Class yacht racing under uniform rules throughout the world.
2. To maintain the strict one-design character of the Mega Class, so that competition is a true test between individuals and not boats or equipment.
3. To keep the cost of owning and racing a Mega as low as possible consistent with enjoyment, seamanship and safety.

ARTICLE III - INSIGNIA

The insignia of the class shall be a block M as shown below:



ARTICLE IV - JURISDICTION

The Association has jurisdiction over all Mega activities. Power to administer and enforce this Constitution, the By-Laws and the Mega Class Rules shall be vested in the Officers and the International Mega Class Governing Committee (IGCI). The Constitution, By-Laws and Rules are binding upon all members. Fleets and Districts and govern all Mega racing.

May 15, 1978

ARTICLE V - ORGANIZATION

1. Members shall be regular, associate and honorary. Members shall join through the Fleet on whose waters they sail regularly, or as Isolated Members if no such fleet exists.
2. Fleets shall be chartered by the IGC upon application of the owners of three or more Megs sailing on the same waters.
3. Districts shall be formed by the IGC consisting of all the Fleets within a distinctive geographic area.
4. In the event that the National Yachting Authority of a country requires a National Class Association in order to recognize that Class, such a National Association maybe formed. Such National Association shall in no way affect the structure or operation of the International Mega Class as set forth in this Constitution, By-Laws, and Rules.

ARTICLE VI - MEMBERSHIP

1. Any person owning at least 1; 5 of a Mega may become aRegular Member upon payment of the dues specified in the By-Laws to his Fleet or to the IGC if he is an Isolated Member. A bonafide charterer (for fair value) shall be considered as an owner.
2. Any person desiring to support the Association and receive mailings may become an Associate Member upon payment of the dues specified in the By-Laws to his Fleet or to the IGC if he is an Isolated Member.
3. Any person may be elected an Honorary Member by the IGC, in which case they shall receive all the benefits of regular membership.
4. Only regular members may skipper a Mega in sanctioned events, or vote in conducting Association affairs.
5. No person may be denied membership because of race, religion or national origin.

May 15, 1978

ARTICLE VII - INTERNATIONAL GOVERNING COMMITTEE

1. An International Governing Committee of nine members shall consist of three to be elected by written ballot of all Regular Members pursuant to the By-Laws, one to be appointed by C & C Yachts, one to be appointed by North Sails, and the four Class Officers (see Article VIII).
2. At least two members of the IGC (including Officers, see Article V) shall be from North America, and at least two shall be from Europe. Other members of the IGC shall have the specific responsibility of representing other continents on which MEGAs are raced; such responsibility shall be delegated by written ballot of association members from that continent, included with the annual ballot for electing the IGC and Officers.

ARTICLE VIII - OFFICERS ARTICLE

The following Officers (members of the IGC) shall be elected by written ballot of all Regular Members pursuant to the By-Laws.

1. President. He or she is the chief executive of the Association, and shall preside at meetings, summarize decisions, appoint special committees, and make interim rulings.
2. Vice-President. He or she shall perform the duties of the President in his/her absence.
3. Executive Secretary. He or she shall supervise the day to-day business of the Association, carry out the policies set by the IGC, and keep minutes of all meetings.
4. Treasurer. He or she shall keep the Association's books and financial records, be responsible for assets, disburse funds only upon order of the President or the Executive Secretary, and furnish a detailed annual financial report to the members.

ARTICLE IX - COMMITTEES

The following Standing Committees shall be appointed, by the IGC to carry on the business of the Association and make appropriate policy decisions and recommendations. The President and Executive Secretary shall be ad hoc members of all standing committees.

1. Technical Committee, responsible for the Class Rules C&C Yachts and North Sails shall each furnish one member of this committee.
2. International Race Committee, responsible for World and Continental Championship Regattas.
3. Promotion Committee, responsible for promotion of the Mega Class. C&C Yachts and North Sails shall each furnish one member of this committee.

May 15, 1978

ARTICLE IX - COMMITTEES (cont'd)

4. Liason Committee, responsible for co-ordination with the IYRU, National Authorities, and other class associations.
5. Nominations Committee, responsible for nominations for the IGC and Association Officers.
6. Additional Committees may be appointed by the IGC as necessary.

ARTICLE X - ANNUAL MEETING

The Annual Meeting of the Association shall be held during and nearby the annual World Championship of the Class. Written notice shall be mailed to all Regular Members at least 60 days prior to the meeting. The President shall preside, or someone designated by him her. Robert's Rules of Order shall govern conduct of the meeting.

ARTICLE XI - ELECTIONS

Member of the IGC and Officers shall be elected according to the following procedure:

1. Nominations must be submitted in writing to the Executive Secretary by the Nominations Committee or by five Regular Members at least 90 days prior to the Annual Meeting. The Executive Secretary will mail notice of these nominations to all members at least 60 days prior to the Annual Meeting.
2. Discussion of the nominations will be held during the Annual Meeting, at which time additional nominations may be made by five Regular Members present at the meeting.
3. A written ballot will be mailed to all Regular Members by the Executive Secretary within 30 days of the Annual Meeting, and all ballots received back by the Executive Secretary within 45 days of the mailing will be counted.

May 15, 1978

ARTICLE XII - AMENDMENTS

Amendments to this Constitution or the By-Laws must be received in writing by the Executive Secretary, signed by five Regular Members, at least 90 days prior to the Annual Meeting. He/she will mail copies of all proposed Amendments to all members at least 60 days prior to the Annual Meeting.

All Amendments will be discussed at the Annual Meeting, and if approved by a 2/3 majority of those present will be submitted to the full membership by written ballot. The Executive Secretary will mail a ballot containing all such Amendments to all Regular Members within 30 days of the Annual Meeting.

One argument for the amendment may be written by one or more of the Regular Members signing the amendment, and one against the amendment by one or more Regular members appointed by the President, each to be no more than four typewritten pages. These will be mailed with the copy of the amendment and the ballot.

All ballots received back within 45 days of the mailing will be counted. A 3/4 majority of all Regular Members is necessary for an Amendment to be adopted.

ARTICLE XIII

Article III of the By-Laws is not subject to amendment without written approval of C&C Yachts and North Sails.

May 15, 1978

MEGA CLASS RULES

1. **Fundamental Policy.** The Mega Class has been conceived, designed and built to provide one-design racing for cruising sailboats with a minimum investment of money and time spent on equipment selection and maintenance, and a maximum level of equality among boats and gear.

It is the declared intention of the Rules to prohibit alterations to the hull, keel, rudder, spars, rigging or sails which would result, or in the opinion of a protest committee is intended to or likely to result, in a boat or its crew obtaining an advantage over their competitors.

The deck layout, deck hardware and interior additions are left to the discretion of the competitor, subject to the specific restrictions of these rules. (Nothing may be removed from the interior of the hull as it is delivered from the builder unless specifically allowed by these Rules.)

It is the intention of these Rules that, once a yacht has been built a MEGA, she will remain a MEGA provided her hull, keel, rudder and spars have not been altered or modified, or undergone significant repairs after damage.

Any MEGA will be subject to inspection and measurement at any time by authority of the Technical Committee or its authorized representative (s); the methods of measurement, tests to be applied, tolerances, etc. will not be publicized.

The Technical Committee or its representatives is required to use any means it sees fit, including core samples from the hull and deck, templates, weight and inertia measurements, etc. to assure that the yacht has not been modified contrary to these Rules or in a manner which could affect performance.

Anything not specifically allowed by these Rules shall be prohibited.

It is intended that Mega Class competition be between crews, and not between boats or equipment.

2. **Builder and Sailmaker.** All Mega Class boats must be built by C & C Yachts or a builder approved by them. All sails for Mega Class yachts must be built by North Sails or a sailmaker approved by them.

This rule is intended to provide one-design hulls, spars and sails, within the limits of modern, highly skilled manufacturing technology.

3. **Hull.** All hulls must be build of fiberglass, from tooling built by C&C Yachts from master tooling. No hull mold may be altered without class approval. Lay-up and other construction details must be in accordance with the plans and specifications of C & C Yachts.

Hulls may not be faired beyond the factory-delivered state, except during normal maintenance including sanding with normal sanding blocks or power equipment, etc. Intentional efforts to make a factory-delivered hull more fair are illegal.

All hulls will be weighed upon completion at the factory, and their weight brought up to a specified weight by the addition of lead correctors at specified locations fore and aft. The base hull weight and corrector weights will be entered on the official measurement certificate and maintenance record to be kept aboard at all times. The correcter weights will be specified fore and aft in such a manner as to maintain the center of gravity location, in all hulls as identically as possible.

4. **Keel.** All keels must be constructed of cast iron only, except for surface finishing materials. All keels must be supplied by C & C Yachts or a builder approved by them. Keels must be free to be raised as intended by the designer, and nothing may be used to fill or fair the gap between the keel and its trunk where it leaves the hull. Fairing the keel is legal, as long as the web meets the design dimensions and the bulb fits the templates according to the design drawings. No keel may extend beyond a fixed distance from the bottom of the boat.
5. **Rudder.** All rudders must be supplied by C & C Yachts or an approved builder. Rudders may be faired, as long as they fit the templates according to the design drawings. The rudder mourning on the hull may not be changed.
5. 5 **Templates and Tolerances.** The Technical Committee will decide tolerances and obtain and maintain templates to measure hull, keel and rudder shape. The allowable tolerances in hull, keel and rudder shape, hull weight, mast weight and c. g., sail dimensions and weights and other measurement data will be maintained privately by the Technical Committee, and will not be made public to class members or others unless deemed necessary.
6. **Tiller & Hiking Stick.** Tiller and hiking stick are completely optional.

7. **Mast, Spreaders, Boom, Spinnaker Pole, and Forestay.** All of these items must be supplied by C & C Yachts or an approved builder, and may not be altered except for normal maintenance. Sections must be within design tolerances in dimensions and weight.

Mast weight, completely Jigged, must be more than the minimum of 100 lbs., and no mast may have its wall thickness changed, or its center of gravity altered by drilling holes, etc. Any weight needed to reach the minimum weight must be added at the spreaders.

All fittings (halyard blocks, exits, cleats, tangs, masthead fittings, mainsheet blocks, vang and reefing gear, spinnaker pole end fittings, roller furling gear, etc.) are optional, except that no factory supplied fitting may be removed without replacing it with another fitting of at least equal size, weight and strength.

8. **Standing Rigging.** May be replaced, but only by wire of equivalent strength and diameter. No solid rigging is permitted, nor are additional stays or struts allowed. The forestay may not be shortened or extended, so as to alter mast rake. The backstay may be terminated as desired, except mechanical advantage may not exceed 8:1 on 2-part wire, or 4:1 on split yoke (see drawings) or equivalent. No hydraulics are allowed. Turnbuckles of equal size, weight and strength may be substituted.
9. **Deck Layout.** Deck layout is completely optional, except that no more than three winches may be used and no winch of greater rating than the winches supplied by the builder is allowed.
- 9.5 **Sheeting Restrictions.** Mainsheet rig is optional, except that the main traveller may not be lengthened.

Genoa sheeting is restricted to a 24 in. track, located on the deck by the design drawings.

Jib sheeting is restricted to the self-tacking track supplied with new boats, except that the Race Instructions may permit a barber hauler led through a fixed block within six inches of the edge of the deck.

Spinnaker sheeting is not restricted by Class Rules.

10. **Interior.** Nothing permanently installed by the builder may be altered, removed, or shifted to another location, except that:

If no head is carried in the forward cabin, additional lead or other corrector weights of 15 pounds must be carried forward of the forward bulkhead.

Any additional equipment or interior construction is allowed, and factory-supplied corrector weights equal in weight to the added interior items may be removed from bow and stern to achieve minimum change in c. g. location.

All changes (additions or removals) in corrector weights must be certified as being correct by two members of the Association; and the changes and above certification must be entered in writing in the official measurement certificate and maintenance record, carried aboard.

11. **Sails.** All sails must be constructed by North Sails Inc. or a sailmaker approved by them. For sanctioned regattas and other Mega Class racing, a yacht may only carry a mainsail, jib, genoa, spinnaker and storm jib.

All sails must be cut from dimensionally stable patterns copied exactly from one master pattern. Records of the properties and weight of the lot number of the sailcloth used in all MEGA sails must be kept by the sailmaker and made available to the Mega Association Technical Committee upon request.

Sails may be purchased from North Sails or any approved dealer. Only one of each of the above five sails may be measured in and carried aboard at any sanctioned event.

12. **Instrumentation.** Basic instrumentation allowed includes:

- a. Three compasses (Additional hand bearing compasses may be carried aboard.)
- b. One speedometer with a sum log
- c. One fathometer
- d. One RDF
- e. Non-electronic tell-tales and a lighted masthead wind indicator.
- f. Radios as desired.

No other instrumentation may be used while racing, including electronic navigation devices, radar, electronic wind speed or direction indicators, etc.

A portable electronic computer may be carried, providing its cost does not exceed \$150 US in 1978 buying power (as measured by the US Consumer Price Index).

13. **Ballast.** No more than two batteries may be carried, and no other internal or moveable ballast may be installed or carried. No batteries may be moved during a series.
14. **Auxiliary Power.** An outboard motor weighing at least 50 pounds must be carried in the designed location, and 4 U.S. gallons of fuel must be carried in suitable containers in the fuel storage locker located at the rear of the cockpit floor. In the event no motor, or a smaller motor is used, the missing weight must be added as lead or other correctors at the same location.
15. **Water.** At least 25 pounds (3 gallons) of fresh water must be carried at the start of any race, in the designed water storage containers, and may not be pumped overboard during the race except as used for cooking, washing, etc. (This rule may be omitted by the Race Instructions.)
16. **Safety Gear.** Safety gear meeting ORC Category 4 standards must be carried while racing. (This rule may be specifically omitted or altered by the Race Instructions.)
17. **Sail Stowage.** No dacron sails may be stowed aft of the mast while racing, except temporarily during a sail change (not longer than 30 minutes maximum). No sails may be intentionally placed on either side of the yacht to serve as temporary moveable ballast.
18. **Repairs.** In the event of damage or needed maintenance to the hull, keel, rudder, spars, rigging or sails, repairs may be made provided they do not materially affect any speed-producing characteristic of the above gear. (Sails may not be re-cut until they have been used for a full season. Such repairs must be noted and signed off in the official measurement certificate and maintenance record.
19. **Changes to these Rules.** Any changes to these Rules must be recommended by the Technical Committee, submitted to the class membership in writing for written ballot by the Executive Secretary within 30 days of the Technical Committee's recommendation, and approved by a 2/3 majority of the members of the Mega class within 60 days of the mailing.

Written arguments for and against a proposed change, if any members so desire, not to exceed two typewritten pages each, must be mailed to members with their ballot.

(Note Rule 2. - **Builder and Sailmaker** may not be changed without written permission of C & C Yachts and North Sails.)

May 15, 1978

20. **Interpretations.** The Technical Committee is responsible for interpreting these Rules, and answering questions ... requests for interpretation or clarification must be submitted in writing, and answered by the Technical Committee within 60 days. These will be publishes from time to time in the Mega Class Newsletter.
21. **Measurement Protests.** A protest as to measurement shall be made in writing to the Technical Committee or to its authorized representatives, stating the believed illegalities and the grounds for such belief, and including a \$50 fee.

The Technical Committee or its representative(s) shall investigate the alleged infraction as soon as practicable, and state their findings and decision in writing, including the disposition of the \$50 fee.

MEGA CLASS BY-LAWS

ARTICLE I - GENERAL RESPONSIBILITIES

1. The official language of the Association shall be English.
2. The Association shall not be responsible for any debts contracted by its Fleets, Districts, Members, or Officers, other than those authorized by the budget and by written order of the President or-Executive Secretary.

ARTICLE II - FLEET RESPONSIBILITIES

1. Each Fleet shall hold an Annual Meeting after written notice to all Fleet members, at which a Fleet Secretary and Assistant Fleet Secretary shall be elected.
2. Each Fleet shall furnish the Executive Secretary with the names and addresses of its officers and members. together with the annual dues, by January 1 of each year.
3. Each Fleet has an obligation to maintain at least three active Mega Class yachts, and submit dues for same annually. If they do not, their charter shall be suspended.
4. All local racing shall be conducted under the auspices of the Fleet. Schedules, rules changes, provisions for measurement, sail limitations, crew limitations, etc. are the responsibility of the Fleet.

ARTICLE III - ELIGIBLE YACHTS

A yacht is considered to be a member of the Mega Class only if she conforms to the measurement rules and is owned by a Regular Member of the Association.

All Mega Class yachts must be built by C&C Yachts. or a builder approved by them, and all sails for Mega Class yachts must be built by North Sails Inc. or a sailmaker approved by them.

A number will be permanently moulded into each hull by the builder, and recorded by the Executive Secretary, who will assign a class number to be carried on the main sail during all sanctioned racing.

May 15, 1978

ARTICLE IV - SANCTIONED EVENTS

World and Continental Championships will be sanctioned by the IGC each year. Other major regattas may be sanctioned as well. Rules governing sanctioned events will be published by the International Race Committee.

Invitations to hold a sanctioned event in a given location will be entertained by the IGC. The IGC will maintain a schedule of sanctioned events which extends for a minimum of 18 months and a maximum of 36 months. Broad geographic location and the best interests of the Mega Class will determine the location of sanctioned events. After 1980, the World Championship should not be held on the same continent two years in a row, except in extremely unusual situations.

ARTICLE V - ASSOCIATION DUES

1. All members must register and pay dues annually. except for honorary members.
2. The amount of dues will be set by the IGC annually, but should not exceed \$20 US for regular members or \$10 US for associate members, measured in 197/8 buying power by the US Consumer Price Index.
3. Fleets may retain up to 10°% of the annual dues to finance local activities; the balance must be remitted to the Executive Secretary.