

# MELGES<sup>14</sup>

## RIGGING GUIDE



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# **CONGRATULATIONS...** on the purchase of your new MELGES 14!

Designed by Reichel Pugh, the Melges 14 exudes innovation and excellence in One Design sailing. It's speed, quality, durability, comfort and fun wrapped into one dynamic and modern sailing package. It offers a fun and exciting upwind and downwind experience when compared to other boats in its size range. Perfect for all ages, it features a large, comfortable open cockpit — so no bailing. An ultra-cool carbon mast and boom complements its modern, yet flexible sail plan. You can car top or tow it behind any vehicle. It's easy to move around on a custom Melges 14 dolly. It's a fantastic beach boat — a fun, family-style sailboat or a one-design racing platform.

The large cockpit makes sailing with two a breeze!

## **Lets sail cool boats — the new Melges 14!**

The following comprehensive guide takes you through the rigging and set up of your new Melges 14. If you have any questions please contact your local dealer or [melges.com](http://melges.com) for anything you may need.



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USA

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# THE MELGES 14.

MODERN, FUN, EASY TO SAIL

## PRODUCT SPECIFICATIONS

**LENGTH:** 14 ft 2-3/8 in (4.328 m)

**BEAM:** 5 ft 2 in (1.584 m)

**WEIGHT:** 114 lbs (51.7 kg)

## SAIL AREA

**GOLD:** 97.95 sq ft (9.1 m<sup>2</sup>)

**BLUE:** 79.65 sq ft (7.4 m<sup>2</sup>)

**RED:** 59 sq ft (5.5 m<sup>2</sup>)

**CREW:** 1-2



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# THE MELGES 14 GUIDE

This guide will help you familiarize yourself with the rigging, parts and maintenance of the Melges 14 Full Range, Mid-range and Youth Range rigs. The different sail sizes utilize different mast tips and different outhaul front spectra lengths to make the switch through the different sail sizes.

The first thing to do is unpack the extra parts you received with your new boat and lay them out on the floor or table to identify what you have.

1. Daggerboard
2. Rudder with rudder head and tiller quick pin.
3. Tiller with extension
4. Upper mast
5. Lower mast
6. Boom
7. Sail with battens
8. Mainsheet 7mm X 10.668M
9. Boom vang system with vang lines
10. Cunningham control line (yellow)
11. Cunningham spectra 3mm X 610mm
12. Outhaul control line (black)
13. Outhaul front spectra 3mm X 1.83M
14. Outhaul aft spectra 3mm X 2.21M
15. Traveler line with 2 stopper balls. 4mm
16. Traveler line pulley (29mm) with lead ring.
17. 2 X 40mm T2 blocks for mainsheet
18. Large loop for mid boom block
19. Zip tie for aft boom block
20. Dinghy clew hook (Harken 394)
21. 2 X 18mm T2 Blocks for outhaul
22. 16mm swivel(#417) for outhaul
23. 18mm double block for cunningham
24. Spectra clew strop.
25. Self starting O ring for vang to mast



# NAUTICAL TERMS



**Aft:** Toward the back end of the boat

**Port:** Left side of the boat looking forward

**Starboard:** Right side of the boat looking forward

**Leeward:** Direction away from the wind

**Windward:** Direction from which the wind is coming

**Inboard:** Direction toward the center of the boat

**Outboard:** Direction toward the outer edge of the boat

Useful knots are listed below.

It would be beneficial to Google how to tie the following knots:

**Bowline**

**Figure 8 knot**

**Square knot**

**Half hitch**

**Slip knot**



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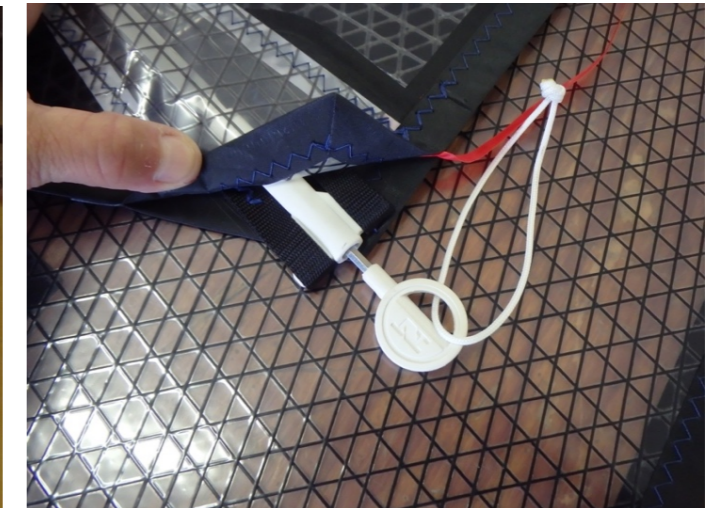
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# THE MELGES 14 : STEP 1

## INSTALL THE BATTENS IN THE MAINSAIL

- Lay the battens out on top of the sail batten pockets with the correct length battens corresponding to the correct length batten pockets.
- Insert battens into the batten pockets with the smaller tapered end going in first and forward towards the mast.
- Unscrew batten tensioners so that they go far enough into batten pockets to allow both webbing loops to hook over batten tensioner hooks.
- Tension battens so that all vertical wrinkles through the pockets just go away. Take care not to over tension the battens and bow them in the pocket.
- Battens that are too tight will be more difficult to pop through on tacks and gybes and make it more difficult to feed the sail onto the mast.
- When not using the sail for extended periods of time it is best to loosen the batten adjusters or remove the battens from the sail.
- Always rinse salt water off the sail after use and put away dry. Do not put a wet sail in the bag for any extended period of time.
- Keep the sail covered or out of the sunlight as much as possible and store in a cool dry place.
- Small tears can be repaired with sail repair tape or shipping tape. More substantial repairs should be performed by a sail repair facility.



# THE MELGES 14 : STEP 2

## ASSEMBLE THE BOOM

- Attach the 16mm swivel to the forward bottom eyestay on the boom.
- Using the long loop attach 1- 40mm T2 block to the center boom, making sure the loop goes through the black eyestay.
- Attach 1-40mm T2 block to the bottom black eyestay at the aft end of the boom using the supplied loop.
- Using the loop supplied with the mid boom T2 block attach it to the aft block per photo and zip tie it onto the block.
- Tie the aft spectra line onto the top black eyestay at the aft end of the boom using a bowline knot.
- Lead the aft spectra line through the clew hook block (keep the hook on the starboard side), back through the aft eyestay and forward. On the front end of this spectra line tie on an 18mm T2 block.
- Tie the front spectra line to the bottom eyestay at the front end of the boom, lead it aft through the 18mm block on the front end of the aft spectra, forward through the 18mm swivel block at the front end of the boom and then tie on the end of this line an 18mm T2 block.
- **NOTE:** When rigging for the Mid-range sail or Youth Range ensure that you use the longer 3mm X 2M spectra line.

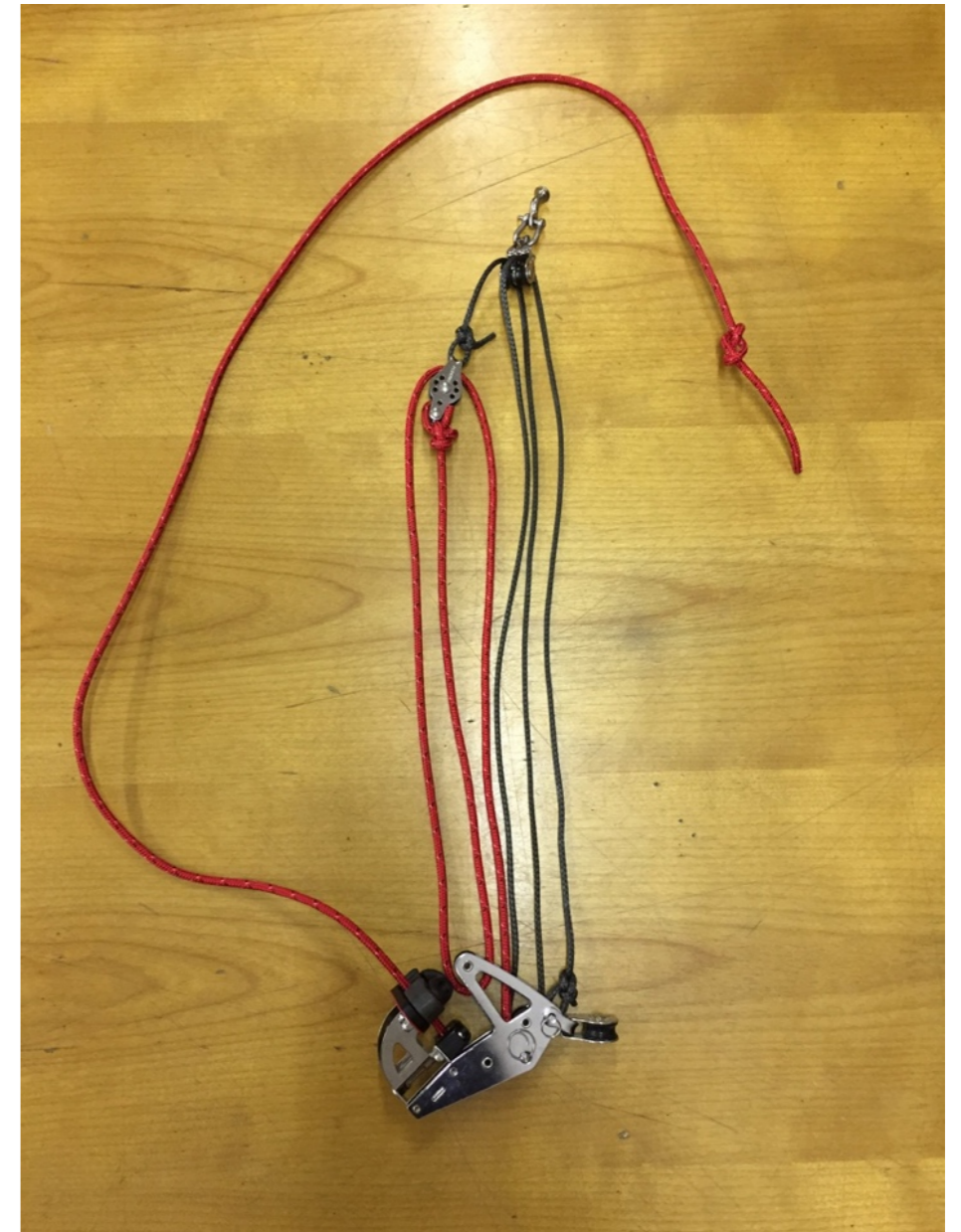




# THE MELGES 14 : STEP 3

## ASSEMBLE THE BOOM VANG

- Note picture with the vang parts included.
- Assemble the curved vang key and 16mm double block (#206) using the small D shackle. Tighten shackle with a tool. Also attach the Micro single block (#224) to the shackle at the top of the cleat bracket.
- Tie the red vang control line to the becket end of the Micro block(#225) using a bowline and lead through the cleat bracket as shown.
- Tie the vang spectra line to the opposite end of the micro block(#225) using a bowline knot. Lead the line through the 16mm double block(#206) and the bracket as shown, and dead end on the pin of the shackle that is attaching the single micro block to the bracket.



# THE MELGES 14 : STEP 4

## ASSEMBLE THE TRAVELER BRIDLE

- Take the 4mm X 2.286M Vectran line and tie a figure 8 knot at the black mark that is 565mm from one end.
- Then slide the small 16mm stopper ball out to this knot with the counterbored side of the ball sliding over the knot.
- Next slide the Harken lead ring (#3269) over the long end of the Vectran line. Make sure that the 29mm T2 block (#2146) is tied to the lead ring.
- Then slide on the other 16mm stopper ball so it opposes the first one.
- Tie a second figure 8 knot at the other black mark which is 708mm from the first mark.
- -Starting with the short end of the line from the figure 8 knot, tie this end onto the port side black traveler eyestay using a bowline.
- Approximately 200mm from the eyestay on the starboard side of the boat, tie a slip knot with a half hitch over the loop, run the tail through the eyestay and back through the loop of the slip knot. Tighten the line so it is taut and tie several half hitches to secure the traveler line.



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# THE MELGES 14 : STEP 5

## ASSEMBLE THE RUDDER HEAD AND RUDDER

- Tie a knot in the end of the rudder hold down line, 4mm X 1220mm black line. Feed through the counterbored hole on the side of the rudder and lead out the front side.
- Remove the pivot bolt from the rudder head and feed the line through and above the top gudgeon block.
- Slide the rudder in the head and insert the pivot bolt.
- Tighten with 1/2" wrenches so that the head is snug on the rudder.



# THE MELGES 14 : STEP 6

## STEPPING THE MAST

- If you have purchased a Dolly you should assemble the dolly using the directions included with the dolly.
- Set the boat on the dolly and position the bow into the wind.
- Make sure there is no sand or dirt in the mast step socket or on the mast base bearings. Any debris can damage the gelcoat.
- Make sure there are no power lines or electrical wires near by or above.
- Remove the sail from the bag and lay out on the grass or a smooth surface.
- Slide the upper mast section into the lower mast section.
- Slide the mast into the sail luff sleeve starting at the tack of the sail. Align the gooseneck of the mast with the foot of the sail.
- Ensure that the top of the sail seats in the plug in the top of the mast.
- Step the mast from the top to the bottom, hand over hand until the mast is vertical, keeping your hand spread apart for better support. Ensure that you slide the mast into the deck socket straight down. Try not to let the mast tilt over to the side half way into the socket or you could risk damaging the socket of the boat. Also, slide the mast in carefully and do not drop it down or you could damage the mast socket.



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# THE MELGES 14 : STEP 7

## BOOM ON AND LEAD OUTHAUL LINES

- Once the mast is stepped turn the boat so the bow is pointing into the wind and the sail is blowing straight back down the centerline of the boat towards the transom.
- Position the front end of the boom so that it slides over the gooseneck on the mast.
- Attach the clew hook into the clew of the sail and the clew stop around the boom and through clew grommet. Take care to keep forward pressure on the boom so it does not fall off the gooseneck.
- Lead the black outhaul control line starting at one of the inboard side deck cleats, going forward to the inboard 29mm block by the mast, up through the 18mm block on the end of the front spectra line, back down to the inboard stand up 29mm block on the other side of the mast and aft to the inboard control cleat. Tie a figure 8 knot 100mm from the ends of the control lines.



# THE MELGES 14 : STEP 8

## ATTACH THE BOOM VANG TO THE MAST AND BOOM

- Remove the 6 mm pin from the front of the vang cleat bracket and attach to the vang tang on the mast just above the deck.
- Insert the curved vang key into the vang plate on the boom
- Take the slack out of the vang lines and cleat.



# THE MELGES 14 : STEP 9

## LEADING THE CUNNINGHAM LINES

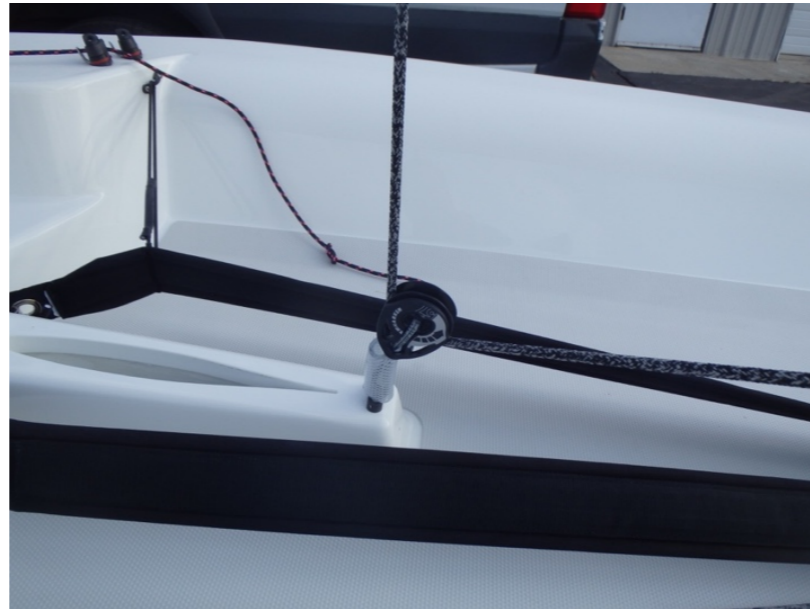
- Tie the 3 mm X 610 mm spectra line to the 18 mm double block (#2698) using a bowline.
- Lead the spectra line through the tack grommet of the sail and tie off on the eyestay on top of the boom at the forward end.
- Starting at one of the outboard control cleats lead the yellow control line through the cleat, forward to the outboard stand up 29 mm block at the base of the mast, up through one side of the 18 mm double block, down through the micro block on the top of the vang cleat bracket, up through the other half of the 18mm double block, back down to the outboard stand up block on the deck and aft to the outboard control cleat. Tie figure 8 knots 100 mm from the end of the control lines.



# THE MELGES 14 : STEP 10

## LEADING THE MAINSHEET

- Start at the 57 mm carbo ratchet mounted aft of the board box.
- Lead the 7 mm black mainsheet line through the ratchet in the opposite direction of the arrows on the side of the block.
- Go up through the mod boom 40 mm T2 block, aft through the sheet minder webbing, aft through the 40 mm T2 block on the aft end of the boom, down through the 29 mm T2 block on the traveler bridle, (lead through from stern to bow) then up to the loop attached to the 40 mm T2 on the aft end of the boom. Lead the line through the loop from stern to bow, make sure you put the line through the two ends of the loop, right next to the zip tie. Then tie a figure 8 knot in the end of the line.





# THE MELGES 14 : STEP 11

## INSTALL THE RUDDER AND TILLER

- Ensure that the rudder is in the up position on the rudder head and slide the rudder head onto the transom gudgeons.
- Ensure that you work the rudder all the way down and the rudder retaining clip springs back over the top of the lower gudgeon block on the rudder head.
- Slide the tiller under the traveler bridle from the bow aft, keep the tiller extension over the top of the bridle.
- Slide the tiller into the rudder head with the hole facing up.
- Align the holes in the tiller and rudder head and insert the quick pin making sure the pin goes through the bottom hole in the rudder head.
- Make sure the rudder head bolt is tight enough to hold the rudder in the up position. If the rudder falls and hits the ground it could damage the gelcoat on the rudder.
- Lead the rudder hold down line forward to the cleat on the side of the tiller and tie a figure 8 knot in the end of the line.
- Once the boat is in the water, you can push down the rudder, make sure that it goes all the way down, then tighten the line and cleat it to keep the rudder in the down position.
- Make sure that if you are sailing into shallow water or onto the beach you uncleat the rudder hold down line. It is best to flip the rudder up prior to getting to the shallow water to avoid damaging the rudder or the transom of the boat.



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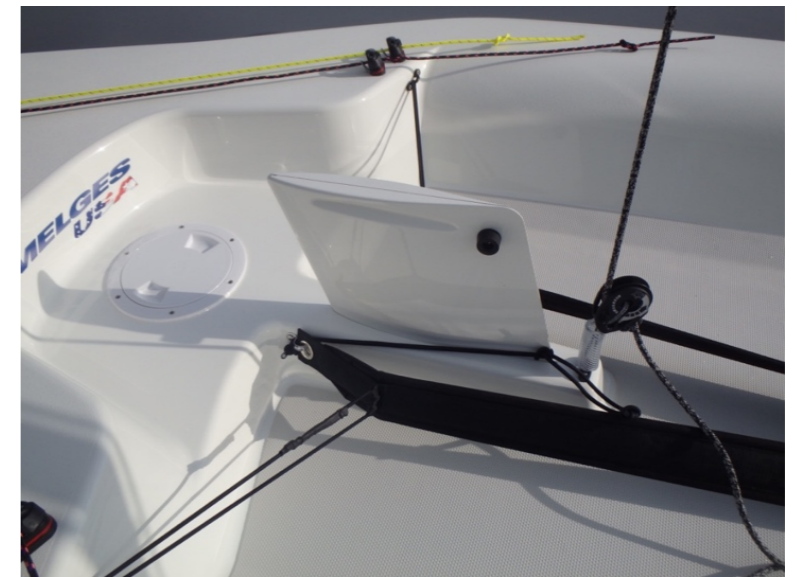
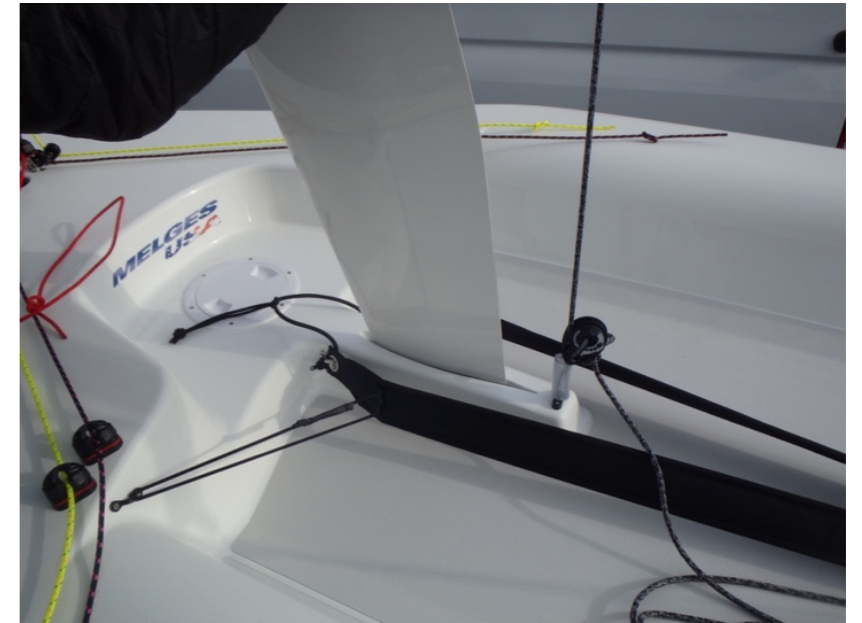
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# THE MELGES 14 : STEP 12

## LAUNCHING THE BOAT AND PUTTING IN THE DAGGERBOARD

- There are a number of ways to launch the Melges 14. You can either launch it off the dolly from the beach or a boat ramp, or you can launch the boat from a dock or dinghy dock.
- Take care to always look above for power lines or electrical wires around the launch area.
- Make sure the inspection hatch cover is properly screwed on and the transom drain plug is tightly screwed in prior to launching the Melges 14.
- Take care to not slide the hull on any abrasive surface. Sand or debris will scratch or dent the hull and damage the gelcoat. Always slide the boat on a clean debris free surface.
- Once the boat is in the water it will be more tippy. You can install the daggerboard from alongside the boat if you are in shallow enough water, or you can install the board from on the boat, either tied to a dock or when you push off from the beach or pier.
- Once the boat is in the water, you can install the daggerboard into the board trunk. Ensure the board trunk and daggerboard are free of debris. Dunk the daggerboard in the water to lubricate the board and slide it into the board trunk.
- Once the board is all the way down to the board stop, pull the board shock chord and tube retainer over the board and behind the trailing edge of the board to help maintain daggerboard height when sailing and to ensure the board does not fall out of the board trunk when the boat is capsized.
- Take care of the trailing edge of the daggerboard and the rudder, they are the sharpest points of the foils for performance but care should be taken when swimming around the boat and foils to avoid injury.

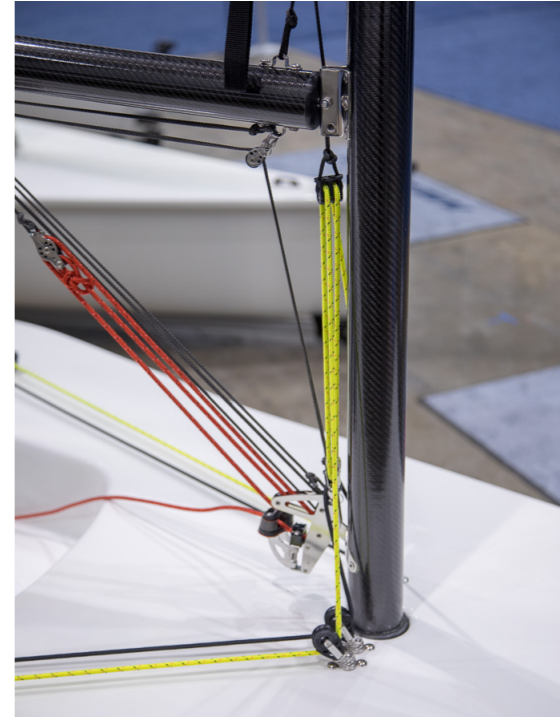
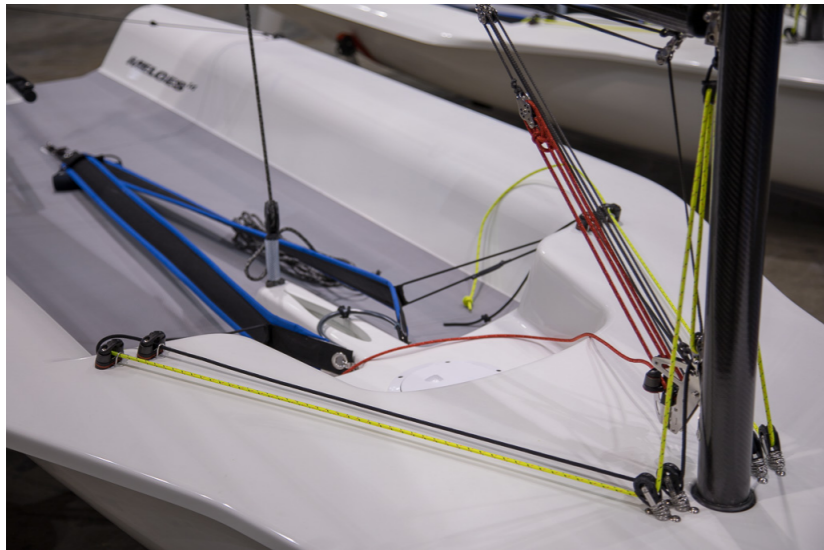
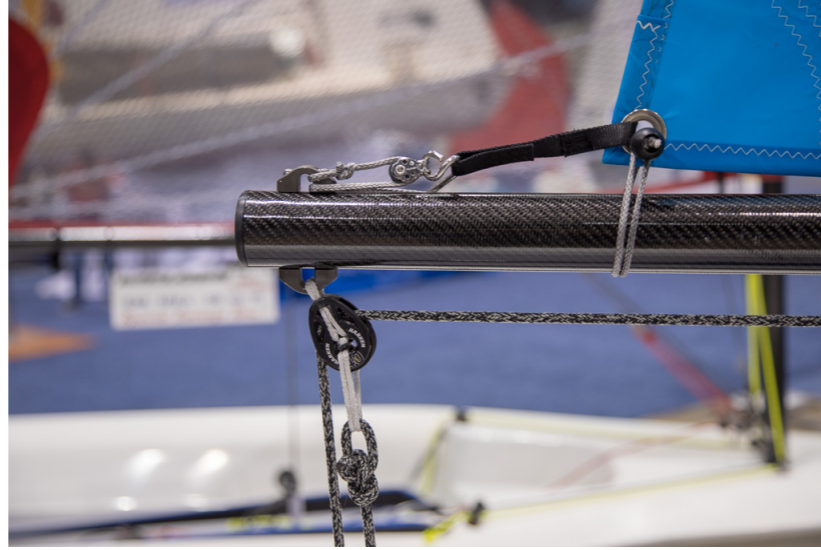


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# ADDITIONAL PHOTOS



# SAILING YOUR MELGES 14

The Melges 14 is a joy to sail and will offer years of fun. It is best to always follow proper safety guidelines. Always wear a lifejacket and/or gear appropriate for the air and water temperature. Never sail in conditions you do not feel comfortable in or might be outside of your ability level.

It is best to start out in lighter winds to familiarize yourself with the sailing characteristics of the Melges 14. Work your way up the wind and wave scale as you become more comfortable in the boat.

Never venture offshore without another boat with you, power or sail and always check the weather forecast.

Never sail with more than 115 kgs of crew weight on the boat in more than 15 knots of wind and overload the boat and equipment. This could potentially cause gear failure and injury.

## **TIPS FOR SAILING UPWIND**

Light air, keep the cunningham loose, ease the outhaul in 25mm to make the sail fuller down low at the boom and just snug the boom vang. Sit forward in the boat. As the wind increases, tighten the cunningham, outhaul and vang to flatten the main, bend the mast and depower the boat. And, hike out! When it is very windy, you can raise the daggerboard up 50-100mm to help ease windward helm when sailing to windward.

## **TIPS FOR SAILING DOWNWIND**

Downwind is the most fun point of sail on the Melges 14. When broad reaching we pull the daggerboard up 1/2 way, ease the cunningham all the way out, ease the outhaul in approximately 20mm and apply medium boom vang. Move your weight well aft if planing. Keep it forward in light air. When sailing straight downwind, raise the board 1/3 up and move your weight closer to the center of the boat, typically on one knee so you can move quickly. The main will be eased out to be 90 degrees to the centerline of the boat and you will have to heel the boat slightly to windward. When it is very windy it is best to reach more for stability and not attempt to go straight downwind. You have to experiment with the best technique for you and test your limits.



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# RIGHTING A CAPSIZED BOAT



The Melges 14 is very easy to right from a capsized or turtle position due to the light weight carbon spars.

If you capsize, always hang onto the boat. Never let yourself get separated from the boat. You can either stand on the daggerboard or if you are heavy enough you can pull down on the end of the daggerboard from the water and the boat will come back up. It is best to ease the boom vang off and make sure the mainsheet can run out to help prevent the boat from capsizing again.

If the boat goes turtle, or mast straight down, you can right by climbing onto the hull on one side, stand on one side of the boat on the gunwhale, grab the top of the board and lean out. The boat will slowly come up. As it comes up to a tipped over position, get up on the board and right the boat the rest of the way from on the board. Then you can climb on the boat as it comes right side up.

If you find yourself in the water with the boat right side up, you can climb in easily from the transom of the boat.



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# CARE AND MAINTENANCE OF YOUR MELGES 14

- Ensure that you rinse the boat, rig and sail with fresh water after sailing in salt water. Rinse all parts thoroughly every time they are in salt water. Allow them to dry thoroughly prior to storing.
- Ensure that the boat, rig and sail are not left in the sun for extended periods of time. UV degradation can happen quickly and will fade lines, gelcoat, hiking straps, canvas, bags, etc.
- It is highly recommended that the boat be launched from the recommended dolly to avoid scratching, denting or other damage to the hull and rig.
- Any excess water should be removed from the hull after sailing. Remove the drain plug at the transom and air the interior out by removing the inspection hatch cover.
- Check ropes, rigging, and fittings regularly to check for wear and tear and check pins for security.
- It is always good to keep the bright work and the hull waxed to help improve longevity.
- When replacing screws or refastening, take care not to over tighten. Any screw should be installed with a marine caulk to prevent water ingress into the hull.
- Damaged or worn parts should be replaced.
- Take care to always protect the trailing edges of the daggerboard and rudder as they are the thinnest areas and the easiest to damage. Treat them with the utmost care when handling. Do not throw them around or on the boat. Do not store the blades wet in the bags or the gelcoat is likely to blister. You must ensure the blades are dry.
- Ensure that when the boat is not sailing, or being transported it is tied down properly. Never over tighten a strap or line and always use plenty of padding between the straps/lines and the edge of the boat and the hull of the boat.
- Never allow covers to flap when transporting the boat, the boat will be damaged as well as the covers.
- Always store the boat on a recommended dolly or upside down properly supported on the deck. Never store point loaded on the hull.
- The hull can scratch and dent easily if placed on pultruding object or debris. The smallest item can dent the hull as the full weight of the hull would be point loading on this one spot.
- Ensure that the water is drained out of the mast socket area when storing.
- The Melges 14 hull and foils are made with epoxy compatible IMEDGE gelcoat and laminated with the highest quality epoxy resins, E glass, and closed cell foam core for a high tech sandwich construction. To perform any repairs the same materials must be used. Please contact us at [melges.com](http://melges.com) for repair advice.
- When towing your Melges 14 behind a powerboat it is recommended not to tow faster than 8 knots. Towing faster than that can cause damage to the foils and hull in the prop wash and will not be covered under warranty.



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Please visit [www.melges14.com](http://www.melges14.com) to join the Melges 14 Class Association and support your growing class. Thank you, sail fast, and have fun. As always, please contact a Melges Representative if you have any questions.

## **MELGES PERFORMANCE SAILBOATS**

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