Martin 16 Class Rules 2016

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Introduction & Overview

Every rule of the Martin 16 Class Rules applies at all times while a Martin 16 is racing.

1. Intent

1.1 Abbreviations

ISAF	International Sailing Federation, now known as World Sailing
ASN	AbleSail Network
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

1.2 The Martin 16 **class rules** are **closed class rules**.
The Martin 16 is a one-design class. The intention of these rules is to ensure that the boats are as alike as possible in all respects affecting performance, in order that sailors may compete against each other on level terms. Any effort to alter the boat or its equipment, as supplied by the Builder, except as specifically permitted by these rules, is prohibited (i.e. Closed Class Rules per ISAF ERS C.2.2).

1.3 The official language of the Class is English and in the event of a dispute over interpretation, the English text shall prevail. The word "shall" is mandatory and the word "may" is permissive.

1.4 The **class rules authority** is the AbleSail Network in all matters concerning these **class rules**.

1.5 Neither World Sailing, AbleSail Network, an ASN member, or an official measurer are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.

2. Repairs and Manufacturing Changes

2.1 Repairs and preventative maintenance to the sail, hull, deck, keel, rudder, mast, boom or any fittings and fixings may be carried out without violation of these Rules provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

2.2 Changes to Manufacturing Specifications

Martin 16 sailboats manufactured with an earlier version of the Martin 16 Construction Manual shall be considered class legal in perpetuity. The owner may, at his or her sole discretion, upgrade the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placing of fittings, spars, sail and battens as supplied by the builder in order to comply with the current Martin 16 design specifications. These modifications are subject to measurement at any sanctioned Martin 16 class event.

3. Measurements and Specifications

3.1 Keel and Rudder

The keel and rudder foils may not be altered in shape, material or weight except for repairs and minor cosmetic fairing. At the sailor's discretion while racing, the keel lift line and lift turning block may be removed entirely and/or artificial fairing material (tape, sail cloth, mylar sheet, etc.) may be applied below the waterline to the keel surface, keel lift line or turning block.

3.2 Spars and Rigging

The spars and rigging as supplied by the Builder may not be altered in any way except as permitted herein.

3.2.1 The Martin 16 running rigging is intended to allow control by sailor(s) of any ability. The diameter, length and material of all running rigging is optional. Mechanical purchase, and type, number and location of cleats is optional.

3.2.2 Hardware may be added to mechanically raise and lower the keel when launching.

3.2.3 Storage bags for lines and other items may be added above and below deck.

3.2.4 Mooring line attachment hardware may be added provided this hardware is used for no other purpose.

3.2.5 Rig Measurements - measured as prescribed by the ISAF Equipment Rules of Sailing (ERS).

Measurement (mm)	**Minimum**	**Maximum**	**ERS Reference**
Mast Datum Point	bearing surface of mast heel fitting		F.2.1
Height of Mast Datum Point above deck surface (mast step height)	N/A	20	F.2.1
Mast Upper Limit Mark	N/A	5245	F.2.2
Mast Lower Limit Mark	670	N/A	F.2.2
Mast Forestay Height	N/A	3825	F.2.3
Mast Spreader Length	420	465	F.2.4
Jib Boom – length (32mm O.D. ALU tube; 1.65mm wall)	N/A	1390	
Jib Boom Pivot point location	N/A	230	
Main Boom Outer Point	N/A	2285	F.3.1

3.2.6 Martin 16 Sail Plan and Measurement Procedure

Definitions and measurement procedures are described in the ISAF Equipment Rules of Sailing (ERS) and Racing Rules of Sailing 2013 - 2016 (RRS).

Specification	**Mainsail**	**Headsail**	**Asymmetrical Spinnaker**	**ERS References**

Materials	Any material	Any material	Any nylon material	H.6
Construction options allowed	Headboard (see Top Width) Leech/foot cords Boltrope	Clewboard Leech/foot cords Jib luff wire		G.1.4
Battens	Maximum of four battens, evenly spaced on leech Top batten must be full length, transverse from luff to leech	Maximum of two battens, evenly spaced on leech	Not allowed	G.8

Measurement (mm)	**Min**	**Max**	**Min**	**Max**	**Min**	**Max**	
Top Width	N/A	127	N/A	N/A	N/A	N/A	G.7.8
Foot Length	N/A	2280	N/A	1310	3470	3670	G.7.1
Leech Length	N/A	4890	N/A	3380	4150	4350	G.7.2
Luff Length	N/A	4570	N/A	3720	5700	5900	G.7.3
Three-Quarter Width	N/A	960	N/A	N/A	N/A	N/A	G.7.6
Half Width	N/A	1575	N/A	810	3000	3350	G.7.5
Batten Pocket Inside Length	400	800	N/A	330	N/A	N/A	G.8.1(a)
Designations							
M16 Class Insignia	Between first and second battens, starboard side uppermost		N/A		N/A		RRS Rule 77 Appendix G
Sail Numbers	300	N/A	N/A	N/A	Not required	N/A	RRS Rule 77 Appendix G

3.3 Equipment and Instruments

3.3.1 The following instruments may be added: Mechanical masthead wind indicator, compass, and such other equipment as is specifically required by the Notice of Race.

3.3.2 Safety equipment must comply with the current regulations specified by the Department of Transport (or equivalent national authority).

3.4 Assistive Equipment for Persons with a Disability

With the goal of allowing sailors with disabilities to sail a Martin 16 independently and safely, assistive devices may be used by any sailor regardless of the nature of the disability, as follows:

3.4.1 Any equipment specifically required by the Notice of Race.

3.4.2 Power-Assist System with a suitable battery power source and control interface.

3.4.3 Adaptive seating may include rear and lateral head support, lap and shoulder seat belts, improved lateral body support, all kinds of cushions and padding, foot and leg support.

3.4.4 Adjustments to facilitate grip, directional control and ease may be made to the tiller.

3.4.5 Foot steering may be added.

3.4.6 The mainsheet purchase power may be changed.

3.4.7 Battery operated bilge pumps are permitted.

3.4.8 Rear view mirrors may be installed.

4. Use of Equipment

4.1 The helmsperson and crew / sailing companion must remain seated while racing.

4.1.1 Exceptions: for safety purposes the sailing companion may stand to readjust the helmsperson positioning or helmsperson straps or Power-Assist Systems.

4.2 The keel and rudder must be in their fully down and locked positions when sailing.

4.3 No device may be used to hold the headsail out or to dislodge the headsail if caught.

4.4 Jib cloth tension (jib cunningham) and jib foot tension may not be altered while racing. The jib halyard may be adjusted while racing.

4.5 Boats equipped with motors may not use their motor during racing.

5. Sails

5.1 Sails may be supplied by any sailmaker. Sail materials and dimensions must meet the requirements defined in 3.2.6: Martin 16 Sail Plan and Measurement Procedure.

6. Sailing Formats while Racing

6.1 When racing, Martin 16's may be sailed single-handed or with a companion as specified by the regatta Organizing Authority in the Notice of Race and/or Sailing Instructions.

6.2 SINGLE-HANDED sailing format: when sailed under the SINGLE-HANDED sailing format, the Martin 16 is intended to be controlled and sailed by the helmsperson.

6.2.1 Sails allowed: The helmsperson shall use a main sail and a jib sail. The use of a spinnaker is NOT ALLOWED.

6.2.2 Two fleets may be sailed: (i) Gold Fleet and (ii) Silver Fleet. The Regatta Organizing Authority and Mobility Cup Committee in the AbleSail Network may define which fleet a sailor shall race in.

6.2.3 A Gold Fleet helmsperson may elect to carry an on-board "Sailing Companion" (a person sitting in the rear seat). The Regatta Organizing Authority and Mobility Cup Committee in the AbleSail Network may determine that a Gold Fleet helmsperson must sail with a "Sailing Companion". A Silver Fleet helmsperson must carry an on-board "Sailing Companion".

6.2.4 The actions of the Sailing Companion are restricted as described below:

In Gold fleet, tasks should be performed at sailor's request only and Gold sailors may ask for a silent ride except intervention for imminent danger.

Sailing Companion Duties	**Gold**	**Silver**
Ensure the safety of the sailors, the sailboats and their equipment	X	X
Assist the sailor in performing functions that the sailor is not physically capable of excluding steering and sheeting	X	X
Assist the sailor to avoid contact with other boats	X	X
Contribute to the sailor's enjoyment of sailing	X	X
After the Preparatory Signal, the Sailing Companion MAY		
Help in identification of flags & placards on the Race Committee boat		X
Assist in timing the start, and keeping clear of other boats prior to the start signal		X
Advise the sailor of the present position of boats be in the immediate vicinity		X
Advise the sailor about right of way with respect to nearby boats and mark rounding's		X
Help to determine when other boats are on a collision course	X	X
If on a collision course, provide advice to avoid contact with other boats	X	X
Must remain seated in the rear seat (Rule 4.1) i.e. never on any part of the deck	X	X
With the spirit of learning, provide tactical advice such as: 1. determining the transit, favoured end, where to start, the favoured side of the course 2. watching other boats, identifying lifts, headers, puffs, lulls, holes, etc. 3. when to head up or bear off, tack or gybe (except when on a collision course) 4. when to sheet in or sheet out (except to avoid excessive luffing, which might cause sail damage).		X

6.2.5 Minimum weight rule: If sailing SINGLE-HANDED the regatta Organizing Authority may specify in the Sailing Instructions, that each sailor will carry NO LESS THAN 300lbs (136Kg) of "live load", composed of any combination of: 1) the sailor's weight (with clothing); 2) the Sailing Companion's weight (with clothing) and; 3) SUPPLEMENTAL BALLAST carried on the floor behind the seat. In this case, the actions of the Sailing Companion are restricted and rule 6.2.4 applies.

7. Rule Changes, Jurisdiction, Interpretation

7.1 The Rules of the Martin16 Class shall be administered by the AbleSail Network in lieu of the Martin 16 Class Association. The AbleSail Network will abide by the Martin 16 Class Constitution and cooperate with the Builder in administering the rules. With the establishment of a new Martin 16 Class Association, the Martin 16 Class Association will abide by the Martin 16 Class Constitution and cooperate with the Builder in administering the rules.

8. Class Association Membership

8.1 At present, AbleSail Network is the governing body of the Martin 16 Class Association. When the Martin 16 Class Association is re-established, it will resume the administrative role of managing the Class Association membership.

8.2 All member clubs of the AbleSail Network are considered members of the Martin 16 Class Association.

9. Definitions

9.1 Assistive Equipment

Assistive equipment is defined as seating, padding, stability aids, mechanical or motorized devices which assist the sailor to sail the Martin 16 independently without giving the sailor a competitive advantage over other sailors in the class. The intent of Assistive Equipment is to "level the playing field" for sailors with all levels of physical ability, so that they may compete among themselves without the need for handicapping of results.

Appendix A – Martin 16 Turbo

Martin 16 Turbo corresponds to a Martin 16 sailed double handed with a bow sprit, spinnaker, self-tacking jib and jib furling system.

A.1 Bow Sprit

A.1.1 An (optional) retractable sprit may be made of any material and mounted in any fashion on the foredeck, provided it is mounted above the existing foredeck surface (no modifications may be made to the fair surfaces of the hull or deck surface of the boat). The sprit must be able to be launched and retracted from the cockpit. Limitations on its movement are described in 3.2.5 Rig Measurements

A.1.2 When extended, the tack end of the sprit must be fixed in space such that no part of the sprit is statically positioned or may, under load, move further than 50mm from an extension of the centerline of the boat, measured in the plane of the foredeck.

A.2 Jib Traveler

A.2.1 Jib Traveller - when racing in the DOUBLE-HANDED sailing format, a self-tacking jib traveler system may be substituted for the jib boom, providing equivalent jib control functions. While sailing in this configuration, Rule 6.2 SHALL NOT APPLY.

A.2.2 Jib Furling System - a jib furling system may be fitted to either a jib boom or a jib traveler system, and operated while racing.

Measurement (mm)	**Minimum**	**Maximum**	**ERS Reference**
Bowsprit Inner Point	Vertical extension of the foredeck fiberglass gunwale profile at the bow (excludes rubber moldings)		F.16.1
Bowsprit Point Distance - retracted	N/A	0 mm	F.18.1
Bowsprit Point Distance - extended	N/A	1067	F.18.1

A.3 Sails

A.3.1 Sails allowed: The crew may use a main sail, a head sail and a spinnaker. The regatta Organizing Authority may specify in the Sailing Instructions, that the use of a spinnaker may be prohibited in wind speeds above 15 knots.