Martin16 Class Rules

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Introduction & Overview

Every rule of the Martin16 Class Rules applies at all times while a Martin16 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 Definitions

1.2.1 **Assistive equipment** is defined as seating, padding, stability aids, mechanical or motorized devices which assist the helmsperson to sail the Martin16 independently without giving the helmsperson 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.

1.2.2 **Sailing Companion** is defined as another sailor, sitting in the rear/rumble seat of the Martin16, who's responsibility is to help ensure the safety of the helmsperson and sail boat, as well as perform tasks the helmsperson is not able to perform on their own. See section 6.2.3 for clarification.

1.3 The Martin16 **class rules** are **closed class rules**.
The Martin16 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. Only equipment and modifications specifically mentioned in the class rules are allowed. Regatta Sailing Instructions may alter the equipment requirements for that particular regatta, at the discretion of the Organizing Authority, if such equipment is reasonably available to all competitors. 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).

1.4 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.

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

1.6 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

Martin16 sailboats manufactured with an earlier version of the Martin16 Construction Manual shall be considered class legal in perpetuity. The owner may, at their 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 Martin16 design specifications. These modifications are subject to measurement at any sanctioned Martin16 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 helmsperson'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 Martin16 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 Jib Traveler - a self-tacking jib traveler system may be substituted for the jib boom, providing equivalent jib control functions. While sailing in this configuration, Rule 4.4 SHALL NOT APPLY

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

3.2.7 Martin16 Sail Plan and Measurement Procedure

Definitions and measurement procedures are described in the current editions of the World Sailing Equipment Rule of Sailing (ERS) and the Racing Rules of Sailing (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 Sail Slides		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**	**ERS References**
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
- One compass, either analog or digital: if the compass is digital, only a compass operated in a mode/configuration that displays only heading and timing functions is permitted
- Such other equipment as is specifically required by the Notice of Race

3.3.2 GPS based speed devices are prohibited

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

3.4 Assistive Equipment

With the goal of allowing sailors of all physical ability to sail a Martin16 independently and safely, assistive devices may be used by any sailor regardless of their ability, 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. Any physical restraint must have a quick release mechanism.

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

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

4.3 Headsail cloth tension (headsail cunningham) and headsail foot tension may not be altered while racing

4.3.1 The headsail halyard and the main halyard may be adjusted while racing

4.4 Boats equipped with motors shall 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 3.2.7: Martin16 Sail Plan and Measurement Procedure.

6. Sailing Formats while Racing

6.1 When racing, Martin16's may be sailed SINGLE-HANDED, with or without a sailing companion, or DOUBLE-HANDED, 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 Martin16 is intended to be controlled and sailed by the helmsperson

6.2.1 The SINGLE-HANDED sailing format may be sailed solo or with a sailing companion in the rear/rumble seat

6.2.2 Sails allowed are main sail and head sail as specified in 3.2.7. The use of a spinnaker is not allowed.

6.2.3 If sailing with a sailing companion, the following actions by the sailing companion are permitted:

- In the event of equipment failure or other emergency, intervene in any way necessary to ensure the safety of the sailors, the sailboats and their equipment
- Excluding steering and sheeting, assist the helmsperson in performing functions that the sailor is not physically capable of, and at the helmsperson's request only. This includes, but is not limited to:
  - making adjustments to outhaul, boom vang, slot trim and cunningham
  - timing the start sequence
  - adjusting the main halyard and jib halyard tension
  - providing information outside the helmsperson's field of vision

6.3 DOUBLE-HANDED sailing format: when sailed under the DOUBLED-HANDED sailing format, the duties will be shared between the two sailors as the team determines

6.3.1 Sails allowed are main sail and jib as specified in 3.2.7. If sailing in Martin16 Turbo format, the use of a spinnaker is also allowed as described in Appendix A.

6.4 The use of sails and the number of sails shall be specified by the regatta Organizing Authority and defined in the NOR and /or the Sailing Instructions. The number of fleets will be determined by the registrations with a class being determined by a minimum of five boats registered.

6.5 In both the SINGLE-HANDED and DOUBLE-HANDED format, the helmsperson, sailing companion and crew must remain seated while racing. The only exceptions to this rule are:

6.5.1 For safety and repair purposes the sailing companion, crew or helmsperson may stand to readjust the helmsperson positioning or helmsperson straps or Power-Assist Systems

6.5.2 Repairs to equipment are only allowed if they can be safely done by the helmsperson, sailing companion or crew and do not involve accessing the foredeck of the boat

6.6 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 6.2.3 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 Martin16 Class Association. The AbleSail Network will abide by the Martin16 Class Constitution and cooperate with the Builder in administering the rules. With the establishment of a new Martin16 Class Association, the Martin16 Class Association will abide by the Martin16 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 Martin16 Class Association. When the Martin16 Class Association is re-established, it will resume the administrative role of managing the Class Association membership.

8.2 Members of the class association are defined in the Martin16 Bylaws and/or Constitution

Appendix A – Martin16 Turbo

Martin16 Turbo corresponds to a Martin16 sailed in DOUBLE-HANDED format with a bow sprit and spinnaker

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 below:

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.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 Sails

A.2.1 Sails allowed: the boat may use a main sail, a head sail and a spinnaker, as defined in 3.2.7, Martin16 Sail Plan and Measurement Procedure. 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.

Appendix B– Mobility Cup

The Mobility Cup regatta is governed by the AbleSail Network Canada (ASN) who determines where the event will be held each year and oversees policies and procedures.

In the case of a disagreement between the Class Rules and the Mobility Cup Guidelines, the Class Rules will take precedence.

B.1 For Mobility Cup two separate SINGLE-HANDED fleets may be sailed:

- Gold Fleet
- Silver Fleet

The Regatta Organizing Authority, in consultation with the Mobility Cup Committee in the AbleSail Network may determine which fleet a sailor shall race in.

B.1.1 A Silver Fleet helmsperson shall carry an on-board sailing companion

B.1.2 A Gold Fleet helmsperson may elect to carry an on-board sailing companion. The Regatta Organizing Authority, in consultation with the Mobility Cup Committee in the AbleSail Network, may determine that a Gold Fleet helmsperson must sail with a sailing companion.

B.1.2.1 In the Gold fleet, tasks should be performed at the helmspersons request only and Gold sailors may ask for a silent ride except for intervention in the case of equipment failure

B.1.3 The actions of the Sailing Companion are restricted as per the class rules AND as described below:

Sailing Companion Duties	**Gold**	**Silver**
Ensure the safety of the sailors, the sailboats and their equipment	X	X
Assist the helmsperson in performing functions that the helmsperson is not physically capable of including: • Adjustment to secondary controls: outhaul, cunningham, vang and halyards • Update the helmsperson regarding boats astern • All duties should be agreed upon prior to start with the helmsperson being the primary decision maker	X	X
Assist the helmsperson to avoid contact with other boats	X	X
Contribute to the helmsperson'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 helmsperson of the present position of boats in the immediate vicinity		X
Advise the helmsperson 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 and if on a collision course provide advice to avoid contact with the other boat or boats	X	X
With the spirit of learning, provide tactical advice such as: • Determining the transit, favoured end, where to start, the favoured side of the course • Watching other boats, identifying lifts, headers, puffs, lulls, holes, etc. • When to head up or bear off, tack or gybe (except when on a collision course) • When to sheet in or sheet out (except to avoid excessive luffing, which might cause sail damage)		X