



Martin 16 Class Rules

Ratified January 31, 2005

Introduction & Overview

Every rule of the M16 Class Rules applies at all times while an M16 is racing.

1. Intent

1.1 The M16 was created as a one-design class. The intent is that all boats will be equal and that competition will be a true test of crews, not of boats and equipment. 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.3.2).

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 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 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 lower and raise the tiller 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 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



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launched and retracted from the cockpit. Limitations on its movement are described in 3.2.6 Rig Measurements

3.2.5.1 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.

3.2.6 Jib Traveler - when racing in the DOUBLE-HANDED sailing format (6.3), 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.

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

3.2.8 Rig Measurements - measured as prescribed by the ISAF Equipment Rules of Sailing (ERS) (Click [HERE](#) for print version of ERS)

Measurement (mm)	Minimum	Maximum	ERS Reference
Mast Datum Point	bearing surface of mast heel fitting		F.5.1
Height of Mast Datum Point above deck surface (mast step height)	N/A	20	F.5.1
Mast Upper Limit Mark	N/A	5245	F.6.2
Mast Lower Limit Mark	670	N/A	F.6.1
Mast Forestay Height	N/A	3825	F.7.5
Mast Spreader Length	420	465	F.8.1
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.12.1
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

3.3 Equipment and Instruments

3.3.1 The following instruments may be added:

Mechanical masthead wind indicator, compass, navigation lights with suitable battery and wiring 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).



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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. Any physical constraint must have a quick release mechanism.
- 3.4.4 The mainsheet purchase power may be changed.
- 3.4.5 Battery operated bilge pumps are permitted.
- 3.4.6 Rear view mirrors may be installed.
- 3.4.7 The tiller may be fitted with a custom (removable) tiller extension to improve its location or leverage.

4. Use of Equipment

- 4.1 The helmsperson and crew / sailing companion must remain seated while racing.
- 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 wing the jib.
- 4.4 Jib cloth tension (jib cunningham) and jib foot tension may not be altered while racing.

5. Sails

5.1 Sails may be supplied by any sail-maker. Sail materials and dimensions must meet the requirements defined in Appendix A: Martin 16 Sail Plan and Measurement Procedure.

6. Sailing Formats while Racing

6.1 When racing, a fleet of Martin 16s may be sailed in either of two formats: SINGLE-HANDED 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 Martin 16 is intended to be controlled and sailed by the helmsperson.

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

6.2.2 Racing with an on-board Sailing Companion: If sailing SINGLE-HANDED a helmsperson may elect to carry an on-board "Sailing Companion" (a person sitting in the rumble seat). In this case, the actions of the Sailing Companion are restricted as described below:

6.2.2.1 The primary duties of the Sailing Companion are

- to ensure the safety of the sailors, the sailboats and their equipment
- to assist the sailor in performing functions that the sailor is not physically capable of



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- to assist the sailor to avoid contact with other boats
- to contribute to the sailor's enjoyment of sailing

6.2.2.2 After the Preparatory Signal, the Sailing Companion MAY

- help in identification of flags & placards on the Race Committee boat
- assist in timing the start, and keeping clear of other boats prior to the start signal
- advise the sailor of the present position of boats be in the immediate vicinity
- help to determine when other boats are on a collision course
- advise the sailor about right of way with respect to nearby boats and mark roundings
- if on a collision course, provide advice to avoid contact with other boats

6.2.2.3 After the Preparatory Signal, the Sailing Companion MAY NOT

- sit on any part of the deck, but rather must remain seated in the rumble seat (Rule 4.1)
- 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).

6.2.3 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 in the hold beneath the rumble seat. In this case, the actions of the Sailing Companion are restricted and rule 6.2.2 applies.

6.3 DOUBLE-HANDED sailing format: when sailed under the DOUBLE-HANDED sailing format, the Martin 16 is intended to be controlled and sailed by a crew of two sailors. The actions of both sailors are not restricted in any way; either sailor may perform any duty on the boat. Rule 4.1 applies to both sailors.

6.3.2 Sails allowed: The crew may use a main sail, a jib 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.

7. Rule Changes, Jurisdiction, Interpretation

7.1 The Rules of the M16 Class shall be administered by the M16 Class Association in accordance with the M16 Class Constitution and in cooperation with the Builder. Individual M16 Fleets are not authorized to change or interpret these rules except through the process set out in the M16 Class Constitution.

8. Class Association Membership

8.1 Beginning in the year 2002, the crew of a Martin 16 racing in Class-sanctioned events, racing under the rules of the Martin 16 Class Association, shall be a member of the Martin 16 Class Association, and subject to the Constitution and By-Laws thereof. (www.martin16.com).



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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 disability, so that they may compete among themselves and among physically able sailors without the need for handicapping of results.



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Appendix A: 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 2001 - 2004 (RRS) (Click [HERE](#) for print version of ERS Sail Definitions)

Specification	Mainsail		Headsail		Asymmetrical Spinnaker		ERS References
	Min	Max	Min	Max	Min	Max	
Materials	Any material		Any material		Any nylon material		H.5
Construction options allowed	Headboard (see Top Width) Leech/foot cords Sail slides		Clewboard Leech/foot cords Hanks/snaps/zipper luff				G1.14
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		
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 Appendix G1
Sail Numbers	300	N/A	N/A	N/A	Not required	N/A	RRS Appendix G1