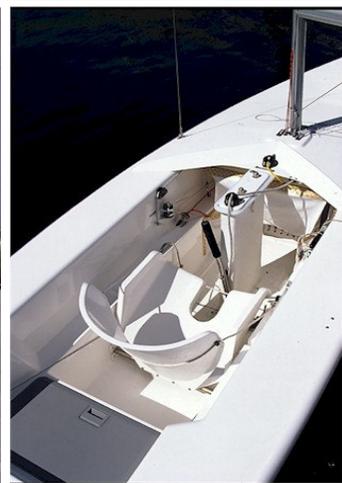


# **M16** ... sailing for everyone!



## *Martin 16* Owner's Manual



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## **1 WELCOME**

Congratulations on becoming the owner of this boat. Make sure you receive a full explanation of all systems from the person transferring ownership to you.

### **1.1 Boating Experience**

If this is your first craft, or you are changing to a type of craft you are not familiar with, for our own comfort and safety, ensure that you obtain handling and operating experience before assuming command of the craft.

Any boat dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Regardless of the craft's seaworthiness and its certified design category, protection from freak sea and wind conditions cannot be guaranteed. The ability, experience and fitness of the crew, therefore, should be taken into consideration before making any voyage.

### **1.2 Responsibility**

1. It is the boat owner/operator's responsibility to:
2. Know the limitations of your boat;
3. Follow the rules of the road;
4. Keep a sharp lookout for people and objects in the water;
5. Ensure that the anticipated wind and sea conditions will correspond to the design category of your boat and that you and your crew are able to handle the boat in these conditions;
6. Never sail when the operator is under the influence of drugs or alcohol;
7. Be aware of the crew/passenger's safety at all times;
8. Reduce speed when there is limited visibility, rough water, people in the water nearby, boats, or structures;
9. Ensure the craft is properly maintained at all times;
10. Have the craft inspected by qualified personnel at regular intervals and whenever a cause for concern is raised; and Ensure compliance with all legislation in place in the area of operation. These may include requirements for the carriage of life saving equipment, licensing of the helmsman and respect for the environment.
11. Ensure all crew receive suitable training, particularly with regards to location and operation of safety equipment, saving equipment, licensing of the helmsman and respect for the environment.



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## 2 ABOUT THIS MANUAL

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft; the equipment supplied or fitted its systems and information on their operation. Please read it carefully and familiarize yourself with the craft before using it. Ensure that everyone who will operate the vessel reads this manual before setting out.

This manual complies with the EU Recreational Craft Directive (RCD) and should not be perceived as an exhaustive guide to the vessel. A manual is not a replacement for experience and common sense!

### 2.1 Original Equipment Manufacturer (OEM) Manuals

This manual includes important fundamentals regarding equipment supplied by other manufacturers. More detailed information for optional OEM equipment can be found in manuals provided by the OEM. If ordered, your boat should include OEM manuals and information from one or more of the following:

1. Road trailer
2. Polyester boat cover
3. 12V Electric Bilge pump
4. 12V Battery and battery charger (if supplied by Dealer)
5. 12V electric keel hoist winch (option)
6. 12V inboard auxiliary motor

### 2.2 Safety Labels

The craft and this manual show symbols which advise the owner/operator and crew of imperative safety precautions to follow when operating and/or servicing equipment. The following symbols may be found on your craft. They should be respected at all times.

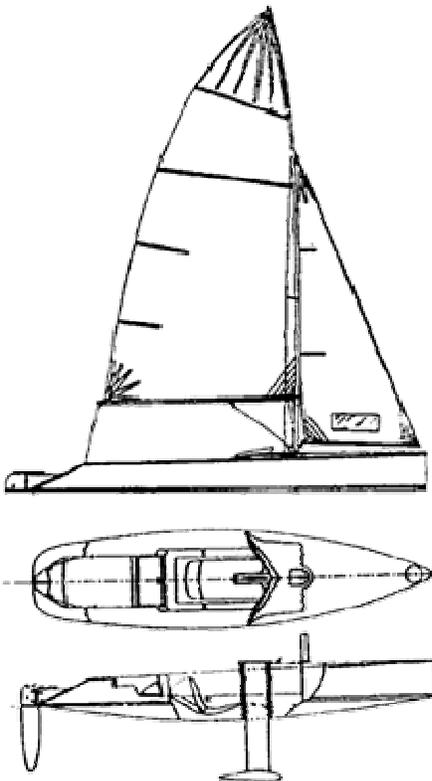
### 2.3 Explanation of Hazard Warnings

<b>Hazard</b>	- usually followed by text description (see following section).
<b>Danger</b>	- Denotes an extreme intrinsic hazard exists which would result in high probability of death or irreparable injury if proper precautions are not taken.
<b>Warning</b>	- Denotes a hazard exists which can result in injury or death if proper precautions are not taken.
<b>Caution</b>	- Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components
<b>Information</b>	- Denotes useful or important facts or suggestions that can greatly enhance safety and efficiency of operations.
<b>Caution</b>	- Do not remove or obstruct any safety label. Replace any label which becomes illegible.



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### 3 GENERAL ARRANGEMENT



#### Specifications

**Length overall:** 16 ft. 0 ins. (4.9 m)

**Beam:** 4 ft. 4 ins. (1.21 m)

**Draft** keel up: 1 ft. 4 ins. (0.40 m)  
keel down: 3 ft. 4 ins. (1.0 m)

**Total Weight (displacement):** 730 lbs (330 kg)

**Ballast (lead):** 330 lbs (150 kg)

**Sail area:** 100 sq ft (9.50 sqM)

**Mast height:** 20 ft. (6.15 m)

**Crew:** 1-2 persons



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### 3.1 Boat Identification & Classification

Type of Boat	Martin 16 sloop
Hull Identification Number	Located on transom, between gudgeons Format: ZBL 16 xxx A y zz ZBL – Builder (ZBL = Abbott Boats Inc.) 16 – Martin 16 sloop xxx – hull number (sail number) A, B, C... – month of manufacture (A = Jan) y – Production model year zz – year of manufacture (05 = 2005)
Name of Boat Manufacturer	
RCD <sup>1</sup> Design Category	C, INSHORE
Maximum recommended number of people	2

<sup>1</sup> RCD = EU Recreational Craft Directive

#### 3.1.1 RCD Design Category Explanation

A boat given design category C is considered to be designed to operate in winds up to force 6 (Beaufort scale) and the associated wave heights (significant wave heights up to and including 2m). Such conditions may be encountered exposed inland waters, in estuaries and in moderate weather conditions.



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### 3.2 Principal Dimensions

<b>3.2.1 Hull Size</b>	Metric	Imperial
Length - overall	5.10 m	16' 8"
Length - waterline	4.75 m	15' 6"
Length – hull	4.90 m	16' 0"
Maximum beam	1.20 m	4' 4"
Freeboard – bow	0.45 m	1' 6"
Freeboard – beam	0.42 m	1' 4"
Freeboard – transom	0.27 m	0' 11"
Draft – maximum	1.00 m	3' 4"
Height of mast	6.10 m	20' 0"

<b>3.2.2 Sail Plan</b>	Metric	Imperial
Main sail area	7.10 m <sup>2</sup>	77.0 ft <sup>2</sup>
Jib sail area	2.70 m <sup>2</sup>	29.5 ft <sup>2</sup>
Total working sail area	9.90 m <sup>2</sup>	106.5 ft <sup>2</sup>
Spinnaker sail area	16.00 m <sup>2</sup>	177.0 ft <sup>2</sup>

<b>3.2.3 Weights</b>	Metric	Imperial
<b>Weight – unladen</b>	<b>340 kg</b>	<b>750 lb</b>
Maximum weight of persons	183 kg	400 lb
Baggage weight & other carry-on weights	Included	Included
Maximum Load as on Builder's Plate	183 kg	400 lb
Weight of permanent stores & equipment	0 kg	0 lb
Weight of Fluids and Permanent Load	0 kg	0 lb
Maximum Recommended Load	183 kg	400 lb
<b>Weight – fully laden</b>	<b>523 kg</b>	<b>1,150 lb</b>
Positive flotation – foam	500 kg	1,100 lb



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## 4 SYSTEMS DESCRIPTIONS

### 4.1 Bilge Pumps

Your Martin 16 has Bilge Pumps fitted as follows:

Bilge Pump	Location	Make/model	Capacity	Bilge compartments
<b>Manual Pump</b> (standard equipment)	Cockpit floor; handle on cockpit wall, to right of helmseat	Whale / Compact 50	50 litres/min	All
<b>12V Electric Pump</b> (optional equipment)	Cockpit floor; Control Switch on cockpit wall, to right of helmseat	Attwood / Sahara 750 (automatic)	49 litres/min	All; <b>Automatic</b> activation by integrated float switch <b>Manual</b> activation by switch in cockpit

Information – The 12V electric Bilge Pump operates automatically by a float switch integrated within the pump. The pump can also be activated manually by a switch located on the cockpit wall, to the right of the helm seat.

Information - The bilge should always be checked after launch. A small amount of water in the bilge is normal, even after the bilge pump is activated.

Information - Check function of pumps regularly & clear debris from their inlets.

Information - It is recommended that a bailer/bucket is carried aboard for emergency bailing purposes. Protect the bucket against accidental loss.

**WARNING** - Never use flammable solvents (i.e. kerosene) for bilge cleaning.



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## 4.2 Electrical System

### Electrical Safety

ALWAYS.....

- Check battery level and connections before going to sea
- Disconnect and remove the battery when the craft is in winter storage (cold weather areas) or long term storage

NEVER.....

- Work on the electrical installation while the system is energized;
- Modify the craft's electrical system or relevant drawings; installation, alterations and maintenance should be performed by a competent marine electrical technician;
- Alter or modify the rated current amperage of fuses or breakers (overcurrent protective devices);
- Install or replace electrical appliances or devices with components exceeding the rated current amperage of the circuit;
- Leave the craft unattended with the electrical system energized, except automatic bilge-pump.

### 4.2.1 12V Battery System

#### Description

Your Martin 16 may have a 12V electrical system installed at the factory, for the purpose of powering and operating one or more of the following optional 12V equipment. Your Martin 16 may have 1) a LIGHT DUTY 12V Battery System; 2) a HEAVY DUTY 12V Battery System; or 3) no Battery System.

12V electric equipment options	12V Battery System required
Electric Bilge Pump	LIGHT DUTY 12V Battery System
Electric Keel Hoist Winch	LIGHT DUTY 12V Battery System
Power-Assist System	LIGHT DUTY 12V Battery System
Inboard Electric Auxiliary Motor	HEAVY DUTY 12V Battery System
12V Accessory Power Receptacle	HEAVY DUTY 12V Battery System
Navigation Instruments	HEAVY DUTY 12V Battery System
Navigation Lights	HEAVY DUTY 12V Battery System
CD or MP3 Player	HEAVY DUTY 12V Battery System



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### Battery Specifications

The battery capacity, charging system, wiring, controls and location of fuses and breakers is different for the LIGHT DUTY and HEAVY DUTY 12V Battery System installation as follows:

12 V Battery System	Voltage	Capacity	Battery location	Main battery switch	Battery Meter	Battery Charger
Light Duty Battery	12	18 Amp Hours	Compartment under aft seat	N/A	Customer supplied	Customer supplied
Heavy Duty Battery	12	60 Amp Hours	Compartment under aft seat	Control Panel, starboard cockpit	Control Panel, starboard cockpit	5 Amp Intelligent battery charger

### Breakers & Fuses

Breakers/fuses for the optional electrical equipment are located as follows:

LIGHT DUTY 12V Battery System	Control switch location	Fuse rating	Fuse location
Main Battery Switch	N/A	N/A	N/A
Primary Breaker	N/A	60 Amp auto-reset	breaker located on (+) battery post; battery in compartment under back seat
Bilge pump	Rocker switch (auto/manual) cockpit wall, starboard side	5 Amp; barrel fuse	Fuse holder; next to rocker switch
Keel hoist winch	Rocker switch on keel trunk.	Primary Breaker	see: Primary Breaker
Power-Assist System	Control Panel	Primary Breaker	see: Primary Breaker

HEAVY DUTY 12V Battery System	Control switch location	Fuse rating	Fuse location
Main Battery Switch	Control Panel	N/A	N/A
Primary Breaker	N/A	60 Amp auto-reset	Main Battery Switch, back of Control Panel
Keel hoist winch	Control Panel	Primary Breaker	see: Primary Breaker
Power-Assist System	Control Panel	Primary Breaker	see: Primary Breaker
Inboard electric auxiliary motor	Control Panel	30 Amp; ATO style fuse	ATO fuse holder on connector block; located in compartment under back seat, starboard side.
Bilge pump	Control Panel	5 Amp; tube fuse	Back of Control Panel
12V Accessory Power Receptacle	Control Panel	15 Amp; tube fuse	Back of Control Panel
Navigation instruments	Control Panel	15 Amp; tube fuse	Back of Control Panel
Navigation lights	Control Panel	15 Amp; tube fuse	Back of Control Panel
CD or MP3 Player	Control Panel	15 Amp; tube fuse	Back of Control Panel



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## **Wiring Diagrams**

Wiring Diagrams for the LIGHT DUTY and HEAVY DUTY Battery System installations can be downloaded from [www.martin16.com](http://www.martin16.com) .

**Information** – Your Martin 16 electrical wiring is installed with marine grade “tinned” conductors and connectors. The Control Panel and electrical connections are coated with a water displacing agent made by Boeing Aircraft: “**T-99 Boshield**” (an excellent product available in better marine chandleries)..

Electrical connections require regular maintenance in marine environments, especially salt water venues. Inspect battery connections and wiring regularly, clean as required and coat with a water displacing agent. If subjected to salt water and left unprotected, cathodic action can corrode wires and connections in a matter of hours.

**Caution** - Replace fuses with one of the same amperage rating as the original. A higher rating will render the circuit unprotected against overcurrent.

**Caution** - Ensure that the battery ventilation ducts are kept unobstructed at all times.

**Caution** - When charging and (dis)connecting a battery ensure that no water or metal objects can contact the terminals.

**Information** - Batteries should be turned OFF or disconnected when not in use and especially while the boat is unattended.

## **Battery Charging**

The battery supplied with your Martin 16 is a top quality, high technology Absorbed Glass Matt (AGM) power cell. The batteries are designed for DEEP-CYCLE use, are SPILL-PROOF even when punctured, and MAINTENANCE FREE. AGM batteries are designed to be maintained at (close-to) full-charge (float-charged) and will provide maximum battery performance and life. AGM batteries are subject to irreversible damage if 1) over-charged or 2) left fully discharged for extended periods (weeks)

AGM batteries are designed to be charged by an INTELLIGENT BATTERY CHARGER, that monitors the battery condition at all times and optimizes the charge voltage and current for optimum performance and life. An INTELLIGENT BATTERY CHARGER can be connected to the battery indefinitely (float-charged) without harming the battery.

**Caution** - The AGM battery is subject to irreversible damage when 1) overcharged, or 2) fully discharged for an extended period. Charge your battery regularly, using an INTELLIGENT BATTERY CHARGER.

**Caution** - If charged by a common automotive battery charger (designed for high capacity lead-acid batteries) the battery should not be charged for more than:  
18AH battery – 90 minutes  
60AH battery – 4 hours



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**Caution** - AGM battery is subject to “Hydrogen off-gassing” if over-charged.

### **Battery Maintenance**

The battery supplied with your Martin 16 does not require any maintenance under normal operation and environmental conditions. Keep the battery clean and dry and properly secured in the battery box. Inspect, clean and coat battery terminals/clamps with silicone grease. If the boat is stored for an extended period of time, disconnect and remove the battery.

### **Disconnection & Removal of Battery**

In cold environments, or anywhere your Martin 16 will be stored for an extended period of time, you should disconnect and remove the battery and store indoors in a cool environment (10 – 25 degrees C). Always charge the battery fully before storage.

To remove the battery cables:

1. Turn off all systems drawing power from the Battery
2. Turn the Main Battery Switch OFF (HEAVY DUTY 12V Battery System only)
3. Remove the NEGATIVE battery cable FIRST, then the POSITIVE cable
4. To replace the cables, replace the POSITIVE battery cable FIRST, then the NEGATIVE cable.

## **4.3 Steering System**

### **Description**

Your Martin 16 is controlled by a deep, spade rudder which provides positive control under all wind and sea conditions, with minimum pressure required to the helm. The helmsperson uses a “joystick” to control the boat, and the movement of the joystick is transferred to the rudder via zero-stretch, high strength control lines guided by low-friction ball-bearing pulleys.

### **Forward of Aft Seat Steering**

The helmsperson may be seated in either 1) the forward seat, or 2) the aft seat, and the joystick may be moved from one location to the other in about ten minutes (optional rear Seat Joystick Mount required).

### **Steering System Adjustment**

The centering of the joystick with respect to the tiller/rudder and the tension of the steering lines is critical to maintaining proper control. This is done by adjusting one or both of the ADJUSTER STRAPS available on the aft deck of your Martin 16.

**Warning** - Failure of the steering system will cause loss of control of your boat. For proper control, check steering lines, assure that your joystick is centered and the steering lines are adjusted before leaving the dock.

### **Steering System Maintenance**

The steering lines are subject to wear over time, primarily at the attachment points. Inspect the steering lines regularly and replace when frayed or damaged. To maintain low friction movement of the steering system, wash the lines with fresh water and spray with a DRY PTFE type lubricant (e.g. McLube).



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If the Martin 16 is heavily used (e.g. sail training environment), have a qualified technician inspect the rudder gudgeon fasteners, the integrity of the rudder head assembly and lubricate the gudgeon pins.

### **Power-Assist System**

The Martin 16 will accept a portable Power-Assist System, providing modular, electrically assisted steering and sheeting systems for people with a disability. These systems are described in the Power-Assist System Operators Guide, and have maintenance procedures specific to these systems.



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## 5 PRE-LAUNCH OBSERVATIONS

### 5.1 Risk of Loss of Stability

The stability and buoyancy of the Martin 16 is subject to observing the maximum load specified in section 3.2.3. When under way, your Martin 16 is sailed with the crew seated (on the centerline) at all times. Under normal conditions, there is no need to leave the helm or crew seats, and it is never necessary to “hike” to one side or the other to maintain stability.

- Caution** - The Martin 16 relies on the keel bulb for its stability both 1) at the dock and 2) while sailing. Fully lower and lock the keel in the “lowered position” before embarking.
- Caution** - Always sail with the keel in the fully lowered, locked position.
- Warning** - The boat should never carry more than the recommended load. The load should be suitably distributed, bearing in mind that stability is most significantly reduced by any weight added “higher” in the boat
- Caution** - Stability can also be adversely affected by sloshing fluid. Water in the cockpit should be bailed.
- Caution** - Stability may be reduced when towing or lifting heavy weights using a davit or boom.
- Caution** - Breaking waves are a serious stability hazard

### 5.2 Risk of Flooding

- Caution** - As a normal precaution, the rear compartment hatch should be closed and locked to minimize the risk of water ingress to the inner chambers. Water trapped in the inner hull chambers may be released into the cockpit through a “bung” in the cockpit firewall (forward wall, at the helmsperson’s feet).
- Caution** - Check function of bilge pumps regularly & clear debris from their inlets.
- Information** - The Martin 16 has adequate positive floatation (internal foam blocks) to support the boat and the crew when 1) the cockpit is swamped and/or 2) the hull is “holed” and the inner chambers are flooded.



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## 5.3 Risk of Falling Overboard

When under way, your Martin 16 is sailed with the crew seated (on the centerline) at all times. Under normal conditions, there is no need to leave the helm or crew seats, and it is not necessary to “hike” to one side or the other to maintain stability. All of the controls that you need are within reach and can be actuated with minimum strength. While under way, the SAFE WORKING AREA IS SEATED, IN THE COCKPIT.

**Caution** - Most slips and falls occur during boarding and disembarking. Be aware that wet decks can be slippery. Wear slip resistant footwear at all times.

## 6 NAVIGATION & OPERATIONS

### 6.1 Handling Characteristics

Under a skilled hand, your Martin 16 is designed and equipped to handle responsively and nimbly in most sea and wind conditions. If you are new to sailing, we recommend that you receive adequate training in sailing skills and boat handling before setting to sea for the first time, Before embarking on a long journey, or sailing in high winds or sea states:

**Caution** - Seaways are infinitely variable and all craft can meet conditions that will challenge the boats handling characteristics and/or the helmsman's ability. Proceed with a margin for error at all times. Avoid making sharp turns at high speed, particularly in a short seaway.

**Caution** - Be aware that factors such as altitude, temperature, load, and bottom growth may affect performance.



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## 6.2 Anchoring, Mooring & Towing

**Information** - It is the owners / operators responsibility to ensure that the mooring lines, towing lines, anchor chains, and anchors are adequate for the vessels intended use. Owners should also consider what action will be necessary when securing a tow line on board.

**Caution** - A tow line shall always be made fast in a way that it can be released when under load.

**Caution** - Always tow or be towed at slow speed. Never exceed the hull speed of a displacement craft when being towed.

## 7 MAINTENANCE

Regular inspection and maintenance is an essential activity to ensure the boat's longevity and the crew's safety. The necessary frequency of service or maintenance depends upon the environment in which the boat operates. The intervals listed in this table should be viewed as maximums.

**Caution** - Modifications that may affect the safety characteristics of the craft should be assessed, executed and documented by competent people.

**Caution** - Any change in the disposition of the masses aboard may significantly affect the stability, trim and performance of the boat.

### 7.1 REGULAR INSPECTIONS AND MAINTENANCE

KEY: X - Activity required    Y - Activity required by qualified individual

	Required Maintenance	Before every use	After first 20 hours	Every 25 or 50 hours	Every 50 or 100 hours	Annually
<b>MISCELLANEOUS</b>						
<b>Buoyancy compartment inspection</b>	Inspect the bow hatch cover and the compartment under the aft seat for standing water inside the inner hull. Bail as required.	X				Y
<b>Buoyancy compartment drain plug</b>	REPLACE before going sailing; REMOVE at end of sailing session	X				
<b>Keel Lift line</b>	Inspect keel lift line prior to operation (lifting keel). Keel Lift line is under high load and must be in good	X	X			Y Replace: 3.0 m of 6mm Spectra™



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	condition.					
<b>Bilge Pumps</b>	Keep cockpit floor area free from debris, plastic, loose clothes, etc. Clean limber holes and pump strainer	X				
<b>Hull damage</b>	When the boat is out of the water, inspect the hull and appendages for damage and repair as required.	X				Y
<b>CONTROLS</b>						
<b>Seat position</b>	Adjust the seat position for comfort and to allow access to all controls lines and the joystick. Assure that seat adjustment lines are secure in cleats.	X				
<b>Steering lines and tackle</b>	Check joystick is centered and steering lines are taught and free running, actuating rudder through full range of motion.	X				
	Inspect steering lines for fraying; replace as required			X		
<b>Tiller/Rudder</b>	Check tiller retainer pin is securely seated, and that rudder pin is in place, locking rudder blade DOWN.	X				
<b>Rudder gudgeons</b>	Inspect rudder gudgeons fasteners are tight and clevis pins and retainers rings are secure.		X		X	X
<b>Jib Boom swivel</b>	Inspect jib boom swivel and tighten screws		X	X		
<b>Sheets</b>	Inspect main and jib sheets and assure that they run freely	X				
<b>Shrouds and forestay</b>	Inspect shroud pins and retainer rings and forestay fastening. Tape with rigging tape to prevent accidental release	X				
<b>Shrouds and forestay</b>	Inspect shroud wires annually for broken				X	X



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	strands; replace as required					
<b>ELECTRICAL</b>						
<b>Battery level</b>	Check battery charge level before sailing	X				
<b>Battery</b>	Check, clean, BATTERY CABLES connections and coat with silicon grease			X		X
<b>Battery</b>	Check, clean, electrical connections and coat with water displacement fluid (T-9 BOESHIELD)			X		
<b>Electric Keel Lift (option)</b>	If electric keel lift winch is fitted, check electrical connections and service with water displacement fluid (T-9 BOESHIELD)		X	X		
<b>Electrical wiring</b>	Inspect electrical wiring for damage, cuts, or abrasion of insulating material, or loose attachments. Repair damaged wires, broken wire straps or guides as required					Y

**Warning** - Work on electrical wiring can create shock hazards or sparks.

**Warning** - Always disconnect power sources and shut off battery switch, breakers and/or pull fuses before checking electrical wiring or connectors.

## 8 ENVIRONMENTAL AWARENESS

The previous sections of this manual provide information on how to protect the boat and its crew from the environment. This section gives information on how the environment may be protected from the boat and its crew.

The environment" should be understood as including one's neighbours as well as the world of plants and animals.

In many regions of the world, there are strictly enforced regulations regarding environmental protection. It is the responsibility of the owner/operator to be aware of applicable regulations and to ensure compliance with them.

### 8.1 Leakage of Petrochemicals



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**Warning** - Any oil must be treated as chemical waste.

**ALWAYS:**

Investigate the source of any oil leaks as soon as possible.

Dispose of recovered spilt oil correctly.

Have oil-absorbing cloths or rolls on board.

**NEVER:**

Dispose overboard of any oil, paint or other chemical that is potentially harmful to the environment.

Sanctions are in place in most parts of the world for those who disregard this rule!

## 8.2 Black & Grey Water

**Warning** - The discharge of effluent into navigable waters is forbidden by law in many areas and violators may be subject to a penalty. It is the responsibility of the boat user to ensure that they are aware of local legislation regarding discharge

**Caution** - Keep bilges clean to avoid the automatic bilge pumps discharging illegal effluent.

## 8.3 Household Waste

**Warning** - When at sea for periods longer than space allows onboard storage of waste, only jettison organic waste. Always retain any household waste until it can be properly disposed of ashore.

## 8.4 Noise

**NEVER...** make excessive noise. Most people take to the water for relaxation which is ruined by noise.

## 8.5 Wash / Waves

**ALWAYS...** adapt your speed to the water in which you are navigating. Consider the comfort and safety of other (particularly small) boats around you. Be aware that in some areas speed restrictions are in place to avoid erosion of banks/coastline.

**CAUTION** - Be aware that some areas speed restrictions are in place to avoid erosion of banks/coastline.



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## **Congratulations!**

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...on your decision to join the growing number of Martin 16 sailors across North America – and around the world. In a sea of small boat designs – the Martin 16 stands out as a new paradigm in sailing. Described succinctly: the Martin 16 is a “gentleman’s sport boat”. There is simply nothing like it anywhere...

**Your Martin 16 is comfortable !** The Martin 16 is comfortable to sail! Martin 16 owners report that they sail their Martin 16 for eight hours or even longer.

**Your Martin 16 is stable, easy to sail, and fast !**

**Your Martin 16 loves wind and waves !** You can sail your Martin 16 in big winds and waves with comfort and stability.

**One Design racing like you’ve never experienced it before...**there is nothing to do but sail your Martin 16, so racing your Martin 16 is better than you’ve ever experienced it.

This Owner’s Guide will answer many question you may have about the unique features of your Martin 16 Sloop, how to enjoy many golden days of safe and exciting sailing, and how to care for and maintain your Martin 16.

You are going to love your new Martin 16!

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