

# **Mutineer 15 Class Racing Rules**

The Mutineer was designed to be simple to sail with reasonably little cost and trouble to the owner. The objects of the racing rules are:

- A. To keep each boat as equal, simple and reasonably inexpensive as possible by maintaining it's one-design features for class racing.
- B. To encourage the use of boat speed and sailing skills alone to increase performance.

A skipper has the right to protest and the Class Measurer has the right to declare ineligible any Mutineer that does not conform to these rules, and to the official drawings.

Several builders have built the Mutineer over the years. Therefore Chrysler Mutineer, TMI Mutineer, Starwind 15, Gloucester 15, Cardinal Mutineer, and Nickels Mutineer sailboats shall be entitled to race as Mutineer sailboats and shall be entitled to race in all Mutineer Class Association Regattas.

Any equipment should be subject to class rulings on its legality before a race series. Although objections should be voiced and rulings made prior to the race, this shall not preclude objection being made during a race if some infraction went unnoticed initially.

## ***Championship Racing.***

- A. Area and National Championship Races will be open to any helmsman helming a Mutineer dinghy provided that:**
  1. The Helmsman or Crew is a Full Member of the Mutineer 15 Class Association, or spouse, son or daughter thereof, providing the son or daughter is below the age of 21.
  2. The boat has been registered with the Association and has been entered by a Full Member of the Association.
  3. Payment of National Dues for the current year, and Membership for the current year have met the requirements set forth in Article 9 (Association Membership Dues) in the MCA Constitution.
- B. In such Championship Races, the following shall apply:**
  1. Inspection: Boats shall be subject to inspection at the discretion of the Officer of the Day.
  2. Racing will be in accordance with the current ISAF Racing Rules as adopted by US Sailing and the Mutineer Class Association Constitution and Class Rules where they apply, in this order.
  3. Scoring: The Low Point Scoring System, Appendix A of the current ISAF Racing Rules, shall be used. At the race committee's discretion, the Bonus Point System may be used. A minimum of three (3) races shall comprise a Championship Series.
  4. All sails must be date stamped and signed by the Mutineer Class Association Measurer and meet all other requirements as detailed in the General Racing Rules.

**C. Chartered Mutineers: The use of chartered boats will be permitted for Championship Racing providing ALL the following criteria are met:**

1. The Helmsman or Crew must be a Full member of the Association.
2. The chartered boat must be inspected and comply with all the Class Rules and measurements, and will be subject to all Class requirements.

### ***General Rules***

#### **A. Safety Equipment**

**All Mutineers must carry the following safety equipment while racing:**

1. A wearable, Coast Guard-approved lifesaving device for each person in the boat, if not worn they must be within easy reach of the crew and shall be worn throughout the race if so directed by instructions or by predetermined signal by the Race Committee.
2. One Coast Guard-approved, throwable, type IV or V, PFD is encouraged but not mandatory unless indicated by the Race Committee.
3. A paddle.
4. An effective anchor and a minimum of 100 feet of line of 3/16" or larger diameter.
5. A bailing device of at least two-quart capacity.
6. It is recommended that the rudder assembly be attached by a keeper or safety line so it will remain with the boat in the event of a capsize.

#### **B. Buoyancy**

1. The boat should have adequate positive floatation to support boat and crew in the event of a capsize.
2. Hatch covers and inspection port covers shall be in place at the start of each race. Hatch covers may be opened during the race to allow crew to retrieve and stow items during the race. The crew is encouraged to secure all hatch covers after retrieving or stowing items.
3. The internal bow spinnaker launchers shall have a water-resistant sock attached to the end of the bow snout under the foredeck. The crew is encouraged to race with a water-resistant cover over the spinnaker snout if a spinnaker will not be used during a race.
4. The Mutineer Class Association discourages any uncovered through deck openings, that would jeopardize the water-resistant integrity of the hull in the event of a capsize. While we will not disqualify a boat for uncovered openings, the Class is on record as advising owners of potential problems of reduced buoyancy due to openings that allow water to enter the hull.

#### **C. Crew**

Crew shall consist of a helmsman and at least one crewmember, and no more than two crewmembers. The same crew (helmsman and crew) must be used throughout a race or regatta. Crew shall not be added, deleted, or changed without prior permission of the Race Committee.

#### **D. Sails**

1. Any sailmaker shall be allowed to manufacture replacement sails, provided these conform to the official specifications and sail plan and that the total area of jib and main sail does not exceed 150 square feet by the official method of measuring.
2. Only two sets of sails shall be measured in per regatta or series.
3. At the National Championship, sails will be measured prior to racing and date stamped accordingly.
4. A sail may be re-cut, but the overall area may not be altered, except to make the area conform to association requirements.
5. Telltales may be added as desired.
6. Sail switching is not permitted during a race or regatta series unless permission to do so is granted by the race committee.
7. Windows in the main and jib are allowed.
8. A Cunningham hole is allowed, together with the necessary adjustment controls.
9. Racing bands on mast and boom:
  - a. Two bands, at least  $\frac{1}{2}$ " wide of contrasting color must be on the mast; the inner edges must be 20' 6" apart. The inner edge of the lower band is to be 14 inches above the deck measured next to the mast. Only one set of bands is allowed on the mast.
  - b. A band at least  $\frac{1}{2}$ " wide of contrasting color on the boom is required at a distance of 8' 2" from the after edge of the mast to the inner edge of the band when boom is attached to the mast and fully extended at 90 degrees to it.
  - c. The headboard, tack, and clew of the main sail may be adjusted only within the banded dimensions, and shall not be allowed past these limits during races.
10. Zippers are prohibited.

#### **E. The following are permitted:**

1. Installation of a boom vang.
2. Installation of different sheet lines, mainsheet blocks, and/or boom blocks.
3. Side shrouds may be replaced, lengthened or shortened, and must be consistent with rule F1. Wire size or construction may not be reduced in diameter from the standard Mutineer equipment. Quick release pins may be substituted for the standard clevis pin and ring. Shrouds may be attached using standard adjusters or turnbuckles. The use of "Hyfield" lever type connectors or "magic boxes" for attaching the side shrouds is prohibited. Adjustment of standard adjusters or turnbuckles from leg to leg while racing is not allowed, however, adjustments may be made between races.
4. Hiking straps. These may not have their attachment points at a point higher than the top of the horizontal portion of the seats. No hiking aids other than hiking straps are permitted in sanctioned regattas.
5. Outhaul and downhaul.
6. Battens of optional material and width fitting into specified pockets, top batten length being optional, 42 inches maximum.
7. Any means of shutting off the foredeck enclosure at the mast point.
8. A spray deflector located on the foredeck.

9. A maximum of two suction bailers located in the cockpit floor.
10. Stiffening of the centerboard case top internally or externally when it may take the form of a console/seat.
11. Spinnaker launcher tube of optional design but mouth must be in front of forestay.
12. The jib tack may be attached to a properly mounted fitting on the foredeck or to a wire rope run through the foredeck and is attached to the hull below deck.
13. Spinnaker sheet leads, blocks, guy hooks, and jam cleats in optional positions. The maximum spinnaker pole length is 6' 8" from jaw to jaw, and the mast mounted spinnaker pole fitting extension from the mast is limited to 2 ½".
14. Standard fittings may be changed to ones of superior quality. The placement shall not be changed unless allowed by the rules.
15. Jib tracks and jib haulers may be positioned as desired.
16. Weight – The boat with mast, boom, spinnaker pole, stays, halyards, main and jib sheets, centerboard, rudder, tiller, jib, and all permanently attached hardware must weigh at least 410 lbs., or be corrected by adding permanent weight until it does. The location of such added weight shall be as close to the centerline and bulkhead, and as low as practical. (Mainsail, spinnaker, spinnaker sheets, PFD's, anchor w/rode, and other items not specifically listed above should not be in the boat when it is weighed.)
17. Hulls, centerboards, and rudder blades may be rubbed, sanded, faired, painted, waxed, or polished in the normal process of maintenance. Hull sanding and fairing will be closely scrutinized with particular regard to Rule F7. The Technical Committee and Class Officers will judge infractions of this rule.
18. The mainsheet blocks may be repositioned on the boom to give a more vertical lead to the mainsheet jam cleat fitting on the top of the centerboard trunk.
19. A compass mounted as desired.
20. A masthead wind indicator.
21. Spinnaker pole up haul/downhaul optional in method.
22. An adjustable jib whisker pole of any length may be used on boats not carrying a spinnaker. The use of such pole is limited to setting on the side opposite the main boom.
23. A variation from the original tube/sleeve jib roller furling gear to a wire luff, or hank-on jib.
24. A separate forestay may be added forward of the jib halyard as a safety feature.
25. All halyards may be lead internally subject to the limitations of Rule F2.
26. A magic box may be connected to the forestay.
27. The distance from the deck next to the mast to the upper edge of the sheave of the spinnaker halyard block shall not exceed 192 inches.
28. Hand holds may be installed in the stern area, on the deck, or in the cockpit, no further forward than 3 feet from the transom, to assist the crew when boarding the boat from the water.

**F. The following are prohibited:**

1. Standard rigging alterations: Rigging shall be placed as on all standard Mutineers and be 1/8" diameter cable (1X19 construction stainless steel shrouds, 7X19 or 1X19 stainless steel forestay), and these shall consist of a forestay and two (2) shrouds.
2. Spars: Mast and boom shall be restricted to equipment supplied by a builder licensed under Article 12, B of the Constitution. Spars may be altered only with respect to adding floatation or sealing the mast if desired, and color and finish, and complying with all other rules as they pertain. The Class rules prohibit the use of special lightweight or bendy masts, tapered masts, etc. Replacements shall be limited to original equipment spars. (Licensed builders as of October 2003 have used three different mast manufacturers as original equipment.)
3. Travelers, track, or rope athwartships for moving the mainsheet.
4. Hydro polymers, i.e., substances or preparations which when applied to or released at the outer surface of the hull causes less skin friction.
5. Electronic devices such as navigational aids, wind indicators, steering devices, radios, speedometers, and anemometers.
6. Ballast worn by a skipper and/or crew during competition. This includes any water retaining sweaters, sweatshirts, or similar apparel.
7. Altering of the basic shape of the hull from its original design is prohibited.
8. Modifications to the centerboard, the centerboard well, or any procedure/practice to affect a jibing centerboard.

# **MUTINEER CLASS SAIL MEASUREMENTS**

## **I. *Mainsail***

Dimensions shall not exceed:

1. Luff 20' 1"
2. Foot 8' 0"
3. Leech 21' 5". The leech is measured from the back of the headboard when the headboard is perpendicular to the luff; if the head board is not perpendicular to the luff, an imaginary point (4  $\frac{3}{4}$ " maximum) from the back of the bolt rope perpendicular to the luff at the head.
4. Girth measurements:
  - a.  $\frac{1}{4}$  height of sail 7' 1.5"
  - b.  $\frac{1}{2}$  height of sail 5' 6"
  - c.  $\frac{3}{4}$  height of sail 3' 3"

The mid-height girth is the distance between the points on the luff (not including the bolt rope) and the leech, found by folding the sail with the upper inner corner of the headboard to the tack (mid-luff) and then the outer upper corner to the clew (mid-leech).

The 3/4 height girth is the distance between points on the luff and the leech found by folding the sail similarly with the headboard at the mid-girth on the luff and leach..

The 1/4 height girth is the distance between points on the luff and the leech found by folding the sail with the tack to the mid-girth on the luff and the clew to the mid-girth on the leech.

5. Battens shall be limited to four (4), not to exceed 42" top, 25" next down, 31" next down, and 25" bottom batten. Locations shown on plan evenly spaced plus or minus two (2) inches.
6. Headboard not to exceed: 4.5" measured at right angles to the luff. The measurement from the after edge of the luff rope to the measurement of the aftermost point of the headboard shall not exceed 4  $\frac{3}{4}$ ".
7. Viewing windows shall be allowed. Additionally, one or two small windows shall be allowed for telltale viewing. The shape is optional, but each window shall fit within a 10" diameter circle.
8. Racing sail bands: Three bands, of a color contrasting the color of the spars,  $\frac{1}{2}$ " wide minimum, shall be on the mast and boom as follows:
  - a. Mast: Two bands, at least  $\frac{1}{2}$ " wide of contrasting color, the inner edges must be 20' 6" apart. The inner edge of the lower band is to be 14 inches above the deck measured next to the mast. Only one set of bands is allowed on the mast.
  - b. Boom: A band at least  $\frac{1}{2}$ " wide of contrasting color at a distance of 8' 2" from the after edge of the mast to the inner edge of the band when boom is attached to the mast and fully extended at 90 degrees to it.
  - c. The headboard, tack, and clew of the main sail may be adjusted only within the banded dimensions, and shall not be allowed past these limits during races.

9. 10" (minimum) high sail numbers in a contrasting color to the sail, placed midway between the second and third battens.
10. The optional but recommended class insignia should be located midway between the first and second battens.

## **II. JIB**

Dimensions shall not exceed:

1. Luff – 15' 1"
2. Leech – 14' 4.5"
3. Foot – 7' 3.5"
4. The maximum roach of the sail on the foot is 8".

*Measure as follows:*

- a. *Lay the sail out as flat as possible.*
- b. *Smooth the "flow" in and near the foot up into the body of the sail. It may help to introduce a large wrinkle in the jib.*
- c. *Place a straight edge from the tack to the clew.*
- d. *Measure the maximum distance at 90 degrees from the straight edge to the sail edge. Note: If the sail edge curves up, just hold it down.*
5. The head, tack, and clew are the points where the sides of sail, if extended, would intersect.
6. No battens are allowed in the jib.
7. Viewing windows of transparent material are allowed. Additionally, one or two small windows shall be allowed for telltale viewing. The shape is optional, but each window shall fit within a 10" diameter circle.
8. The leech shall be straight or concave; convex leeches are illegal.
9. The luff sleeve shall not exceed 2 1/2".

## **III. SPINNAKER**

1. The spinnaker shall be a symmetrical three-cornered sail. The sail must have no reinforcing patches other than at the head, clew, and retractor tab.
2. The sail is measured as follows:  
Fold the sail in half from the head to the center of the foot so that the clews coincide. The three corners of the half sail so formed shall then be pulled out hand taut and held in position, then the following measurements shall not exceed:
  - a. Head to clew 16' 0".
  - b. Clew to center of foot 5' 0". Note: Some consideration will be given for older spinnakers allowing for a deviation caused by stretched fabric.
3. With the head now folded to the clews and the corners held out as before, the width at the mid-girth is measured in a straight line and shall not exceed 6' 0".
4. Sail numbers are optional but recommended. They should be 10" minimum high in a contrasting color to the sail and placed in the upper third of the sail.

#### **IV. CONDITIONS OF MEASUREMENTS**

1. When completely dry, all sails will be stretched by hand sufficiently to remove wrinkles adjacent to the measurement being taken.
2. Owners are responsible if sails are set beyond the prescribed "racing bands" or are found to exceed the measurement permitted.

#### **V. MATERIALS OF SAILS**

1. Main and jib are to be of Dacron woven synthetic cloth, minimum 3.8oz. per square yard. The Class will permit the optional use of Polyester Laminate (Mylar) material for the jib only, minimum 3.8 oz. per square yard.
2. Spinnaker is to be of nylon with a minimum weight of  $\frac{3}{4}$  oz per square yard.