

MARINER CLASS ASSOCIATION
- CONSTITUTION AND CLASS RULES -

PART 1: ORGANIZATION

1. Name. The name of this organization shall be the Mariner Class Association.
2. Object. To promote and develop Mariner Class racing under uniform rules and to maintain rigidly the one-design feature of the Mariner.
3. Emblem. The emblem of the Class shall be the letter M in a circle arranged in the following pattern:



4. Class. The Class shall consist of Mariner boats designed by Philip Rhodes and built by the O'Day Corp. of Fall River, Mass., hereinafter referred to as The O'Day Corp., similar in specification and material to those built in 1959. The Class shall include both keel and centerboard boats but the two shall race separately.
5. Organization and Membership. Any owner or bona fide charterer of a boat, eligible for registration in this Class, may apply for membership in the Association. He shall join, if possible, through a fleet on whose waters he normally sails. The power to accept or reject applications for membership is vested in each fleet, but any application is subject to refusal, for cause, by the Governing Committee. The Fleet, a territorial branch or unit open to all eligible individuals, shall elect its own officers, always to include a Fleet Secretary. It shall be self-governing in all local matters that do not conflict with the Association's Rules.
6. Fleet Charters. The Governing Committee may grant Fleet Charters to each Fleet consisting of three or more owners, of three or more Mariner Class boats, upon application to the Class Secretary. Charters shall be revoked by the Governing Committee upon failure of a fleet to maintain a minimum number of members in good standing or other adequate cause.
7. Dues. Association dues shall be \$3 a year and shall be paid before a member can be in good standing in either the Fleet or the Association. The dues may be raised or lowered by a majority vote of the Class at its Annual Meeting. Such changes, however, cannot be retroactive.
8. Executive Officers and Duties. The Association shall be governed by the following officers, who shall be elected at each Annual Meeting and shall serve until the ensuing Annual Meeting or until their successors are elected at a Special Meeting, or by a vote of five of the seven members of the Governing Committee:

The President, who shall preside at meetings, shall rule on procedure and appoint special committees. He shall be empowered to call all meetings and shall designate the time and place, excepting only the Annual Meeting.

Vice Presidents who shall assist the President in furthering the activities of the Association in the following geographical areas:

East Coast - All states bordering on the Atlantic Ocean except Florida and the Western half of New York.

Gulf Coast - All states bordering on the Gulf of Mexico.

West Coast - All states bordering on the Pacific Ocean.

Great Lakes - All states bordering on the Great Lakes except the Eastern half of New York.

They shall have authority to conduct regional regattas and generally to supervise the activities of the Association with the approval of the President..

The Secretary who shall, as the Secretary, keep minutes of the meetings, reports on Fleets, records of membership registration of boats, issue all Fleet Charters and, in addition, shall perform all other duties pertaining to such office.

The Treasurer who shall, as Treasurer, deposit all funds, keep financial books, make necessary disbursements and render a report at the Annual Meeting.

9. Governing Committee. The powers of the Association shall be vested in, and administered by, its Governing Committee.

The Governing Committee shall consist of the three officers as designated the Fleet Captains of Chartered Fleets, and four other members of the Association elected at the Annual Meeting. An affirmative vote of four of the seven members of the Committee shall decide all questions, and such votes shall be final. The Committee shall interpret the Class Rules, grant or revoke Charters; sanction or ban Association races; fill vacancies in office; conduct all business and determine the policy of the Association.

10. Rules Committee. The Rules Committee shall be appointed immediately after each Annual Meeting by the Governing Committee and its members shall hold office for one year. It shall pass on all questions relative to the eligibility of boats and equipment, interpret the Rules and Specifications, and recommend to the Governing Committee any advisable alterations or additions to the Class Rules.

11. Meetings and Elections. Annual Meetings shall be held in January of each year at a time and place to be designated by the Governing Committee. The Secretary shall mail a notice of this meeting to all Fleet Secretaries at least thirty days in advance of the date selected. A quorum shall consist of the presence in person or by proxy of Fleet Representatives of at least fifty percent of the total number of Chartered Fleets. Voting shall be by mail ballots.

The order of business at an Annual Meeting shall be as follows:

1. Call to Order
2. Roll Call
3. Reading of Minutes
4. Reports of Officers
5. Ratification of Governing Committee Rulings
6. Other Business
7. Election of Executive Officers and Governing Committee
8. Adjournment

A Special Meeting shall be called by the President upon request of the Governing Committee, or upon written request to the Class Secretary by Fleet Secretaries of at least twenty-five percent of the total number of Chartered Fleets, or by at least twenty members.

A Class Secretary shall give to all Fleet Secretaries not less than two weeks' written notice of the purpose, time and place designated by the President for any Special Meeting.

A quorum will be based on the presence in person or by proxy of Fleet Representatives from at least fifty percent of the total number of Chartered Fleets. Voting shall be as required for the Annual Meeting.

12. Amendments. The Class Rules may be amended only at an Annual or Special Meeting by a two-thirds vote of the total number of boats represented at the meeting in person or by proxy provided, however, that the proposed amendment shall be set forth in the notice of the Meeting.

PART 2: REGULATIONS AND SPECIFICATIONS

1. Interpretation. Specifications however complete cannot anticipate every possible situation that may arise. If a point is not herein covered a ruling should be obtained from the Rules Committee. In interpreting these Rules and Specifications, the Rules Committee shall consider the intent rather than any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications which is to maintain the Mariner Class as a one-design class. Nothing is optional in these Rules and Specifications unless so stated.

2. Registration Certificate. Upon application accompanied by one year's dues, a registration certificate will be awarded by the Secretary of the Association as directed by the Rules Committee to any boat conforming to the Rules and Specifications herein set forth and such certificate will certify that the boat does so conform. The certificate shall state the boat's number, name, owner, builder and first sailing season. The registration certificate and statements in writing by the Rules Committee are the only recognized proofs of eligibility of a boat in the Mariner Class. No boat so registered shall be challenged except by means of a protest in writing stating the grounds thereof, submitted to the Class Secretary who shall refer it to the Rules Committee for decision. Any such protest shall be accompanied by a check for \$10 which shall be returned if the protest is sustained and otherwise paid into the Class treasury. The Rules Committee shall have the power to revoke or suspend any registration certificate issued as the result of fraud or mistake or the certificate of any boat which has been altered so as no longer to conform to these Rules.

3. Standards. All boats before being registered shall be measured and inspected by a person authorized by the Class who shall certify in writing that the boat conforms to the Rules and Specifications, as set forth herein. The original plans and specifications on file with The O'Day Corporation or a certified copy of these plans acquired by the Class, shall be considered as setting forth the official standards with respect to hull, spars and rigging.

4. Hulls. All hulls shall conform to the design and specifications of the Mariner boats built in 1959 by The O'Day Corporation and shall be made in a mold approved by the Association. Molds used to date have been approved by the Association and new molds shall be made from Master plug #M1 and approved by the Association before use.

Each boat shall bear a number assigned by the Class.

"Hull" means the entire boat and equipment as delivered by the manufacturer, including shelves, stern section floor boards and forward bulkhead. Nothing herein contained, however, shall prevent the owner from making additions or rearrangements in the interior of the hull to the extent such changes are not specifically prohibited in these Class Rules. The bare hull without keel, spars and rudder but with deck hardware and floor boards shall weigh not less than 827 pounds for keel boats and 1250 pounds for center-board boats including center-board and ballast.

5. Keels. The keel shall be an iron casting of the shape and profile shown in the plans, weighing 415 pounds and cast in an approved mold. The mold used by the O'Day Corporation in 1959 is approved. Any new molds will have to be approved by the Association before any castings will be allowed. There shall be an allowance of plus or minus three per cent in the weight of the keel, which is a casting allowance only. No fairwaters may be installed on sides or ends of keel flange. Keels may be smoothed by grinding or sanding to remove small highspots or burrs and holes may be filled. The keel may not be covered with fiberglass or other reinforced material. The leading and after edges of the keel may be smoothed by grinding or filling to provide an even taper but the taper shall not extend more than 3/8" from the edge and the designed profile of the keel shall not be diminished nor shall it be increased more than 1/8".

6. Centerboards. The centerboard shall be an iron casting of the shape and profile shown in the plans weighing 165 pounds and cast in the approved mold. There shall be an allowance of plus or minus 5 per cent in the weight of the centerboard, which is a casting allowance only. No fairwaters may be installed on the sides of the centerboard slot.

7. Floor Boards. The floor of the cuddy and of the cockpit including the area under the stern deck to the transom shall be equipped with floor boards made of wood not less than 1/2" thick.

8. Rudder. The rudder shall be of wood and shall be of the shape and profile shown in the plans. The rudder may be tapered or rounded along the edges only according to the original conformation as delivered by the builder.

9. Spars. Spars, including replacement spars, shall be made of extruded aluminum with integral slot and shall conform to the original design in size, weight and character. No flexible spars are permitted. Masts shall not be altered in their rake or position beyond the limitations allowed in the mast partner and/or step as originally designed.

The spinnaker pole may be of wood or metal and shall not be more than 6'9" long overall, including fittings. It shall be permissible to allow the spinnaker guy to run freely through the fittings on the end of the pole but the spinnaker tack must not be permitted to fly away from the end of the pole. The spinnaker pole may be used as a whisker pole. When in use the pole must be attached to the mast. A black band one inch wide shall be painted around the mast, with its top 24 feet below the top of the sheave used for the main halyard. When a mainsail is set the line of the top of the boom shall not be brought below the top of the black band.

10. Standing Rigging. Standing rigging shall conform to the original design in every detail except that heavier rigging may be used. No adjustment may be made to the standing rigging after the warning gun in any race is fired, except to make repairs. No running rigging shall be used as a backstay or any part thereof.

11. Running Rigging. The fittings for halyards may not be altered insofar as their character and points of attachment to the mast are concerned. Halyards shall be of natural or synthetic fiber or of wire and the sheaves shall bear the weight of the sails. No halyard hooks or latches shall be used. The arrangement of main, jib and spinnaker sheet and guy leads, blocks and cleats shall be optional except that no traveler or bridle shall be used with the main sheet. The use of a downhaul on the tack of the jib or of a winch on any halyard or sheet shall be optional.

12. Boom Vang. A boom vang or hold down may be used and permanent fittings for attaching the vang to the boom and to the boat or mast may be installed.

13. Sails. Sails shall be limited to mainsail, working jib and spinnaker and shall conform to the requirements of the following paragraphs.

The sail measurement given below shall, except as specifically noted, be made from the outside edges of cloth or bolt rope, as the case may be. All measurements shall be made with the sail pulled hand tight along the line of measurement. Hand tight is intended to mean tight enough to remove wrinkles but not enough to stretch the cloth or distort the sail. Spinnakers shall be doubled along the center vertical seam and laid flat, but shall not be pulled or stretched.

Except as otherwise specifically permitted or required, no battens or other means of artificially stiffening the sails shall be used. All sails shall be made of a continuous (except for seams), single thickness of material, the surfaces to be unbroken by openings or air vents. The size or shape of the sails may not be alterable or adjustable in any way other than by tension at the tack, clew or head. The luff of the jib and mainsail shall not extend forward of their attachment points.

a. Mainsail

(1) Each mainsail shall be equipped with a head board 4" wide, measured at right angles to the luff, which shall occupy the full head of the sail.

(2) Each mainsail shall have three battens. The top and bottom battens shall be 24 inches long and the intermediate batten 30 inches long. Batten pockets shall be not over 2 inches longer than their respective battens.

(3) All mainsails shall when in use, be attached to the spars for the full length of the mast and boom, by having the bolt rope or slides run in slots in the spars. No loose footed or mitre cut sails shall be used.

(4) Mainsails shall be made of material not lighter than 3.7 ounces per running yard 28-1/2 inches wide.

(5) A black band one inch wide shall be painted around the mast, with its top 24 feet below the top of the sheave used for the main halyard. When a mainsail is set the line of the top of the boom shall not be brought below the top of the black band.

(6) A black band one inch wide shall be placed at the outboard end of the boom. The inner edge of the black band shall be 10'2" from the after side of the mast. The clew of the mainsail shall not be pulled out beyond the inner edge of the black band. The black band is not required for booms which are equipped with a permanent stop 10'2" from the after side of the mast.

(7) The mainsail may have a transparent window not more than four square feet in area as an aid to avoiding collision.

(8) The size of each mainsail shall be governed by the following:

Luff	Black band on mast
Foot	Black band on boom
Leech	24'2"
Mid-girth	To be determined

Note: The length of the leech shall be measured from the top of the headboard to the clew.

The mid-girth shall be measured across the sail from the mid-point of the leech to the mid-point of the luff. The mid-point of the leech shall be determined by folding the sail back on itself, bringing the peak to the clew and putting a spike or pencil through the eye of the headboard and the clew thimble, and drawing the middle of the leech taut with the same tension on each half. The mid-point of the luff shall be determined the same way except with the spike or pencil through the eye in the headboard and the tack thimble.

(9) The leech of each mainsail shall have a fair continuous curve from the outer edge of the headboard to the clew.

(10) The tack shall be fastened by a pin at the designated position of the standard boom and no additional lanyards or special attachments capable of affecting the shape of the sail except by tension at the head, clew, and boom down-haul shall be permitted.

b. Working Jib

(1) All Working Jibs shall be fitted with snap hooks all of which, when the sail is set, must be attached to the jib stay.

(2) The use of one or two twelve inch battens in the leech of the jib is optional.

(3) Working jibs shall be made of material not lighter than 3.7 ounces per running yard 28-1/2" wide.

(4) The size of each working jib shall be governed by the following:

Luff (Length of cloth on wire).....	17'9"
Foot	7'10"
Leech.....	15'10"

A tolerance of 8" minus 0" plus is allowed.

(5) The jib may have a transparent window as an aid to avoid collision.

c. Spinnaker

(1) Spinnakers shall be of the parachute type, with equal luffs, and when folded on the center vertical seam shall lie flat.

(2) Spinnakers shall be made of material not lighter than 1.15 ounces per running yard 28-1/2" wide.

(3) The size of each spinnaker shall be governed by the following:

Luff and Leech - measured to under side of swivel	20'0"
Foot - from clew to clew	14'0"

No smaller or larger lengths than the above spinnaker measurements shall be permitted except for a tolerance of 6" plus or minus to take care of stretching or shrinking.

To control the girth, the spinnaker, when dry, shall be folded in half by putting the luff and leech and the two clews together, and then spread evenly and flat upon the floor.

Two measurements "A" and "B" shall then be taken across the sail. Measurement "A" shall be taken between two points found as follows:

- (1) From under side of swivel 5'0" down luff and leech.
- (2) From under side of swivel in a STRAIGHT line 6'0" down the opposite side of the sail as folded, NOT measuring around the contour.

"A" shall measure 5'7"

Measurement "B" shall likewise be taken between two points 10'0" down luff and leech and 11'0" down the opposite side of the sail as folded, NOT measuring around the contour.

"B" shall measure 8'2"

A tolerance of 3" plus or minus is allowed on spinnaker cross measurements "A" and "B" to cover stretching and shrinking.

d. Number of Sails permitted

Only one suit of sails, including a spinnaker, whether new or old, shall be added to any boat's equipment in any one season. In case of accident the Governing Committee may waive this rule, and there shall be the following exception:

Any new boat may add one extra suit of sails at any time during the first two years afloat, i. e., at the end of the first two years any boat may have three complete suits of sails, including the suit which came with the boat. Two complete suits of sails may be carried and used when racing.

e. Measurement

All sails proposed to be used in the Class Championships shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of this section of the Rules shall be used. Each sail shall be stamped to indicate fulfillment of these requirements and the date of measurement.

Measurement of sails used in intrafleet races or in interfleet races other than the Class Championship shall be as determined by the fleets involved.

14. Crews. Except in the Class Championship and interclub and intersectional races, the number of persons required or permitted to be carried as crew shall be decided by the local fleets and in the absence of any local rule shall be two or more. In interclub or intersectional races, the crews may be as decided between the competing clubs or fleets or by the deed of gift of the cup or trophy competed for. In the Class Championship, the number permitted as crew shall be decided by the Class Rules governing the Championship.

15. Haulouts. The number and duration of haulouts may be decided by the local fleets. In the absence of any local rule a boat may not be hauled out more than four times between June 1 and September 15.

16. Outboard Motors. Outboard motors may be carried, but must be detached before the preparatory signal of a race and not reshipped until after the finish. The position of an outboard motor shall not be shifted during the race. Boats not carrying an outboard shall carry 35 pounds additional ballast.

17. Equipment. All equipment listed below shall be carried in every race:

- 1 8 lb. Danforth anchor or equivalent
- 1 anchor line 100 feet long 3/8" manila or equivalent
- 1 serviceable life preserver for each person aboard
- 1 fog horn
- 1 marine compass
- 1 10 qt. non-collapsible bucket

18. Head. In class racing, all boats shall be required to carry the standard ceramic head, or its equivalent in dead weight, or a combination of a light-weight head and dead weight amounting to 30 pounds in the area where the head is normally located.

19. No sail other than jib and mainsail shall be used in class racing. (Effective through 1968 unless changed by local option.)

20. General Rules. The rules of the N. A. Y. R. U. shall apply, except as otherwise provided.

The philosophy governing these rules is primarily to achieve the following objectives:

1. To keep the boat safe.
2. To encourage its use as a family boat.
3. To maintain these boats as an economical one-design class.

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