MARTIN16 CLASS RULES V1.13

Effective July 14, 2026

The Martin 16 sailboat was designed by Don Martin in 1995

INDEX

PART 1 ADMINISTRATION

Section A General

A.1 Type of Class Rules

A.1.1 These are **closed class rules**. The Constitution, By-Laws and **class rules** shall be interpreted to insure continued competition between **boats** of identical design and construction.

A.2 Language

A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.2.2 The word “shall” is mandatory and the word “may” is permissive.

A.2.3 The term secured shall mean held in place by positive means.

A.2.4 The term fastened shall mean held in place by bolts or screws.

A.2.5 The term permanent shall mean unable to be removed with simple tools.

A.2.6 The term alteration shall mean a substantial change from the original condition.

A.3 Abbreviations

ISAF	Formerly International Sailing Federation, now known as World Sailing
IFDS	Formerly International Foundation Disabled Sailing, in 2014–2015 was fully absorbed into World Sailing and rebranded as Para World Sailing
MNA	ISAF Member National Authority
ASN	AbleSail Network & Martin16 Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing

A.4 Authorities and Responsibilities

A.4.1 At present, ASN 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.

A.4.2 Unless otherwise designated by ASN, the **certification authority** shall be ASN.

A.4.3 Members of the class association are defined in the Martin16 Bylaws and/or Constitution.

A.4.4 The international authority of the class is World Sailing, which shall co-operate with ASN in all matters concerning these **class rules**.

A.4.5 ASN shall appoint **official measurers** or shall authorize a **certification authority** to do so.

A.4.6 Neither World Sailing, the MNA, ASN, the **certification authority** nor an **official measurer** is under any legal responsibility in respect to these **class rules** or accuracy of measurement and no claim arising from them can be entertained.

A.4.7 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of **World Sailing**.

Section B Rule Changes, Jurisdiction, Interpretation

B.1.1 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.

B.1.2 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.

B.1.3 Only equipment and modifications specifically mentioned in the class rules are allowed.

B.1.4 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.

B.1.5 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 World Sailing ERS C.2.2).

B.2 Definitions

B.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.

B.2.2 **Sailing Companion** is defined as another sailor, sitting in the rear/rumble seat of the Martin16, whose responsibility is to help ensure the safety of the helmsperson and sailboat, as well as perform tasks the helmsperson is not able to perform on their own. See section G.1.5 for clarification.

Section C Repairs and Manufacturing Changes

C.1 Repairs and Manufacturing Changes

C.1.1 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.

C.1.2 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.

Section D Measurements and Specifications

D.1 Keel and Rudder

D.1.1 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.

D.1.2 **Spars and Rigging:** The spars and rigging as supplied by the Builder may not be altered in any way except as permitted herein.

D.1.3 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.

D.1.4 Hardware may be added to mechanically raise and lower the keel when launching.

D.1.5 Storage bags for lines and other items may be added above and below deck.

D.1.6 Mooring line attachment hardware may be added provided this hardware is used for no other purpose.

D.1.7 **Rig Measurements -** measured as prescribed by the World Sailing 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

D.1.8 Jib Traveler — a self-tacking jib traveler system may be substituted for the jib boom, providing equivalent jib control functions.

D.1.9 Jib Furling System — a jib furling system may be fitted to either a jib boom or a jib traveler system and operated while racing.

D.1.10 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

D.2 Equipment and Instruments

D.2.1 The following instruments may be added:

- Mechanical masthead wind indicator
- Use of telltales on shrouds and sails is permitted
- Use of timing devices is permitted
- Use of an analog magnetic compass and/or inclinometer is permitted
- Digital compasses and/or devices which offer functions not exceeding timing, heading and directional memory are permitted
- Use of a VHF radio to monitor a channel designated by the Race Committee is permitted
- Such other equipment as is specifically required by the Notice of Race

D.2.2 Safety equipment must comply with the current regulations specified by the Department of Transport (or equivalent national authority).

D.3 Assistive Equipment

D.3.1 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:

- Any equipment specifically required by the Notice of Race.
- Power-Assist System with a suitable battery power source and control interface.
- 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.
- Adjustments to facilitate grip, directional control and ease may be made to the tiller.
- Foot steering may be added.
- The mainsheet purchase power may be changed.
- Battery operated bilge pumps are permitted.
- Rear view mirrors may be installed.

Section E Use of Equipment

E.1.1 The keel and rudder must be in their fully down and locked positions when sailing.

E.1.2 No device may be used to hold out, push out, gybe or dislodge either sail.

E.1.3 Headsail cloth tension through use of headsail cunningham or headsail foot tension may not be altered while racing.

E.1.4 The headsail halyard and the main halyard may be adjusted while racing.

E.1.5 Boats equipped with motors shall not use their motor during racing.

Section F Sails

F.1.1 Sails may be supplied by any sailmaker. Sail materials and dimensions must meet the requirements defined in D.1.10 – Martin16 Sail Plan and Measurement Procedure.

F.1.2 Sails allowed are main sail and jib as specified in D.1.10 – Martin16 Sail Plan and Measurement Procedure. If sailing DOUBLE-HANDED in Martin16 Turbo format, the use of a spinnaker is also allowed as described in Appendix A.

F.1.3 The use of sails and the number of sails shall be specified by the regatta Organizing Authority and defined in the Notice of Race and/or the Sailing Instructions.

Section G Sailing Formats while Racing

G.1.1 When racing, a Martin16 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.

G.1.2 SINGLE-HANDED sailing format: when sailed under the SINGLE-HANDED sailing format, the Martin16 is intended to be controlled and sailed by the helmsperson.

G.1.3 The SINGLE-HANDED sailing format may be sailed solo or with a sailing companion in the rear/rumble seat.

G.1.4 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:
    - adjusting outhaul, boom vang, slot trim and cunningham
    - gybing the mainsail
    - adjusting the main halyard and jib halyard tension
    - timing the start sequence
    - providing information outside the helmsperson's field of vision
    - Other duties as specified in Notice of Race and Sailing Instructions

G.1.5 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.

G.1.6 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:

- 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.
- Repairs to equipment are only allowed if they can be safely done by the helmsperson, sailing companion or crew.

Appendix A: Martin16 Turbo

The Martin16 Turbo corresponds to a Martin16 sailed in DOUBLE-HANDED format with a bowsprit and spinnaker.

Bowsprit

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

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.

Sails

Sails allowed: the boat may use a main sail, a head sail and a spinnaker, as defined in D.1.10 — 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.