



*Mariner
Class
Association*

RULES GOVERNING NATIONAL AND REGIONAL CHAMPIONSHIPS

ADOPTED 1988: revised 1995, 2006, 2009, 2012

ARTICLE I: GENERAL

- 1.10 The philosophy governing these rules is primarily to achieve the following objectives:
 - 1.11 To keep the boat safe.
 - 1.12 To encourage its use as a family boat.
 - 1.13 To maintain the Mariner as an economical one design Class.
- 1.20 These rules shall govern at all National and Regional Championships. Host Clubs may upon advanced written notice and approval by a majority of the National officers, amend the rules to suit local conditions. In no circumstance, however, are spinnakers and/or genoas to be allowed in National or Regional Championships. Local fleets are urged to adopt these rules for fleet racing.
- 1.30 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 Mariner Class Measurer. In interpreting these Rules and Specifications, the Measurer 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.
- 1.40 The following determines eligibility to race:
 - 1.41 All Mariner owners are eligible to enter the National and Regional Championship provided they are members in good standing of the Mariner Class Association.
 - 1.42 The helmsman must be a member of the Mariner Class Association, and the helmsman may be either the owner or member of the owner's immediate family, except as noted in paragraph 1.43.
 - 1.43 A bonafide owner of a Mariner who is a member of the Mariner Class Association may charter or borrow a boat with which to race. He/She may use any legal equipment on the borrowed or chartered boat. This boat must submit to the standard measuring procedure.
 - 1.44 In any Championship or Regatta, the helmsman shall be the same person at all times except when maneuvering, such as poling out the jib is required. In any case, the helmsman shall be at the tiller until after the boat has started. This helmsman is to be considered the skipper.
 - 1.45 In any Championship or Regatta, there shall be a minimum of two persons on board--the helmsman and at least one crew. Additional crew members are allowed at the option of the skipper. The number and identity of such crew shall remain the same in each race of the Championship or Regatta. This can be changed only at the permission of the Race Committee.

ARTICLE II: CONDUCT OF RACES

- 2.10 The National Championship will be sailed in two divisions--one for keel boats and one for centerboard boats. The two divisions will start separately and will be scored separately. There must be five or more entrants in a division. If there are fewer than five entrants, there will be no National Championship competition for that division.
- 2.20 The National Championship will consist of a six-race series with one "throw-out", thus scoring the best five races for each competitor. Should it be impossible to complete six races in the required time, the Championship shall be decided by scoring the total number of races sailed, with no "throw-out".
- 2.30 The criteria for the Mariner National Championship and President Fleets shall be as follows:
- 2.31 The President Fleet is established after the completion on the first day of the regatta and posted before the second day of racing. The lower half of the racing fleet (the boats racing) will constitute the President Fleet and shall be designated by having streamers attached to their backstay which will be supplied by the Race Committee. (In the case of an odd number of boats, the larger fleet will be the Championship Fleet.) Prior winners of either the President Fleet or the Championship Fleet will race in the Championship Fleet.
- 2.32 The Championship and President Fleets will continue to sail together on the second day and receive scores based on the position of their finish overall in each race. Their total scores for the two days will be used to determine their overall position within their respective fleets.
- 2.33 If sailing is cancelled on the second day, the first day's results will be used to determine the two fleets' top three positions. If the first day of sailing is cancelled, the second day of racing results will be used to determine both the fleet designations and top three scoring positions.
- 2.40 Scoring and prizes shall be as follows:
- 2.41 The scoring system shall be the Low Point Scoring System, as contained in the latest edition of "The Racing Rules of Sailing" as published by US Sailing.
- 2.42 Prizes shall be awarded on the basis of one prize for each five boats or fraction thereof which are registered for the Championship as follows:
- (a) 1 to 5 boats: --- 1 prize
 - (b) 6 to 10 boats: --- 2 prizes
 - (c) 11 to 15 boats: --- 3 prizes
 - (d) 16 to 20 boats: --- 4 prizes, etc.
- 2.43 Prizes may also be awarded for Longest Distance Traveled, Most Improved (from one Nationals to the next), and Top Placing Rookie (first time participant).

ARTICLE III: RULES AND COURSES

- 3.10 The latest "The Racing Rules of Sailing" as published by US Sailing, shall govern, except as modified by specific written instructions from the Race Committee. There are to be no appeals from the decisions of the Regatta Protest Committee.
- 3.20 Courses, marks, starting procedures, starting signals, etc., shall be determined by the host fleet Race Committee.
- 3.30 No race shall be started in sustained winds exceeding 25 knots (28.8 mph).
- 3.40 Penalties as discussed in "The Racing Rules Of Sailing", will apply.
- 3.50 The location of National and Regional Championships shall be upon invitation of host fleets or clubs and accepted by the Association Officers.

ARTICLE IV: MEASUREMENT OF BOATS

- 4.10 All boats shall be measured prior to a National or Regional Championship no earlier than one week prior to such Regatta, except that sails may be measured up to two weeks prior to the Regatta.
- 4.20 All such measurements will be made under the supervision of the Class Measurer or Local Measurer appointed by the Class Measurer.
- 4.30 Measurers' boat shall be measured and have their measurement certificate signed by a Class officer, or local officer if no Class officer is available.
- 4.40 A measurement certificate shall be issued to the owner of the boat if all regulations and specifications are met. The certificate will be signed by measurers as indicated in paragraphs 4.20 and 4.30.
- 4.50 All jibs and mainsails will be stamped to indicate fulfillment of requirements. Only such sails may be used in National or Regional Championships.
- 4.60 Revocation of the measurement certificate can be made only by a majority of Class or local officers, including measurers, who are present. Such revocation may be for fraud, mistake, or alteration after measuring.

ARTICLE V: BOAT MEASUREMENT SPECIFICATIONS

(NOTE: Where applicable, specifications that differ for the 1968 and earlier boats [non-2+2 boats] and the 2+2 models shall be noted.)

5.10 *Hulls.*

- 5.11 All hulls shall conform to the design and specifications of Mariner boats built by the O'Day Company or builder approved by the Association, and shall be made in a mold approved by the Association.
- 5.12 "Hull" means the entire boat and equipment as delivered by the manufacturer. 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 the Class Rules.
- 5.13 The hull weight shall include: hull, centerboard, mast, boom, running rigging, rudder and tiller, and shall not weigh less than 1,375 pounds. Hatch covers/cabin closure boards, cabin floor boards on the 2+2 model Mariner, and the lifting sling can be counted as part of the hull weight.
- 5.14 Penalty weights means any non-usable weight added in a fixed position. Exception: a motor may be used as a penalty weight if Rule 7.10 is applied. Note: Water and sand may not be used as a penalty weight.
- 5.15 Non-2+2 boats may reduce the original 200 pounds of movable ballast providing the hull weight is not under 1,375 pounds as specified in paragraph 5.13. The amount of remaining ballast and the position of storage shall not be changed at any time from the warning visual signal of the first race to the end of the last race in the Championship.
- 5.16 The cabin top of non-2+2 boats may be cut away to match the size of the 2+2 Mariner sliding hatch opening. The opening cannot exceed 28" wide by 17 ½" front to rear. Proper stiffening and reinforcement is required to maintain the rigidity of the cabin top.
- 5.17 The rub rail lip may be eliminated. The deck to hull connection must be reinforced to meet or exceed the original strength as built by the manufacturer.

5.20 ***Keels and Centerboards.***

5.21 The keel shall be of 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 Company is approved. There shall be allowance of plus or minus three percent in the weight of the keel, which is a casting allowance only. No fairwaters may be installed on the sides or ends of the keel flange. Keels may be smoothed by grinding or sanding to remove small high spots or burrs and holes may be filled. The keel may not be covered with fiberglass or other reinforced material. 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. The designed profile of the keel shall not be diminished nor shall it be increased more than 1/8".

5.22 The centerboard shall be either:

- (a) An iron casting of the profile shown in the plans weighing 165 pounds and cast in the approved mold - there shall be an allowance of plus or minus 5 percent in the weight of the centerboard, which is a casting allowance only.
- (b) A composite centerboard including fiberglass, as manufactured by Stuart Marine Corporation - this centerboard cannot be weight loaded to be heavier than the original O'Day centerboard at any point below the waterline as to improve the heeling moment.

5.23 No Fairwaters may be installed on the sides of the centerboard slot for either board.

5.30 ***Floorboards.***

5.31 The floor of the cuddy and of the cockpit may be equipped with floor boards made of wood not less than 1/2" thick; or another material.

5.40 ***Rudder.***

5.41 The rudder shall be of the size, 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. A cut-out to clear the outboard propeller is permitted. Mechanisms to raise and lower the rudder blade are also permitted.

5.50 ***Spars.***

5.51 Spars, including replacement spars, shall be made of extruded aluminum with integral slot and shall conform to the original design minimums in size, weight and character.

5.52 Masts shall not be altered in their rake or position beyond the limitations allowed in the mast partner and/or step as originally designed. No flexible spars or rotating masts are permitted.

5.53 A whisker pole made of any material is permissible but when in use one end must be attached to (or in the case of a crutch end, resting against) the mast, and the pole must be carried on the windward side (the side opposite the boom). Suggested length of whisker pole is 6'9".

5.60 ***Standing and Running Rigging.***

5.61 Standing rigging shall conform to the original design in every detail except:

- (a) That heavier rigging may be used.

- (b) That the backstay may be modified to include quick connection devices and/or a non-original adjuster. Components used for these modifications must equal or exceed the design load of the original backstay.
- (c) No adjustment may be made to the standing rigging after the warning visual signal in any race, except to make repairs. This excludes the backstay which may be adjusted at any time.

5.62 The upper sheaves for the 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 and jib sheet leads, blocks and cleats shall be optional except that no traveler or bridle shall be used with the main sheet. Changing of jib fairlead tracks is prohibited from the warning gun to the finish of a race. Multiple jib sheets, Barber-haulers and other such devices are not permitted. Multiple tracks and turning blocks for the jib sheets are permitted. Mainsail and jib cunninghams are not permitted.

5.70 ***Boom Vang.***

5.71 A boom vang or hold down (preventer) may be used and permanent fittings for attaching the vang to the boom and to the boat or mast may be installed. Hull attachments may not use tracks and may not be below the cabin top, nor below the side decks.

ARTICLE VI: SAIL MEASUREMENT SPECIFICATIONS

- 6.10 Sails shall be limited to mainsail and working jib; shall be made of non-laminate material; and shall conform to the requirements of the following paragraphs. The sail measurements 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 any wrinkles, but not enough to stretch the cloth or distort the sail.
- 6.20 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, except for reef grommets which are permitted. The size or shape of the sails may not be altered 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. Leech lines and jack lines are not permitted.
- 6.30 Mainsails shall have the following specifications:
- 6.31 Each mainsail shall be equipped with a headboard 4 inches wide maximum, measured at right angles to the luff, which shall occupy the full head of the sail.
 - 6.32 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 not be over 2 inches longer than their respective battens.
 - 6.33 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.
 - 6.34 Mainsails shall be made of material not lighter than 3.7 ounces per running yard 28-1/2 inches wide.

- 6.35 A contrasting band one inch wide shall be painted or taped around the mast, with its top 24 feet below the bottom 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 contrasting band.
- 6.36 A contrasting band one inch wide shall be placed at the outboard end of the boom. The inner edge of the contrasting 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 contrasting band. The contrasting band is not required for booms which are equipped with a permanent stop 10'2" from the after side of the mast.
- 6.37 The mainsail may have a transparent window(s) not more than four square feet in area.
- 6.38 The size of the mainsail shall be covered by the following:
 - (a) Luff ----- Contrasting band on mast
 - (b) Foot ----- Contrasting band on boom
 - (c) Leech ----- 24'2" plus 2", minus 8"

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

(Note: The length of the leech shall be measured from the top of the headboard to the clew. The measurement corners are defined as: the top of the headboard and the forward side of the luff bolt rope; and the clew is where the leech aft edge and the bottom of the foot bolt rope, if extended, would intersect each other.)

- 6.39 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 downhaul shall be permitted.
- 6.40 Working jibs shall have the following specifications:
 - 6.41 The use of one or two twelve inch battens in the leech of the jib is optional.
 - 6.42 Working jibs shall not be made of material lighter than 3.7 ounces per running yard 28-1/2 inches wide.
 - 6.43 The size of each working jib shall be governed by the following:
 - (a) Luff (length of cloth on wire)-- 17' 9"
 - (b) Foot ----- 7' 10"
 - (c) Leech ----- 15' 10"

A tolerance of plus zero inches and minus 8 inches is allowed.

- 6.44 The jib may have a transparent window(s) not more than four square feet in area.
- 6.50 Only one suit of sails, 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 that came with the boat. Two complete suits of sails may be carried and used when racing.

ARTICLE VII: MISCELLANEOUS EQUIPMENT AND ACCESSORIES

- 7.10 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.
- 7.20 All equipment listed below shall be carried in every race:
- 7.21 One 8-pound Danforth anchor or equivalent
 - 7.22 One anchor line 100 feet long 3/8" manila or equivalent
 - 7.23 One serviceable life preserver for each person aboard
 - 7.24 One fog horn
 - 7.25 One 10 quart non-collapsible bucket
 - 7.26 One compass
 - 7.27 One portable or permanently mounted step or ladder
- 7.30 All types of hiking devices shall be inside the cockpit and not extend higher than the cockpit bench seat with the following specifications:
- 7.31 Bench seats on various model year Mariners vary in height. To be fair to all Mariners, the measurement is to the highest Mariner seat as measured down (minimum measurement) from the coaming. At the cabin - 8 1/2" down; 15" back, 10 1/2" down; 27" back, 10" down; 39" back, 9" down; 51" back, 8 1/2" down.
 - 7.32 Device usage shall be within the foot well left/right travel. The intent is to provide a foot safety hold, and not to extend over the bench seat of any model Mariner.

