



## MR15 Class Rules

**December 2004**

### **1. INTRODUCTION**

1.1 The MR15 Dinghy has been created as a one-design performance racing and training dinghy. It was designed on the fundamental principle that the racing results should depend solely on the attributes and skills of the crew. It is intended that every MR15 should have the same features and control systems as supplied by the builder Soca Sailboats Ltd. The control systems are to be kept the same as supplied by the builder with exceptions outlined in Appendix 1. The fundamental objective of these Class Rules is to ensure that this concept is maintained.

1.2 The English text of these Rules shall govern.

### **2. FUNDAMENTAL RULES**

2.1 The complete boat and its crew/helmsman shall conform to these Rules at all times when racing.

2.2 The external and internal moldings including the hull of the MR 15 shall only be produced by Soca Sailboats Ltd.

2.3 All other equipment comprising Spars, Sails, Foils, Rudder Stock, Tiller, Fittings, Toe Straps, Mountings, Spinnaker Chute, whether original or replacement, shall be those supplied or approved by Soca Sailboats Ltd.

2.4 No additions, alterations or repairs may be made to the MR15 that in anyway alter the characteristics or performance of the boat unless specifically authorized by Soca Sailboats Ltd. These restrictions shall extend to the position and intended function of each item.

2.5 No significant performance advantage shall be obtained from any permitted replacement, addition or repair, unless permitted by these Rules.

2.6 Repairs and preventative maintenance may be carried out without violating these rules, provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

2.7 Preventative maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position and in accordance with these rules where relevant.

2.8 Polishing or burnishing of hull is permitted, but substantial filing or abrasion, other than for the purpose of repair, with the effect of modifying the shape or performance is not allowed. Painting and subsequent burnishing of a hull which requires refinishing is permitted. No other new or non-standard material shall be introduced into any part of the foils other than for the sole purpose of repairing damage. Polishing or burnishing of all parts of the foils is permitted. The shape of the foils shall not be altered.

2.9 Sponsorship & Advertising: All MR15 events will be operated under the ISAF Category C. There will be no restriction on the number or coverage of advertiser's logos or slogans except in the case of sponsored sails supplied with the boat by the builder and/or designated sail maker. Such sails are reserved for the advertising of the sail sponsor.

2.10 Lifejackets must be worn at all times when on the water for all MR15 events, this includes in between races.

### **3. LICENSED BUILDERS, HULL IDENTIFICATION, SAIL NUMBERS & INSIGNIA**

3.1 Each hull shall carry a molded-in, engraved or stick on number as supplied by Soca Sailboats Ltd.

3.2 Each boat shall carry a sail number on its mainsail; this number will be issued by Soca Sailboats Ltd.

3.3 The Class Insignia shall be the MR15 class logo as prescribed by the Soca Sailboats Ltd., and shall be displayed on the top half of the mainsail, in the position prescribed by the Builder.

### **4. MEASUREMENT**

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## **Sailboats, Limited.**

4.1 In the event of a dispute alleging non-compliance with these Rules, the matter shall be referred to the Rules Coordinator and relevant Class Rules Representative(s) of the Class Association. Their decision shall be final and binding on all parties.

4.2 In the case of a measurement dispute not explicitly covered by these Rules, the following procedure shall be adopted:

4.2.1 A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.

4.2.2 The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.

4.2.3 If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10%, of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to the Rules Co-ordinator of the Class Association.

4.2.4 The Rules Coordinator shall obtain a majority decision from the relevant Class Rules Representative(s) and Builder. This decision shall be final and binding on all parties.

### **5. SAILING REQUIREMENTS**

5.1 The total weight of all clothing and equipment worn by the helmsman or crew shall not exceed 10kg when weighted in accordance with Appendix H of the ISAF Racing Rules of Sailing.

5.2 No clothing and equipment of the helm and crew shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

### **6. AMENDMENTS**

Amendments to these Rules must be approved by each of the following:

6.1 Soca Sailboats Ltd.

6.2 A majority vote of the relevant members of the Class Association who return written replies within one month of the circulation of the proposed rule change.

### **MR15 Appendix 1 to Class Rules**

#### **MR15 Class Rules**

1.3 The following additions and alterations are permitted. Parts may be obtained from any supplier: -

1.3.1 Non slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks

1.3.2 Calibration marks of any kind are permitted.

1.3.3 Any additional equipment required for safety purposes may be fitted.

1.3.4 Clips, ties or bags to secure safety or other equipment are permitted

1.3.5 Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments

1.3.6 Any number of items may be fitted to the hull or spars provided their sole function is to stow food and/or drinks

1.3.7 A digital compass with countdown timer is permitted provided it only gives course heading information and time information. Compasses such as the Tacktick Race Master which give header and lift information are not permitted.

1.3.8 Maps, charts & means for recording compass headings may be carried or fixed to the hull.

1.3.9 There are two class legal options for the final turning block for the mainsheet: The use of a of swivel base with cam cleat. The alternative is a straight ratchet block with spring. Cam cleats may be mounted on the deck if this option is used.

1.3.10 The spinnaker halyard and downhaul line shall be continuous and be combined with the bowpole launching line to form a single line operating system; additional fairleads may be fitted as required to the spinnaker halyard and downhaul

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line and the plastic cheek block on the mast step box may be replaced by a similar size cheek block made of stainless steel.

1.3.11 The wire portion of the jib halyard may be replaced using a high tech 12 strand line such as dynema.

1.3.12 The trapeze wire may be replaced using high tech 12 strand line such as dynema.

1.3.13 A maximum of three toe straps to be used by the crew when on trapeze may be added to the deck flange, these are to consist of a piece of 1/4" line running through a piece of tubing secured to the flange with a stopper knot.

## **2. SAILING REQUIREMENTS**

2.1 The MR15 shall be raced with two persons on board or with three persons if two of the crew members are under 15 years old, or if one of the crew is under 10 years old.

2.2 Sail Numbers shall be displayed on each side of the mainsail, with the lower numbers on the port side, the port numbers should be positioned so that they sit immediately on top of and run parallel to the 2<sup>nd</sup> batten pocket from the bottom of the sail. The port numbers should not be closer than 6 inches to the leech. The Starboard numbers should be placed 4 inches above and run parallel to the Port numbers. The sail numbers should also be positioned in accordance with the relevant ISAF rule.

2.3 There is no requirement to carry the sail number on the spinnaker or jib

2.4 The bowpole shall be retracted so that its aft end is touching the front of the centerboard case at all times other than when the spinnaker is set or in the act of being set or recovered.

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