



### Sailing the MR15

Congratulations on the purchase of your new MR15. Take pride in knowing you are the owner of an exciting and modern high performance sailing dinghy constructed with great pride using the finest materials by a world renowned builder. Before you take to the water we advise that you familiarize yourself with the boat's control systems on land and read the following sailing tips to ensure your first day on the water is a fun filled one.

Launching: When getting underway for the first time ensure that your sails are hoisted before launching and make sure that the mainsheet, jib sheets and boom vang are all eased before floating the boat off the trailer. These controls should not be tightened until underway.

Once you float the boat off the trailer, hold the bow into the wind while your crew pulls the trailer well above the high tide mark. Continue to hold the boat and balance it while your crew climbs in. The MR15 has a narrow waterline beam and a fair amount of topside flair, this can cause it to initially feel a bit unstable until you have grown accustomed to its behavior. Once the crew is in the boat she should sit in the middle of the thwart and balance the boat while the skipper climbs in.

Once in deep enough water put the centerboard and rudder down all the way and make sure the rudder down line is cleated. It's very important to ensure that the rudder is all the way down otherwise the boat can become very difficult to steer. There is a friction screw on the rudder that should be tight enough to hold the rudder in whatever position it is placed, but not too tight so that it won't kick up if you run aground.

Sailing Upwind: The skipper should always be sitting on the windward side and as far forward as he can get to the main thwart as possible. The skipper should sit facing inwards with his chest parallel to the boat's centerline; the skipper should never kneel in the boat. In light air it is the job of the crew to keep the boat balanced by sitting in on the thwart or even on the leeward side if necessary. The boat should be sailed as flat as possible, except in light air when it is faster to sail which some heel to help fill the sails.

As the wind builds the crew should move her weight more to the windward side to keep the boat balanced. Because the boat is very responsive to changes in wind velocity the crew will be very busy moving in and out of the boat keeping it balanced. The skipper must also assist the crew in keeping the boat flat by playing the mainsheet continuously. As a puff hits the main sheet should be eased to keep the boat at a constant angle of heel, and trimmed back in as the wind decreases or as the crew hikes the boat flat. The main sheet should never be cleated off when sailing!

Once it gets windy enough and both skipper and crew are hiking continuously, it might be time for the crew to get in the trapeze\*. The skipper's job is to keep the boat powered up enough so that when the extra weight is placed on the trapeze the boat does not capsize to windward or the crew does not get dunked in the water. This might require the skipper to hike less as the crew gets out in the trap. The MR15 has a powerful sail plan and both skipper and crew must work together to keep the boat flat and going fast.

**\* Note on Trapeze:** The rig for the SOCA MR15 was designed to accommodate a trapeze with a max crew weight of 180lbs. Putting more than 180lbs of weight on the trapeze is likely to damage the rig and possibly harm the individual using the trapeze. Trapezing should only be done on the water!

In general the jib lead position should be set so that the inside telltales on the jib luff break evenly. If the top inside telltale breaks first then the leads should move forward. As the wind builds to de-powering conditions, move the jib leads aft to induce twist in the top of the jib. The mainsail controls such as the boom vang, outhaul and cunningham should also be adjusted as the wind builds. In light air little these controls should be eased to power up the sail and

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induce twist. As the wind builds more tension should be applied to de-power the sail. In heavy air pull hard on the outhaul to flatten the lower part of the main, the cunningham also should be pulled to remove any horizontal wrinkles in the sail and the boom vang tensioned to bend the mast and keep the leech tension as the main sheet is eased in the puffs.

Sailing Off the Wind: As you turn downwind that is where the fun really starts in the MR15. Ensure that you ease the boom vang to open the leech and take pressure off the boom, also ease the cunningham. You may want to also ease the outhaul depending on the wind strength. Once the sails are set you can decide if you want to switch on warp speed and hoist the asymmetric spinnaker using the SLSS or Single Line Spinnaker System. Make sure the boat is flat and under control and sailing deep enough downwind to carry the spinnaker. Once ready the crew should pull like crazy on the spinnaker halyard while ensuring that the tail end runs freely out the spinnaker sock and does not snag on anything and prevent the spinnaker from being launched. Once the halyard is up all the way ensure it is cleated, trim the spinnaker sheet and hold on.

In planning conditions slide the crew weight slightly aft to pop the bow of the boat out of the water. As the boat comes off the plane bring the weight forward and in to get her back on a plane. As with upwind sailing keeping the boat flat is critical to keep it going fast. As you feel the boat begin to broach, bear away to get the hull back under the rig. Unlike upwind sailing you depower by bearing off and not heading up!

To douse the spinnaker, uncleat the halyard and pull hard on the down end of the SLSS (tail end of the halyard). Ensure there are no knots or snags in the spinnaker halyard. The spinnaker will be pulled into the sock and the bow pole will retract like magic.

Capsizing: Sooner or later you will capsize, depending on your skill and the wind strength you may capsize often. This is a normal part of sailing the MR15. In the event of a capsize it is important to quickly come to terms with getting wet and fall into the water. Crews who try to prolong the inevitable and cling to the windward side succeed in only getting the boat to turn turtle faster, which ultimately means more time spent swimming. If you are fast enough to climb over the windward side onto the centerboard great. However if the mast is in the water before you get onto the board then you are not helping the situation by trying to stay dry.

Assuming the boat has not turned turtle; ensure that the spinnaker is taken down. This will require one crew member to swim to the cockpit side while the other stands on the centerboard. Also ensure the sheets are uncleated and also uncleat the boom vang. This will make righting the boat much easier. When righting the boat you can pull on the capsize lines. That's what they are for.

Should the boat be completely turtle, the same principals apply, except it will take a little longer to right the boat. Firstly bring the boat to a capsized position and then douse the spinnaker if necessary. Should the boat capsize in such a way that the hull is floating downwind of the mast, then the crew should swim the bow into the wind otherwise the boat will capsize again as soon as it is righted.

We hope these tips help you to enjoy your MR15 even more. Make sure to wear a properly fitting coast guard approved life jacket and to practice proper seamanship when sailing any small dinghy. We look forward to seeing you out on the race course soon!

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