

# NOTICE OF RACE

## 2016 Mutineer National Championship

Rev 0, June 28, 2016

Sept 6-9, 2016

Pymatuning Yacht Club, Jamestown, PA

### 1. RULES

**1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, 2013–2016 and the Mutineer 15 Class Association Racing Rules.

<http://www.mutineer15.org/racingrules.html>.

**1.2** If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.

### 2. ELIGIBILITY AND ENTRY

**2.1** The regatta is open to all boats of the Mutineer 15 Class. Skippers must be active members of the Mutineer Class Association.

**2.2** Eligible boats may enter by completing the attached form and sending it, together with the required fee, to Mutineer 15 Class Association, ATTN Ginette Hughes, PO Box 373203, Key Largo, FL 33037 by August 25, 2016. Boats may enter after that date by completing the form on Sept 6, 2016 during the on-site registration period at Pymatuning Yacht Club (PYC).

**2.3** Boats and sails will be inspected and measured if they have not been inspected or measured at a previous Mutineer National Championship since 2003. See the attached MNC 2016 Measuring Plan.

### 3. FEES

**3.1** The regatta registration fee for entries received by August 15 will be \$165. The registration fee after August 15 will be \$190. A \$5 discount is allowed with a valid US Sailing membership. The registration fee includes the entry fee, two tickets for Cheeseburger Night, two tickets for the Awards Banquet, and two MNC 2016 T-shirts. Additional tickets for Cheeseburger Night are available for \$10 each and for the Awards Banquet for \$20 each.

### 4. SCHEDULE

Tuesday, Sept 6, 2016:

0900 -1300 hrs. Check-in, onsite registration, boat and sail inspection/measurement.

1400 -1600 hrs. Practice races.

1700 - 1900 hrs. Happy Hours. As is our tradition, those attending MNC will be asked to bring some of their favorite home town beer to share with others.

Dinner. You are on your own. Local restaurants are one option. The PYC kitchen and outdoor grill facilities are available for use.

#### Wednesday, Sept 7:

0900 hrs. Skippers Meeting for Championship Regatta.

1030 hrs. Warning signal for first race.

1230-1330 hrs. Lunch break on shore at PYC

1330-1630 hrs. Racing continues. No race shall start after 1630 hrs.

1900 -2200 hrs. "Cheeseburger Night at MNC"

#### Thursday, Sept 8:

1000 hrs. Warning signal for first race.

1200-1300 hrs. Lunch break on shore at PYC

1300-1600 hrs. Racing continues. No race shall start after 1600 hrs.

Dinner. You are on your own. Local restaurants are one option. The PYC kitchen and outdoor grill facilities are available for use.

#### Friday, Sept 9:

1000 hrs. Warning signal for first race, additional races to follow. No race shall start after 1300 hrs.

1400-1700 hrs. Pack up boats for the road.

1700-2000 hrs. Awards banquet on site at PYC.

## **5. SAILING INSTRUCTIONS**

The sailing instructions will be available on Tuesday, Sept 6 at on-site check-in and Wednesday, Sept 7 at the Skipper's Meeting.

## **6. VENUE**

Pymatuning Yacht Club, Jamestown, PA.

## **7. THE COURSES**

The courses to be sailed will be described in the Sailing Instructions.

## **8. SCORING**

**8.1** There will be two fleets, a Gold Fleet and a Silver Fleet. All boats will race together, but the scoring will be separate for the Gold and Silver fleets. The regatta will be scored using the Low Point System, Appendix A, *The Racing Rules of Sailing*.

**8.2** A minimum of three races is required to be completed to constitute a regatta.

**8.3** If 5 or more races are sailed, a boat's worst score shall be discarded.

**8.4** If 10 or more races are sailed, a boat's 2 worst scores shall be discarded. A maximum of 2 discards will be allowed.

## **9. BERTHING / LAUNCHING**

Boats should be kept on their trailers in the designated parking area. All boats must be removed from the water each night. There are two electric hoists which should be used for launching and retrieving each boat. Each participant is requested to either bring a bridle or use the bridle provided by the MCA at PYC.

If you bring a bridle it should connect to both chainplates (if there is a second hole in each chainplate) or to the shroud adjusters or turnbuckles, probably using shackles. The bridle should also attach to the rear of the boat, either to an eyestrapped on the rear bulkhead or to the U-bolts on the transom of the Chrysler/TMI boats.

If you want to use the MCA bridle, then provide attachment points on both shrouds and on the rear bulkhead of the cockpit. Shackles can be attached to each shroud adjuster or turnbuckle with the shackles large enough to hold a 3/8" hook. The rear bulkhead should have an eyestrapped capable of holding a 3/8" hook. Each skipper should confirm his attachment points can accept a 3/8" hook while the boat is fully rigged before you leave home for PYC.

If you need help making the bridle or installing attachment points, send an email to the Commodore (see paragraph 12, below).

## **10. PRIZES**

Awards will be given to skipper and crew for places 1 - 3 in both the Gold and Silver Fleets. The names of the winning Gold Fleet skipper and crew will be engraved on the perpetual trophy, and the winning skipper will be in possession of the perpetual trophy until the 2017 National Championship Regatta.

## **11. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **12. FURTHER INFORMATION AND LODGING**

If you have any questions, please contact Bob DeRoeck, email address bobboat@Verizon.net. For housing options see the file in the files section of both the Mutineer Yahoo Group and the Mutineer 15 Yahoo Group.

## **13. Dogs**

If you are bringing a dog to MNC 2016, be aware that dogs are only allowed in the campsite area of PYC. They are not allowed in the clubhouse, on the front lawn, on the docks or in the boat storage lot.

#### **14. Spectators**

Spectator boats may be available. The registration form includes a line for number of spectators interested in viewing the racing from a spectator boat. Please complete this line, even if you have zero spectators in your party.

## REGISTRATION FORM

**Mutineer National Championship Sept 6-9, 2016 at Pymatuning Yacht Club**

### **Boat Entry:**

Boat Name: \_\_\_\_\_ Sail Number: \_\_\_\_\_ Hull ID: \_\_\_\_\_

Skipper Name: \_\_\_\_\_ Crew Name: \_\_\_\_\_

Skipper Address: \_\_\_\_\_

Skipper Home Phone No. \_\_\_\_\_ Skipper Cell No. \_\_\_\_\_

Skipper Email Address: \_\_\_\_\_

Skipper T-shirt Size: \_\_\_\_\_ Crew T-shirt Size: \_\_\_\_\_

### **Fees:**

Registration fee (\$165/boat for entries received by Aug 15. \$ \_\_\_\_\_

(\$190 for entries received after Aug 15)

US Sailing Membership No. \_\_\_\_\_. Subtract \$5 \$ \_\_\_\_\_

Additional Cheeseburger Night (at \$10/person) \$ \_\_\_\_\_

Additional Awards Banquet Dinner (at \$20/person) \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

**Number of Spectators for Spectator Boat :** \_\_\_\_\_

### **Release of Liability:**

I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this Regatta. I enter this Regatta at my own risk. In consideration of the acceptance of this entry, I understand and agree that in no way will the Mutineer Class Association or the Pymatuning Yacht Club be responsible for any loss of life or injury, or loss of or damage to property. I further certify that my vessel meets all United States Coast Guard safety requirements and the MCA Class Rules

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**Please make check payable to the MCA and send with this registration form to:  
Bob DeRoeck, 2 Sunrise Lane, Sandwich, MA 02563**

# MNC 2016 Measuring Plan

Rev 1. June 27, 2016

Boat measuring at MNC 2016 will be as follows:

1. Boats that have been measured at an MNC since 2003 will not be measured unless changes have been made to the boat with the following exceptions. Safety equipment including hatch covers will be checked. Condition of standing rigging will be checked.
2. All other boats will have a full inspection.
3. Sails that have been measured at an MNC since 2003 will not be measured unless a sail has been altered. A sail that has been repaired without changing the size of the sail is not considered "altered". Original Vector sails will not be measured unless the owner requests a measurement. All other sails will be measured and stamped.
4. Mast and boom bands shall be painted on the spars or applied with plastic tape prior to measuring at MNC. Adjustments will be made, as necessary, after measuring, if the bands are improperly located.
5. Watertightness of between hull space.
  - a. Main bulkhead cover. The large opening in the main bulkhead of Chrysler Mutts built prior to 1979 requires a watertight cover. The original Chrysler cover is inadequate and will not pass inspection unless it is modified. The problem with this cover is that the indentation that fits within the opening is too shallow. Even if the bungee cord holding this cover in place is quite tight, a sideway force on the cover, similar to that from the boat capsizing, knocks the cover askew, leaving a large open path for water to flow into the between hull space. There are three ways to modify the original cover to allow its use as a watertight cover. The first is to add dogs to the main bulkhead around the opening. A minimum of 6 dogs is required. The second is to install cleats to the inner side of the cover that extend inward a minimum of 1.5 inches and to install a bungee retaining cord. Cleats are required on the top, bottom, and both sides of the cover. For either of these two options a gasket is required around the entire periphery of the cover. The third option is to apply Velcro along the entire periphery of the cover with "male" Velcro on the cover and "female" Velcro on the bulkhead or vice versa. Other options for a modified original Chrysler will be allowed as long as they meet the criteria that they are reasonably watertight and will stay in place when subjected to a moderate sideway force, including covering the seam with Duct tape.

Aside from the original Chrysler cover, other designs for the bulkhead hatch cover will be allowed as long as they meet the same criteria of being reasonably watertight and staying in place when subjected to a moderate sideway force. For example a fabric cover made of Sunbrella that is held in place with Velcro that is glued to the bulkhead and

glued or stitched to the fabric and covers the entire periphery of the opening would be acceptable.

b. CB trunk drainage holes. Expandable plugs are required.

c. Inspection Port Covers. Watertight covers are required. If the original black rubber bung covers are being used, they must be completely covered with duck tape to ensure they do not pop off during a capsize.

d. Spinnaker snout and sock. Spinnaker snouts and socks must be of water-resistant design. The intent is that if the bow is buried in a wave that the majority of the water entering the snout will exit into the cockpit, not into the between-hull space. The sock should have a strong and water-resistant connection to the spinnaker snout. Also, the rear connection of the sock into the cockpit should be strong and water-resistant.

6. Centerboards will not be inspected.

**The following paragraph regarding safety equipment is from the MCA Racing rules:**

“All Mutineers shall carry the following safety equipment while racing:

1. A wearable, U.S. Coast Guard-approved Personal Flotation Device for each person in the boat. If not worn, they shall be within easy reach of the team members. They shall be worn throughout the regatta, if so directed by the Sailing Instructions. They shall be worn whenever signaled to do so by the Race Committee.
2. Deleted.
3. A paddle.
4. An effective anchor and a minimum of 100 feet of line of 3/16” or larger diameter.
5. A bailing device of at least two-quart capacity.
6. It is recommended that the rudder assembly be attached by a keeper or safety line so it will remain with the boat in the event of a capsize. Note, “spring” and “pivot” retainers often fail and can result in the loss of the rudder assembly. A retainer with a pin that is inserted in a hole drilled in the bottom of a pintle or a separate line that connects the rudderhead to the hull is more reliable.”

**Class-Recommended Safety Modifications**

The Class Measurer requests that all owners planning on attending MNC 2016 make the following modifications to their boats prior to the regatta for safety reasons. These modifications are optional, but strongly recommended. Boats that have not been so modified will not be prohibited from competing. All of these modifications require little cost or effort.

a. Replace the original Chrysler and TMI chainplate bolts with 1/4” SS bolts with Nylock nuts. The original chainplate bolts are #10 machine screws. The threaded portion of these screws bears on the chainplate with the effective diameter only about 1/8”, woefully inadequate. Chainplates have been known to “V” and also to pull out under load.

b. Caulk the entire rubrail of the Chrysler and TMI Mutts. Apply a small bead of clear silicon caulk (GE silicon II is suitable, cheap and available everywhere) to both the upper and bottom edges of the pressed-in-place aluminum rubrail to stop leakage of water into the between hull space during a capsized. The top and bottom fiberglass pieces of the hull are simply stapled together underneath the rubrail. There is no gasket between the two flanges. A gap of only 1/32" along the 15' length of a submerged rubrail provides an opening that is equivalent to a hole 2.7" in diameter. A small bead of caulk will stop this leakage.

c. Replace the 3/16" diameter aluminum drive rivets that hold the jib halyard block on 1979 and later Chrysler and TMI Mutts with "fresh" 3/16" diameter aluminum drive rivets or 3/16" diameter SS pop rivets. Likewise for the rivets holding the jib tang on pre-1979 Chrysler Mutts. These drive rivets tend to fail after 30+ years resulting in masts crashing down. It's likely the failure is due to metal fatigue. Replacing the old aluminum drive rivets with new ones should restore the original design strength. Or, replacing with SS pop rivets should permanently eliminate the long-term metal fatigue problem.

d. Replace the original Chrysler, TMI, and, possibly, Starwind black rubber bung inspection port covers with screw-in plastic inspection port covers. The black rubber bungs leak badly when in place and also have been known to pop out during a capsized.

e. Holes in the deck/cockpit fiberglass piece. Holes are allowed in the deck/cockpit fiberglass piece for control lines. However, it is recommended that no hole opening be greater than 1/4" diameter and that holes not be located more than 12" from the centerline of the boat. None of the potential control lines penetrating the deck/cockpit fiberglass piece need be greater than 1/4" diameter. In most cases 3/16" line is perfectly suitable. I have a bunch of Holt-Allen deck bushings with SS liner. The ID is 1/4" and they fit into a hole opening of 1/2" diameter. I will provide up to three bushings to any MCA member requesting them. Just send a request with the number of bushings required plus a self-addressed stamped envelope (with postage for a "non-flat" envelope) to:

Bob DeRoeck  
2 Sunrise Lane  
Sandwich, MA 02563

and I will mail you the bushings. Those of you with control line openings greater than 1/4" diameter can easily install these bushings to reduce the opening to 1/4". The smooth surface of the SS liner of these bushings will also reduce chaffing of your line and allow you to haul on the line from angles that are not perpendicular to the fiberglass surface.