

# 2012 Mutineer National Championship

August 1 thru August 5, 2012

Mutineer 15 Class Association

Ware River Yacht Club, Gloucester, VA

## NOTICE OF RACE

### 1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing, 2009–2012* 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 July 15, 2012.
- 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 2012 Measuring Plan.

### 3. FEES

- 3.1 The regatta registration fee for entries received by July 25 will be \$120. The registration fee after July 25th will be \$130.

#### **4. SCHEDULE**

Wednesday August 1st – Early arrival, boat storage, camping.

Thursday August 2nd

0900 -1200 - On-site check-in, late registration, boat inspection/measurements.

1400 -1600 - Practice racing.

1800 - Happy Hour (As is our tradition, those attending MNC will be asked to bring some of their favorite local beer to share with others).

Friday August 3rd

0900 - Skippers Meeting for Championship Regatta.

1100 - Warning signal for first race, additional races to follow.

1900 - Dinner "Cheeseburgers in Paradise" (Funded by the MCA)

Saturday August 4th

1200 - Warning signal for first race, additional races to follow.

1900 - Fund raising dinner and social that will benefit the WRYC Jr. Sailing Program.

Sunday August 5th

1000 - Warning signal for first race, additional races to immediately follow.

1500 - 1600 – Awards Ceremony

#### **5. SAILING INSTRUCTIONS**

The sailing instructions will be available on Thursday, August 2<sup>nd</sup> at on-site check-in and Friday, August 3<sup>rd</sup> at the Skipper's Meeting.

#### **6. VENUE**

**6.1** Ware River Yacht Club, 5992 Ware Point Road, Ware Neck, VA 23178

<http://www.wareriveryachtclub.com>

**6.2** The racing area will be in the Ware River, in front of and down river from the WRYC.

#### **7. THE COURSES**

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

## **8. SCORING**

- 8.1** The regatta will be scored using the Low Point System, Appendix A, *The Racing Rules of Sailing*.
- 8.2** One race will be 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.
- 8.5** A maximum of 2 discards will be allowed.

## **9. BERTHING / LAUNCHING**

Boats can be kept on their trailers in the designated parking area or they can be left in the water.

## **10. PRIZES**

Awards will be given to skipper and crew for places 1 - 5 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 2013 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. SPECIAL NOTICE**

The Mutineer National Championship will consist of the races held on Friday, Saturday, and Sunday. Friday we will be sailing by ourselves. On Saturday and Sunday, we will be racing as a Fleet within the Virginia's Governor's Cup hosted by the Ware River Yacht Club and, therefore, sharing the race course with several classes of boats. The Racing Rules of Sailing apply between all boats on the race course.

## **13. FURTHER INFORMATION AND LODGING**

For further information, please contact Jerry Thompson, [mcse9557@yahoo.com](mailto:mcse9557@yahoo.com).  
Hampton Inn 804-693-9393 in Gloucester  
Comfort Inn 804-695-1900 in Gloucester  
Camping (no hook-ups) on site at WRYC

## MNC 2012 Measuring Plan

Rev 3. Sept. 9, 2010

Boat measuring at MNC 2012 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.

**Note: 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 2012 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 capsize. 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 capsize.
- 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 \$0.64 postage) to:

Bob DeRoeck  
2 Jarves St. Extension  
Sandwich, MA 025663

and he 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.

# WARE RIVER RUMBLE

Mutineer National Championship August 1-5, 2012

## REGISTRATION FORM

**PLEASE PRINT OR TYPE**

### **BOAT ENTRY**

Boat Name: \_\_\_\_\_ Sail #: \_\_\_\_\_ *Mandatory*

Skipper/Owner: \_\_\_\_\_

**CELL PHONE FOR HELM:** \_\_\_\_\_

Crew: \_\_\_\_\_

Owner/Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_  
Street City State Zip

Home phone: \_\_\_\_\_ Cell phone: \_\_\_\_\_

Email: \_\_\_\_\_

### **FEES**

**Entry Fee** **\$120.00** per vessel \$ \_\_\_\_\_

Includes: registration, four shirts (2 MNC, 2 GC), two tickets for Cheeseburgers in Paradise on Friday, two tickets for Governor's Cup Dinner on Saturday night

**\$115.00** for US Sailing Members (*enter number below*)

**\$130.00** for entries received after July 25

**TOTAL ENCLOSED** \$ \_\_\_\_\_

### **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 Ware River 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 Class Rules and Requirements. The Mutineer Class Association agrees to implement Differential Entry Fees to US Sailing Association.

US Sailing Association Membership # \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**Please make check payable to MCA and send with registration form to:  
Ginette Hughes, PO Box 373203, Key Largo, FL 33037**