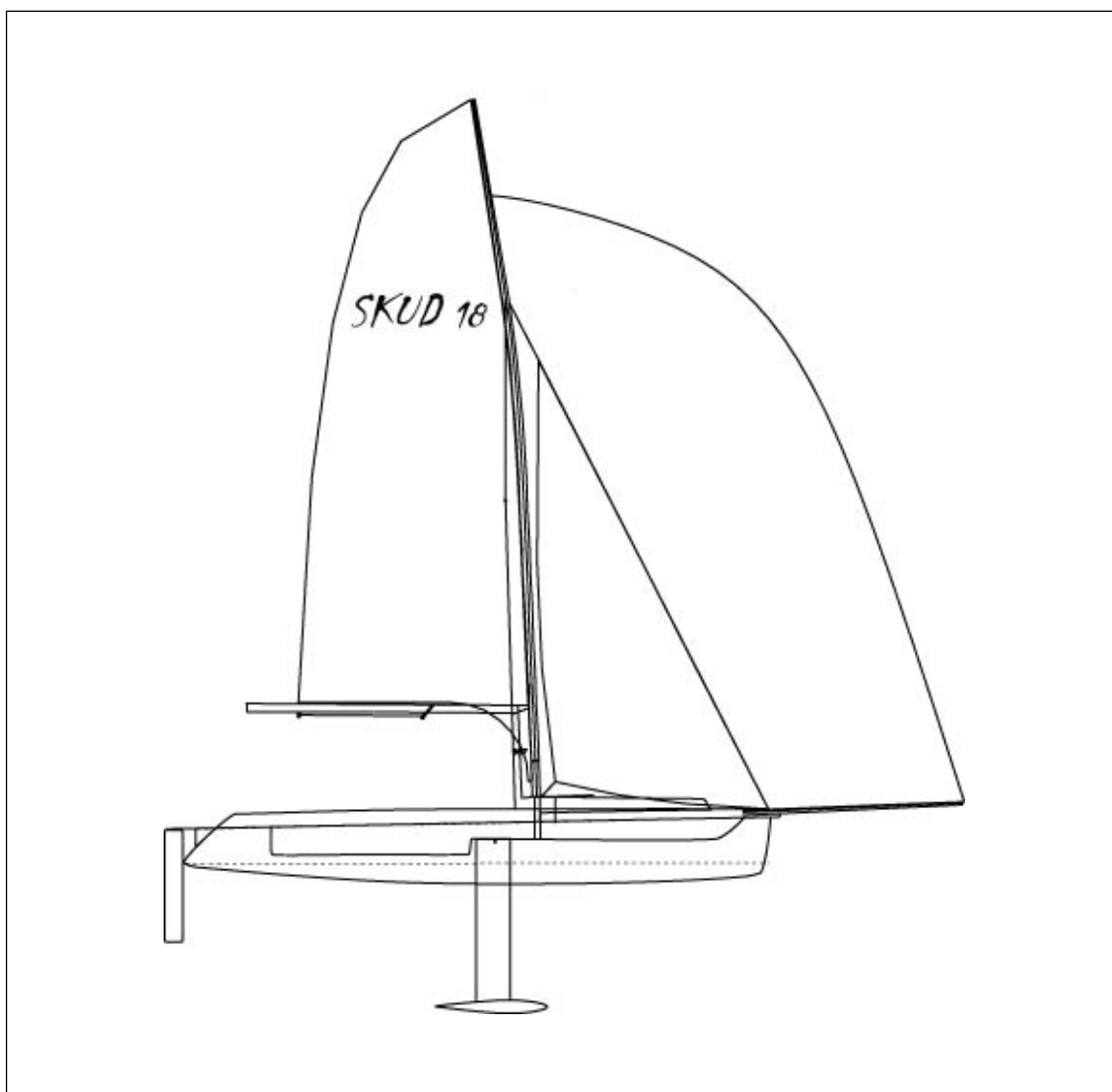


SKUD 18

CLASS RULES 2011

EFFECTIVE NOVEMBER 2011



The SKUD 18 was designed in 2005 by Chris Mitchell.

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INTRODUCTION

SKUD 18 hulls, hull appendages, rigs and sails shall only be manufactured by builders licensed by Access Sailing Systems Pty Ltd in the class rules referred to as licensed manufacturers. Equipment is required to comply with the SKUD 18 Building Specification.

SKUD 18 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the SKUD 18 Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- IFDS International Association for Disabled Sailing
- MNA ISAF Member National Authority
- IACA International Access Class Association
- NACA National Access Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the IACA.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The IACA may delegate part or all of its functions, as stated in these class rules, to an NACA.

A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.6 CLASS RULES CHANGES

- A.6.1 At Class Events, ISAF Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** are subject to the approval of the IFDS.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of these **class rules** shall be made by the Technical Committee, subject to ratification by IACA.

A.9 INTERNATIONAL CLASS FEE AND IFDS BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the IFDS Hull Levy.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the IACA.

A.10.2 Sail numbers shall be issued in consecutive order starting at “001”.

A.11 INITIAL HULL CERTIFICATION

A.11.1 For a certificate to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by an Official Class Measurer who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the IACA.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the IACA may issue a certificate.

A.12 VALIDITY OF CERTIFICATE

A.12.1 A certificate becomes invalid upon:

- (a) the date of expiry,
- (b) withdrawal by the IACA,
- (c) the issue of a new certificate,

A.13 HULL RE-CERTIFICATION

A.13.1 The IACA may issue a certificate to a previously certified **hull**:

- (a) when it is invalidated under A.12.1(a), after receipt of the old certificate, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (b), at its discretion.
- (c) in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The IACA shall:

- (a) retain the original documentation upon which the current certificate is based.

A.15 CHANGE OF OWNERSHIP

A.15.1 Upon disposal of a boat, the new owner shall inform the IACA of their name, address and contact details.

A.16 REPLACEMENT OR ADDITIONAL EQUIPMENT

A.16.1 Applications for replacement or additional equipment or modifications shall be made subject to the following guidelines:

A.16.2 Applications for replacement or additional equipment or modifications to equipment shall be made in writing and submitted formally to the IACA who shall consider the matter.

- A.16.3 Applications shall include the following details;
- (a) Name of applicant
 - (b) Hull number on which the equipment will be installed or used
 - (c) Description of equipment including any additional materials and location of modification
 - (d) Estimation of the total weight of the equipment
- A.16.4 Details of any permitted replacement or additional equipment shall be listed on the class website and shall be restricted to the hull, not the owner. . Where appropriate, specified items of replacement or additional equipment may be permitted on any hull.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES

- B.1.1 The boat shall:
- (a) be in compliance with these **class rules**.
 - (b) be crewed by at least one person who is a member in good standing of their NACA or the IACA.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. If something is not specifically allowed, it is forbidden. **Equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.
- (b) RRS 42 shall be amended as below:
RRS 42.3 is changed as follows:
 - (c) A boat's crew may pump the mainsail repeatedly solely to set the battens to leeward.
- (d) RRS 50.4 Headsails shall not apply.
- (e) RRS 52 is amended such that to compensate for a sailors disability, a boat's running rigging and rudders may be adjusted and operated using stored power, provided this does not materially change the sailing characteristics of the boat or improve the sailor's performance beyond that of an able-bodied person. Equipment shall be approved by the Technical Committee.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** of a SKUD 18.2 shall consist of two (2) persons.
- (b) The **crew** of a SKUD 18.3 shall consist of three (3) persons.
- (c) No **crew** member shall be substituted during an event of less than 3 consecutive days, unless approved by the Jury.
- (d) Where centreline seats are specified or fitted, crew (buttocks) shall remain in contact with their seat's sitting surface at all times while racing.
- (e) If one centreline seat only is fitted, one crew may use a trapeze. This changes RRS 49.1.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 2.

C.3.2 OPTIONAL

Adhesive tape and non-skid surfaces are permitted.

C.3.3 SEATING

Seating may be produced by any manufacturer. If fitted, seating shall meet the following specifications:

- a) All seating shall be mechanically attached to the hull on the centreline via the provided tracks in a manner to avoid separation whilst under sail. Their longitudinal position is optional but shall be fixed longitudinally during *racing*.
- b) Every seat shall have a restraints which shall secure the crew to their seat at all times during *racing*. Every restraint shall have a quick release mechanism which shall be clearly visible for fast assistance on the water.
- c) With the seat in its upright position, the seating surface shall not exceed 500mm athwartships or 600mm longitudinally. Longitudinal dimension is measured from the centre of the seat back at the sitting surface to the most forward sitting surface (i.e. to the steering joystick if mounted in centre of seat). Leg rests are not part of the seat length, but can be integral to the seating.
- d) A canting mechanism on the seat is permitted, limited to a maximum total rotation of +/- 25 degrees from vertical. Safety mechanisms to prevent uncontrolled motion of the seat shall be demonstrated. The intent of this provision is to allow for the comfort and wellbeing of a sailor and not to project weight to windward.

Canting seats shall pivot around a single point which shall be along the hull centreline, and not less than 150mm above the cockpit floor.

- e) All seating shall have a backrest and sides with a minimum height above the sitting surface of 125mm. Backrest and sides shall extend for a minimum of 50% of the seat width and length respectively, measured at the seating surface. The sides of canting seats shall be within 5 degrees of vertical. The sides of non-canting seats shall be within 25 degrees of vertical. The intent of this provision is to allow for the comfort and wellbeing of a sailor and not to project weight to windward.

Where commercially available seats are installed to meet a sailor's individual disability, such as 'go-kart' seats or similar, the requirements of this sub-clause may be waived subject to approval of the Technical Committee.

- f) Maximum seat height from the cockpit floor to the seating surface shall not exceed 450mm. Upon application to the Technical Committee, an increased seat height may be allowed for individual sailors of short stature.

C.3.4 TRAPEZE

A single trapeze may be used as per C.2.1. The trapeze wires may be of either stainless steel wire of not less than 2.3 mm diameter or spectra lines of not less than 3.0 mm diameter and attached to the topmast 150mm above the hounds.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL (not part of hull weight unless noted)

- (1) Timing devices, and mechanical wind indicators are permitted (part of the hull weight).
- (2) Compasses with brackets are permitted (part of the hull weight). GPS are not permitted.
- (3) Mooring line.
- (4) Spares and tools.
- (5) Tuff's or ribbons in the **rigging** (part of hull weight).

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) Towing rope, floating, minimum 15 m long of not less than 6 mm in diameter run through forestay eye (part of hull weight).

C.6 BOAT

C.6.1 WEIGHT

SKUD 18.2	Minimum
The weight of the boat, seats and fixed adaptive aids (e.g. servos, fixed-location batteries) in dry condition All boats shall add correctors as required to reach the assigned racing minimum weight.	400 kg
SKUD 18.3	Minimum
The weight of the boat, seats and fixed adaptive aids (e.g. servos, fixed-location batteries) in dry condition All boats shall add correctors as required to reach the assigned racing minimum weight.	315 kg

The weight shall be taken excluding **sails**, but including all portable equipment as listed in C.5.

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weight** total of 5kg or less as required to bring a boat to the specified minimum racing weight shall be securely fastened between the seat tracks immediately aft of the daggerboard/keel case

- (b) **Corrector weight** total of 5kg or more as required to bring a boat to the specified minimum racing weight shall be securely fastened to the following locations:
 - 20% at the king post (mast support strut)
 - 50% between the seat tracks immediately aft of the daggerboard / keel case
 - 30% within the aft buoyancy chamber
- (c) If the maximum keel weight in C.8.3(b) is contravened, then three times the excess shall be added to the boat weight in the form of **corrector weights**. Corrector weights added as keel compensation shall not be included in the boat weight overall corrector weights.

C.6.3 FLOTATION

- (a) Removal of floatation material built into the hull is prohibited

C.6.4 MODIFICATIONS AND MAINTENANCE

- (a) Non-skid material may be fitted to the cockpit and deck.
- (b) The use of flexible adhesive tape to prevent wear and tear is permitted.

C.7 HULL

- (a) **Hulls and Decks** shall comply with the **building specification** in force at the time of manufacture.
- (b) Subject to authorisation by the Technical Committee and in accordance with the instructions provided on the class website, modification of MkI hulls to replicate the MkII gunwale shape is permitted.

C.7.1 MAINTENANCE AND REPAIR

- (a) In the event of damage to any part of the hull, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.
- (b) The **hull** may be sanded and polished, except that the shape or weight distribution as originally supplied shall not be altered.

C.7.2 FITTINGS

- (a) USE
 - (1) Inspection hole covers and drainage bungs shall be securely fastened and kept in place at all times whilst *racing*.

C.7.3 LIMITATIONS

- (a) No holes may be made in the hull moulding, except for the purpose of making repairs.
- (b) Only holes necessary for mounting fittings or adaptive equipment may be made in the deck mouldings.

- (c) Additional mouldings, consoles or bridges are allowed as adaptive equipment required for sailors with a disability. Such additions shall be approved by the Technical Committee. The structural characteristics of the boat shall not be altered by such equipment.
- (d) Fabric spinnaker chute covers are permitted.
- (e) Any material can be added to the internal sections of the daggerboard casing to prevent movement of the fin stock in the trunk provided it does not prevent the rapid removal of the fin from the trunk, or protrude from the trunk below the waterline.

C.8 HULL APPENDAGES

C.8.1 MAINTENANCE AND REPAIR

- (a) **Hull appendages** shall comply with the **building specification** in force at the time of manufacture.
- (b) The **hull appendages** may be sanded and polished. The shape or weight distribution as originally supplied shall not be altered except that repairs and adjustments to keels in order to comply with C.8.3 are permitted with the written authorisation of the Technical Committee.
- (d) Aluminium rudder foils may be coated to prevent corrosion.

C.8.2 LIMITATIONS

- (a) Only one **keel** and two **rudder** blades shall be used during an event, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 WEIGHT

- (a) Maximum weight of SKUD 18.2 **bulb** is 140kg
- (b) Maximum weight of SKUD 18.2 **keel** is 163kg
 - Note: The target weight for a SKUD 18.2 **keel** is 160kg. 160kg will be the Maximum weight from January 1, 2013
- (c) Maximum weight of SKUD 18.3 **bulb** is 60kg
- (d) Maximum weight of SKUD 18.3 **keel** is 85kg

C.8.4 KEEL

(a) USE

- (1) The **keel** shall be fixed in position by the mechanism provided by the manufacturer. No other location or arrangement is permitted.
- (2) The fore & aft keel angle at the leading edge and hull is 90 degrees with a tolerance of +/- 10mm measured horizontally 1 metre below hull.
- (3) The vertical angle of the **bulb** is 90 degrees to the leading edge measured from a projected line between end centres with a tolerance of +/- 10mm measured vertically at both end centres.
- (4) Keel bolt plugs or covers are optional and may be replaced or removed and faired. Removal may be required for measurement purposes and replacement is the owner's responsibility.
- (5) The bulb shall be able to be separated from the fin.

C.8.5 RUDDERS

(a) USE

- (1) The rudders shall be fixed in their fully lowered position.
- (2) A rudder tie-rod shall connect the rudders or tiller arms. The length of the tie-rod shall not be adjusted while racing.
- (3) Rudder pin bushes may be fitted in the gudgeon plates.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall comply with the building specification in force at the time of manufacture. **Rigging** shall comply with the current **class rules**.

C.9.2 LIMITATIONS

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged and the race committee has approved the substitution.

C.9.3 MAST

(a) USE

- (1) The **spar** shall be stepped in the mast step supplied by a licensed manufacturer in such a way that the heel is not be capable of moving more than 1 mm in any direction.
- (2) The mast heel shall be secured with a bolt in the mast step to prevent movement.
- (3) Tape may be applied to the **rig** to prevent damage to sails.

C.9.4 BOOM

(a) USE

- (1) The boom support strut may be removed if the kicking strap is mounted between the boom and mast step.

C.9.5 RETRACTING BOWSPRIT

(a) USE

- (1) The bowsprit shall be capable of retracting to an extension of no more than 100mm beyond the bow when on a windward leg of the course.
- (2) The bowsprit shall be extended only when setting, flying or lowering the spinnaker.
- (3) Bowsprit extensions or 'sheet-keepers' may be fitted but shall be of a flexible material and extend no more than 150mm from the outboard end of the bowsprit.

C.9.6 STANDING RIGGING

(a) USE

- (1) Rigging links and rigging screws shall not be adjusted while racing.
- (2) If the stemhead fitting has two holes, the forestay shall be located in the forward hole. If the stemhead fitting has three holes, the forestay shall be located in the centre hole of the fitting.
- (3) Spreader adjusters may be modified provided that the transverse distance between the outer edge of the shroud wires is between 725mm and 790mm and that the distance between the aft face of the mast and transverse line between the shrouds is between 165mm and 210mm.

C.9.7 RUNNING RIGGING

- (a) LIMITATIONS – Control Points are defined to limit the functionality of the running rigging, but to allow adaptations for the use of the control. Any termination of function beyond the control point is open.

(b) USE

- (1) The mainsail sheet may run inside or outside the boom. No control points are defined but the sheet or bridle shall run through a block or blocks at the aft end of the boom. The mainsheet may have one or two working ends.
- (2) The mainsail halyard can be a 1:1 or 2:1 purchase at the head of the sail. The halyard shall be through the sheave in the fitting at the top of the mast and down through the mast. The point at which the halyard exits the bottom of the mast shall be the control point.
- (3) The jib sheet shall be led from the jib clew through the jib car on the jib track, and forward to at least one exit box in the foredeck which acts as the control point.
- (4) The jib halyard shall be fastened to the head of the jib, led through the exit block on the mast and down through the mast. The point at which the halyard exits the mast shall be the control point.
- (5) The spinnaker sheets shall be led to the sheet blocks located aft of the shrouds on the deck of the boat. These are the control points for the sheets.
- (6) The spinnaker halyard and bowsprit setting and retractions line shall be led from the head of the spinnaker, around a block on the mast, down the mast (internal or external), around a block that sends the line forward around a block attached to the pole extension line which is the forward control point.
- (7) The retrieval line shall run from the “pull points” in the spinnaker, down through the spinnaker sock and back to a fixed block attached to the aft bulkhead which will be the control point.

- (8) A kicking strap, if fitted between the boom and mast step, shall have purchase not exceeding 16:1 and be led to the back of the mast step which acts as the control point.
A compression vang (or GNAV), if fitted on the topside of the boom, shall have purchase not exceeding 6:1 and be led through the hole in the gooseneck, which is the control point.
- (9) The mainsail clew outhaul shall be 2:1 and led to the front of boom which acts as the control point. Elastic made be used between the mainsail clew and boom ends.
- (10) The mainsail Cunningham control shall be 4:1 and shall led to the sub cockpit floor beneath the tack of the main which will be the control point.
- (11) The mainsheet bridle shall terminate or run through the eyestraps on each side of the aft deck which act as the control points. The bridle may be adjusted and cleated to allow for height adjustment only of the bridle turning block.
- (c) REPLACEMENT – Fittings may be replaced by those of another manufacturer but shall maintain the same function.

C.10 SAILS

C.10.1 MAINTENANCE AND REPAIR

- (a) Pryde/McDiarmid mainsails manufactured between 2006 and 2008 may be re-cut to suit a carbon mast in accordance with the instructions provided on the class website.
- (b) **Sails** shall not otherwise be re-cut or altered from their original design. Emergency repairs are allowed, but the sail shall be re-measured at the first available opportunity.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib, and 1 spinnaker shall be carried aboard.
- (b) Not more than 2 mainsails, 2 jibs, and 2 spinnakers shall be used during any regatta or championship, except with the permission of the jury when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- (1) The national letters and sail numbers shall comply with the RRS except that G.1.3.(c) is amended such that the national letters and sail numbers shall be placed adjacent to each other . Refer to Section G.3 of these **class rules**.
- (2) The national letters and sail numbers shall be wholly between the 3rd and 4th **batten pockets** from the **head** of the sail.
- (3) The national letters and sail numbers shall be approximately parallel to the lower **batten pockets**.

(4) The class insignia shall be displayed only on the port side of the sail

(b) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea. The halyard may be adjusted while racing.

C.10.4 JIB

(a) USE

- (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea. The halyard may be adjusted while racing.

C.10.5 GENNAKER

(a) USE

No advertising shall be placed within 1m of tack / head, nor on the front 2 luff panels.

Section D - Hull

D.1 BUILDERS

D.1.1. **Hull** builders shall be licensed by Access Sailing Systems Pty Ltd and approved by the IFDS.

Section E - Hull Appendages

E.1 MANUFACTURERS

E.1.1. Manufacturers shall be licensed by Access Sailing Systems Pty Ltd and approved by the IFDS.

E.1.2 The **keel** shall consist of;

- (a) A **Fin** – including a lifting plate at the head
- (b) A **Bulb** – including connecting bolts

Section F - Rigging

F.1 STANDING RIGGING

F.1.1 MATERIALS

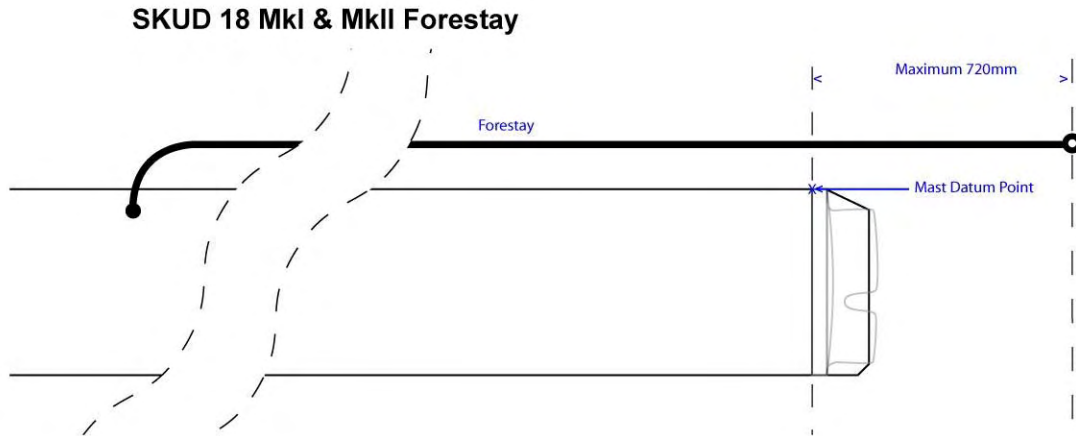
- (a) The standing **rigging** shall be of stainless steel.

F.1.2 DIMENSIONS

Forestay	Minimum	Maximum
Forestay length from centre of the bow fitting attachment point to Mast Datum Point (see illustration following)	None	720 mm
Forestay diameter	3.0 mm	3.2 mm
Shroud diameter	3.0 mm	3.2 mm

F.1.3 MAST DATUM POINT

The Mast Datum Point (MDP) is the most forward point of the base of the mast tube (see illustration below).



F.2 RUNNING RIGGING

F.2.1 MATERIALS

- (a) Materials are optional with regards to length, diameter and taper.
- (b) No wire is allowed.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Jib
- (c) Gennaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of manufacture.

G.2.4 SAILMAKER

- (a) Manufacturers shall be licensed by Access Sailing Systems Pty Ltd and approved by the IFDS.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram below. (NOTE: A layout diagram and insignia graphics files are downloadable from the technical section of the class website - www.accessclass.org)



SKUD 18 Insignia - Hot Pink Pantone 812U
Insignia reads correctly from Port side

Sail Numbers & Letters - Black
Numbers & Letters read correctly from both sides

- (b) The SKUD 18.3 shall be identified by the addition of a '3' to the class insignia.



PART III – APPENDICES

The rules in Part III are **closed class rules**. If something is not specifically allowed, it is forbidden. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1.1 SKUD 18 MKI PARTS LIST

Standard fittings list (Where no comment as per class rules)	Part #	Options or restrictions
Top Mast	SKUDTopMast	Licensed supplier only
Mid Mast	SKUDMidMast	Licensed supplier only
Lower Mast	SKUDLowMast	Licensed supplier only
Spreader	SKUDSpr	Licensed supplier only
Mast Tip casting	SKUDTipCast	Licensed supplier only
Mast Goosneck	RM686	
Vang Foot	SKUDFoot	Licensed supplier only
Mast Plug	SKUD Plug	Licensed supplier only
Shroud Base	RM 399HD	
Boom section	SKUDBoom	Licensed supplier only
Boom Goosneck	RM678(m)	
Bowsprit	AS4482	Licensed supplier only
Forestay fitting	SKUDFS,Chain	Licensed supplier only
Mast Step Channel	SKUDMastStep	Licensed supplier only
Gennaker Sock	AS4696	Modification or replacement with an item of similar function permitted
Rudder Pin	AS3402.1	Varying diameters permitted
Rudder Gudgeon Top	AS2391.1	Licensed supplier only
Rudder Gudgeon Bottom	AS2391.2	Licensed supplier only
Rudder	SKUDRudder	Licensed supplier only
Keel Fin	SKUDFin	Licensed supplier only
Bulb	SKUDBulb	Licensed supplier only
Hull	SKUDHull	Licensed supplier only
Mainsail	SKUDMain	Licensed supplier only
Mainsail Battens	SKUSBattM	Varying thickness permitted
Jib	SKUDJib	Licensed supplier only
Jib Battens	SKUSBattJ	Varying thickness permitted
Gennaker	SKUDSpin	Licensed supplier only

H.1.2 SKUD 18 MKII PARTS LIST

Standard fittings list (Where no comment as per class rules)	Part #	Options or restrictions
Lower Mast	AS4191.1	Licensed supplier only
Upper Mast	AS4191.2	Licensed supplier only
Spreader	AS4191.3	Licensed supplier only
Masthead Fitting	AS4191.8	Licensed supplier only
Mast Plug	AS4191.7	Licensed supplier only
Chainplates	AS2382	Licensed supplier only
Boom	AS4291	Licensed supplier only
Bowsprit	AS4482	Licensed supplier only
Bow Fitting	AS2397	Licensed supplier only
Mast Step	AS2383	Licensed supplier only
Gennaker Sock	AS4696	Modification or replacement with an item of similar function permitted
Rudder Pin	AS3493	Varying diameters permitted
Rudder Gudgeon Top	AS2391.1	Licensed supplier only
Rudder Gudgeon Bottom	AS2391.2	Licensed supplier only
Rudder Blade	AS3381	Licensed supplier only
Rudder Box	AS3490	Licensed supplier only
Keel Fin	AS3192	Licensed supplier only
Keel Keel Lock	AS2386	Licensed supplier only
18.2 Bulb	AS3282	Licensed supplier only
18.3 Bulb	AS3291	Licensed supplier only
Hull	AS1090.1	Licensed supplier only
Mainsail	AS4691.1	Licensed supplier only
Mainsail Battens	AS4694	Licensed supplier only
Jib	AS4691.2	Licensed supplier only
Jib Battens	AS4695	Licensed supplier only
Gennaker	AS4691.3	Licensed supplier only

Section J - NOTICE OF RACE GUIDE

Event Notices of Race may state in which configurations the SKUD 18 shall be sailed:

J.1. Open Two Person - SKUD 18.2. Two crew can hike, or if one sits in a centreline seat one can trapeze.

J.2. Open Three Person - SKUD 18.3. Three crew can hike, or if one sits in a centreline seat one can trapeze

J.3. Open Two Person Centreline - SKUD 18.2. Two crew both in centreline seats

J.4. IFDS Two Person - SKUD 18.2. Two crew both in centreline seats, with additional provisions specified by IFDS.

Section K – SAILING INSTRUCTIONS GUIDE

K.1 ALTERNATIVE PENALTIES

Event Sailing Instructions should include the following:

For the SKUD 18 class, rule 44.1 is changed so that only one turn, including one tack and one gybe, is required

Section L - MEASUREMENT FORM

Hull Number		Sail Number	
Owner's Name			
Address		City	
Postal/Zip Code		Country	
Email		Telephone	
Measurement Date		Measurer	

No.	Measurement Details	Min	Max	Measured
1.0	HULL			
1.1.1	Total hull weight - boat as sailed without sails (2 person)	400kg	-	
1.1.2	Total hull weight - boat as sailed without sails (3 person)	315kg	-	
1.2	From measurement jig 600mm point to after edge of hull	-	5560	
2.0	FORETRIANGLE			
2.1	Forestay intersection from foremost projected point using class jig	14	24	
2.2	Forestay Pin C/L to C/L of upper sidestay fitting	2824	2834	
2.3	Mast from forestay pin C/L	2215	2225	
2.4	Distance between sidestay fittings	1525	1540	
2.5	Spinnaker pole extended bearing point from forestay pin	-	1580	
3.0	FOILS			
3.1.1	Total weight of 2 Person Keel (by builder or measurer)	158	163	
Note	Total weight of 2 Person Keel (by builder or measurer) from January 1, 2013	155	160	
3.1.2	Total weight of 3 Person Keel (by builder or measurer)	80	85	
3.1.3	2 Person Bulb Weight (by builder or measurer)	-	140	
3.1.4	3 Person Bulb Weight (by builder or measurer)	-	60	
3.2.1	Keel angle – fore & aft angle at the leading edge and hull measured horizontally 1 metre below hull	90° -10mm	90° +10mm	
3.2.2	Bulb angle – vertical angle of the bulb to the leading edge measured from a projected line between end centres measured vertically at both end centres	90° -10mm	90° +10mm	
3.3.1	Keel draft – leading edge	1370	1390	
3.3.2	Keel draft – trailing edge	1375	1385	
3.4	Keel width	300	305	
3.5	Bulb width	151	159	
3.6.1	2 Person Bulb Length (by builder or measurer)	1265	1275	
3.6.2	3 Person Bulb Length (by builder or measurer)	840	855	
3.7	From HDP projected down stem 600mm then to point one meter down leading edge of keel	2660	2670	
3.8p	Rudder blade from hull to bottom edge in sailing position	-	680	
3.8s	Rudder blade from hull to bottom edge in sailing position	-	680	
3.9p	Rudder blade width	217	222	
3.9s	Rudder blade width	217	222	

4.0	MAST	<i>Min</i>	<i>Max</i>	<i>Measured</i>
4.1	MDP aft point to deck	25	30	
4.2	MDP to boom attachment lower limit 25mm mark	-	796	
4.3	MDP to Vang fitting pin	1585	1595	
4.4	MDP to lower fitting	1601	1611	
4.5	To spreader C/L	3075	3085	
4.6	Spreader transverse – outer edge of wire	/725	790	
4.7	Aft mast face to spreader transverse line	165	210	
4.8	MDP to Trapeze fitting	4887	4897	
4.9	MDP to upper fitting	4737	4747	
4.10	MDP to forestay fitting	4737	4747	
4.11	MDP to gennaker halyard bearing point	-	5860	
4.12	MDP to top limit 25mm mark	-	6756	
4.13	MDP to centre of forestay attachment point (as per Class Rule F.1.2)	-	720	
5.0	BOOM			
5.1	Limit mark 25mm band from aft face of mast	-	2380	
5.2	Length of vang compression tube	-	1010	
Measurer's Comments:				
Signed		Date		
Hull Number		Sail Number		

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