

MUSTO PERFORMANCE SKIFF CLASS RULES

2006



The Musto Performance Skiff was designed in 1999 by Joachim Harpprecht and was adopted as a recognised class in 2006



Manufacturers One-Design Class

This version has been updated to reflect the changes to the
ERS 2005–2008

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INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities.....	4
A.4	Administration of the Class	4
A.5	ISAF Rules	4
A.6	Class Rules Variations	4
A.7	Class Rules Amendments	4
A.8	Class Rules Interpretation	4
A.9	International Class Fee and ISAF Building Plaque	5
A.10	Sail Numbers	5
A.11	Hull Certification	5
A.12	Initial Hull Certification	5
A.13	Validity of Certificate	5
A.14	Hull Re-Certification	5
A.15	Retention of Certification Documentation	5

Section B – Boat Eligibility

B.1	Class Rules and Certification ...	5
B.2	Flotation Check	5
B.3	Class Association Sticker	5

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	6
C.2	Crew	6
C.3	Personal Equipment	6
C.4	Advertising	7
C.5	Portable Equipment	N/A
C.6	Boat	8
C.7	Hull	8
C.8	Hull Appendages	8
C.9	Rig	8
C.10	Sails	8

Section D– Hull

D.1	Parts	N/A
D.2	General	N/A
D.3	Hull Shell	N/A
D.4	Deck	N/A
D.5	Buoyancy Tanks	N/A
D.6	Gunwale Rubbing Strakes	N/A
D.7	Bulkheads	N/A
D.8	Thwarts	N/A
D.9	Assembled Hull	N/A

Section E – Hull Appendages

E.1	Parts	N/A
E.2	General	N/A
E.3	Keel/Centreboard	N/A
E.4	Rudder Blade, Rudder Stock and Tiller	N/A

Section F – Rig

F.1	Parts	N/A
F.2	General	N/A
F.3	Mast	N/A
F.4	Boom	N/A
F.5	Spinnaker Pole	N/A
F.6	Bowsprit	N/A
F.7	Standing Rigging	N/A
F.8	Running Rigging	N/A

Section G – Sails

G.1	Parts	N/A
G.2	General	N/A
G.3	Mainsail	N/A
G.4	Headsail	N/A
G.5	Spinnaker	N/A
G.6	Spinnaker	N/A

PART III – APPENDICES

.....	10
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INTRODUCTION

Musto Performance Skiff hulls, hull appendages, rigs and sails are measurement / manufacturing controlled.

Musto Performance Skiff hulls, hull appendages, rigs and sails shall only be manufactured by **Victor Boats/Ovington Boats** – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the Musto Performance Skiff Building Specification and is subject to an ISAF approved manufacturing control system.

Musto Performance Skiff 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.

Owners and crews should be aware that compliance with rules in Section C is **not** checked as part of any certification process that may or may not be required.

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 International Musto Performance Skiff Class Rules proper begin on the next page.

Note: Where the class permits IHC it should be mentioned here which items may be produced under IHC.

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.2 Abbreviations

MPS	Musto Performance Skiff
ISAF	International Sailing Federation
MNA	ISAF Member National Authority
MPSCA	Musto Performance Skiff Class Association
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
LIC	The licensor / designer

A.3 Authorities

A.3.1 The International authority of the class is the MPSCA which shall Cooperate with the LIC in all matters concerning these class rules.

A.3.2 The MPSCA, an MNA, an NCA or an official measurer is under no Legal responsibility in respect of these class rules.

A.4 Administration of the Class

A.4.1 The class is administered by the MPS Class Association.

A.5 IMPSCA Rules

A.5.1 These class rules shall be read with ERS, and measurements shall be taken in accordance with these unless specified.

A.5.2 Where a term is used in its defined sense, it is printed in **bold** type if defined in ERS and in *italic* type if defined in RRS.

A.7 Amendments to Class Rules

A.7.1 The IMPSCA in accordance with its constitution shall propose amendments to the class rules.

A.8 Class Rules Interpretation

A.8.1 Interpretation of class rules shall be made by MPSCA Chairman of Technical Committee, subject to Ratification by ISAF in cooperation with the MPSCA.

A.8.2 Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the MPSCA and the LIC of such a ruling.

A.8.3 In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted. A sample of 5 other boats shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the MPSCA,

which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred to the MPSCA.

A.9 International Class Fee and IMPSCA Plaque

A.9.1 All hulls shall bear the IMPSCA class plaque.

A.11 Hull Certification

A.11.1 Certificates are not issued.

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 and Certification

B.1.1 The boat shall be in compliance with the **class rules**.

B.3 Class Association Markings

B.3.1 A valid Class Association Sticker shall be affixed to the mast immediately below the tang fitting for the lowers.

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.

Section C – Conditions for Racing

The crew and the boat shall comply with the rules in this section when racing.

The rules in Part II are **closed class rules**. Any alteration of the form or construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder, unless specifically approved by the class rules, is prohibited. Equipment Inspection shall be carried out in accordance with the ERS except where varied in this Part.

C.1 General

C.1.1 Rules:

- (a) RRS ... shall not apply.
- (b) RRS ... is/are changed as follows: ...
- (c) The ERS Part I – Use of Equipment shall apply.
- (d) ERS ... is/are changed as follows: ...

C.2 Crew

C.2.1 Limitations:

- (a) The crew shall consist of 1 person.
- (b) The crew shall be a current member of the CIA or member of a National class association duly established in accordance with the class constitution.

C.3 Equipment

C.3.1. Limitations:

- (a) Apart from what is permitted by C.3.2, only equipment supplied by the manufacturer shall be used.
- (b) Apart from what is permitted by C.3.2, no system or function may be extended, added or altered.
- (c) Standing rigging shall not be adjusted when racing.
- (d) No holes may be made in the hull shell or deck mouldings, except for the purpose of making repairs.

C.3.2. Additions, Modifications and Replacements

- (a) The hull, dagger board and rudder blade may be sanded and painted and polished, except that the shape or weight distribution of the items as originally supplied shall not be fundamentally altered.
- (b) Non-skid tape or patches made from a flexible material and no thicker than 3mm may be attached to the deck moulding.
- (c) Any modification to the boat must not require the drilling of new holes.
- (d) The rudder pin may be reduced in length so that it does not protrude below the skin of the hull, but only in a manner that does not undermine its structural integrity.
- (e) The rudder bolt heads on the underside of the hull may not be faired or filled.
- (f) Vang: The routing of the lines is unrestricted, but the purchase / mechanical advantage must not be increased.
- (g) An additional hole of no more than 10mm diameter may be drilled into the inboard edge of each wing to allow the vang take-up to be led into the wing at a point no further aft than 350mm from the position of the stainless steel becket as supplied.

- (h) Downhaul: The purchase of the downhaul may be increased to a maximum of 8:1 through the addition of additional blocks.
- (i) Forestay: The standard forestay may be replaced by a longer forestay and chain plate arrangement. An additional eye may be swaged on forestay to allow the rig to be tensioned without using the trapeze lines.
- (j) Lower shrouds: The standard supplied multi-hole adjusting plate may be replaced with an alternative adjusting device (such as the 'Sta-master' adjuster) and, the lower shrouds shortened as required. Purchase systems and those devices that can be adjusted during racing are prohibited.
- (k) Trapeze: The trapeze arrangement is unrestricted, although the position of the take off point for the trapeze elastic on the wing is limited to three options:
 - (i) From an exit hole within the wing located at a point 845mm aft from the front of the wing;
 - (ii) From the stainless steel becket as provided for the vang and downhaul take up pulleys;
 - (iii) From an additional position located no further aft than 290mm from the front of the wing, and secured by means of fitting an additional stainless steel becket only. The use of a rope lashing is prohibited.

In the case of options (ii) & (iii) where the trapeze elastic is routed forward externally of the wing, a substitute elastic must be provided from the plastic wing end lug to the becket located next to the forestay bridge.
- (l) The eye in wing for (k)(i) above may be changed to fitting that does not chafe the elastic.
- (m) An eye in the plastic end plug at the front of the wing may be fitted to stop the trapeze elastic chaffing.
- (n) Ropes: Any standard supplied rope may be tapered or replaced
- (o) Tidy systems: There is no restriction to the addition of elastic, rope, rings and blocks or the routing to tidy mainsheet, halyards, vang, outhaul or, downhaul.
- (p) Elastic and tape: There is no restriction to their use so long as they do not impact on the performance of the boat.
- (q) Mainsail clew strap: The clew strap may be shorted, but not such that this prohibits it sliding along the boom when the vang tension is released. The use of rope to tie down the clew closer to the boom than the clew webbing as supplied or retrospectively shortened is prohibited.
- (r) Replacement cleats, blocks and fittings: Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible. A cleat may be replaced with a cleat of any material and, substantially the same size and design. A block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions provided they do not alter the weight distribution of the boat.
- (s) Packing wedges: These may be fitted under the vang, downhaul and, kite halyard cleats and, shall be no greater than 10mm in thickness.
- (t) Tiller extension: The tiller extension may be replaced without any restriction as to it's design or material.
- (u) Rigging pins: The standard rigging pins may be replaced by quick-pins or any other type of pin suitable for purpose, so long as this does not add an additional function.
- (v) One mechanical wind indicator is permitted.
- (w) A compass, timing device or a combination of both including a bracket may be fitted provided that it can only provide information relating to (i) the heading of the boat and, (ii) current or elapsed time. This must be removable for weighing.
- (x) A maximum of two foot loops / foot straps per wing and, the necessary drilling of holes to attach them is permitted.
- (y) Additional tufts and ribbons in the sails and rigging are permitted.
- (z) Calibration marks of any kind are permitted.
- (aa) Maps, charts and means of recording courses and compass headings may be carried.
- (bb) Any number of items may be carried on deck provided that their only function is the storage of food, drink, clothing, safety equipment or relevant tools.

C.4 Advertising

C.4.1 Limitations:

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

C.6 Boat

C.6.4 Buoyancy:

The watertight integrity of the hull must be maintained.

C.7 Hull

C.7.1 Measurement:

The hull shall comply with the class rules in force at the time of manufacture. Hull fittings shall comply with the current class rules.

C.7.2 Builders:

Hull builders shall be licensed by the LIC with the approval of the MPSCA in accordance with the construction manual.

C.8 Hull Appendages

C.8.1 Measurement:

- (a) The hull appendages shall comply with the class rules in force at the time of manufacture.
- (b) The holes in the dagger board and rudder blade for the lifting handles shall not be below the case/casting's top edge.

C.9 Rig

C.9.1 Measurement:

Spars shall comply with the class rules in force at the time of manufacture. Rigging shall comply with the current class rules.

C.9.2 Manufacturers:

Spar manufacturers shall be licensed by the LIC with the approval of the MPSCA in accordance with the construction manual.

C.10 Sails

C10.1 Measurement

G.10.1. Sails shall comply with the class rules in force at the time of manufacture.

C.10.2 Sailmakers

G.10.1. Manufacturers shall be licensed by the LIC with the approval of the MPSCA in accordance with the construction manual.

G.10.2. Sails shall not be re-cut, except as permitted in G.5.1., or otherwise changed for any reason other than effecting necessary repairs or as permitted by these class rules.

G.10.3 Mainsail

G.10.3.1. The Class Insignia shall be silk-screened, glued or sewn onto the sail all within 1st and 2nd batten pockets from the head point. In this regard, ISAF RRS, Appendix G1.3 (b) will not apply.

G.10.3.2. National letters & Sail Numbers: All national letters & numbers and their positions shall be in accordance with the ISAF RRS, Appendix G1. The only permitted exception to this being that racing sail numbers shall comply with C.1.2 above. For reference the minimum number heights are 300 mm, with the required separation being 60 mm.

C.10.3 (a) Identification on Sails

C.10.3.1 The National letters and the sail numbers shall comply with the RRS, as modified by G.3.2 and, G.4.1 below.

C.10.3.2 The National letters and the sail numbers shall be wholly between the 2nd and 3rd batten pockets from the head point.

C.10.3.3 The base of the national letters and the sail numbers shall be parallel to the adjacent batten pockets.

G.10.4 Spinnaker

G.10.4.1. National letters & Sail Numbers: ISAF RRS, Appendix G1.1 (d) sets out the requirement for national letters, sail numbers and, their respective positions, to be provided on the spinnaker. In this regard, ISAF RRS, Appendix G1.3 (d) will not apply.

G.10.4.2. The kite may be modified by having graphics cut in, which shall not extend within 800mm of the head point or tack point and shall not extend within 600mm of the luff, leach or foot. Such actions shall not alter the original shape of the sail.

PART III – APPENDICES

APPENDIX 1– Event Rules

- 1.1. The minimum wind speed for starting shall be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.
- 1.2. Races should not start, or races in progress should be abandoned when:
 - (a) The race committee considers conditions are unsafe for sailing.
 - (b) The wind is less than 4 Knots for more than 5 minutes.

APPENDIX 2 - Licensor / Designer

- 2.1. In the context of these rules the LIC shall be deemed to be the designer/copyright holder sitting in council with 2 of the principal builders or their representatives plus the President (or in his absence the Secretary) of the MPSCA.