The O’pen Bic was designed in 2006 by Bic Sport and was adopted as an International Class in 2008.

Closed class rules for a “one-design” class. This version has been updated to reflect the changes to the ERS 2005–2008.

Date of this version: 28 May 2013
# 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 ..................... 5
- A.8 Class Rules Interpretation ..................... 5
- A.9 Sail Numbers ........................................ 5
- A.10 Hull Certification .................................. 5

### Section B – Boat Eligibility

- B.1 Event Inspection ..................................... 6
- B.2 Event Limitation Marks ......................... 6
- B.3 Registration .......................................... 6

## PART II – REQUIREMENTS AND LIMITATIONS

### Section C – Conditions for Racing

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

### Section D – Hull

- D.1 Manufacturers ....................................... 10
- D.2 Identification ......................................... 10
- D.3 Materials & Construction ....................... 11
- D.4 Fittings ............................................... 11

### Section E – Hull Appendages

- E.1 Manufacturers ....................................... 11
- E.2 Identification ......................................... 11
- E.3 Materials & Construction ....................... 11
- E.4 Parts .................................................. 11

### Section F – Rig

- F.1 Manufacturers ....................................... 11
- F.2 Identification ......................................... 12
- F.3 Materials & Construction ....................... 12
- F.4 Parts .................................................. 12

### Section G – Sails

- G.1 Manufacturers ....................................... 12
- G.2 Identification ......................................... 12
- G.3 Materials & Construction ....................... 12
- G.4 Parts .................................................. 12
INTRODUCTION

The objective of the O’pen Bic class is to provide an exciting format of dinghy racing for young people.

The O’pen Bic Class uses a sail boat designed by Bic Sport.

O’pen Bic hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

O’pen Bic hulls, hull appendages, rigs and sails shall be built by a manufacturer licensed by Bic Sport - in the class rules referred to as licensed manufacturers. Equipment is required to comply with the O’pen BIC One Design Building Specification and in the event that the O’pen BIC becomes a Recognised Class will be subject to an ISAF approved manufacturing control system.

O’pen Bic 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 O’pen Bic 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.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
OBCA O’pen Bic Class Association
NCA National Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES
A.3.1 The international authority of the class is the ISAF which shall co-operate with the OBCA in all matters concerning these class rules.
A.3.2 No liability or legal responsibility in respect of these rules can be accepted by the ISAF, the OBCA, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 The OBCA will delegate its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these class rules, to a NCA.
A.4.2 In countries where there is no MNA, or the MNA does not wish to administer the class, its administrative functions as stated in these class rules shall be carried out by the OBCA which may delegate the administration to a NCA.

A.5 RULES
A.5.1 These class rules shall be read in conjunction with the ERS.
A.5.2 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.6 CLASS RULES VARIATIONS
A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS
A.7.1 Amendments to these class rules are subject to the approval of the ISAF in accordance with ISAF Regulations.
A.8 CLASS RULES INTERPRETATION
A.8.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE
A.9.1 The licensed hull builder shall pay the International Class Fee.
A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.10 SAIL NUMBERS
A.10.1 Sail numbers shall be issued by the OBCA.
A.10.2 Sail numbers shall be issued in consecutive order starting at “1”, and may be preceded by the national letters at international events in accordance with RRS appendix G.1.1.

A.11 HULL CERTIFICATION
A.11.1 Hull 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:
   (a) be in compliance with the class rules.
   (b) have valid class association marks as required

B.2 EVENT INSPECTION

B.2.1 General
   (a) For the purpose of RRS 78, crews are considered to be owners.

B.3 EVENT LIMITATION MARKS

B.3.1 All items of a crew's equipment which are subject to control as per the schedule on the Regatta Equipment Control Form and which require event limitation marks shall be so marked.

B.3.2 Some items of equipment may receive two event limitation marks, one in a readily visible position and a second in a position
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. Certification control and 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) If the average wind speed is clearly over 10 knots across the course the race committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted except when the boat’s proper course is close hauled or above. This changes rules RRS 42.2(a), RRS 42.2(b), RRS 42.2(c).
(b) RRS 50.4 shall not apply.
(c) The ERS Part I – Use of Equipment shall apply.
(d) ERS Part 1 A.2 does not apply.

C.2 CREW

C.2.1 LIMITATIONS
(a) The crew shall consist of one person.
(b) No sailor is permitted to race at an International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the sailor must be a member of the OBCA.

C.2.2 WEIGHTS
(a) The total weight of the crew dressed in underwear shall be no more than 90 kg.

C.2.3 DIVISIONS
(a) Age / Gender Divisions
Ages are identified as from the 31st December in the year of the competition
i. U13 Division : Boy or girl under the age of 13 years old
ii. U16 Division : Boy or girl under the age of 16 years old
iii. U19 Division: boy or girl under the age of 19 years old
iv. U13 Girls Division: Girl under the age of 13 years old
v. U16 Girls Division : Girl under the age of 16 years old
vi. U19 Girls Division : Girl under the age of 19 years old
C.3 PERSONAL EQUIPMENT

Personal equipment does not have to be produced by a licensed manufacturer.

C.3.1 MANDATORY

(a) Each crew member shall wear personal buoyancy to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1, or equivalent.

(b) Clothing and equipment worn or carried by the crew shall not weigh more than 4 kg when weighed in accordance with RRS Appendix H.

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.5 PORTABLE EQUIPMENT

Portable equipment does not have to be produced by a licensed manufacturer.

C.5.1 OPTIONAL

(i) Towing rope of minimum length 5 m long and a recommended thickness of 5mm may be carried by the crew. The use of the tow rope may be specified as compulsory in an event’s Notice of Race or Sailing Instructions.

(ii) A container for holding food and beverages in accordance with RRS Appendix B.2.1 (b) may be carried.

C.6 HULL

C.6.1 LIMITATIONS

(a) Only one hull shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.6.2 FITTINGS

(a) USE

(1) Drainage plugs shall be kept in place at all times.

(2) The length of the toe strap may be adjusted provided that it performs the same function.
C.6.3 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) The hull shall not be altered in any way except as permitted by these class rules.
(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
(c) Repairs to the underside of the hull shall be carried out in a contrasting colour.
(d) The underside of the hull may be rubbed down and polished.
(e) The daggerboard cassette may be shimmed.
(f) Additional grip pads may be added to the deck (maximum thickness 2,5 mm, black colour).

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS
(a) Only one daggerboard and one rudder blade shall be used during an event, except when a hull appendage has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) The hull appendages shall not be altered in any way except as permitted by these class rules.
(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
(c) Repairs to the daggerboard or rudder blade shall be carried out in a contrasting colour.
(d) The hull appendages may be rubbed down and polished.

C.7.3 FITTINGS
(a) USE
   (1) The daggerboard shock cord shall be fitted.
   (2) The rudder leash or an alternative security system shall be fitted.
   (3) Additional clips, leashes or ties to secure safety of hull appendages are permitted.

C.8 RIG

C.8.1 LIMITATIONS
(a) Only one set of spars and rigging shall be used during an event, except when an item has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.8.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) The spars and rigging shall not be altered in any way except as permitted by these class rules.
(b) The rigging may be altered totally or in part only as outlined in the Bic Race Kit Manual as described in Appendix 1.

(b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

C.8.3 FITTINGS

(a) USE

(1) The boom spar may be set at any height according to the adjustment of the vario top at the head of the sail.

(2) The use of the boom safety attachment is optional. If used, it shall be mounted as prescribed by the user manual of the O’pen Bic, with any tension applied to the Cunningham also tensioning the boom safety attachment.

C.9 SAILS

C.9.1 LIMITATIONS

(a) Only one sail shall be used during an event except when a sail has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

C.9.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) The sail shall not be altered in any way except as permitted by these class rules.

(b) Repairs shall be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

(c) For repairs of rips in the monofilm material, a clear adhesive patch will be used to repair the sail where the rip is less than 10 cm long. For damage covering a greater area, the whole panel may be replaced in accordance with Rule C.9.2 (b).

(c) Battens may be trimmed by up to 5mm to improve their rotation in light airs.

C.9.3 SAIL

(a) IDENTIFICATION

(1) The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these class rules.

(2) The numbers shall be placed within the 2nd sail panel from the bottom of the sail, and the letters in the 3rd panel from the bottom of the sail, in accordance with RRS appendix G1.3.

(b) DIVISION IDENTIFICATION

At events where the organising authority specifies the use of identification of division, this will be made clear in the Notice of Race for that particular event.

(c) USE

(1) The sail may be positioned at any height on the mast by adjusting the length of the vario top webbing at the head of the sail.
Section D – Hull

D.1 MANUFACTURERS
(a) The hull and fittings shall be produced by a licensed manufacturer.
(b) The hull shall be produced only by using moulds in the possession of Bic Sport.

D.2 IDENTIFICATION
(a) The hull shall carry the unique serial number issued by the licensed manufacturer in a legible condition.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) The hull shall comply with the O’pen BIC One Design Building Specification.

D.4 FITTINGS
(a) Front towing handle.
(b) Mast cup top bracket, including Cunningham attachment point.
(c) Front hull protection piece.
(d) Daggerboard cassette complete.
(e) Mainsheet attachment eyelet.
(f) Set of deck pads.
(g) Central footstrap.
(h) Rudder attachment points.
(i) Rear towing eyelets.

Section E – Hull Appendages

E.1 MANUFACTURERS
(a) The hull appendages and fittings shall be produced by a licensed manufacturer.

E.2 IDENTIFICATION
(a) The hull appendages (daggerboard and rudderblade only) shall carry the unique serial number issued by the licensed manufacturer in a legible condition.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) The hull appendages shall comply with the O’pen BIC One Design Building Specification.

E.4 PARTS
(a) Daggerboard
(b) Daggerboard shock cord
(c) Rudder blade  
(d) Rudder blade head including tiller, tiller extension, rudder blade raising and lowering cords.

Section F – Rig

F.1 MANUFACTURERS  
(a) Masts, booms and fittings shall be produced by a licensed manufacturer.  
(b) The O’pen BIC Race Kit as detailed in Appendix 1 may be produced by any manufacturer.

F.2 IDENTIFICATION  
(a) The mast shall carry the unique serial number issued by the licensed manufacturer in a legible condition.  
(b) For those masts produced in the year 2006, no serial number is necessary. However, the mast will still carry the O’pen Bic logo.

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS  
(a) Masts, booms and fittings shall comply with the O’pen BIC One Design Building Specification.

F.4 PARTS  
(a) Mast bottom and mast top.  
(b) Boom including clew cleat, clew attachment hook,outhaul rope, main sheet attachment webbing, boom security webbing and pulley, gooseneck arrangement.

Section G – Sails

G.1 MANUFACTURERS  
(a) The sail shall be produced by a licensed manufacturer.

G.2 IDENTIFICATION  
(a) The sail shall carry the class insignia applied by the manufacturer.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS  
(a) The sail shall comply with the O’pen Bic One Design Building Specification.  
(b) The O’pen BIC One Design Building Specification includes two sail designs: a former sail delivered until end July 2007 and the current sail. Both sails shall be accepted in O’pen BIC Class competition.

G.4 FITTINGS  
(a) Vario Top.  
(b) Battens.
(c) Batten end adjuster.
(d) Downhaul Tack Pulley.

Effective: 9 April 2014
Previous issue: 28 May 2013
© ISAF 2014
Mainsheet Ratchet Block Attachment to Hull
Replace the existing Wichard Snaphook with a standard quick release shackle. Careful to use quick release shackles where it is impossible to lose the quick release part.

Cunningham Downhaul System / Boom Vang
A) Add to the existing Cunningham Downhaul System:
1 x extra single pulley + extra rope 40 cm length.
Cunningham downhaul rope lengthened to have a total length of 360 cm (320 cm original + 40 cm extra).
Rig the system as shown in the photo to give an extra 2 pulleys leverage on the Cunningham System.

B) The extra length of the Cunningham Line may be secured to the Mainsheet Ratchet Block Attachment to facilitate use, particularly in strong winds.

Cunningham Tension Release System
To facilitate the release of the Cunningham Tension, two solutions exist:
a) An additional « Release Line » of 60 cm may be added to the Cunningham with 2 x small shackles as per the photo, or
b) No additional line is added, and the cleat on the Cunningham is simply placed on the top of the plate as per the photo.

Outhaul and Top Mainsheet Pulley
Lower the top mainsheet pulley with an extra rope, Maximum length = 20 cm.
Add 2 pulleys extra leverage on the outhaul: 1 x additional single pulley + 120 cm extra rope.