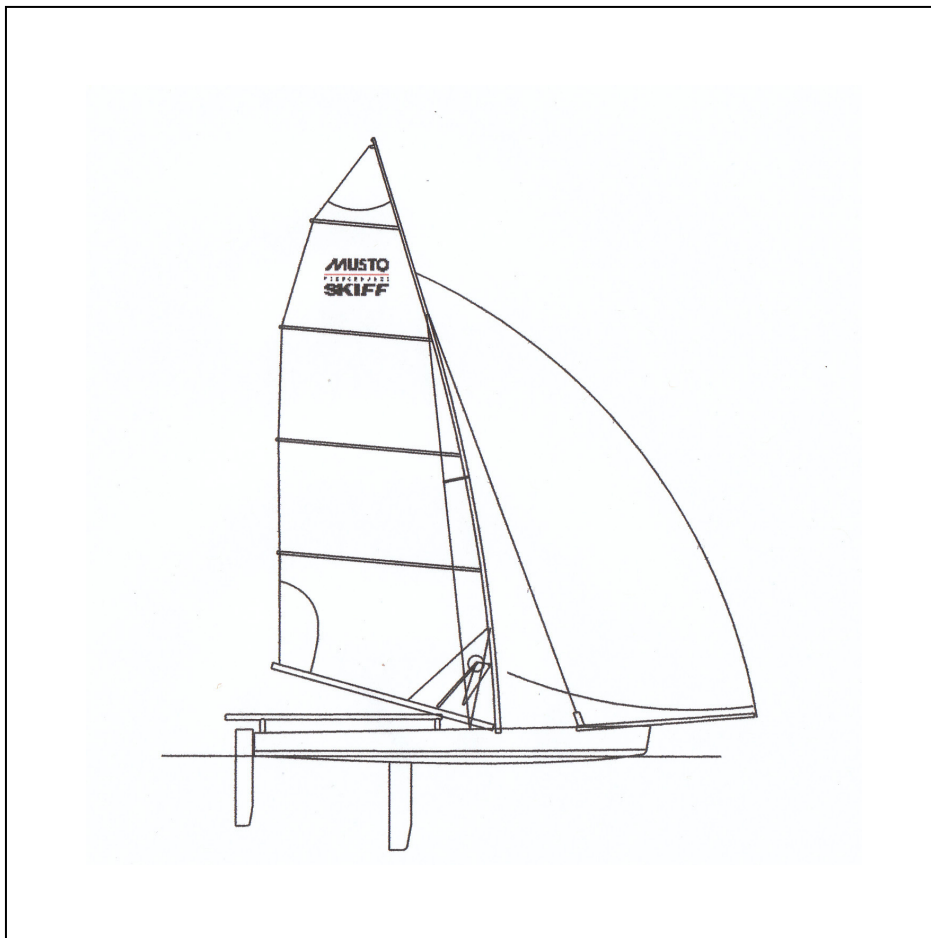




INTERNATIONAL MUSTO PERFORMANCE SKIFF CLASS RULES

2010



The Musto Performance Skiff was designed in 1999 by Dr Joachim Harpprecht and was adopted as an International class in 2007.

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INTRODUCTION

Musto Performance Skiff hulls, hull appendages, rigs and sails are manufacturer controlled.

Musto Performance Skiff hulls and hull appendages shall only be manufactured by Ovington Boats – in the class rules referred to as licensed manufacturers.

Musto Performance Skiff, rigs shall only be manufactured by Selden– in the class rules referred to as licensed manufacturers.

Musto Performance Skiff sails shall only be manufactured by Hyde Sails – in the class rules referred to as licensed manufacturers.

Equipment is required to comply with the International 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 the certification process.

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.

**PLEASE REMEMBER;
IF THESE RULES DO NOT SAY YOU CAN –
THEN YOU CANNOT!**

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
- ICA International Musto Performance Skiff Class Association
- NCA National 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 ISAF which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated 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 an NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the ICA which may delegate the administration to an NCA.

A.5 ISAF 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 the 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 and a measurement form to the licensed hull builder.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the ICA.
- A.10.2 Sail numbers shall be issued in consecutive order starting at “50”.

A.11 HULL CERTIFICATION

- A.11.1 **Certificates** will not be 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.2 CLASS ASSOCIATION MARKINGS

- B.2.1 The crew shall be a current member of their NCA.

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) RRS Appendix G.1.3(c) & (d) shall not apply.
- (b) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of 1 person.

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 1.

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

C.5.1 FOR USE

(a) OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) One magnetic or electronic compass showing only information relating to heading, current or elapsed time.
- (3) Maps charts and means of recording courses and compass headings.
- (4) Items on deck which functions are storage of food, drink, clothing, safety or relevant tools.

C.6 BOAT

C.6.1 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	82.5 kg kg

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

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be permanently fastened split equally between the transom flange and mast step area when the **boat** weight is less than the minimum requirement.
- (b) The total weight of such **corrector weights** shall not exceed 2.5kg. See also rules B.1.1.

C.6.3 FLOTATION

- (a) The watertight integrity of the **hull** shall be maintained.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of minor damage and scratches which does not alter the shape or weight distribution of the item as originally supplied is permitted without re-measurement.
- (b) Non-skid tape or patches made from a flexible material not greater than 3mm thick may be attached to the deck moulding.
- (c) A stainless steel lacing eye may be fitted or an additional hole of maximum diameter 10mm may be drilled into the inboard side of each wing to allow the vang and / or cunningham take-up to be led into or along the wing. This point shall be no further aft than 350mm from the position of the supplied s/s becket.
- (d) Calibration marks are permitted.
- (e) There is no restriction on elastic or rope across the aft end of the wings. This may require a hole to be drilled in both wings, which is permitted up to a maximum diameter of 10mm.

C.7.2 FITTINGS

- (a) USE
 - (1) Drainage plugs shall be kept in place at all times.
 - (2) The eye used for the trapeze elastic in the wing may be changed for a fitting which does not cause chafe. C.9.8.a.3i.
 - (3) The plastic end plug at the front of the wing may be fitted with an eye to prevent chafe on the trapeze elastic.
 - (4) Cleats, blocks and fittings supplied by any manufacturer may be replaced in the same position as the standard fitting or as close as structurally possible. Replacement cleats shall be substantially the same size and design. Replacement blocks shall have the same number of sheaves of a similar diameter. Replacement blocks have no sheave restrictions but shall not alter the weight distribution of the boat.
 - (5) Packing wedges no thicker than 10mm may be fitted under the vang, downhaul and spinnaker halyard cleats.
 - (6) A maximum of two foot loops/foot straps may be fitted to each wing.
 - (7) Replacement non-skid tape or patches made from a flexible material of no more than 3mm may be used on the wings.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of minor damage and scratches which does not alter the shape or weight distribution of the item as originally supplied is permitted without re-measurement.

C.8.2 FITTINGS

(a) USE

- (1) The hull appendages may be secured to the boat with shock cord and a snap hook.

C.8.3 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event of less than 7 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.4 DAGGERBOARD

(a) USE

- (1) The holes in the daggerboard for the lifting handles shall not be below the top edge of the case.
- (2) The supplied daggerboard slot lining material may be replaced by one layer of webbing, not more than 25mm in width.

C.8.5 RUDDER

(a) USE

- (1) The rudder pin may be reduced in length so that it does not protrude below the hull skin, but shall not reduce its structural integrity.
- (2) The holes in the rudder blade shall not be below the top edge of the casting.
- (3) The tiller extension material and supplier are optional.
- (4) The supplied rudder stock lining material may be replaced by one layer of webbing, not more than 25mm in width.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted without re-measurement.
- (b) Calibration marks are permitted.
- (c) Painting of the mast is permitted, which may be either varnish or paint.

C.9.2 FITTINGS

(a) USE

- (1) One mechanical wind indicator is permitted.

C.9.3 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair.

C.9.4 MAST

(a) USE

- (1) Masts may not be modified from the supplied specification, except that cleats, blocks and fittings from any manufacturer may be replaced in the same position as the standard fitting or as close as structurally possible. Replacement cleats shall be substantially the same size and design. Replacement blocks shall have the same number of sheaves of a similar diameter. Replacement blocks have no sheave restrictions but shall not alter the weight distribution of the mast. Additional blocks may be used for the control of the vang system, but these must not alter the purchase.C.9.8.a.1.and C.9.8.a.6.

C.9.5 BOOM

(a) USE

- (1) Booms may not be modified from the supplied specification, except that an elastic line and hook may be used to secure the clew strap from coming off the boom. Additional blocks and rope is permitted to facilitate adjustment of the outhaul from the wing.

C.9.6 RETRACTING BOWSPRIT

(a) USE

- (1) Bowsprits may not be modified from the supplied specification.

C.9.7 STANDING RIGGING

(a) USE

- (1) Multi-hole chainplates shall not be adjusted whilst racing.
- (2) The lower shroud adjuster fittings are unrestricted.
- (3) The standard forestay may be replaced by a longer one with a chain plate arrangement.
- (4) The forestay may have an additional eye swaged on to allow the rig to be tensioned without using the trapeze.
- (5) The standard rigging pins may be replaced by other types but they shall not add any additional function.
- (6) Additional tufts and ribbons are permitted on the rigging.
- (7) The trapeze adjustment system, handle and ring are unrestricted. Combined or linked systems are prohibited.

C.9.8 RUNNING RIGGING

(a) USE

- (1) The routing of the vang control lines is unrestricted.
- (2) The downhaul purchase may be increased to 8:1 by the addition of extra blocks.
- (3) The trapeze elastic arrangement is unrestricted except the takeaway point on the wing is limited to:
 - (i) An exit hole within the wing at a point 845mm aft of the front of the wing.
 - (ii) From the s/s becket supplied for the vang and downhaul take up pulleys

- (iii) An additional position using an s/s becket a maximum of 290mm aft of the front of the wing.
- (4) Where the trapeze elastic is led externally as in (ii) and (iii) above, a substitute elastic shall be fitted from the plastic wing end lug to the becket located next to the forestay bridge.
- (5) Standard supplied ropes may be replaced and/or tapered.
- (6) There is no restriction on elastic, rope, rings and blocks or the routing to tidy the sheets, halyards and outhaul.
- (7) There is no restriction on elastic to prevent the spinnaker falling between the forestay and mast.
- (8) There is no restriction on elastic as a release line behind the spinnaker halyard cleat.
- (9) There is no restriction on elastic or rope to act as a righting line that must be attached solely to the wings.
- (10) Plastic tape and protective covering are unrestricted so long as their use does not impact on the boats performance.
- (11) A block may be used to assist in hoisting the mainsail at the foot of the mast.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as minor repairs that do not alter the shape of the sail is permitted without re-measurement.
- (c) Additional tufts and ribbons are permitted.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsails and 1 spinnaker shall be carried aboard when racing.
- (b) Not more than 2 mainsail and 2 spinnakers shall be used during an event of less than 7 consecutive days, except when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

(a) USE

- (1) A halyard shall be used to hoist the **sail**. The arrangement shall permit hoisting and lowering of the **sail** at sea.
- (2) The clew strap may be shortened, but not such that this prohibits it sliding along the boom when the vang tension is released.
- (3) The **luff** bolt rope shall be in the **spar** groove.

(b) IDENTIFICATION

The National Letters and Sail Numbers as per RRS Appendix G shall be placed wholly between the 2nd and 3rd full length **batten pocket** from the **head point**. National Letters and Sail Numbers may be on the same line. This changes RRS Appendix G.1.3(c).

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Buoyancy Tanks
- (d) Racks

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

See Rule A.11.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell, deck and other structures shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as polishing, repair of minor damage and scratches is permitted without re-measurement.
- (c) If any hull moulding is repaired in any other way than described in D.2.3(c), an **official measurer** shall verify that the external shape, construction and fittings are the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.

D.2.4 IDENTIFICATION

- (a) The hull shall carry the ISAF Plaque permanently placed on the port transom.

D.2.5 BUILDERS

- (a) The hull shall be built by a builder licensed by ISAF.
- (b) All moulds shall be approved by ISAF.

D.3 HULL SHELL, DECK AND INTERNAL STRUCTURE

D.3.1 MATERIALS & CONSTRUCTION

- (a) The boat shall be built in accordance with the specifications in the construction manual.

D.4 ASSEMBLED HULL

D.4.1 FITTINGS

- (a) Hull fittings shall comply with the builder's specification and current class rules.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Daggerboard**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

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

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as polishing and the repair of minor damage and scratches is permitted without re-measurement.

E.2.3 MANUFACTURERS

- (a) The **hull appendages** shall be made by manufacturers licensed by ISAF.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**
- (e) **Bowsprit**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of manufacture.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted without re-measurement.

F.2.5 MANUFACTURER

- (a) The **spars** shall be made by manufacturers licensed by ISAF

F.3 STANDING RIGGING

F.3.1 MATERIALS & CONSTRUCTION

- (a) The standing **rigging** shall conform to the class construction manual.

F.4 RUNNING RIGGING

F.4.1 MATERIALS & CONSTRUCTION

- (a) The running **rigging** shall conform to the class construction manual.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Spinnaker

G.2 GENERAL

G.2.1 RULES

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

G.2.2 CERTIFICATION

- (a) An MNA may appoint one or more persons as a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

G.2.3 SAILMAKER

- (a) The Sailmaker shall be licensed by ISAF.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in Section H and be placed entirely within the area bounded by the 1st and 2nd full length **batten pockets** from the **head point**.

G.4 SPINNAKER

G.4.1 IDENTIFICATION

- (a) The National Letters and Sail Numbers are optional on the spinnaker. This changes RRS Appendix G.1.3(d).
- (b) The spinnaker may be modified to include cut in graphics which do not alter the original shape of the sail. The graphics shall not be closer to the head point or **tack point** than 800mm, and not closer to the **luff, leech** or **foot** than 600mm.

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1

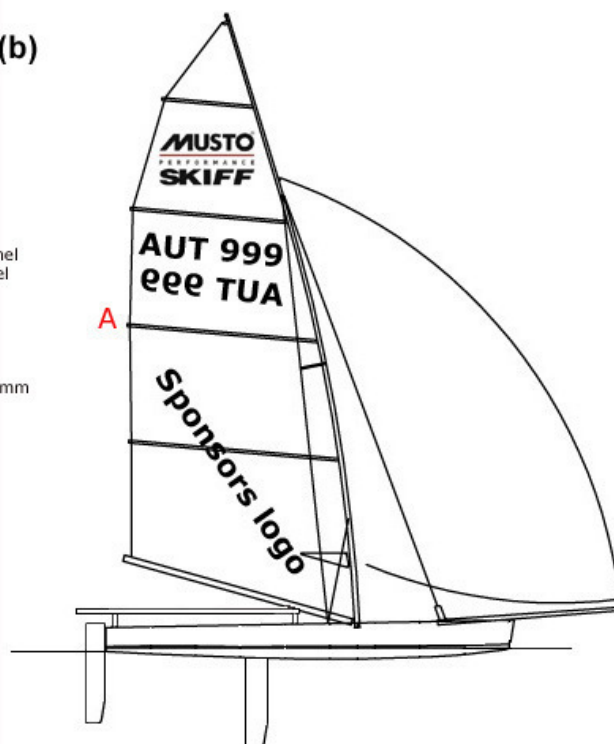
For guidance, see accompanying PDF entitled

“Instructions on the positioning of sail characters”

Guidance on class rule C.10.3(b)

Instructions on the positioning of sail characters

1. Lay the sail starboard side down
2. Stick a line of masking tape a minimum of 60mm up and parallel to batten "A" that forms the bottom of the panel below the sail insignia. This ensures the characters are parallel with the batten
3. Measure in a minimum of 60mm from the leach, and fix the first character
4. All characters must then be separated by a minimum of 60mm
5. Once you have finished the port side, turn the sail over
6. Stick a line of masking tape on the starboard side a minimum of 60mm above the characters on the port side
7. Measure in a minimum of 60mm from the leach, and fix the first character
8. Your sail should then look like the drawing opposite



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