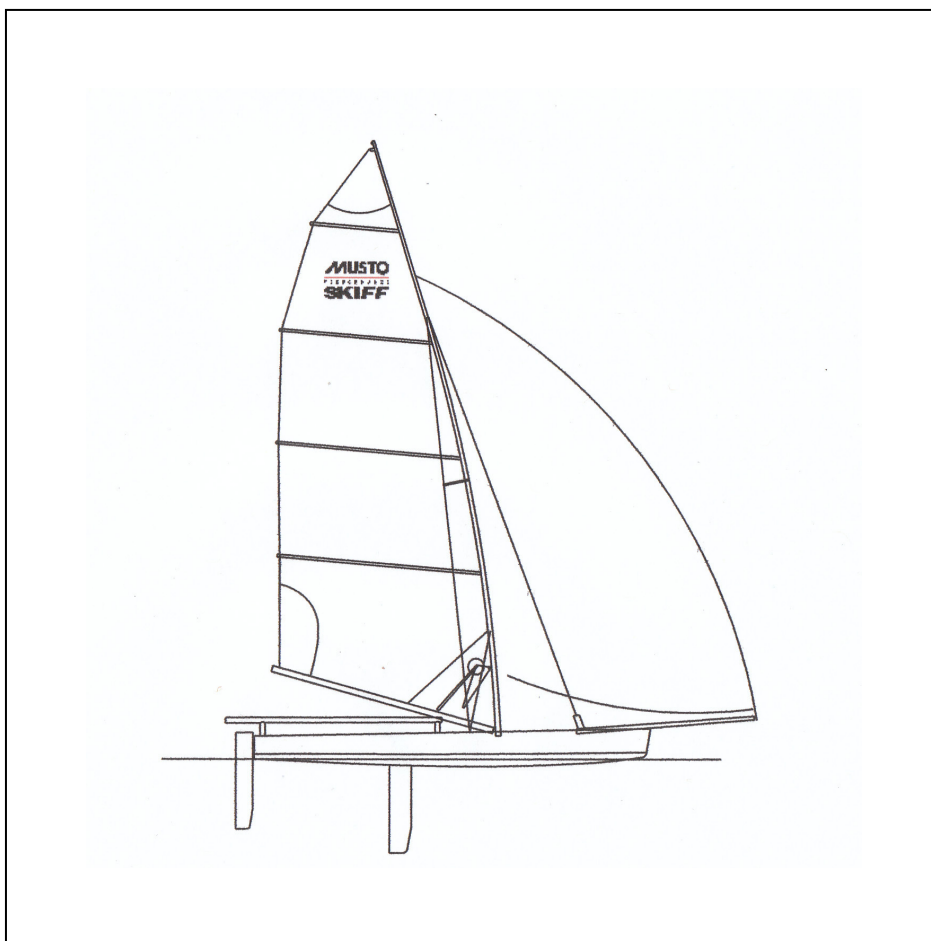




INTERNATIONAL MUSTO PERFORMANCE SKIFF CLASS RULES 2015



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, hull appendages, rigs and sails shall only be supplied by Ovington Boats – in the class rules referred to as the licensed manufacturer.

Equipment is required to comply with the International Musto Performance Skiff Builders Construction Manual 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 shall be aware that compliance with rules in Section C is the responsibility of the competitor.

Rules regulating to 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.

PLEASE REMEMBER
THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT
DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN
YOU SHALL NOT.

COMPONENTS AND THEIR USE, ARE DEFINED BY THEIR
DESCRIPTION

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 Neither the ISAF or the ICA is under any legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF has delegated its administrative functions of the class to the ICA.

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 89.1.(d) – ISAF Regulation 10.11 applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 In accordance with ISAF Regulations, amendments to the **class rules** require the approval of ISAF after their adoption by the simple majority vote of the members through the annual class survey or in a general meeting in accordance with its constitution.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.
- A.8.2 Interpretation of **class rules** at an event shall be carried out in accordance with the RRS. The event organising authority shall, as soon as practical after the event, inform the ISAF and ICA of any such interpretation.

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 licensed builder.
- 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, or ICA where no NCA is in place.

B.3 EVENT INSPECTION

B.3.1 GENERAL

The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by the Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, the matter shall be reported to the Race Committee.

Such occurrences shall be reported to ISAF and the ICA Technical Committee for investigation and a ruling on the eligibility of the equipment for racing.

B.4 EVENT LIMITATION MARKS

- B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the Race Committee as soon as possible.

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**. Equipment 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) A **trapeze** system can be used, which is an amendment to rule 49.1

C.2 CREW

C.2.1 LIMITATIONS

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

C.2.2 MEMBERSHIP

In all international events the **crew** shall be a current member of the ICA.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The **boat** shall be equipped with **personal flotation devices** (PFD) for each crew member to the minimum standard EN 393 or ISO 12402:5, (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 ISAF Regulation 20.

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, speed, VMG, bearing, current or elapsed time.
- (3) GPS device showing only information relating to heading, speed, VMG, bearing, current or elapsed time.
- (4) Maps, charts and means of recording courses and compass headings.
- (5) Items for storage of food, drink, clothing, safety equipment or relevant tools.
- (6) Mobile phone, solely for emergency communications.
- (7) Video and / or still cameras.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing is permitted.
- (b) The use of adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.
- (c) Non-skid tape or patches made from a flexible material not greater than 3mm thick may be attached to the deck moulding.
- (d) Cleats, blocks and their 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.
- (e) 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 kicking strap 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.
- (f) Calibration marks are permitted.
- (g) 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.
- (h) There is no restriction on elastic to hold the tiller in line.

C.7 HULL

C.7.1 MODIFICATIONS

- (a) Packing wedges no thicker than 10mm may be fitted under the kicking strap, cunningham and spinnaker halyard cleats or eyes.
- (b) A maximum of two foot loops/foot straps may be fitted to each wing.
- (c) Replacement non-skid tape or patches made from a flexible material of no more than 3mm may be used on the wings.
- (d) The supplied **daggerboard** case lining material may be replaced by not more than one layer of webbing, not more than 25mm width.

C.7.2 MAINTENANCE

- (a) The watertight integrity of the **hull** shall be maintained.
- (b) The breather hole in the centre plinth shall remain open and unrestricted.
- (c) Fittings may be bedded in provided they can be removed without damage to either the **hull** or fitting.
- (d) Drainage plugs shall be kept in place at all times.

C.7.3 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. Areas of damage repair may be filled, sanded and polished.
- (b) The moulded non slip areas of the deck may be re-applied/re-gripped with an optional non slip material.

C.7.4 LIMITATIONS

- (a) Only one **hull** shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.7.5 HULL WEIGHT

minimum maximum

The weight of the **boat** in dry condition 82.5 kg kg

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

C.7.6 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.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of damage and scratches which does not alter the shape or weight distribution of the item as originally supplied is permitted.
- (b) The **hull appendages** may be secured to the **boat** with shock cord and a snap hook.
- (c) 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.
- (d) The tiller extension material and supplier are optional.
- (e) The supplied **rudder** stock lining material may be replaced by not more than one layer of webbing, not more than 25mm width.

C.8.2 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.
- (b) The holes in the **daggerboard** for the lifting handles shall not be below the top edge of the case.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the replacement of broken manufacture controlled fittings is permitted.
- (b) Damage to **spar** tubes may be repaired provided repairs are made in such a way that the bend characteristics of the item are not materially affected.
- (c) Painting of the **mast** is permitted, which may be either varnish or paint.
- (d) The lower **shroud** adjuster fittings may be replaced by an alternative multi-hole adjuster, a bottlescrew or a turnbuckle.

C.9.2 FITTINGS

- (a) 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 their 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 but shall not alter the weight distribution of the mast. Additional blocks may be used for the control of the kicking strap and cunningham systems, but these must not alter the purchase.C.9.8 (a)(1) and C.9.8 (a)(2).

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 are 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) MODIFICATION, MAINTENANCE AND REPAIR

- (1) **Standing rigging** shall not be adjusted.
- (2) The **rigging** pins may be replaced by other types, but they shall not add any additional function.
- (3) Additional tufts and ribbons are permitted on the **rigging**.
- (4) **Standing rigging** may be replaced and shall comply with the following:
 - (i) Construction shall be 1 x 19 stainless steel wire rope.
 - (ii) The **forestay**, **shrouds** and lower **shrouds** shall be of a minimum diameter of 2.9mm and a maximum diameter of 3.1mm.
 - (iii) Wire terminals shall be commercially available.
- (5) Protective coverings of any material over exposed fittings are permitted. Such coverings shall not alter the function of the fitting.

C.9.8 RUNNING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR

- (1) The kicking strap purchase after the lever shall be a maximum on 2:1
- (2) The cunningham purchase shall be a maximum of 8:1
- (3) Standard supplied ropes may be replaced and/or tapered.
- (4) There is no restriction on elastic, rope, rings and blocks or the routing to tidy the **sheets**, **halyards** and control lines.
- (5) There is no restriction on elastic to prevent the spinnaker falling between the **forestay** and **mast**.
- (6) There is no restriction on elastic as a release line behind the spinnaker **halyard** cleat.
- (7) There is no restriction on elastic or rope to act as a righting line that must be attached solely to the wings.
- (8) Protective coverings are unrestricted so long as their use does not impact on the **boats** performance.
- (9) A block may be used to assist in hoisting the mainsail.

C.9.9 OTHER RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR

- (1) The **trapeze** system, handle and ring are unrestricted. Combined or linked systems are prohibited.
Except that the **trapeze** elastic 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 kicking strap and cunningham take up pulleys
 - (iii) An additional position a maximum of 290mm aft of the front of the wing. The method of attachment is optional.
- (2) Where the **trapeze** elastic is led externally as in (ii) and (iii) above, a substitute elastic shall be fitted from the plastic wing end plug to the becket located next to the **forestay** bridge.

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.
- (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 kicking strap 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 MANUFACTURER

Hulls shall only be manufactured by a Licensed Manufacturer.

D.2 PARTS

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

D.3 IDENTIFICATION

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

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) Shall comply with the ISAF approved Builders Construction Manual.

Section E – Hull Appendages

E.1 MANUFACTURER

Hull appendages, rudder stock and **rudder** gantry shall only be manufactured by a Licensed Manufacturer.

E.2 PARTS

- (a) **Daggerboard**
- (b) **Rudder** blade
- (c) **Rudder** stock
- (d) **Rudder** gantry

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) Shall comply with the ISAF approved Builders Construction Manual.

Section F – Rig

F.1 MANUFACTURER

Rigs shall only be manufactured by a Licensed Manufacturer.

F.2 PARTS

- (a) **Mast**
- (b) **Boom**
- (c) **Boom** kicking strap lever
- (d) **Boom** kicking strap arms
- (e) **Standing rigging**
- (f) **Running rigging**
- (g) **Other rigging**
- (h) **Bowsprit**

F.3 SPARS

F.3.1 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) The **spars** shall comply with the ISAF approved Builders Construction Manual.

F.4 STANDING RIGGING

F.4.1 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) The **standing rigging** shall comply with the ISAF approved Builders Construction Manual.

F.5 RUNNING RIGGING

F.5.1 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) The **running rigging** shall comply with the ISAF approved Builders Construction Manual.

F.6 OTHER RIGGING

F.6.1 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) The **other rigging** shall comply with the ISAF approved Builders Construction Manual.

Section G – Sails

G.1 MANUFACTURER

Sails shall only be manufactured by a Licensed Manufacturer.

G.2 PARTS

Mainsail
Spinnaker

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).

G.5 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) Shall comply with the ISAF approved Builders Construction Manual.

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

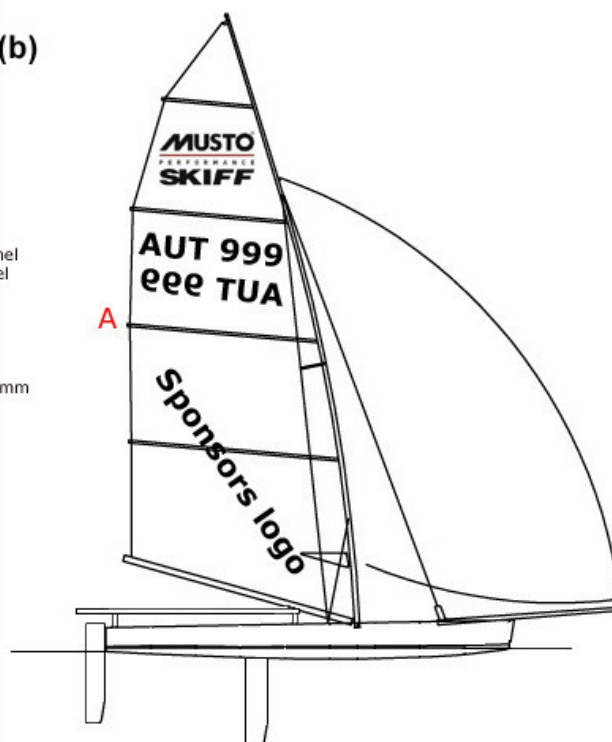
For guidance, see accompanying PDF entitled

“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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