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 World Sailing 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 the Equipment Rules of Sailing 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 World Sailing - International governing body of sailing
MNA - World Sailing 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 World Sailing which shall co-operate with the ICA in all matters concerning these class rules.
A.3.2 Neither World Sailing or the ICA is under any legal responsibility in respect of these class rules.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 World Sailing has delegated its administrative functions of the class to the ICA.

A.5 WORLD SAILING 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 RRS 87 and World Sailing Regulation 10.11 applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS
A.7.1 In accordance with World Sailing Regulations, amendments to the class rules require the approval of World Sailing 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 World Sailing Regulations.
A8.2 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 World Sailing and ICA of any such interpretation.
A.9 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE
A.9.1 The licensed hull builder shall pay the International Class Fee.
A.9.2 World Sailing shall, after having received the International Class Fee for the hull, send the World Sailing 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 World Sailing 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 G1.3(c) & (d) shall not apply.
(b) RRS G1.3(a) is changed so that only one Class insignia on one side of the sail is required.
(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 II.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with World Sailing Regulation 20.

Vinyl film may be added to the hull above the chine, and vinyl or other plastic film may be added to the sail, to facilitate advertising, provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water or air inside the boundary layer.

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.
(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

<table>
<thead>
<tr>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>82.5 kg</td>
<td>… kg</td>
</tr>
</tbody>
</table>

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.

(e) The forestay and shroud adjuster fittings may be replaced by an alternative multi-hole adjuster.

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 shall 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 shall 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 shall 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 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 mainsail and 1 spinnaker shall be carried aboard when racing.
(b) Not more than 2 mainsails 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 G1.3(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 World Sailing Plaque permanently placed on the port transom.

D.4 MATERIALS, CONSTRUCTION AND DIMENSIONS

(a) Shall comply with the World Sailing 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 World Sailing 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 World Sailing approved Builders Construction Manual.

F.4 STANDING RIGGING
F.4.1 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) The standing rigging shall comply with the World Sailing approved Builders Construction Manual.

F.5 RUNNING RIGGING
F.5.1 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) The running rigging shall comply with the World Sailing approved Builders Construction Manual.

F.6 OTHER RIGGING
F.6.1 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) The other rigging shall comply with the World Sailing 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 G1.3(d).

G.5 MATERIALS, CONSTRUCTION AND DIMENSIONS
(a) Shall comply with the World Sailing 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 leech, 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 leech, and fix the first character
8. Your sail should then look like the drawing opposite

Effective: January 2016
Previous issue: May 2015
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