

AUSTRALIAN 18 FOOT SKIFF CLASS RULES

Version 2.4

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As adopted by the 18 Foot Skiff Class Technical Committee effective from 6th August 2020

RULES

The International 18 Foot Skiff Class was born in the 1890s to satisfy a need for a boat, which was within the means of the “average man” and would provide good, competitive racing to attract public interest. These rules have been framed to uphold this philosophy.

The intent and spirit of the Rules is to;

- * provide good, fair, close racing;
- * minimise the cost of competition;
- * produce an attractive vehicle for public entertainment;
- * provide enjoyment for all competitors;
- * encourage new recruits;
- * stabilize the class by restricting the hull shape and limiting development in other areas while allowing the rules to be reviewed year by year to accommodate new developments as they become more cost effective.

The intent and spirit of the Rules shall be the primary aid to the interpretation of the rules in all cases of dispute.

The Governing Body is the 18 Foot Skiff Class Technical Committee (“Governing Body”) appointed by the AUSTRALIAN 18 FOOTERS’ LEAGUE LIMITED.

The official language of the class is English. In the case of an interpretation dispute, the accompanying definitions and the common English usage will apply. In the case of inconsistency, the definitions will prevail.

Racing is conducted in accordance with the current World Sailing Federation Racing Rules of Sailing.

- 1) **HULL** a) A hull, deck and attached appendages shall be constructed to the Adopted Class Design by a Registered Builder from an Approved mould, using the approved scantling drawings. b)

No changes or variations to the hull shape or the Adopted Class Design are permitted, other than required as part of routine maintenance or repair. c) No artificial distortion, whether fairing, bumps, hollows or other localised discontinuity which would affect the approved hull shape are permitted. d) Bowsprits shall not extend more than 750mm forward of the stem. e) The jib forestay position shall not be more than 600mm forward of the stem. f) With the exception of a wire or rod bobstay for the spinnaker pole, the bobstay shall not join the stem any lower than 100mm or higher than 130mm above the keel line. g) The bobstay shall be a maximum width of 130mm and be parallel sided. h) The chain plates shall be a maximum width of 1810mm and positioned on the front wing mount.

A hull may be modified by the addition of struts from;

- i) the front wing mount forward to the gunwale; and ii) the front wing mount to immediately forward or aft of the centreboard case; only if it was constructed prior to 1 January 2006 or upon written request to, and approval by, the Governing Body.

2) WINGS

a) The maximum overall horizontal width of all extensions, wings, planks or any other appendages (excluding tiller extensions and foot loops) measured in the most horizontal position is not to exceed 2.135m (7ft) from the centreline. b) Wings shall be constructed and attached to the hull in such a way that they are not capable of adding additional righting moment, from whatever sources, beyond their own weight and the weight of the crew they support. c) Wings shall be constructed from up to and including 6000 series aluminium, GRP and carbon fibre up to a maximum modulus of 400GPA. d) Wings shall be constructed from circular/round tubing.

3) WEIGHT

a) The all up dry weight of a boat shall be not less than 170kg. b) Boats shall be weighed including the Hull rigged with the No.1 mast, No1 rig sails, wings, rudder, tiller extensions, centreboard and all sheets and equipment normally on board when sailing (but excluding spares, tools and non-essential items). c) Lead weight correctors shall be used to bring a boat up to the minimum weight and shall be placed close to the centre line of the skiff and permanently fastened in the following percentages of the total weight required:

- i) 10% not aft of the forward face of the bowsprit; ii) 60% with the centres of the correctors not aft of the mast; and iii) 30% on the rudder frame with the centres of the correctors not forward of the aft most vertical face of the transom.

4) **SAILS** A boat is permitted to register the following maximum number of racing sails for the period after the Registration Date (SRD) until the next Registration Date;

i) Two (2) Mainsails; ii) Two (2) Jibs; and iii) Two (2) Spinnakers. The #2 mainsail is permitted to have one (1) optional reefing point and shall have one compulsory reef point a minimum of 1500mm measured horizontally along the luff and leach of the mainsail

1. In the case of a new hull;

A maximum of three new sails (equally meaning; must use at least three sails previously signed in and used)

2. Sail Replacement for previously registered and used hulls (Maximum allowed)

1 new sail - no restrictions;

In addition

1 new sail - for sailing a season defined by at least 15 days of official competition; Starter/Race committee results used to confirm.

In addition

1 new sail - for competing in one of the official International regattas (JJG, Anzac, Euro, SF) In addition

Half new sail - for competing in each additional International regatta In addition

Half new sail - can be taken in advance in a particular year, but cannot then be used again in the next immediate year. More over; it can be used in alternate years.

3. Redistribution of already signed in sails is allowed at the discretion of the Race Committee

4. SRD for International regattas is at least eight weeks prior to the first International regatta entered.

5. Sail restrictions will apply until after the completion of the 4th International regatta following the regatta, at which SRD applied, or 12 months whichever is least

6. Sail entitlements cannot be banked so as to increase the Maximums described in Rules 4.1

and 4.2.

7. A boat may apply to the Governing Body for dispensation.

8. General

- a) No sail shall have a hole or aperture other than normal reefing or attachment points.
- b) Spinnakers shall not be constructed from cuben fibre or such like material.
- c) Mainsails, Headsails (Jibs) and Spinnakers may only be constructed from approved materials. A boat may apply to the Governing Body for dispensation
- d) Approved materials from which Mainsails and Headsails (Jibs) may be constructed are: Mylar, Dacron, Aramid, Carbon Fibre, 3Di and Spectra. A minimum weight of 154 grams per square metre applies to all approved materials.
- e) Approved materials from which Spinnakers may be constructed are: HTS, 30-30, Trilite, Dynalite and 0.9oz Silicone Coated Polyester.
- f) A minimum weight of 38grams per square metre applies to all approved materials

5) MASTS

At Registration Date each boat shall have indelibly numbered and recorded the masts in use at that time.

- a) Masts shall be constructed from up to and including 6000 series aluminium, GRP and carbon fibre up to a maximum modulus of 400GPA.
- b) A boat is permitted to register a maximum of two (2) masts.
- c) If a boat registers two (2) masts, that boat shall register a No. 1 mast and a No.2 mast.
- d) Each mast shall be of fixed length and shall have a maximum length, measured without prebend and above the sheer line at the mast step, of:
 - i) No. 1 - 10.225m
 - ii) No. 2 - 9.200m
- e) Alternately, a boat may use and register one (1) mast adjustable to the No.1 and No.2 maximum height positions.

6) BOOMS

- a) The boom shall be constructed from up to and including 6000 series aluminium, GRP and carbon fibre up to a maximum modulus of 400GPA.
- b) A boat shall not use more than one (1) boom during any one regatta.

7) SPINNAKER POLES

- a) The Spinnaker Pole may be constructed from up to and including 6000 series aluminium,

GRP and carbon fibre up to a maximum modulus of 400GPA. b) A boat shall not use more than one (1) spinnaker pole during any one regatta. c) The Spinnaker Pole shall be of a fixed length and shall not extend more than 3.8m and not less than 3.75m forward of the stem.

- 8) CREW** a) There shall be a minimum crew of three (3). The number of crew on each boat shall remain unchanged during any regatta. b) The minimum age of any crew member shall be 14 years. c) A boats crew shall include a maximum of two group 3 sailors as classified under the ISAF Classification Code, provided that the work undertaken or pay received by that group 3 sailor shall not have related in any way to 18foot skiffs. d) Dispensation for rule 8c) may be granted by the Governing Body.

9) HYDROFOILS

Hydrofoils are prohibited.

10) CENTREBOARD AND RUDDERS

a) A boat shall register one centreboard and one rudder and shall not use more than one (1) centreboard and one (1) rudder during any one regatta. b) Centreboards and rudders shall be constructed to the Adopted Class Design by a Registered Builder from an Approved Mould, using the approved scantling drawings. c) No changes or variations are permitted to a centreboard or rudder, other than required as part of routine maintenance or repair. d) The top of the centreboard shall remain above the deck at all times while sailing. e) The centreboard case may be packed with any material with the purpose only of ensuring that the centreboard fits firmly in the centreboard case. Any packing in the centreboard case shall not act as structural replacement for the centreboard case or reinforcement of the centreboard case.

11) RIGGING, FITTINGS

a) Titanium, or similar materials, are not permitted in rigging, fittings or fastenings. With the exception that off-the-shelf, readily available fittings from established manufacturers may contain elements or parts constructed of titanium b) Rigging wires supporting the mast and spinnaker pole shall be made from stainless steel. c) Hydraulic systems are prohibited. d) Standing rigging on the mast may be adjusted. Such adjustment on rigging that terminates in the top 40% of the mast (by length) shall only be by a mechanical purchase system (e.g. levers, block and tackle arrangement or similar) that connects the standing rigging to the chain plate or a chain plate fitting and controls the effective length of the standing rigging. All other standing rigging shall only be terminated or adjusted by use of lashings, verniers, pins and/or

turnbuckles.e) The use of lashings at the ends of standing rigging is restricted to a maximum of 5 percent of the overall length of each individual wire. The allowance cannot be accumulated or applied to other wires.

h) The adjustment of standing rigging on the spinnaker pole is prohibited

12) MEASUREMENT/RULES COMPLIANCE

a) It is the skipper's responsibility to ensure that their boat complies with the rules at all times. b) The Governing Body is responsible to confirm compliance with these rules and issue a measurement certificate. c) A Skipper must make the boat available for scrutinizing at the request of the Governing Body. d) Only a measurer officially recognised by the Governing shall measure boats and equipment and complete and sign a boats measurement certificate. e) By the Registration Date each year a boat shall have registered its Hull (including weighing if required), Sails and Masts ("Registered Equipment"). f) Registered Equipment shall be indelibly signed, numbered and be recorded on a boats measurement certificate. g) A boat shall only race with Registered Equipment. h) Notwithstanding clause 12 g), a Race Committee may at their own discretion allow boats to race with sails that have been registered in prior years but not within eight calendar weeks of either the JJ Giltinan Championship or Mark Foy Trophy. i) Boats which have not been registered by the Registration Date shall be registered at the first Championship Event they attend. j) The Governing Body has absolute discretionary powers to withhold a Measurement Certificate. k) A measurer may report to the Governing Body anything he considers to be unusual or to depart from the intent or spirit of the rules or that in his opinion a boat submitted for measurement does not comply with the intent and spirit of the rules. l) Registered Builders may submit details to the Governing Body any feature which may impinge upon the intent and spirit or letter of these Rules. Upon submission of full drawings and explanations, an advisory ruling will be given and recorded.

DEFINITIONS

1 HULL That integral part of the boat constructed so as to provide buoyancy by the containment of air, or the partial or complete exclusion/displacement of water. Specifically excluded are spinnaker poles, bowsprits, wings, centreboards and rudder fittings.

2 GUNWALE

The points at which the plane of the outside of the hull skin, or its extension, would or does, meet the plane of the top of the deck or its extension.

3 OUTER GUNWALE

The outer-most edge of the hull and deck excluding removable appendages.

4 STEM The most forward extremity of the hull.

5 DECK A two dimensional (2D) surface, (or near 2D surface, allowing for the sheer of the gunwale), real or imaginary, that has or would have the effect of forming a lid for the skin.

6 TRANSOM A surface at the aft extremity of the hull.

7 SKIN Continuous outer layer of the hull, which below the waterline, when afloat, is in contact with the water. The skin includes the surface above the waterline extending there from the gunwale

8 MAST Integral structure supporting, and/or forming whole or part of the sails, in vertical dimension.

9 MAINSAIL

The sail aft of the mast.

10 JIB A sail set with its luff in front of the mast; not permitted to be lowered while racing.

11 SPINNAKER

Any other sail set during a race.

12 BOWSPRITS

A bowsprit is a structure extending in front of the stem, which is used to support the tack of the jib and may support the spinnaker pole/bowsprit.

13 SPINNAKER POLE

A spinnaker pole is a structure which is used for the purpose of supporting the tack of the spinnaker in a substantially horizontal manner away from the mast. It is measured as a separate hull extension.

14 HYDROFOILS

Devices comprising surfaces attached directly or indirectly to the hull; and which are designed to provide a level of vertical lift force that has the intent of reducing the immersion or drag of the hull while sailing.

15 WINGS Wings are any structure that extends beyond the gunwale in an outward direction,

which

are attached to the hull, and whose principle purpose is to increase righting moment by moving the crew outward.

16 REGISTRATION DATE

The Registration Date shall be the nearest Sunday 17 calendar weeks prior to Race 1 of the JJ Giltinan Championship.

17 MEASUREMENTS

Points of reference: For the purpose of these rules, and the directions herein, the word vertical shall refer to the direction perpendicular to both the design waterline and the plane of the gunwales. Upward shall refer to the vertical direction away from the waterline and toward the deck. Outward shall refer to a position extending furthest from the centreline of the hull in a horizontal plane.

18 FITTINGS

Fittings and other hull attachments that are for the purpose of attaching or supporting fittings, may be excluded from measurement, provided that in the measurer's opinion such fittings/attachments do not outwardly flaunt the rules, that they do not affect the skiff's hydrodynamic performance, and that they are functional.

19 NEW vs. REPAIR

A sail, mast, hull, or any other item mentioned in these rules, will be deemed new if more than 25% of its original area, volume or weight is replaced or altered. Any alterations and/or repairs to any registered item (i.e. sails, masts, etc.) or repairs to the hull must only be done with written permission of the Governing Body.

20 ADOPTED CLASS DESIGN

Means the design specifications approved by the Governing Body.

21 APPROVED MOULDS

Means a mould which has been approved by the Governing Body.

22 REGISTERED BUILDER

Means a builder who has been approved by the Governing Body.

23 CHAMPIONSHIP EVENT

Means the Australian Championship and the JJ Giltinan Championship

24 VARIATIONS TO ISAF RACING RULES

RRS 44.1 is amended to provide that a boat may take a One-Turn penalty.

RRS 49.1 is deleted to permit the use of Trapezes.

25 DIRECTIVES

1. All rules are originally written in English. In case of interpretation dispute, the accompanying definitions and the common (English) usage will apply. In the case of inconsistency, the definitions will prevail.
2. No artificial distortion, whether fairing, bumps, hollows or other localised discontinuity which would affect the approved hull shape are allowed.
3. The Governing Body has absolute discretionary powers to withhold a Measurement Certificate until it is satisfied, through observing sailing or such other method deemed appropriate, that any boat submitted for measurement complies with the spirit and letter of the rules.
4. Instructions to intended builders: Builders intending to construct boats for measurement under these Rules are advised to submit details to the Governing Body of any feature which may impinge upon the spirit or letter of these Rules. Upon submission of full drawings and explanations, a confidential advisory ruling may be obtained without obligation.
5. Figures in brackets are only for convenience. Metric measurements are binding.
6. These rules are closed class rules. Where if it does not specifically say that you may, then you shall not. For the avoidance of doubt or for clarification a confidential written submission can be made to the Chief Measurer.