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Class Rules



International O'PEN SKIFF Class Association



The O'pen Bic was designed in 2006 by Bic Sport and was adopted as a World Sailing class in 2008. The boat was rebranded as O'pen Skiff in 2019.

sport / nature / technology



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INTRODUCTION

The objective of the O'pen Skiff Class is to provide an exciting format of dinghy racing for young people.

The O'pen Skiff Class (formerly known as O'Pen Bic) uses a sail boat designed by Tahe Outdoors France (formerly known as Bic Sport).

O'pen Skiff hulls, hull appendages, rigs and sails are manufacturing controlled.

O'pen Skiff hulls, hull appendages, rigs and sails shall be built by a manufacturer licensed by Tahe Outdoor France - referred to in the class rules as licensed manufacturers. Equipment is required to comply with the O'pen Skiff One Design Building Specification and is subject to an approved WS manufacturing control system.

O'pen 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.

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 Skiff Class Rules proper begin on the next page.

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 WS World sailing
- MNA WS Member National Authority
- OSCA O’pen Skiff Class Association
- NCA O’pen Skiff 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 World Sailing which shall co-operate with the OSCA in all matters concerning these **class rules**.
- A.3.2 No liability or legal responsibility in respect of these rules can be accepted by World Sailing, the OSCA, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated its administrative functions of the class to OSCA.

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 – World Sailing Regulation 25.2.2 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 World Sailing in accordance with World Sailing Regulations.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made in accordance with World Sailing Regulations.

A.9 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.9.1 The OSCA shall pay the Annual Class Subscription Fee; Tahe Outdoors France shall pay the plaque (builders) fee.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the OSCA.

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 in a legible and visible 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 more than 12 knots across the course the race committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted except on a windward leg. This changes rules RRS 42.2(a), RRS 42.2(b), RRS 42.2(c).
- (b) The ERS Part I – Use of Equipment shall apply.
- (c) ERS Part 1 A.2 does not apply.
- (d) Open Skiff Umpiring Policy applies when it is referred to in the Notice of Race and made available for all competitors.

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 the OSCA.

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 in World and Continental events
 - i. U13 Division: crew member shall not have attained his or her 13th birthday before or on 31st December of the year of the season.
 - ii. U17 Division: crew member shall not have attained his or her 17th birthday before or on 31st December of the year of the season.
- (b) Age / Gender Divisions in any other events
Any NCA is free to use any Age/Gender division in their National Events. OSCA recommend the use of the Age/Gender divisions defined for World and Continental events.
- (c) The U13 Division shall use the Dacron 3.5 sqm sail and the U17 Division shall use the Monofilm 4.5 sqm sail as supplied by a licensed manufacturer. For national events the Notice of Race may specify the use of the Monofilm 4.5 sqm for the U13 Division.

C.3 PERSONAL EQUIPMENT

Personal equipment is not required to be produced by a licensed manufacturer.

C.3.1 MANDATORY

- (a) Each crew member shall wear when afloat personal buoyancy to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50 or equivalent.
- (b) Clothing and equipment worn or carried by the **crew** shall not weigh more than 9 kg when weighed in accordance with RRS Appendix H.

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.4.2 Advertising by the organizing authority is permitted in accordance with World Sailing Regulation 20.4.1.5; this advertising shall be placed immediately below the bottom batten, on the central part of the **sail**, at the same position on both sides of the **sail**. The areas permitted for advertising are:

3.5m² **sail** - 0.4375m²

4.5m² **sail** - 0.5625 m²

C.5 PORTABLE EQUIPMENT

Portable equipment is not required to be produced by a licensed manufacturer.

C.5.1 MANDATORY

- (a) A floating towing rope of minimum length 7 m and a minimum thickness of 8 mm shall be securely fixed to the mast at all times when afloat.

C.5.2 OPTIONAL

- (a) A container for holding food and beverages in accordance with RRS Appendix B.4.43 may be carried.
- (b) Timing devices
- (c) Camera recording equipment and attachments and/or race tracking equipment where permitted by the OSCA, Notice of Race and/or Sailing Instructions and removable for weighting.
- (d) Wind indicator mounted at the top or front of the mast or bow handle.
- (e) A medical device or device serving a medical purpose, provided a medical certificate is presented to the Organising Authority

C.6 HULL

C.6.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. Replacements may be made only with the approval of the technical committee.

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.

- (3) Any material may be used to lift the toe straps not more than 8cm from the deck level.

C.6.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the OSCA technical committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (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 **hull** may be rubbed down and polished.
- (e) The daggerboard case may be shimmed.
- (f) Additional grip pads may be added to the deck (maximum thickness 2,5 mm).
- (g) The use of shock cord or adhesive tape is unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function.
- (h) Tails of control lines may include a single small handle or a ball.
- (i) The toe strap may be replaced by a toe strap of any material and substantially the same size and design.

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. Replacements may be made only with the approval of the event technical committee.
- (b) While racing, the **rudder blade** shall be fully down all times. However, it may be raised momentarily to clear seaweed or other floating objects.

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.
- (e) The tiller extension may be replaced with an extension of a different length and/or any material.
- (f) If damaged beyond repair Rudder pintles may be replaced with any pintles provided that have the same function as the original pintles.

C.7.3 FITTINGS

(a) USE

- (1) The **daggerboard** shock cord shall be fitted.
- (2) A **rudder** leash or an alternative security system shall be fitted.
- (3) Additional clips, leashes or ties to secure safety the **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. Replacements may be made only with the approval of the event technical committee.

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 O'pen Skiff Race Kit Manual as described in Appendix 1.
- (c) 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.
- (d) All pulley's or blocks may be replaced with a pulley or block of the same number of sheaves of similar or greater diameter from any manufacturer or supplier and substantially the same size and design.

C.8.3 FITTINGS

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

C.9 SAILS

C.9.1 LIMITATIONS

- (a) Only one **sail**, supplied by a licensed manufacturer, shall be used during an event except when the **sail** has been lost or damaged beyond repair. A replacement shall be made only with the approval of the event technical committee.

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, an 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). Only one panel can be replaced.
- (d) Battens may be trimmed by up to 5mm. -

C.9.3 SAIL

(a) IDENTIFICATION

RRS Appendix G 1.1 is changed so that National Letters are not required. Sail numbers shall comply with the RRS Appendix G except where prescribed otherwise in these **class rules**.

(1) 3.5 sqm and 4.5 sqm **Sails** produced after 01 January 2017

- (i) RRS Appendix G.1.3 is changed so that the numbers shall be placed within the 2nd panel from the bottom of the sail as illustrated in Fig 1.
- (ii) The Notice of Race may require that a skipper's national flag shall be applied to each side of the **sail**. The flag shall be located at the trailing edge of the 3rd panel from the bottom of the **sail** (at the same position on both sides of the **sail**), as illustrated in Fig. 1. The dimensions of the flag shall be at least 210 × 297 mm (appr. A4 paper size).

(2) 4.5 sqm **Sails** produced before 01 January 2017

- (i) RRS Appendix G.1.3 is changed so that the numbers shall be placed within the 2nd or 3rd **sail** panel from the bottom of the **sail** both sides (starboard higher), as illustrated in Fig 1 and Fig 2.
- (ii) The Notice of Race may require that a skipper's national flag shall be applied to each side of the **sail**. The flag shall be located at the trailing edge of the 2nd or 3rd panel from the bottom of the **sail** (at the same position on both sides of the **sail**), as illustrated in Fig. 1 and Fig. 2 The dimensions of the flag shall be at least 210 × 297 mm (appr. A4 paper size).

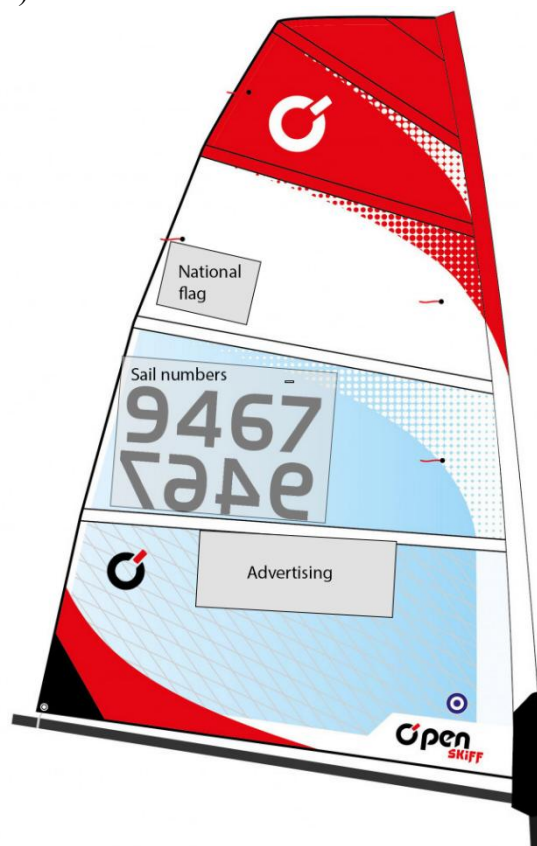


Fig 1 – Sail diagram



Fig 2 – Sail diagram

(b) DIVISION IDENTIFICATION

At events where the organizing authority requires identification of division, this will be specified in the Notice of Race.

(c) USE

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 its fittings shall be produced by a licensed manufacturer.
- (b) The **hull** shall be manufactured only by using moulds in the possession of Tahe Outdoors France.

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 Skiff 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) Complete Daggerboard case.
- (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 their fittings shall be produced by a licensed manufacturer.

E.2 IDENTIFICATION

- (a) The **hull appendages** (daggerboard and rudderblade only) may 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 Skiff 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 their fittings shall be produced by a licensed manufacturer.
- (b) The O’pen Skiff Race Kit as detailed in Appendix 1 may be produced by any manufacturer.

F.2 IDENTIFICATION

- (a) All masts produced from 2007 shall carry the unique serial number issued by the licensed manufacturer in a legible condition and the O’pen Bic or O’pen Skiff logo. Only the O’pen Bic logo is required for masts produced before 2007.

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) **Masts, booms** and fittings shall comply with the O’pen Skiff 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 Skiff One Design Building Specification.
- (b) The O’pen Skiff One Design Building Specification includes two **sail** designs: a 4.5 sqm and a 3.5 sqm **sail** both manufactured by a licensed supplier. Both sails shall be accepted in O’pen Skiff Class competition. As a transition period until 30 July 2022 the Notice of Race may specify the use of the deprecated 3.8 sqm **sail**.

G.4 FITTINGS

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

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