

CLASS RULES OF THE AUSTRALIAN 16 FT
SKIFF

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(Adopted 5/1/02)

CLASS RULES OF THE AUSTRALIAN 16FT SKIFF

1. THE OBJECTS OF THE RULES

Object

1.1 The object of these Class Rules (called in this document **the Rules**) is to ensure the Australian 16ft skiff (called in these Rules **a skiff**) is:

- (a) a one design dinghy; of
- (b) substantially uniform performance; with
- (c) with the emphasis in racing being placed in the team effort and skill of the skipper and crew; that is
- (d) affordable to sailors.

1.2 To further this object, these are the Rules for skiffs:

- (a) measured; and
- (b) registered with a legal entity recognised by the Australian 16ft Skiff Association as the entity regulating 16ft skiff sailing in that State (called in these Rules a **State Association**)

after 1 May 1996.

Non-Compliance

1.3 A skiff not complying with these Rules is not allowed to sail in any race.

1.4 If a skiff not complying with the Rules does sail in a race, it must be disqualified, as required by Rule 15.

2. RULES TO BE FOLLOWED WHEN BUILDING, FITTING OUT AND SAILING A SKIFF

The Rules Must be Followed

- 2.1 So as not to frustrate the objects of the class, the Rules must be honoured.
- 2.2 The hull must be constructed in accordance with the full size frame template drawings available from the Australian 16ft Skiff Association.
- 2.3 The:
- (a) spars; and
 - (b) sails; and
 - (c) centreboard; and
 - (d) rudder ; and
 - (e) equipment
- of a Skiff must comply with the Rules.
- 2.4 Where a person proposes to build or modify a 16ft skiff incorporating:
- (a) a design feature; or
 - (b) material; or
 - (c) equipment
- not currently in skiffs already racing, then:
- (d) the owner must seek the approval of the Specifications Committee of the Australian Association before constructing or modifying the skiff.

NOTE 1: *The definition of a 16ft skiff is “a dinghy, **its sails and equipment**, which comply with the Class Rules” (emphasis added). Subrule 2.4 means that any hull, sails and/or equipment incorporating new technologies or designs (including, in particular, any variations from the template drawings of the hull) must be submitted to the Specifications Committee of the Australian Association for approval.*

This ensures the objects of the class are not prejudiced.

NOTE 2: *The Specifications Committee is established by Rule 13.*

- 2.5 When considering whether to grant an approval sought under subrule 2.4, the Specifications Committee must consider the objects of the Rules.

- 2.6 If, in the opinion of the Specifications Committee, permitting the approval would prejudice the objects of the Rules, it must refuse to approve the proposal.

EXAMPLE OF THE OPERATION OF SUBRULE 2.6:

The Specifications Committee has been asked to consider whether a new material can be used in the construction of a hull. If the Committee thought:

- (a) the performance qualities of the material were so advanced that the proposed skiff would outperform other skiffs in the fleet, thus defeating the object of having a class possessing substantially uniform performance; or*
- (b) the material cost so much only a few people could afford to use it, it would be open to the Committee to refuse the proposal.*

- 2.7 Where the Specifications Committee receives a request for approval under subrule 2.4 then the Specifications Committee shall make its decision to grant or refuse its approval within thirty days of the date on which the request is received by the Specifications Committee.

Materials, etc.. already in use by Skiffs

- 2.8 Where, for any reason the Specifications Committee is of the opinion that a:

- (a) design feature; or
- (b) material;

incorporated in a skiff already racing; or

- (c) piece of equipment used on a skiff already racing

may frustrate the objects of the class, the Committee may prohibit the use of the design feature, material or equipment:

- (d) in any skiff (including skiffs already racing), as from a date specified by the Committee; or
- (e) in any skiff, or part of a skiff, manufactured after a date specified by the Committee.

NOTE 1: *The definition of a 16 ft skiff is “a dinghy, **its sails and equipment**, which comply with the Class Rules (emphasis added). Subrule 2.4 means that any hull, sails and equipment incorporating new technologies or designs (including, in particular, any variations from the template drawings of the hull) must be submitted to the Specifications Committee of the Australian Association for approval.*

NOTE 2: *Subrule 2.8(c) has the effect of banning the use of a particular material or design, even if the design or material is being used by a registered skiff, as from the specified date. Paragraph (d) allows “grandfather” protection for skiffs using materials, designs or equipment that are proposed to be prohibited in the future.*

NOTE 3: *Rule 10.3 of the Australian Constitution requires all skiffs sailing in events organised by the Australian Association, a State Association, a Club or in any other regatta in which skiffs are recognised as a class to comply with the State Rules. A skiff incorporating a material or design that has been prohibited under Class Rule 2.7 will be ineligible to participate in relevant races as from the date of effect of the decision of the Specifications Committee.*

Specifications Committee may Generally Prohibit the use of Materials or a Design Feature in the Construction of Skiffs

2.9 The Specifications Committee may prohibit:

- (a) the use of any design feature or materials in the construction or modification of a skiff:
 - (a) hull; or
 - (b) spar or
 - (c) sail; or
 - (d) centreboard; or
 - (e) rudder; or
- (b) the incorporation of a piece of equipment on a skiff that, in its opinion, would prejudice the objects of the Rules.

NOTE: *The following materials have been deemed as prohibited for the purposes of this Rule:-*

- (a) *Titanium, titanium alloys, titanium oxide and carbon fibre are excluded from use in spars.*

Obligations of Owners

2.10 In all circumstances, it is the onus on a person who either owns or manages affairs relating to a skiff (known in these Rules as **the owner**) to ensure it complies with the class restrictions.

Recommended Practice

It is recommended an owner check with the Australian Association to ensure the proposed hull or equipment he is going to construct, and the materials proposed to be used, or any alteration to a skiff (or to its equipment), are approved by the Australian Association *in writing*.

NOTE: *The recommended practice should be followed because if a person fails to seek the approvals required **before** building the skiff or any part of its equipment, and then presents a skiff or any part of its equipment that breaches the conditions set out in paragraph 2.4(a) or 2.4(b), it won't be able to be either measured or registered. A lot of money will thus be wasted. It is the intention of the Rules for relevant approvals to be granted **prior** to the construction of a skiff or any part of its equipment. Not afterwards. **It is too late to seek approvals after the skiff or any part of its equipment has been constructed or the alterations made.***

2.10.1 Where the Specifications Committee:-

- (i) decides to prohibit the use of a design feature material or equipment under subrule 2.4; or
- (ii) fails to comply with subrule 2.7

the applicant may lodge an appeal with the Secretary/Treasurer. The appeal must be lodged within 90 days from the date of the notice from the Specification Committee or, in the case of an omission under subrule 2.7, the date of the expiry of the 30 day compliance period.

The Secretary/Treasurer must send to all clubs a notice:

- (a) containing details of the applicant's appeal;
- (b) a copy of the Specification Committee's decision, together with the Committee's reasons for the decision; and
- (c) they have 28 days from the day indicated in the notice to vote on whether they support the appeal.

2.10.2 A club must vote either;

- (a) yes; or
- (b) no; or
- (c) abstain

from voting on the appeal.

2.10.3 So as to remove any doubt any vote purporting to vote yes or no with a qualification shall be counted as an abstention.

2.10.4 An appeal is approved where two thirds of clubs who return their vote within the prescribed time vote in favour of it.

Note: *If Club's vote in favour of the appeal, this will have the affect of nullifying the original decision of the Specification Committee.*

2.10.5 The Secretary/Treasurer must not count votes received 28 days after the day contained in the notice sent under subrule 2.10.1.

2.10.6 Where the Specifications Committee proposes to prohibit the use of a design feature material or equipment under subrule 2.8 or 2.9 the Secretary/Treasurer must send to all clubs a notice:

- (a) containing the date the notice was prepared and telling them;
- (b) the proposal of the Specifications Committee, together with the Committee's reasons for the proposal; and

- (c) they have 28 days from the day indicated in the notice to vote on the proposal.

2.10.7 A club must vote either;

- (a) yes; or
- (b) no; or
- (c) abstain

from voting on the proposal.

2.10.8 So as to remove any doubt any vote purporting to vote yes or no with a qualification shall be counted as an abstention.

2.10.9 A proposal of the Specifications Committee is approved where two thirds of clubs who return their vote within the prescribed time vote in favour of it.

2.10.10 The Secretary/Treasurer must not count votes received 28 days after the day contained in the notice sent under subrule 2.10.6.

A Measurer Mustn't Fill Out Measurement Forms for Illegal Skiffs, or Illegal Equipment

2.11 A measurer mustn't fill out a hull measurement certificate or a sail measurement certificate where:

- (a) the hull incorporates a design feature not expressly specified in the template drawings; or
- (b) materials have been used in the construction of a:
 - (i) hull; or
 - (ii) sail;

which are not currently in use in skiffs already racing, unless

- (c) the Specifications Committee has approved of the :
 - (A) design feature; or
 - (B) use of the material as the case requires; or
- (d) material has been used in the construction of a:
 - (i) hull; or
 - (ii) sail

which has been prohibited by the Specifications Committee.

State Associations Mustn't Register Illegal Skiffs or Equipment

2.12 A State Association mustn't register a:

- (a) hull; or
- (b) spar; or
- (c) sail; or
- (d) centreboard; or
- (e) rudder

which:

- (f) in the case of the hull, incorporates a design feature not expressly specified in the template drawings plans; or
- (g) in the case of all the things listed in paragraphs (a) to (e) inclusive, the things are constructed using materials:
 - (i) not currently used by skiffs already sailing; or
 - (ii) has been prohibited by the Specifications Committee.

3. THE HULL

- 3.1 The skin and planking of a hull mustn't exceed 20 millimetres.
- 3.2 The hull must be constructed in accordance with full size frame template drawings available from the Australian 16ft Skiff Association.
- 3.3 Tolerances are provided on hull measurement stations and points to allow for building inaccuracies only.
- 3.4 Any attempt to design within the tolerances will not be allowed.
- 3.5 If a measurer believes that a skiff has been built with deliberate variations from the hull full size frame template drawings, the measurer must refuse to fill out a hull measurement form.

Recommended Practice

It is recommended a measurer be requested to check the building jig prior to the start of hull construction.

Where Skiffs are to be Measured

- 3.6 Skiffs are to be measured at the following five transverse sections:
 - (a) the stem; and
 - (b) 974 millimetres aft of the stem; and
 - (c) 2435 millimetres aft of the stem; and
 - (d) 3896 millimetres aft of the stem; and
 - (e) 4870 millimetres aft of the stem.
- 3.7 The spring line at each of the above locations is also to be measured.

The Measurement Method

- 3.8 The measurement method is as follows:
 - (a) The measurement jig and framework is set up with maximum size templates in place.
 - (b) The skiff is then placed in the measurement jig and gaps between the templates and the hull measured.
 - (c) At no place is the gap, measured perpendicular to the hull surface, to be greater than 15 millimetres.

- 3.9 Measurers are to be alert for hulls with maximum hull volume adjacent to the keel line and minimum hull widths around the waterline.

EXAMPLE: *A hulls that fits the maximum template size snugly next to the keel, and then cross over to the minimum template size around the waterline. Such characteristics and visa versa are signs of attempts to design within the builder's tolerance.*

- 3.10 In these cases the measurer must check additional hull stations and refuse a measurement certificate if similar trends are apparent elsewhere on the hull.

Other Hull Dimensions

- 3.11 Length overall shall be a minimum of 4800 millimetres and a maximum of 4880 millimetres.
- 3.12 The beam at the widest point shall be minimum of 1520 millimetres and maximum of 1780 millimetres.
- 3.13 The depth shall be measured at a point 2440 millimetres from the stern, from the outside of the planking on the keel to a straight line across the gunwales. At this point depth shall be a minimum of 480 millimetres and a maximum of 560 millimetres.

Sheerline

- 3.14 The sheerline shall not be convex. It must be fair and continuous.

Decking and Buoyancy

- 3.15 The foredeck shall not be longer than 2050 millimetres from the bow down the centreline.
- 3.16 The bulkhead may extend from 2050 millimetres at the centreline out to the chainplates (defined as the point of attachment of the main shrouds).
- 3.17 The maximum height of the foredeck above the sheerline shall not exceed 200 millimetres.
- 3.18 There may be a cockpit between the bulkhead and the transom.
- 3.19 The height of the cockpit floor shall not be more than 245 millimetres above the keel (outside of planking) measured at the front end of the centreboard case.
- 3.20 The height of the cockpit floor at the transom shall not be more than 110 millimetres above keel (outside of planking) measured on the centreline. Obvious cutouts, steps and the like shall not be allowed in cockpit floors.

- 3.21 At any part of the skiff, the cockpit floor must not rise higher than:
- (a) the outermost edge of the gunwale; or
 - (b) side decking.
- 3.22 The buoyancy in the skiff must be divided into at least two separate compartments.
- 3.23 A skiff, when:
- (a) capsized; and
 - (b) with one compartment filled with water
- shall have sufficient buoyancy to support its crew on the surface of the water.
- 3.24 There shall be no restrictions on the size of draining ports in the transom, unless a measurer thinks the ports will fail to satisfy the:
- (a) strength requirements for the hull; and
 - (b) the buoyancy requirements set out in Rule 3.23.

Measurer to use Form to Record Measurements

- 3.25 A measurer is to use the hull measurement form contained in the appendix to these Rules to record relevant measurements.

Alterations to the Hull

- 3.26 A hull shape cannot be altered after it is registered.
- 3.27 However, subrule 3.26 doesn't prevent an owner repairing a hull to fix:
- (a) damage; or
 - (b) ordinary wear and tear.

NOTE: *When repairing a hull, an owner mustn't use a material that either hasn't been approved by the Specifications Committee (because the material isn't used currently by skiffs already racing), or has been prohibited by the Committee, under Rule 2.*

4. BOWSPRIT, BOBSTAYS AND WHISKER STAYS

- 4.1 Solid bobstays shall have a minimum distance of 100 millimetres between the toe of the stem and the lower edge of the bobstay.
- 4.2 Solid bobstays shall have a window below the bowsprit having a minimum height on the stem of 100 millimetres and a minimum length of 50 millimetres along the bowsprit.
- 4.3 Solid bobstays shall not exceed 20 millimetres in thickness.
- 4.4 The leading edge of any solid bobstay shall not be convex.
- 4.5 Solid whisker stays shall not be allowed to extend further aft than a point on the gunwale that is 600 millimetres from the front edge of the stem, measured radially to the outer edge of the gunwale and shall not extend beyond a straight line drawn from that point to the end of the bowsprit.
- 4.6 Solid whisker stays shall not exceed 20 millimetres in thickness.
- 4.7 The bowsprit shall be no wider than 100 millimetres measured at a point 600 millimetres forward of the stem.
- 4.8 The bowsprit shall be no deeper than 125 millimetres.
- 4.9 Any permanently fixed bowsprit, bobstay or whiskerstays extending no more than 600 millimetres beyond the stem shall be considered part of the hull for the purpose of these Rules.
- 4.10 The maximum a jib may be tacked down forward of the stem is 600 millimetres.

5. CENTREBOARDS AND RUDDERS

- 5.1 No appendages will be allowed on the centreboard or rudder below the waterline.

6. WEIGHT

Weight of a Skiff

6.1 The minimum weight of a skiff shall be 72 kilograms.

Fittings to be included when weighing a skiff

6.2 When weighing a skiff, these fittings are to be included:

- (a) boomvang system; and
- (b) cunningham system; and
- (c) foot straps; and
- (d) jib car tracks and pulleys; and
- (e) jib downhaul system; and
- (f) jib sheets; and
- (g) leaning straps; and
- (h) mainsheet bridle and pulley; and
- (i) mast step; and
- (j) rudder gudgeons and pin; and
- (k) spinnaker bag; and
- (l) spinnaker pulleys; and
- (m) tack line; and
- (n) trapeze wires.

Fittings not included in hull weight

6.3 When weighing a skiff, these fittings are not to be included:

- (a) spinnaker pole further than 600 millimetres beyond the stem; and
- (b) spinnaker sheets; and
- (c) the mainsheet; and
- (d) the boom.

7. SPARS

The Mast

Where an owner has registered two masts with a State Association in a season

- 7.1 Where a skiff owner has two masts registered with a State Association:
- (a) the maximum height of a one mast shall not exceed 8750 millimetres above the sheerline when the mast is in its normal position; and
 - (b) the maximum height of the other mast shall not exceed 7500 millimetres above the sheerline when in its normal position.
- 7.2 The maximum height shall be measured between the sheerline intersection on the front edge of the mast and the point of maximum height up the front face of the mast.
- 7.3 The aft face of the mast shall not be placed further than 2000 millimetres from the stem measured at the intersection or the extension of the mast in position and the sheerline.
- 7.4 Unless an owner has only one mast in registered with a State Association, no attempt must be made to alter the height of a mast.

Where an owner has only registered one mast with a State Association in a season

- 7.5 Where an owner has only one mast registered with a State Association, a stumping system to allow that skiff to reef to a second height shall be allowed.

NOTE: Paragraph 11(1)(c) says that an owner can only register two masts for a skiff in any one season.

Masts Generally

- 7.6 A mast mustn't be able to rotate.
- 7.7 The mast diameter below the hounds shall not be smaller than 68 millimetres.
- 7.8 The maximum width of a mast, including any sail track, shall not exceed 150 millimetres.
- 7.9 No carbon fittings shall be allowed to be attached to the masts above 1200 millimetres above the sheerline.
- 7.10 The mast must be stepped either:

- (a) on the foredeck; or
- (b) the cockpit floor

7.11 The mast step shall have a maximum height of no more than 50 millimetres from either the foredeck or cockpit floor.

Asymmetrical spinnaker poles

7.12 The maximum length of the fixed asymmetrical spinnaker pole shall not be further than 2700 millimetres from the stem and shall have a minimum diameter of 40 millimetres with its end capped to avoid a sharp edge.

7.13 No attempt shall be made to move the asymmetric spinnaker pole from the centreline of the hull.

7.14 A pole must be fixed for racing.

7.15 The pole must be permanently capped.

7.16 A pole must be made from an aluminium alloy.

Booms

7.16 The maximum width of a boom measured in line with the sail that the spar carried shall not exceed 130 millimetres.

8. BALLAST

Ballast

- 8.1 No inside or outside ballast is allowed.
- 8.2 Weight correctors are allowed, so long as they are placed on the outside of the deck or cockpit, and wholly within 300mm of the chainplates and must be clearly visible. (Amended 1/10/06)

9. BOAT IDENTIFICATION

Boat Identification

The Name

- 9.1 The name of the skiff shall be clearly visible either on or near the stern.
- 9.2 The owner of a skiff must have the name approved by and registered with his State Association.
- 9.3 No two skiffs can carry the same name.
- 9.4 The person who registered the name first can continue using that name, until he advises his State Association he is relinquishing it.

The Insignia

- 9.5 The owner of a skiff must have his insignia and/or signage approved by and registered with his State Association.
- 9.6 An insignia shall be affixed near the centre and on both sides of the mainsail.
- 9.7 An insignia must comply to the following minimum dimensions:
 - (a) company logo or emblem 1000 millimetres x 1000 millimetres
 - (b) vertical or horizontal Bars 1000 millimetres x 100 millimetres
 - (c) all other configurations 800 millimetres x 800 millimetres
- 9.8 To allow for accurate identification of skiffs, where, 2 skiffs nominated for a race appear to have insignias that are similar, the Race Committee conducting the race must provide a suitable amendment to one of the insignias.

10. SAIL MEASUREMENT

The Mainsail

- 10.1 The sail shall be measured dry and on a flat surface.
- 10.2 If fully battened, the battens shall be in the sail and tensioned until the batten pocket is smooth.
- 10.3 String lines shall be laid around the points to be measured.
- 10.4 All measurements shall be to the nearest 5 millimetres.
- 10.5 The head of the mainsail shall be the point on the luff or its extension level with the highest point of the sail projected perpendicular to the luff or its extension.
- 10.6 A headboard of 130 millimetres square from the luff is allowed.
- 10.7 The clew shall be the extension of the foot round and the fair continuation of the leech round.
- 10.8 The tack shall be the intersection of the fair continuation of the luff curve and the foot curve.
- 10.9 The luff will be tensioned so as to remove wrinkles and then the corner fixed, then the leech and foot pulled so as to just remove waves or wrinkles from the sail's edges.
- 10.10 All rounds or hollows will be measured to the point of maximum width or depth.
- 10.11 The measurer shall use as many breakdowns as necessary if it is felt that area is being gained with distorted or unfair rounds.

The Jib

- 10.12 The sail shall be measured dry and on a flat surface.
- 10.13 If fully battened, the battens shall be in the sail and tensioned until the batten pocket is smooth.
- 10.14 String lines shall be laid around the points to be measured. All measurements shall be to the nearest 5 millimetres.
- 10.15 The head is to be the extension of the luff and leech.
- 10.16 The tack will be the extension of the foot round and the luff round.

- 10.17 The clew will be the extension of the extension of the foot round and the leech.
- 10.18 Hollows are to be deducted if fair and continuous.
- 10.19 The sail will be laid down on a flat surface and smoothed from the centre out to attempt to flatten the sail while keeping the luff, leech and foot from wrinkling.
- 10.20 The sail should be held with spikes and a stringline placed around the spikes that intersect the sails corners or extensions thereof and measured.

The Asymmetric Spinnaker

- 10.21 The head tack and clew will all be extended as a fair and continuous line from their intersecting edges.
- 10.22 The leach length cannot exceed 90% of the luff length and the foot length cannot exceed the luff or leach length.
- 10.23 The asymmetric spinnaker shall be measured by laying each edge individually along the floor so that edge has slight tension in the sail material itself.
- 10.24 All control lines shall be made loose. The distance between the extensions of the head to clew, clew to tack and tack to head shall be recorded in metres to the nearest 5 millimetres.
- 10.25 The girth shall be measured, where the girth is the mid point of the leach and the midpoint of the luff, and this distance recorded.
- 10.26 The distance of the luff leech foot and girth will then be added together and shall not exceed 30.3 metres in total.

Computation of working sail areas

NOTE: *This should be read in conjunction with Appendices 2, 3 and 4*

- 10.27 A sail shall be divided into triangles and the length of the base multiplied be the perpendicular height from the base to the apex of the triangle and divided by two.
- 10.28 The area of any round or hollow shall be two thirds of the length of the base multiplied by the width of the round at its maximum point.
- 10.29 Where a sail is made up of a number of triangles, hollows and rounds, the separate areas shall be algebraically summed.

10.30 Areas are to be calculated to the nearest second decimal place and the areas reported to the nearest 0.1 square metre (i.e. 0.05 or over to the next 0.1 above, if under to the next 0.1 below.)

10.31 In reporting the combined areas of the jib and mainsail the area to the nearest 0.1 as calculated above shall be used.

Tucks in sails to reduce size

10.32 Where:

- (a) a sail is measured and found to be oversize; and
- (b) a person makes a tuck, or some other similar means to reduce the size of a sail

the measurer must be satisfied the tuck is:

- (c) designed to be a permanent amendment to the sail; and not
- (d) a temporary measure done only to get the sail registered.

10.33 A measurer is not to remeasure a sail if he thinks the tuck is only a temporary measure affected to get the sail registered.

Recording the Measurements

10.34 Measurements shall be entered and calculations made on the relevant sail measurement forms as contained in the appendix, together with the name of the skiff, owner's name, description of sail, its serial number and date. This form is to be retained by the skiff's club Boat and Sail Measurer.

An approved sail

10.35 Where a measurer is satisfied that a sail does not exceed the maximum area of sail, and that all other requirements of these Rules have been satisfied, he must give the sail a serial number.

Marking an Approved sail

10.36.1 All mainsails and jibs shall be stamped in a durable permanent and contrasting colour near the tack of the sail in 50 millimetre figures with the initials of the club with which it is registered, the abbreviated year and the serial number allocated to that sail by the club Boat and Sail Measurer (eg. MH-01-1). (Amended 15/1/07)

10.36.2 All mainsails and jibs registered on or after 1 July 2005 shall have a patch attached to the starboard tack suitable for the purpose of permanently branding the sail in accordance with subrule 10.36.1,

subrule 10.39 and, if required, subrule 10.38. The patch shall be white in colour and have a radius of at least 250 millimetres.

10.37.1 All spinnakers shall be stamped in a durable permanent and contrasting colour near the head of the sail in 50 millimetre figures with the initials of the club with which it is registered, the abbreviated year and the serial number allocated to that sail by the club Boat and Sail Measurer (eg. MH-01-1). (Amended 15/1/07)

10.37.2 All spinnakers registered on or after 1 July 2005 shall have a patch attached to the head for the purpose of permanently branding the sail in accordance with subrules 10.37.1 and 10.39. The patch shall be white in colour and have a radius of at least 250 millimetres.

10.38 The mainsail and the largest jib used on the tallest mast shall have their area stamped in 100 millimetre numbers near the tack of the sail.

10.39 All sails should be clearly signed and dated by the Boat and Sail Measurer near the tack of the sail.

Only Marked Sails to be used in Races

10.40 Only a sail marked in this manner can be used in a race.

10.41 The onus is on the owner to ensure that a sail has been properly marked.

Sails to be measured

10.42 Only mainsails used on the tallest registered mast must be measured as per subrule 10.1 to 10.11.

10.43 Only spinnakers used on the tallest registered mast must be measured as per subrule 10.21 to 10.26.

10.44 All jibs to be used on the tallest mast shall be scrutinised with the largest jib in area to be measured as per subrule 10.12 to 10.20.

11. LIMITATIONS ON THE AMOUNT OF SPARS AND SAILS A SKIFF CAN USE IN ANY ONE SEASON, OR IN SPECIFIED CHAMPIONSHIPS

Restrictions on how many sails and masts can be registered in any one year

11.1 An owner of a skiff must register with the Australian Association the:

- (a) sails;
- (b) masts
- (c) centreboards; and
- (d) rudders

he proposes using with a skiff during an Australian Championship series. Such equipment must be registered prior to the commencement of the first race in any one Australian Championship series.

11.2 An owner can only register with the Australian Association a maximum of:

- (a) 7 sails; and
- (c) 2 masts (including tips); and
- (d) 2 centreboards; and
- (e) 1 rudder

for use during any one Australian Championship series.

Replacement of Destroyed Equipment

11.3 Where a registered piece of equipment has been:

- (a) destroyed; or
- (b) damaged beyond repair; or
- (c) lost

during an Australian Championship series, an owner of a skiff may apply to the Race Committee to register a piece of equipment (called in this rule **the replacement equipment**) to replace that which has been destroyed, damaged or lost.

11.4 When measuring a replacement sail, a measurer is to disregard small variations from the dimensions of the previously measured sail unless the

measurer thinks the change is an attempt to register a with a greater performance capacity than the previously measured sail.

11.5 Where a measurer thinks the replacement sail has been submitted in an attempt to register a sail having a greater performance capacity than the previously measured sail, he must refuse to measure and register the sail.

11.6 Any replacement equipment must:

- (a) be measured in the way set out in these Rules; and
- (b) comply with relevant restrictions set out in these Rules.

11.7 Where:

- (a) an owner has made an application to register replacement equipment under subrule 11.3; and
- (b) the equipment complies with the relevant restrictions set out in these Rules; and
- (c) the Australian Association is of the opinion that a registered piece of equipment has been
 - (i) destroyed; or
 - (ii) damaged beyond repair; or
 - (iii) lost

it must register the replacement equipment in place of the original equipment.

12. TRANSITIONAL PROVISION FOR SKIFFS FIRST MEASURED PRIOR TO 1 MAY 1996

- 12.1 Where an owner of a hull first measured prior to 1 May 1996 wishes to register spars and sails using measurements contained in these Rules, the skiff's hull must conform to the Rules in operation at the time the skiff was first registered.

13. MEASURERS AND THE SPECIFICATION COMMITTEE

Measurers

- 13.1 Each State Association must appoint people as measurers, who are capable of measuring skiffs in the way set out in the Rules.

Specification Committee

- 13.2 The Executive Committee of the Australian 16ft Skiff Association must from time to time appoint a group of people in accordance subrule 13.4 to form the Specification Committee. Each affiliated Club is to be invited to nominate a person to form a nucleus of people from which the Executive Committee must select the people to form the Specification Committee. The nominee must be a member of the affiliated club making the nomination.
- 13.3 The Executive Committee must appoint one of the people appointed to the Specification Committee to act as the Committee's chairman.
- 13.4 Where these Rules require a matter to be considered by the Specification Committee, the Executive Committee must appoint a group of not less than five people from the nucleus of people nominated under subrule 13.2 to form that Specification Committee. Where possible the persons appointed to form that Specification Committee should have some experience in the sort of matter referred to the Committee for its deliberation. An affiliated club may not have more than one person who is a member of that club appointed to be part of a Specification Committee.”

14. OTHER CLASS RULES

Maximum Area of Sails

14.1 The maximum areas of sails a skiff can carry in a race shall be as follows:

- (a) mainsail and jib, taken together : 22.00 square metres; and
- (b) asymmetric spinnaker (perimeter and girth in lineal metres): 30.3 metres

Crews

14.2 A skiff crew must consist of three people.

14.3 A crew member must be a financial member of a club affiliated with a State Association. A request to substitute a non-financial member may be made to a Race Committee. The Race Committee may approve the request if it considers the circumstances requiring the substitution are appropriate. The substitute crew member must be a financial member of Yachting Australia.

14.4 A crew member must be at least 12 years old.

14.5 Once the first warning signal for a race is given, the same three people who were crewing the skiff at the moment of the first warning signal must crew that skiff for the rest of the race.

Balancing the skiff

14.6 In a race, crews may only balance a skiff by either:

- (a) sitting on the gunwale; or
- (b) by standing on the gunwale supported by a trapeze attached to the mast. (**the trapeze method**)

The Trapeze Method

14.7 At any one time, only 2 members of the crew can balance the skiff using the trapeze method.

14.8 A stirrup made from a flexible material can be affixed to the gunwale to aid the people using the trapeze.

14.9 The third member of the crew can only assist in balancing the skiff by using:

- (a) the gunwhale; and
- (c) swinging straps or some other support device fixed within the hull.

14.10 Where 2 members of the crew are balancing the skiff using the trapeze method, the third member can't use as a support one of the crew members on the trapeze.

Prohibition on Hydraulics

14.11 A skiff can't use hydraulics.

Prohibition on weight belts or clothing

14.12 Weight belts or clothing to increase the crews weight are prohibited.

Prohibition on hull bumping or transverse steps in the outer skin of the hull

14.13 Hull bumping or transverse steps in outer skin of hull shall not be allowed.

Prohibition on adjustment of equipment that supports a skiff's mast

14.14 No method of adjusting any equipment that supports a skiff's mast (**supporting equipment**) shall be used whilst the skiff is racing. **Supporting equipment** shall consist of stays, shrouds, rams, struts, bracing or similar equipment that supports the mast in any way.

15. PENALTY FOR BREACHING ANY OF THE RULES

- 15.1 A skiff sailing in any race found breaching any of these rules must be disqualified.

APPENDICES

Appendix 1 - Hull Measuring Form

Appendix 2 - Sail Measurers Certificate --- Jib

Appendix 3 - Sail Measurers Certificate --- Mainsail

Appendix 4 - Sail Measurers Certificate --- Asymmetric Spinnaker