



CLASS RULES OF THE **AUSTRALIAN 13 FT SKIFF**

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CLASS RULES OF THE AUSTRALIAN 13FT SKIFF

1. THE OBJECTS OF THE RULES

Object

1.2 The object of these Class Rules (called in this document **the Rules**) is to ensure the Australian 13ft skiff (called in these Rules **a skiff**) is:

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

Definitions

1.2 For the purpose of these rules the word hull shall be the complete boat, i.e. hull ,deck and mast support.

2. RULES TO BE FOLLOWED WHEN BUILDING A SKIFF

2.1 The hull must be constructed from a NSW 16ft Skiff Association approved mould.

2.2 The hull must be constructed by a NSW 16ft Skiff Association approved builder.

2.3 Where a person proposes to register a skiff which:

- (a) incorporates a design feature of the hull not expressly specified in the template drawings plans; or
- (b) proposes using a material in the construction of a:
 - (i) hull; or
 - (ii) spar or
 - (iii) sail; or
 - (iv) centreboard; or
 - (v) rudder

not currently in use in skiffs already racing; then

- (c) the owner must seek the approval of the Specifications Committee of the Australian 13ft Skiff Association before constructing the skiff.

2.4 A completed measurement form must accompany each application for registration.

NOTE: The Specifications Committee is established by Rule 11.

2.5 When considering whether to grant an approval sought under subrule 2.3, the Specifications Committee must consider the objects of the Rules before reaching a decision.

Obligations of Owners

2.6 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.

3. THE HULL

- 3.1 If a measurer believes that a skiff has been built with deliberate variations from the official NSW 16ft skiff Association moulds, the measurer must refuse to fill out a hull measurement form.

Materials Permitted in Hull Construction

- 3.3 The skin and planking of a hull must not exceed 12 millimetres.
- 3.4 Only E Glass or S Glass may be used in the hull construction.
- 3.5 Only Polyester or Vinylester resin may be used in the hull construction.
- 3.6 The maximum thickness of foam to be used in the hull construction shall be 8 millimetres.
- 3.7 The minimum thickness of laminate on the outside skin shall be 465 grams of fibreglass per square metre excluding gel coat or paint.
- 3.8 The minimum thickness of laminate on the inside skin shall be 200 grams of fibreglass per square metre excluding gel coat or paint.

Other Hull Dimensions

- 3.9 Length overall shall be 4144 millimetres, measured from the imaginary intersection of the stem and keel lines.
- 3.10 The beam at the widest point shall be 1772 millimetres.
- 3.11 The depth shall be measured at a point 2000 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 555 millimetres and a maximum of 560 millimetres.

Measurer to use Form to Record Measurements

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

Alterations to the Hull

- 3.13 A hull shape cannot be altered after it is registered.
- 3.14 Sub rule 3.13 doesn't prevent an owner repairing a hull to fix:
- (a) damage; or
 - (b) ordinary wear and tear.

4. CENTREBOARDS AND RUDDERS

- 4.1 All centreboards and rudders shall fit inside the NSW 16ft Association approved templates.
- 4.2 No appendages will be allowed on the centreboard or rudder below the waterline.

5. WEIGHT

Weight of a Skiff

5.1 The minimum weight of a skiff shall be 65 kilograms.

Fittings to be included when weighing a skiff

5.2 When weighing a skiff all fittings included in Appendix 2 may be included and the following should also be noted:

- (a) The boat and all allowable items shall be measured dry
- (b) Allowable items are all necessary fitting and ropes necessary to sail the boat, i.e. jib, main and spinnaker sheets, vang, cunningham, bow pole and bow pole control lines.
- (c) Non allowable items are sails, foils, mast and boom.

6. SPARS

The Mast

- 6.1 The mast and rigging shall conform with all the information shown on Appendix 5.
- 6.2 A mast must not be able to rotate or otherwise moved during sailing.
- 6.3 The mast diameter below the hounds shall not be larger than 53mm.
- 6.4 The maximum width of a mast, including any sail track, shall not exceed 80.5mm
- 6.5 The mast may be made of fibreglass, carbon, alloy or other material approved by the Specification Committee, but no other carbon fittings are allowed.
- 6.6 The mast step position, measured from the centre of the mast step, shall be 1750 mm from the front edge of the gunwale.
- 6.7 Carbon spreaders shall be allowed

Asymmetrical spinnaker poles

- 6.7 The maximum length of the asymmetrical spinnaker pole shall not be further than 1650mm from the forward edge of gunwale and shall have its end capped to avoid a sharp edge.
- 6.8 No attempt shall be made to move the asymmetric spinnaker pole from the centreline of the hull.
- 6.11 The spinnaker pole may be made of grp, carbon fibre or aramid only.

Booms

- 6.12 The boom shall be able to pass through a 90mm NSW 16ft Skiff Association approved circular template.

7. BALLAST

Ballast

- 7.1 No inside or outside ballast is allowed.
- 7.2 Weight correctors are allowed, so long as they are of equal amounts and are placed as near as practical to the chain plates.

8. BOAT IDENTIFICATION

Boat Identification

Refer to YA Safety Regulations

The Ensign

- 8.5 The owner must register an ensign for a skiff with the Australian 13ft Skiff Association.
- 8.6 An ensign must be permanently affixed to the mainsail.
- 8.7 An ensign 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
- 8.8 To allow for accurate identification of skiffs, where, 2 skiffs nominated for a race appear to have ensigns that are similar, the Race Committee conducting the race must provide a suitable amendment to one of the ensigns.

9. SAIL MEASUREMENT

- 9.1 All sails shall conform to the measurements as per Appendix 4 Sailplan.

The Mainsail

- 9.2 The sail shall be measured dry and on a flat surface.
- 9.3 All battens shall be full in length and as per Appendix 4 Sailplan.
- 9.4 When measuring the mainsail the battens shall be in the sail and tensioned until the batten pocket is smooth.
- 9.5 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.
- 9.6 A headboard of 120mm in length square from the luff is allowed.
- 9.7 The clew shall be the extension of the foot round and the fair continuation of the leech round.
- 9.8 The tack shall be the intersection of the fair continuation of the luff curve and the foot curve.
- 9.9 The luff will be tensioned so as to remove wrinkles and then the corner fixed, then the leech and foot pulled to just remove waves or wrinkles from the sail's edges.
- 9.10 All rounds or hollows will be measured to the point of maximum width or depth.
- 9.11 The luff shall have a maximum length of 5625mm

9.12 The leech shall have a maximum length of 5795mm

9.13 The foot shall have a maximum length of 2180mm

The Jib

9.14 The sail shall be measured dry and on a flat surface.

9.15 If fully battened, the battens shall be in the sail and tensioned until the batten pocket is smooth.

9.16 A maximum of two battens is permitted which shall be placed so as to divide the sail into three equal parts.

9.17 The head of the jib may be 30mm in width.

9.18 The tack will be the extension of the foot round and the luff round.

9.19 The clew will be the extension of the foot round and the leech.

9.20 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.

9.21 The sail should be held with spikes and a stringline placed around the spikes that intersect the sails corners or extensions thereof and measured.

9.22 The luff shall have a maximum length of 4400mm and a minimum length of 4390mm.

9.23 The leech shall have a maximum length of 4100mm and a minimum length of 4075mm.

9.24 The foot shall have a maximum length of 1660mm and a minimum length of 1605mm.

9.25 The length from the head of the jib at the luff to the centre of the foot shall have a maximum of 4255mm and a minimum of 4240mm.

9.26 The maximum girth of the jib at a point one third down from the head on the luff and the leech shall be a maximum of 720mm.

9.27 The maximum girth of the jib at a point two thirds down from the head on the luff and the leech shall be a maximum of 1260mm.

The Asymmetric Spinnaker

9.28 The head tack and clew will all be extended as a fair and continuous line from their intersecting edges.

9.29 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.

9.30 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.

9.31 The luff shall have a maximum length of 7625mm.

9.32 The leech shall have a maximum length of 6440mm.

9.33 The foot shall have a maximum length of 3650mm.

- 9.34 The girth shall be measured, where the girth is the mid point of the leach and the midpoint of the luff, and this shall be a maximum of 3490mm.
- 9.35 From the head to the centre point along the foot shall have a maximum length 7320mm.

Tucks in sails to reduce size

- 9.36 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.
- 9.37 A measurer is not to remeasure a sail if he thinks the tuck is only a temporary measure affected to get the sail registered.

Marking an Approved sail

- 9.38 Where a measurer is satisfied that a sail conforms to the requirements of these rules, they must record their signature and the date on the tack of the sail

Only Marked Sails to be used in Races

- 9.39 Only a sail signed and dated in this manner can be used in a race.
- 9.40 The onus is on the owner to ensure that a sail has been properly signed and dated.

10. LIMITATIONS ON THE AMOUNT OF SPARS AND SAILS A SKIFF CAN USE IN THE AUSTRALIAN CHAMPIONSHIPS

Restrictions on how many sails and masts can be registered and used at the Australian Championships:

- 10.1 An owner of a skiff must register with the Australian 13ft Skiff Association the:
- (a) 3 sails;
 - (b) 1 mast
 - (c) 1 centreboard; and
 - (d) 1 rudder
- they propose using with a skiff at the Australian Championship.

Replacement of Destroyed Equipment

- 10.3 Where a registered piece of equipment has been:

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

during an Australian Championship, an owner of a skiff may apply to the Australian 13ft Skiff Association to register a piece of equipment (called in this rule **the replacement equipment**) to replace that which has been destroyed, damaged or lost.

10.4 The 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.

10.5 Where:

- (a) an owner has made an application to register replacement equipment under sub rule 10.3; and
- (b) the equipment complies with the relevant restrictions set out in these Rules; and
- (c) the Australian 13ft Skiff 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.

11. MEASURERS AND THE SPECIFICATION COMMITTEE

Measurers

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

Specification Committee

- 11.2 The Executive Committee of the NSW 16ft Skiff Association must from time to time appoint a group of people to form the Specification Committee.
- 11.3 The Executive Committee must appoint one of the people appointed to the Specification Committee to act as the Committee's chairman.
- 11.4 Where these Rules require a matter to be considered by the Specification Committee, the Chairman must convene a number of people from the group appointed under sub rule 11.2, who have experience in the sort of matter referred to the Committee, to consider the matter.

The decision made by the group referred to in sub rule 11.4 shall be taken to be the decision of the Specification Committee and shall be final and binding.

12. OTHER CLASS RULES

Skipper and Crews

- 12.1 A skiff crew must consist of two people
- 12.2 With the exception of the exemptions allowed in rules 12.3 and 12.4, to be eligible to win or score a place in any series, championship or interclub regatta, a skipper or crew must be under twenty-one (21) years of age at the commencement of the relevant sailing season (which is defined as the first weekend of October in each year).
- 12.3 A female skipper or crew, after they reach the 21 year age restriction, as prescribed in rule 12.2, may sail in the class for a maximum of five (5) years (this period does not necessarily have to be consecutive).
- 12.4 A parent may sail with their child, providing the child is the skipper and is under the 21 year age restriction as provided for in rule 12.2 (for clarity, the exemption provided in rule 12.3 for females does not apply in this instance – ie. a parent cannot sail with any child who is 21 years or over).
- 12.5 A crew member must be a financial member of a club affiliated with a State Association.

Balancing the skiff

- 12.6 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

- 12.7 At any one time, only one (1) member of the crew can balance the skiff using the trapeze method.
- 12.8 A stirrup made from a flexible material can be affixed to the gunwale to aid the people using the trapeze.
- 12.9 The second member of the crew can only assist in balancing the skiff by using:
- (a) the gunwale; and
 - (c) swinging straps or some other support device fixed within the hull.
- 12.10 Where one member of the crew is balancing the skiff using the trapeze method, the second member can not use as a support the crew member on the trapeze.

Prohibition on Hydraulics

- 12.11 A skiff can not use hydraulics.

Prohibition on any form of bowsprit on the hull

- 12.12 No form of bowsprit shall be allowed.

APPENDICES

Where tolerances are not specified, a working tolerance can be considered of plus or minus (+/-) 10mm except where a maximum measurement is shown. Boat and sail measurers should be wary of a consistent bias in tolerances that have the objective of frustrating the objectives of the class as outlined in Clause 1 of the Class Rules.

Appendix 1 - Hull Lines Plan



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Appendix 2 – Hull Fitting Layout



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Appendix 3 – Fin and Rudder Plan

Appendix 4 - Sail Plan



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Appendix 5a,5b - Mast and Rigging Measurement Plan



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Appendix 6 – Hull and Sail Measurement Form