



Australian 18 Foot Skiff Class Rules

As amended – October 2024

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PREAMBLE

This preamble does not form part of the 18 Foot Skiff Class 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. The class rules have been framed to uphold this philosophy.

The intent and spirit of the class 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; and
- 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.

PART I - ADMINISTRATION

SECTION A – GENERAL

A.1 RULES

A.1.1 WS Equipment Rules of Sailing shall apply unless specifically stated otherwise.

A.2 LANGUAGE

A.2.1 The words "shall" and "must" are mandatory. The words "can" and "may" are permissive. The word "should" is advisory.

A.2.2 The official language of the class is English. Except for words defined herein, the meaning of any word shall be determined by reference to the Oxford English Dictionary. When there is more than one definition in the Dictionary, it is the **Class Authority** who shall determine the appropriate definition.

A.2.3 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.2.4 Components, and their use, are defined by their description or as illustrated.

A.3 ABBREVIATIONS

A.3.1 WS – World Sailing
MNA – Member National Authority
ICA – Australian 18 Footers League
ERS – WS Equipment Rules of Sailing
RRS – WS Racing Rules of Sailing

A.4 ADMINISTRATION OF THE CLASS

A.4.1 The Australian 18 Footers League (ABN 46 001 071 558) owns the 18 Foot Skiff **class rules**.

A.4.2 The ICA shall appoint an individual or committee to be the **Class Authority**.

A.4.3 The **Class Authority** is the **Certification Authority**. **Certifying a boat** is at the sole discretion of the **Class Authority**.

A.4.4 The **Class Authority** may appoint **official measurer(s)**. Such **official measurer** may or may not be a member of the **Class Authority**.

A.4.5 The **Class Authority** may charge fees for **certification** services performed and may withhold services or certificates until such fees are paid.

A.4.6 18 Foot Skiff building specifications are set and managed by the **Class Authority**.

A.4.7 The **Class Authority** manages the appointment and removal of 18 Foot Skiff registered builders.

A.5 UNITS OF MEASUREMENT AND MEASUREMENT PROTOCOL

A.5.1 The Metric System shall be used for all measurements.

A.5.2 Unless otherwise stated, linear measurements shall be taken and recorded in millimetres.

A.5.3 **Sail** linear measurements shall be taken and recorded in centimetres.

A.5.4 Weights, if used, shall be taken and recorded to the nearest 0.1kg.

A.5.5 The **Class Authority** shall determine and record measurements of any other components to a degree of precision and using methodology they determine to be practical and appropriate.

A.5.6 Competitors shall permit and assist all inspections and measurements by an **official measurer**.

A.5.7 The measuring equipment used by the **official measurer** shall be the reference device for determining compliance with the 18 Foot Skiff **class rules**.

A.6 INTERPRETATIONS

A.6.1 An 18 Foot Skiff owner may seek an interpretation by submitting a request in writing to the **Class Authority**, or the **Class Authority** may initiate an interpretation.

A.6.2 A competitor shall not rely on any advice or opinion from a member of the **Class Authority** or **official measurer** other than through a written interpretation published by the **Class Authority**.

A.7 CLASS RULE AMENDMENTS

A.7.1 The **18 Foot Skiff class rule** may be amended at any time by the **ICA**.

A.8 BOAT IDENTIFICATION

A.8.1 A **boat** identification shall be issued by the **Class Authority** when the **hull** is first certified. The **hull** shall retain the same identification number irrespective of validity of class certificate, change of ownership or any replacement of components.

A.9 CERTIFICATES

A.9.1 When the **Class Authority** concludes that the **boat** complies with the 18 Foot Skiff **class rules**, having successfully completed all the measurement checks and compliance inspections requested by the **Class Authority** or **Official Measurer**, it shall issue an 18 Foot Skiff **certificate** to the **boat** owner. A pro-forma certificate is shown in Appendix A.

A.9.2 **Boats** shall have a copy of the valid 18 Foot Skiff **certificate** available for inspection by the organising authority, **Class Authority** or **Official Measurer**.

A.9.3 An 18 Foot Skiff **certificate** becomes invalid upon the:

- (a) change to any details recorded on the certificate (note: this includes change in ownership);
- (b) date of expiry;
- (c) withdrawal of the **certificate** by the **Class Authority**; or
- (d) issue of a new 18 Foot Skiff **certificate**.

A.9.4 The **Class Authority** shall retain the original documentation upon which the current certificate is based.

SECTION B – BOAT ELIGIBILITY

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B CLASS RULES AND CERTIFICATION

B.1 A **boat** shall:

- (a) have a valid 18 Foot Skiff certificate;
- (b) be in compliance with the class rules; and
- (c) have valid certification marks as required.

B.2 CLASS MARKINGS

B.2.1 **Sails**, other than any Heavy Weather jib issued to a **boat** by the ICA or Organising authority, shall carry a **Class Authority** identification label.

B.2.2 **Hull, mast, bowsprit, daggerboard** and **rudder** blade shall carry a **Class Authority** identification label.

B.3 EVENT INSPECTION

B.3.1 A boat shall:

- (a) allow the **equipment inspector** to make appropriate inspections; and
- (b) comply with all appropriate requests from the **equipment inspector**.

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 **open 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 A **boat** shall *race* with no more than one: mast **spar**; boom **spar**; removable bowsprit; **daggerboard**; **rudder**; port wing assembly; and starboard wing assembly.
- C.1.2 A **boat** shall use only one boom **spar**; removable bowsprit; **daggerboard**; and **rudder** in a regatta or championship. The **Class Authority** may allow an exception to this rule C.1.2 in the event of unintended damage or unforeseen circumstances.
- C.1.3 The number of **sails** on a boat in a race shall not exceed:
- (a) 1 x **mainsail**;
 - (b) 1 x **headsail**;
 - (c) 1 x **spinnaker**.
- C.1.4 RRS 42.3 is changed with an addition of new rule (i):
A boat's crew may pump the mainsail for the purpose of getting the inverted battens in the mainsail to set to leeward.
- C.1.5 RRS 42.3 is changed with an addition of new rule (j):
A boat may be sculled if the sculling does not propel the boat in any direction.
- C.1.6 RRS 49.1 is changed to:
The crew shall use no device designed to position their body outboard other than a trapeze, hiking straps and stiffeners worn under the thighs.
- C.1.7 RRS 49 is changed with an addition of new rule 3):
A crew member using a trapeze shall be in contact with the boat (other than by the trapeze) at all times except in the situation of accidental movement and or a manoeuvre.
- C.1.8 A boat is not required to display any class insignia, national letters or numbers on sails (Refer RRS G2).
- C.1.9 For the purpose of registered equipment (**sail** limitations and mast **spars**), the Registered Period is the period from 5 November until the end of the next JJ Giltinan Championship.
- C.1.10 Boats shall carry:
- (a) a knife capable of cutting high modulus fibre rope. This knife shall be sheathed and secured to the port transom in such a way that it can be accessed with one hand; and
 - (b) A personal air supply secured to the starboard transom or gantry if this is supplied by the Organising Authority.

C.2 ADVERTISING

- C.2.1 As allowed by WS Regulation 20.4.1.5, and if required in the Notice of Race, **boats** shall carry advertising not exceeding 150 mm by 1,500mm and a decal of a flag indicating the country of origin of the **boat**. These shall be near the foot of the **mainsail** (on both sides) and/or on the boom. Any such advertising shall be supplied by the Organising Authority.
- C.2.2 Other than the Event Advertising described in C2.1, or restrictions detailed in the Notice of Race, there is no other limitation on advertising in these **class rules**.

C.3 CREW

- C.3.1 All races conducted by the Organising Authority are by invitation only.
- C.3.2 A **boat** shall have a minimum of three (3) **crew**.
- C.3.3 **Crew** shall be over the age of 16 years.
- C.3.4 (a) All boats entering must submit crew names for approval by the Organising Authority.
(b) A boat must declare the number of crew it shall race with prior to the scheduled warning signal of the first race in a regatta or championship. Other than as allowed by RRS 48.2, a boat shall race with this number of crew.
- C.3.5 Each **crew** shall:
- (a) Carry in a safe and accessible place a knife capable of cutting high modulus fibre rope;
 - (b) Carry a fluorescent flag if this is supplied by the Organising Authority; and
 - (c) Not wear items of apparel over the trapeze harness.

C.4 BOAT WEIGHT

- C.4.1 The dry weight of the **boat** with No.1 mast and No.1 rig sails but without:
- (a) spares, tools and required safety equipment; and
 - (b) non-essential items;
- shall not weigh less than 170 kg.
- C.4.2 Any shortfall in this weight shall be made up by lead corrector weights permanently fastened close to the centre line of the **boat** and in the following manner:
- (a) 10% of the shortfall not aft of the forward face of the bowsprit;
 - (b) 60% of the shortfall with the centres of the correctors not aft of 260mm from the mast step bearing point; and
 - (c) 30% of the shortfall on the rudder frame with the centres of the correctors not forward of the aft most vertical face of the transom.

SECTION D – MANUFACTURE CONTROLLED COMPONENTS

D.1 COMPONENTS AND IDENTIFICATION

- D.1.1 Only a manufacturer licensed or otherwise specified by the **Class Authority** shall build the **hull**, the mast-step, **daggerboard**, and **rudder**. These components shall comply with the 18 Foot Skiff building specification in force at the time of manufacture, or the components shall comply with the existing building specification.
- D.1.2 In regards to the components listed in D.1.1:

- (a) they shall be on the boat;
- (b) they shall not be modified in any way, or replaced, including any sanding or fairing, unless specifically permitted by the Class Authority. Application of branding or graphics is not considered to be modification for this purpose;
- (c) maintenance may be carried out provided that the essential shape, surface finish, characteristics and function of the original component are not affected;
- (d) repair work may be carried out, provided that:
 - repair work shall be reported the Class Authority before the boat next races, or on days of multiple races, before the next scheduled race day; and
 - the Class Authority is satisfied the work was a repair.

SECTION E – HULL

E.1 FIXED BOWSPRIT STRUT

E.1.2 The strut that attaches to the Fixed Bowsprit shall:

- (a) only connect to the **hull** between 100mm and 130mm above the keel line; and
- (b) shall be parallel sided with a maximum width of 130mm (measured at right angles to the side of the strut).

E.2 WING STRUTS

E.2.1 The maximum transverse distance of the chain plates from the **hull** centerplane shall be 1810mm. The chain plates shall be positioned on the front wing mount.

E.2.2 A **hull** that was constructed prior to 1 January 2006, or a **hull** that has written approval from the **Class Authority** may have additional struts from:

- (a) the front wing mount forward to the gunwale; and
- (b) the front wing mount to immediately forward or aft of the **daggerboard** case.

E.3 WINGS

E.3.1 Wing frames shall be constructed from the following:

- (a) up to and including 6000 series aluminium;
- (b) GRP;
- (c) carbon fibre (as FRP) up to a maximum modulus of 400GPa; and/or
- (d) Carbon fibre (as FRP) with a modulus greater than 400GPa that is specifically approved by the Class Authority. Such approval may be subject to additional limitations. A list of approved material will be available on request.

E.3.2 Wing frames shall be circular/round tubing except the outer longitudinal tubes of the frame may be elliptical tubing.

- E.3.3 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.
- E.3.4 A boat shall not have fairings on the tubing of the transverse wing frames that may improve the aerodynamics of that tube.
- E.3.5 The maximum transverse distance of the wing assembly (excluding foot straps) from the **hull** centerplane shall be 2135mm.
- E.3.6 The transverse wing frame shall be parallel with the **hull** wing mount.

SECTION F – APPENDAGES

F.1 DAGGERBOARD

- F.3.1 The top of the **daggerboard** shall have a handle or stopper so that some part of the daggerboard remains above the adjacent cockpit floor at all times while sailing.
- F.3.2 The **daggerboard** case may be packed with any material with the purpose only of ensuring that the **daggerboard** fits firmly in the **daggerboard** case. Note: As required by D.1.1, any packing in the **daggerboard** case shall not act as structural replacement for the **daggerboard** case or reinforcement of the **daggerboard** case.
- F.3.3 The **daggerboard** may be modified to have a chamfer between the leading edge and top edge of no more than 150mm from the top front edge of the **daggerboard**.

SECTION G – RIG

G.2 SPARS

- G.2.1 The mast **spar**, boom **spar**, and removable bowsprit shall be constructed from the following:
- up to and including 6000 series aluminium;
 - GRP;
 - carbon fibre (as FRP) up to a maximum modulus of 400GPa; and/or
 - For the boom **spar** and removable bowsprit: Carbon fibre (as FRP) with a modulus greater than 400GPa that is specifically approved by the Class Authority. Such approval may be subject to additional limitations. A list of approved material will be available on request
- G.2.2 The mast **spar** shall be a registered mast **spar**.
- G.2.3 A **boat** shall register a No. 1 mast **spar** whose maximum length shall not exceed 10,378 mm, and/or a No. 2 mast **spar** whose maximum length shall not exceed 9,353 mm.
- G.2.4 The mast **spar** shall be measured along the aftmost edge of the section from its **top point** to its **heel point**.
- G.2.5 The position of the gooseneck fitting pin when measured from the aft **heel point** of the mast **spar** shall be no less than 950mm on the #1 mast and 920mm on the #2 mast, applicable from the 2024/2025 registration period.

G.2.6 When a mast **spar** has been lost or damaged beyond repair at a regatta or championship, the Class Authority may authorise the replacement of the lost or damaged mast **spar** with one of similar type that complies with the 18 Foot Skiff class rules.

G.3 BOWSPRIT

G.3.1 The **bowsprit** consists of two parts:

- (a) A Fixed Bowsprit, being the structure extending forward of the stem that is bonded to the **hull** as per the **hull** building specification and that connects to the removable bowsprit detailed in G.2.1(b); and
- (b) A Removable Bowsprit, being a spar that extends forward of the Fixed Bowsprit to connect rigging and/or the tack of the **spinnaker**.

G.3.2 The Fixed Bowsprit and the two **headsail** forestay positions described in G.3.1(a) are part of the **hull**.

G.3.3 The Fixed Bowsprit shall extend between 600mm and 650mm forwards of the bow stem.

G.3.4 The Removable Bowsprit described in G.3.1(b) shall extend to between 3,750mm and 3,800mm forward of the stem.

G.4 RIGGING, FITTINGS, and FASTENINGS

G.4.1 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.

G.4.2 **Standing Rigging** (other than any connection) shall be stainless steel.

G.4.3 Standing rigging must only attach to the hull via the manufacturer supplied attachment points on the deck, wings and bow stem.

G.4.4 The adjustment of **standing rigging** while *racing* is limited as follows:

- (a) **Standing rigging** attached to the Removable Bowsprit shall not be adjusted while racing.
- (b) Other than the **forestay** (that cannot be adjusted while racing), **standing Rigging** that terminates in the top 40% (by length) of the mast **spar** may be adjusted but if adjusted, it shall only be adjusted using the termination found in G.4.3(c) or 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**.
- (c) **Standing rigging** that terminates in the lower 60% (by length) of the mast spar shall be terminated or adjusted by use of lashings, verniers, pins and/or turnbuckles.

G.4.5 The use of lashings at the ends of **standing rigging** is restricted to a total of 5 percent of the overall length of the individual wire being terminated.

G.4.6 Hydraulic systems are prohibited.

SECTION H – SAILS

H.1 SAIL LIMITATION

H.1.1 A new **sail** is a **sail** that has not previously been registered by any 18 Foot Skiff and an old **sail** is one that has been previously registered by any 18 Foot Skiff.

- H.1.2 A boat may register no more than six **sails** per Registered Period (consisting of two mainsails; two jibs; and two spinnakers), of which only three **sails** may be new sails.
- H.1.3 When a **sail** has been lost or damaged beyond repair at a regatta or championship, the **Class Authority** may authorise the replacement of the lost or damaged **sail** with an old **sail** of similar type that complies with the **18 Foot Skiff class rules**.
- The **Class Authority** may only authorise replacement of the **sail** retrospectively if the **sail** is lost or damaged within the one hour prior to a race, and both the registered **sail** and the replacement **sail** is presented to **Class Authority** with a written declaration within the protest time limit on that day.
- H.1.4 Repairs to a registered sail during the Registered Period shall be approved by the official measurer.
- H.1.5 When an old **sail** is registered then repaired or modified in the same registration period – it shall be considered a new **sail** if the body of the **sail** surface is:
- a) Replaced by more than 25% in a mainsail or Jib.
 - b) Replaced by more than 35% in a spinnaker.
- H.1.6 **Sail** limitations are assigned to a **boat** and cannot be transferred. However, owners who charter a **boat** may use their own **sail** inventory in lieu of the **sail** inventory of the lessor, whilst complying with H.1.2.
- H.1.7 The **Class Authority**, in consultation with the ICA may amend rule H on either a case by case basis, or for a specific regatta or championship held outside of Australia, if it believes the intent behind the **sail** limitations is not being achieved.

H.2 GENERAL

- H.2.1 **Sails** shall be **soft sails**.
- H.2.2 Other than as required for **sail** hardware and reefing points, intentional openings in **sails** are prohibited.
- H.2.3 The **body of the sail**, **sail reinforcements**, and **batten pockets** of a **mainsail** and **headsail** shall only be constructed from the following cloth: Mylar, Dacron, Aramid, Carbon Fibre, 3Di and Spectra.
- H.2.4 The **body of the sail** and **sail reinforcements** of a **spinnaker** shall only be constructed from Nylon material (excluding PowerKote 66).
- H.2.5 The minimum weight for the **body of the sail** of a **spinnaker** shall be 38 grams per square metre.
- H.2.6 The #1 **mainsail** (the **mainsail** that fits the 10,225mm measured mast **spar**) shall not have any reef point.
- H.2.7 The #2 **mainsail** (the **mainsail** that fits the 9,200mm measured mast **spar**) may have a reef point at 1500mm from the **tack point** and measured 90 degrees from the luff of the **mainsail** and may have one other reef point. The Notice of Race may make the 1500mm reef point on the #2 **mainsail** mandatory.
- H.2.8 No part of the mainsail shall be set lower than the upper edge of the boom **spar**, with exception to the mainsail's foot round.

H.2.9 Sail fairings aimed at improving the aerodynamics of the sail whilst reducing the drag of the hull and spars are prohibited. This includes (but is not limited to) Pocket Luff mainsails, Deck Sweeper configurations, and mainsail that fair boom.

PART III – APPENDICES
APPENDIX A – CLASS CERTIFICATE

18 Foot Skiff
Measurement Certificate

[logo]

Boat Identification Number:		
Owner(s):		
Measurement Certificate Number:		
Expiry date:		

Component ID:

Hull ID:			
Rudder ID:		Daggerboard ID:	
Mast 1 ID:		Mast 2 ID:	
Sail 1 Type and ID:		Sail 2 Type and ID	
Sail 3 Type and ID:		Sail 4 Type and ID:	
Sail 5 Type and ID:		Sail 6 Type and ID:	

Notations:

Date	Description

Validation

On behalf of the **Class Authority**, I can confirm that this **boat** has been measured in accordance with the 18 Foot Skiff class rule and has been found to be in compliance with the rule.

Representative signature:	
Representative Name:	
Date:	
Supersedes Certificate No. and date:	