

The MUSTO PERFORMANCE SKIFF is a strict One Design class

SECTION A – FUNDAMENTAL RULES

A.1 Abbreviations

MPS	- Musto Performance Skiff
ISAF	- International Sailing Federation
MNA	- ISAF Member National Authority
CIA	- MPSCA Class International Association
NCA	- National Class Association
ERS	- Equipment Rules of Sailing
RRS	- Racing Rules of Sailing
LIC	- The licensor / designer

A.2 Type of Class Rules

- A.1.1. These are closed class rules.
- A.1.2. Builders licensed by LIC with the approval of MPSCA shall manufacture the MPS in accordance with the construction manual.
- A.1.3. Any alteration of the form or construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder, unless specifically approved by the class rules, is prohibited.

A.3 Authority

- A.3.1. The International authority of the class is the MPSCA which shall Cooperate with the LIC in all matters concerning these class rules.
- A.3.2. The MPSCA, an MNA, an NCA or an official measurer is under no Legal responsibility in respect of these class rules.

A.4 Language

- A.4.1. The official language of the class is English and, in case of dispute over translation the English text shall prevail.
- A.4.2. The word “shall” is Mandatory and the word “may” is Permissive.

A.5 CIA Rules

- A.5.1. These class rules shall be read with ERS, and measurements shall be taken in accordance with these unless specified. Where a term is used in its defined sense, it is printed in **bold** type if defined in ERS and in *italic* type if defined in RRS.

A.6 Interpretation of Class Rules

- A.6.1. Any interpretation of the class rules, except as provided in A.7, Shall be made by CIA Chairman of Technical Committee, subject to Ratification by ISAF in cooperation with the CIA.

A.7 Interpretation of the Class Rules at an Event

- A.7.1. Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon As practical after the event, inform the CIA and the LIC of such a ruling.

A.8 Event Measurement

A.8.1. In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted. A sample of 5 other boats shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the CIA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred to the CIA.

SECTION B – ORGANISATION

B.1 Administration of the Class

B.1.1. The class is administered by the MPS Class International Association.

B.2 Class Fee and CIA Plaque

B.2.1. All hulls shall bear the CIA class plaque.

B.3 Certificate

B.3.1. Certificates are not issued.

B.4 Amendments to Class Rules

B.4.1. The CIA in accordance with its constitution shall propose amendments to the class rules.

SECTION C – CONDITIONS FOR RACING

The crew and the boat shall comply with the rules in this section when racing.

C.1 Identification on Sails

C.1.1. The National letters and the sail numbers shall comply with the RRS as modified by G.6.

C.1.2. The National letters and the sail numbers shall be wholly between the 2nd and 3rd batten pockets from the head point.

C.1.3. The base of the national letters and the sail numbers shall be approximately parallel to the batten pockets.

C.2 Equipment

C.2.1. Limitations

- (a) Apart from what is permitted by C.2.2, only equipment supplied by the manufacturer shall be used.
- (b) Apart from what is permitted by C.2.2.- C.2.3, no function may be extended or added.
- (c) Standing rigging shall not be adjusted when racing.
- (d) No holes may be made in the hull shell or deck mouldings, except for the purpose of making repairs – see C2.3

C.2.2. Additions, Modifications and Replacements

- (a) The hull, dagger board and rudder blade may be sanded and painted and polished, except that the shape or weight distribution of the items as originally supplied shall not be fundamentally altered.
- (b) Non-skid tape or patches made from a flexible material and no thicker than 3mm may be attached to the deck moulding.
- (c) Any modification must not require the drilling of new holes in the hull, mast, boom, bowsprit, rudder stock and foils.
- (d) Rudder bolt heads: The bolt heads on the underside of the hull may not be faired or filled.
- (e) Vang: The routing of the lines is unrestricted, but the purchase / mechanical advantage must not be increased.
- (f) Downhaul: The purchase of the downhaul may be increased to a maximum of 6:1 through the addition of additional blocks.
- (g) Forestay: The standard forestay may be replaced by a longer forestay and chain plate arrangement. An additional eye may be swaged on forestay to allow the rig to be tensioned without using the trapeze lines.
- (h) Lower shrouds: The standard supplied multi-hole adjusting plate may be replaced with an alternative adjusting device (such as the 'Sta-master' adjuster) and, the lower shrouds shortened as required. Purchase systems and those devices that can be adjusted during racing are prohibited.
- (i) Trapeze: The trapeze arrangement is unrestricted, although trapeze elastics must be routed through the wings.
- (j) Ropes: Any standard supplied rope may be tapered or replaced.
- (k) Tidy systems: There is no restriction to the addition of elastic rope and blocks or the routing to tidy mainsheet, kite halyard, vang or, downhaul.
- (l) Elastic and tape: There is no restriction to their use so long as they do not impact on the performance of the boat.
- (m) Mainsail clew attachment: The use of rope to tie down the clew closer to the boom than the clew webbing provided is prohibited.
- (n) Replacement cleats, blocks and fittings: Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible. A cleat may be replaced with a cleat of any material and, substantially the same size and design. A block may be replaced with a block of the same number of sheaves of similar or greater diameter. Ratchet blocks have no sheave diameter restrictions provided they do not alter the weight distribution of the boat.
- (o) Packing wedges: These may be fitted under the vang, downhaul and, kite halyard cleats and, shall be no greater than 10mm in thickness.
- (p) Tiller extension: The tiller extension may be replaced without any restriction as to it's design or material.
- (q) Rigging pins: The standard rigging pins may be replaced by quick-pins or any other type of pin suitable for purpose, so long as this does not add an additional function.
- (r) One mechanical wind indicator is permitted.
- (s) A compass, timing device or a combination of both including a bracket may be fitted provided that it can only provide information relating to (i) the head of the boat and, (ii) current or elapsed time. This must be removable for weighing.
- (t) A maximum of two foot loops / foot straps per wing and, the necessary drilling of holes to attach them is permitted.
- (u) Additional tufts and ribbons in the sails and rigging are permitted.
- (v) Calibration marks of any kind are permitted.
- (w) Maps, charts and means of recording courses and compass headings may be carried.
- (x) Any number of items may be may be carried on deck provided that their only function is the storage of food, drink, clothing, safety equipment or relevant tools.

C.2.3. Repairs

C.2.3.1 In the event of damage to any part of a boat, necessary repairs may be made provided repairs are made in such a way that the essential shape, construction detail or other characteristics are not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.

C.3 Buoyancy

C.3.1. The watertight integrity of the hull must be maintained.

C.4 Location of Hull Appendages

C.4.1. The dagger board and rudder blade shall each be secured by shock cord, which may have a snap hook. The shock cord may be attached to any existing fitting.

C.4.2. The holes in the dagger board and rudder blade for the lifting handles shall not be below the case/casting's top edge.

C.5 Crew

C.5.1. The crew shall consist of 1 person.

C.6 Membership

C.6.1. The crew shall be a current member of the CIA or member of a National class association duly established in accordance with the class constitution and a membership sticker must be displayed on the mast just below the lowers bracket.

SECTION D – HULL

D.1 Measurement

D.1.1 The hull shall comply with the class rules in force at the time of manufacture. Hull fittings shall comply with the current class rules.

D.2 Builders

D.2.1. Hull builders shall be licensed in accordance with A.1.2.

SECTION E – HULL APPENDAGES

E.1 Measurement

E.1.1. The hull appendages shall comply with the class rules in force at the time of manufacture.

E.2 Manufacturers

E.2.1. Manufacturers shall be licensed in accordance with A.1.2.

SECTION F – RIG

F.1 Measurement

F.1.1. Spars shall comply with the class rules in force at the time of manufacture. Rigging shall comply with the current class rules.

F.2 Manufacturers

F.2.1. Spar manufacturers shall be licensed in accordance with A.1.2.

SECTION G – SAILS

G.1 Measurement

G.1.1. Sails shall comply with the class rules in force at the time of manufacture.

G.2 Sailmakers

G.2.1. Manufacturers shall be licensed in accordance with A.1.2.

G.2.2. Sails shall not be re-cut, except as permitted in G.5.1., or otherwise changed for any reason other than effecting necessary repairs or as permitted by these class rules.

G.3 Mainsail

G.3.1. Class Insignia shall be silk-screened, glued or sewn onto the sail all within 1st and 2nd batten pockets from the head point.

G.3.2. Sail Numbers: The racing sail number shall be as set out in C.1.2. All numbers and their Positions shall be in accordance with the ISAF RRS, Appendix H1, with the exception that the specifications for boats under 3.5m shall apply. For ease of reference, the minimum heights are 300 mm.

G.4 Kite

G.4.1. The kite may be modified by having graphics cut in, which shall not extend within 800mm of the head point or tack point and shall not extend within 600mm of the luff, leach or foot. Such actions shall not alter the original shape of the sail.

APPENDIX 1– Event Rules

1.1. The minimum wind speed for starting shall be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.

1.2. Races should not start, or races in progress should be abandoned when:

- (a) Wind gusts exceed 25 Knots for more than 30 seconds.
- (b) Wind gusts exceed 30 Knots for any duration.
- (c) The race committee considers conditions are unsafe for sailing.
- (d) The wind is less than 4 Knots for more than 5 minutes.

APPENDIX 2 - Licensor / Designer

2.1. In the context of these rules the LIC shall be deemed to be the designer/copyright holder sitting in council with 2 of the principal builders or their representatives plus the President (or in his absence the Secretary) of the MPSCIA.