

SKUD 18

CLASS RULES 2014

EFFECTIVE JANUARY 2014



The SKUD 18 was designed in 2005 by Chris Mitchell.

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INTRODUCTION

SKUD 18 hulls, hull appendages, rigs and sails shall only be manufactured by builders licensed by Hansa Sailing Systems Pty Ltd in the class rules referred to as licensed manufacturers. Equipment is required to comply with the SKUD 18 Building Specification.

SKUD 18 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.

The objective of these Class Rules is to keep the absolute one design aspect of the Class by ensuring that all boats are as identical as possible in terms of construction procedures, shape of hull and appendages, weight and weight distribution, equipment, sail plan and performance

This introduction only provides an informal background and the SKUD 18 Class Rules proper begin on the next page.

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	ISAF	International Sailing Federation
	IFDS	International Association for Disabled Sailing
	MNA	ISAF Member National Authority
	IHCA	International Hansa Class Association
	NHCA	National Hansa Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the IHCA.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The IHCA may delegate part or all of its functions, as stated in these class rules, to a NHCA.

A.5 ISAF 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 CHANGES

- A.6.1 At Class Events, ISAF Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** are subject to the approval of the IFDS.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of these **class rules** shall be made by the SKUD 18 Technical Committee, subject to ratification by IHCA.

A.9 INTERNATIONAL CLASS FEE AND IFDS BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the IFDS Hull Levy.

A.10 SAIL NUMBERS

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

A.10.2 Sail numbers shall be issued in consecutive order starting at “001”.

A.11 INITIAL HULL CERTIFICATION

A.11.1 For a certificate to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by an Official Class Measurer who shall complete the measurement form (MF).
- (b) The measurement form and **certification** fee, if required, shall be sent to the IHCA.
- (c) Upon receipt of a satisfactorily completed measurement form and the **certification** fee, if required, the IHCA may issue a certificate.

A.12 VALIDITY OF CERTIFICATE

A.12.1 A certificate becomes invalid upon:

- (a) the date of expiry,
- (b) withdrawal by the IHCA,
- (c) the issue of a new certificate,

A.13 HULL RE-CERTIFICATION

A.13.1 The IHCA may issue a certificate to a previously certified **hull**:

- (a) when it is invalidated under A.12.1(a), after receipt of the old certificate, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (b), at its discretion.
- (c) in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The IHCA shall:

- (a) retain the original documentation upon which the current certificate is based.

A.15 CHANGE OF OWNERSHIP

A.15.1 Upon disposal of a boat, the previous owner shall inform the IHCA and the new owner shall inform the IHCA of their name, address and contact details.

A.16 ADDITIONAL EQUIPMENT

A.16.1 Applications for additional equipment or modifications shall be made subject to the following guidelines:

A.16.2 Applications for additional equipment or modifications to equipment shall be made in writing on the form available from the Class Website and submitted formally to the IHCA who shall consider the matter.

- A.16.3 Applications shall include the following details;
- (a) Name of applicant
 - (b) Hull number on which the equipment will be installed or used
 - (c) Description of equipment including any additional materials and location of modification
 - (d) Estimate of the total weight of the equipment
- A.16.4 Details of any permitted additional equipment shall be listed on the class website and shall be restricted to the hull, not the owner.

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

- B.1.1 The boat shall:
- (a) be in compliance with these **class rules**.
 - (b) be crewed by at least one person who is a member in good standing of their NHCA or the IHCA.
 - (c) have a valid certificate. Where a certificate has not been issued, the boat shall have a declaration of conformity with class rules.

B.2 CLASS ASSOCIATION MARKINGS

- B.2.1 A valid Class Association Label shall be fixed to the hull, foils and spars.
- B.2.2 Sails shall carry a Class Association Sail Label

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**. If something is not specifically allowed, it is forbidden. **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) The ERS Part I – Use of Equipment shall apply.
- (b) RRS 42 shall be amended as below:
RRS 42.3 is changed as follows:
- (c) A boat's crew may pump the mainsail repeatedly solely to set the battens to leeward.
- (d) RRS 50.4 Headsails shall not apply.
- (e) RRS 52 is amended so that to compensate for a sailor's disability, a boat's running rigging and rudders may be adjusted and operated using stored power, provided this does not materially change the sailing characteristics of the boat or improve the sailor's performance beyond that of an able-bodied person.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** of a SKUD 18.2 shall consist of two (2) persons.
- (b) The **crew** of a SKUD 18.3 shall consist of three (3) persons.
- (c) No **crew** member shall be substituted during an event of less than 3 consecutive days, unless approved by the Race Committee.
- (d) Where centreline seats are specified or fitted, crew (buttocks) shall remain in contact with their seat's sitting surface at all times while racing.
- (e) If one centreline seat only is fitted, one crew may use a trapeze. This changes RRS 49.1.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

- (a) The boat shall be equipped with personal buoyancy for each crew member to the minimum standard ISO 12402-4 (CE 50 Newtons), or USCG Type III, or AUS PFD 2.

C.3.3 SEATING

Seating may be produced by any manufacturer. If fitted, seating shall meet the following specifications:

- a) All seating shall be mechanically attached to the hull on the centreline via the provided tracks in a manner to avoid separation whilst under sail. Their longitudinal position is optional but shall be fixed longitudinally during *racing*.
- b) Every seat shall have restraints which shall secure the crew within the seating surface of their seat (as defined in C.3.3.c) at all times during *racing*. Every restraint shall have a quick release mechanism which shall be clearly visible for fast assistance on the water.
- c) The seating surface shall not exceed 500mm athwartships or 450mm longitudinally. Longitudinal dimension is measured from the centre of the seat back at the sitting surface to the most forward sitting surface (i.e. to the steering joystick if mounted in centre of seat). Leg rests are not part of the seat length, but can be integral to the seating. The seating surface is defined as the surface upon which the sailor sits and shall include any cushion or padding.
- d) A canting mechanism on the seat is permitted, limited to a maximum total rotation of +/- 25 degrees from vertical. Safety mechanisms to prevent uncontrolled motion of the seat shall be demonstrated. The intent of this provision is to allow for the comfort and wellbeing of a sailor and not to project weight to windward.

Canting seats shall pivot around a single point which shall be along the hull centreline, and not less than 150mm above the cockpit floor.

- e) All seating shall have a backrest and sides with a minimum height above the sitting surface of 125mm. Backrest and sides shall be of rigid construction extend for a minimum of 100% of the seat width and length respectively, measured at the seating surface. The sides of canting seats shall be within 5 degrees of vertical. The sides of non-canting seats shall be within 25 degrees of vertical. Sitting on the legrest, backrest or sides is not permitted at any time during *racing*. The intent of this provision is to allow for the comfort and wellbeing of a sailor and not to project weight to windward.

Where commercially available seats are installed to meet a sailor's individual disability, such as 'go-kart' seats or similar, the requirements of this sub-clause may be waived subject to approval of the SKUD 18 Technical Committee.

- f) Maximum seat height from the cockpit floor to the seating surface shall not exceed 450mm. Upon application to the SKUD 18 Technical Committee, an increased seat height may be allowed for individual sailors of short stature.

C.3.4 TRAPEZE

A single trapeze may be used as per C.2.1. The trapeze wires may be of either stainless steel wire of not less than 2.3 mm diameter or spectra lines of not less than 3.0 mm diameter and attached to the topmast 150mm above the hounds.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code. See ISAF Regulation 20.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) OPTIONAL (not part of hull weight unless noted)

- (1) Timing devices, mechanical wind indicators and mechanical tilt meters are permitted (permanently fixed equipment is part of the hull weight).
- (2) Compasses with brackets are permitted (fixed brackets are part of the hull weight). Electronic compasses with functions beyond heading and timing are prohibited
- (3) Mooring line.
- (4) Spares and tools.
- (5) Tuff's or ribbons in the **rigging** (part of hull weight).

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) Towing rope, floating, minimum 15 m long of not less than 6 mm in diameter run through forestay eye (part of hull weight).

C.6 BOAT

C.6.1 WEIGHT

SKUD 18.2	Minimum
The weight of the boat, seats and fixed additional equipment (e.g. servos, fixed-location batteries) in dry condition All boats shall add correctors as required to reach the assigned racing minimum weight.	400 kg
SKUD 18.3	Minimum
The weight of the boat, seats and fixed additional equipment (e.g. servos, fixed-location batteries) in dry condition All boats shall add correctors as required to reach the assigned racing minimum weight.	315 kg

The weight shall be taken excluding **sails**, but including hull appendages, spars, standing rigging, running rigging and all portable equipment as listed in C.5.

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weight** total of 5kg or less as required to bring a boat to the specified minimum racing weight shall be securely fastened between the seat tracks immediately aft of the centreboard/keel case
- (b) **Corrector weight** total of 5kg or more as required to bring a boat to the specified minimum racing weight shall be securely fastened to the following locations:
 - 20% at the king post (mast support strut)
 - 50% between the seat tracks immediately aft of the centreboard / keel case
 - 30% within the aft buoyancy chamber
- (c) If the maximum keel weight in C.8.3(b) is contravened, then three times the excess shall be added to the boat weight in the form of **corrector weights**. Corrector weights added as keel compensation shall not be included in the boat weight overall corrector weights.

C.6.3 FLOTATION

- (a) Removal of flotation material built into the hull is prohibited

C.6.4 MODIFICATIONS AND MAINTENANCE

- (a) Non-skid material may be fitted to the cockpit and deck.
- (b) The use of flexible adhesive tape to prevent wear and tear is permitted.

C.7 HULL

- (a) **Hulls and Decks** shall comply with the **building specification** in force at the time of manufacture.
- (b) Subject to authorisation by the SKUD 18 Technical Committee and in accordance with the instructions provided on the class website, modification of MkI hulls to replicate the MkII gunwale shape is permitted.

C.7.1 MAINTENANCE AND REPAIR

- (a) In the event of damage to any part of the hull, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.
- (b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification, except that the shape or weight distribution as originally supplied shall not be altered.

C.7.2 FITTINGS

(a) USE

- (1) Inspection hole covers and drainage bungs shall be securely fastened and kept in place at all times whilst *racing*.

C.7.3 LIMITATIONS

- (a) No holes may be made in the hull moulding, except as below or for the purpose of making repairs.
- (b) Only holes necessary for mounting fittings or adaptive equipment may be made in the deck mouldings.
- (c) Gennaker sheet cleats may be fixed to the deck.
- (d) Additional consoles or bridges are allowed as adaptive equipment required for sailors with a disability. The structural characteristics of the boat shall not be altered by such equipment.
- (e) Fabric spinnaker chute covers are permitted.
- (f) Any material can be added to the internal sections of the daggerboard casing to prevent movement of the fin stock in the trunk provided it does not prevent removal of the fin from the trunk, or protrude from the trunk below the waterline.

C.8 HULL APPENDAGES

C.8.1 MAINTENANCE AND REPAIR

- (a) **Hull appendages** shall comply with the **building specification** in force at the time of manufacture.
- (b) Routine maintenance such as small repairs, painting, sanding and polishing is permitted without re-measurement and re-certification. The shape or weight distribution as originally supplied shall not be altered except that repairs and adjustments to keels in order to comply with C.8.3 are permitted with the written authorisation of the SKUD 18 Technical Committee.
- (d) Aluminium rudder foils may be coated to prevent corrosion.

C.8.2 LIMITATIONS

- (a) Only one **keel** and two **rudder** blades shall be used during an event, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 WEIGHT

- (a) Maximum weight of SKUD 18.2 **bulb** is 140kg
- (b) Maximum weight of SKUD 18.2 **keel** is 160kg
- (c) Maximum weight of SKUD 18.3 **bulb** is 60kg
- (d) Maximum weight of SKUD 18.3 **keel** is 85kg

C.8.4 KEEL

(a) USE

- (1) The **keel** shall be secured in position by the mechanism provided by the manufacturer.
- (2) The fore & aft keel angle at the leading edge and hull is 90 degrees with a tolerance of +/- 10mm measured horizontally 1 metre below hull.

- (3) The vertical angle of the **bulb** is 90 degrees to the leading edge measured from a projected line between end centres with a tolerance of +/- 10mm measured vertically at both end centres.
- (4) Keel bolt plugs or covers are optional and may be replaced or removed and faired. Removal may be required for measurement purposes and replacement is the owner's responsibility.
- (5) The bulb shall be able to be separated from the fin.

C.8.5 RUDDERS

(a) USE

- (1) The rudders shall be fixed in their fully lowered position.
- (2) A rudder tie-rod shall connect the rudders or tiller arms. The length of the tie-rod shall not be adjusted while racing.
- (3) Rudder pin bushings may be fitted in the gudgeon plates.
- (4) Adjustment of the tiller arms for the purpose of helm control is unrestricted.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall comply with the building specification in force at the time of manufacture. **Rigging** shall comply with the current **class rules**.

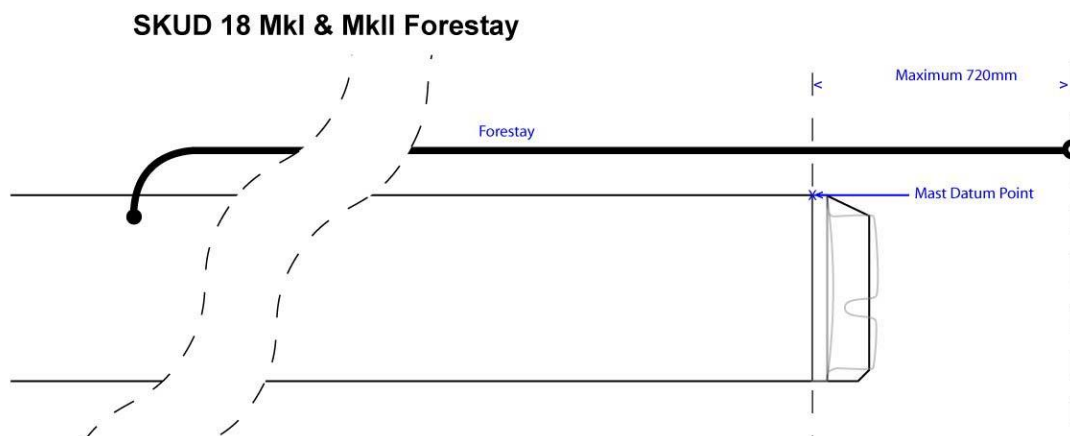
C.9.2 LIMITATIONS

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged and the race committee has approved the substitution.

C.9.3 DEFINITIONS

(a) MAST DATUM POINT

The Mast Datum Point (MDP) is the most forward point of the base of the mast tube (see illustration below).



C.9.4 MAST

(a) USE

- (1) The **spar** shall be stepped in the mast step supplied by a licensed manufacturer in such a way that the heel is not be capable of moving more than 1 mm in any direction.
- (2) The mast heel shall be secured with a bolt in the mast step to prevent movement.

C.9.5 BOOM

(a) USE

- (1) The boom support strut may be removed if the kicking strap is mounted between the boom and mast step.

C.9.6 RETRACTING BOWSPRIT

(a) USE

- (1) The bowsprit shall be capable of retracting to an extension of no more than 100mm beyond the bow when on a windward leg of the course.
- (2) The bowsprit shall be extended only when setting, flying or lowering the gennaker.
- (3) Bowsprit extensions or 'sheet-keepers' may be fitted but shall be of a flexible material and extend no more that 150mm from the outboard end of the bowsprit.

C.9.7 STANDING RIGGING

(a) USE

- (1) Stainless steel 1x7 rigging wire, links and screws may be of any manufacture.
- (2) Rigging links and rigging screws shall not be adjusted while *racing*.
- (3) If the stemhead fitting has two holes, the forestay shall be located in the forward hole. If the stemhead fitting has three holes, the forestay shall be located in the centre hole of the fitting.
- (4) Spreaders may be adjusted within the following parameters:

MkII (Selden) Mast Spreaders	Minimum	Maximum
Transverse distance between the outer edges of the shroud wires.	725mm	790mm
Distance between the aft face of the mast and transverse line between the shrouds.	165mm	210mm
MkI (Bethwaite Design) Mast Spreaders	Minimum	Maximum
Transverse distance between the outer edges of the shroud wires.	770mm	830mm
Distance between the aft face of the mast and transverse line between the shrouds.	175mm	205mm

C.9.8 RUNNING RIGGING

(a) LIMITATIONS – Control Points are defined to limit the functionality of the running rigging, but to allow adaptations for the use of the control. Any termination of function beyond the control point is open.

(b) USE

- (1) The mainsail sheet may run inside or outside the boom. No control points are defined but the sheet or bridle shall run through a block or blocks at the aft end of the boom. The mainsheet may have one or two working ends.
- (2) The mainsail halyard can be a 1:1 or 2:1 purchase at the head of the sail. The halyard shall be through the sheave in the fitting at the top of the mast and down through the mast. The point at which the halyard exits the bottom of the mast shall be the control point.
- (3) The jib sheet shall be led from the jib clew through the jib car on the jib track, and forward to at least one exit box in the foredeck which acts as the control point.
- (4) The jib halyard shall be fastened to the head of the jib, led through the exit block on the mast and down through the mast. The point at which the halyard exits the mast shall be the control point.
- (5) The gennaker sheets shall be led to the sheet blocks located aft of the shrouds on the deck of the boat. These are the control points for the sheets. The bearing point on the block shall be no greater than 925mm from the centre of the shroud terminal pin.
- (6) The gennaker halyard and bowsprit setting and retractions line shall be led from the head of the gennaker, around a block on the mast, down the mast (internal or external), around a block that sends the line forward around a block attached to the pole extension line which is the forward control point.
- (7) The gennaker tack line may be adjusted while racing.
- (8) The gennaker retrieval line shall run from the “pull points” in the gennaker, down through the gennaker sock and back to a fixed block attached to the aft bulkhead which will be the control point.
- (9) A kicking strap, if fitted between the boom and mast step, shall have purchase not exceeding 16:1 and be led to the back of the mast step which acts as the control point.
A compression vang (or GNAV), if fitted on the topside of the boom, shall have purchase not exceeding 6:1 and be led through the hole in the gooseneck, which is the control point.
- (10) The mainsail clew outhaul shall be 2:1 and led to the front of boom which acts as the control point. Elastic may be used between the mainsail clew and boom ends.
- (11) The mainsail Cunningham control shall not exceed 16:1 and shall be led to a block or blocks on the sub cockpit floor beneath the tack of the main which will be the control point/s.

- (12) The mainsheet bridle shall terminate or run through the eyestraps on each side of the aft deck which act as the control points. The bridle may be adjusted and cleated to allow for height adjustment only of the bridle turning block.
- (c) REPLACEMENT – Fittings may be replaced by those of another manufacturer but shall maintain the same function.

C.10 SAILS

C.10.1 MAINTENANCE AND REPAIR

- (a) Pryde/McDiarmid mainsails manufactured between 2006 and 2008 may be re-cut to suit a carbon mast in accordance with the instructions provided on the class website.
- (b) **Sails** shall not otherwise be re-cut or altered from their original design. Emergency repairs are allowed, but the sail shall be re-measured at the first available opportunity.

C.10.2 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib, and 1 gennaker shall be carried aboard.
- (b) Not more than 2 mainsails, 2 jibs, and 2 gennakers shall be used during any regatta or championship, except with the permission of the race committee when a **sail** has been lost or damaged beyond repair.

C.10.3 MAINSAIL

(a) IDENTIFICATION

- (1) The national letters and sail numbers shall comply with the RRS except that G.1.3.(c) is amended such that the national letters and sail numbers shall be placed adjacent to each other . Refer to Section G.3 of these **class rules**.
- (2) The national letters and sail numbers shall be wholly between the 3rd and 4th **batten pockets** from the **head** of the sail.
- (3) The national letters and sail numbers shall be approximately parallel to the lower **batten pockets**.
- (4) The class insignia shall be displayed only on the port side of the sail

(b) USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea. The halyard may be adjusted while racing.

C.10.4 JIB

(a) USE

- (1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail at sea. The halyard may be adjusted while racing.
- (2) The jib tack may be attached to the stemhead fitting by any means with no restriction on distance of jib tack to stemhead fitting. The jib tack position shall not be adjusted while *racing*.

C.10.5 GENNAKER

(a) USE

No advertising shall be placed within 1m of tack / head, nor on the front 2 luff panels.

Section D - Hull

D.1 BUILDERS

D.1.1. **Hull** builders shall be licensed by Hansa Sailing Systems Pty Ltd and approved by the IFDS.

D.1.2 DEFINITIONS

(a) HULL DATUM POINT

The hull datum point (HDP) is defined by application of the class jig to the bow..

D.1.3 IDENTIFICATION

(a) The Class Hull Identification Plaque shall be permanently attached centrally to the aft cockpit bulkhead

Section E - Hull Appendages

E.1 MANUFACTURERS

E.1.1. Manufacturers shall be licensed by Hansa Sailing Systems Pty Ltd and approved by the IFDS.

E.1.2 The **keel** shall consist of;

- (a) A **Fin** – including a lifting saddle at the head
- (b) A **Bulb** – including connecting bolts

Section F - Rigging

F.1 STANDING RIGGING

F.1.1 MATERIALS

- (a) The standing **rigging** shall be of 1x7 stainless steel wire.

F.1.2 DIMENSIONS

Forestay	Minimum	Maximum
Forestay length from centre of the bow fitting attachment point to Mast Datum Point (see illustration following)	None	720 mm
Forestay diameter	3.0 mm	-
Shroud diameter	3.0 mm	-

F.2 RUNNING RIGGING

F.2.1 MATERIALS

- (a) Materials are optional with regards to length, diameter and taper.
(b) No wire is allowed.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
(b) Jib
(c) Gennaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of manufacture.

G.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and gennakers in the **head** and shall sign and date the **certification mark**.

G.2.3 SAILMAKER

- (a) Manufacturers shall be licensed by Hansa Sailing Systems Pty Ltd and approved by the IFDS.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram below. (NOTE: A layout diagram and insignia graphics files are downloadable from the technical section of the class website - www.skud.org)



SKUD 18 Insignia - Hot Pink Pantone 812U
Insignia reads correctly from Port side

Sail Numbers & Letters - Black
Numbers & Letters read correctly from both sides

- (b) The SKUD 18.3 shall be identified by the addition of a '3' to the class insignia.



G.3.2 DIMENSIONS

	minimum	maximum
Leech length	-	6110 mm
Half width	-	1940 mm
Three-quarter width	-	1430 mm
Top width	-	760 mm
Luff length	-	6420 mm
Foot length	-	2365 mm
Primary reinforcement	-	410 mm
Secondary reinforcement	-	510 mm
Tabling width	-	45 mm

G.4 HEADSAIL

G.4.1 DIMENSIONS

	minimum	maximum
Luff length	-	4920 mm
Leech length	-	4230 mm
Foot length	-	2060 mm
Foot median	-	4605 mm
Top width	-	40 mm
Foot irregularity	-	50 mm
Primary reinforcement	-	410 mm
Secondary reinforcement	-	710 mm
Tabling width	-	45 mm

G.5 GENNAKER

G.5.1 DIMENSIONS

	minimum	maximum
Luff length	-	7350 mm
Leech length	-	6100 mm
Foot length	-	4400 mm
Foot median	-	6955 mm
Half width	-	4050 mm
Primary reinforcement	-	160 mm
Secondary reinforcement		450 mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. If something is not specifically allowed, it is forbidden. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1.1 SKUD 18 MKI PARTS LIST

Standard fittings list	Part #	Options or restrictions (Where no comment as per class rules)
Top Mast	SKUDTopMast	Licensed supplier only
Mid Mast	SKUDMidMast	Licensed supplier only
Lower Mast	SKUDLowMast	Licensed supplier only
Spreader	SKUDSpr	Licensed supplier only
Mast Tip casting	SKUDTipCast	Licensed supplier only
Mast Goosneck	RM686	
Vang Foot	SKUDFoot	Licensed supplier only
Mast Plug	SKUD Plug	Licensed supplier only
Shroud Base	RM 399HD	
Boom section	SKUDBoom	Licensed supplier only
Boom Goosneck	RM678(m)	
Bowsprit	HS4492	Licensed supplier only
Forestay fitting	SKUDFS,Chain	Licensed supplier only
Mast Step Channel	SKUDMastStep	Licensed supplier only
Gennaker Sock	HS4696	Modification or replacement with an item of similar function permitted
Rudder Pin	HS3402.1	Varying diameters permitted
Rudder Gudgeon Top	HS2391.1	Licensed supplier only
Rudder Gudgeon Bottom	HS2391.2	Licensed supplier only
Rudder	SKUDRudder	Licensed supplier only
Keel Fin	SKUDFin	Licensed supplier only
Bulb	SKUDBulb	Licensed supplier only
Hull	SKUDHull	Licensed supplier only

H.1.2 SKUD 18 MKII PARTS LIST

Standard fittings list	Part #	Options or restrictions (Where no comment as per class rules)
Lower Mast	HS4192.1	Licensed supplier only
Upper Mast	HS4192.2	Licensed supplier only
Spreader	HS4192.3	Licensed supplier only
Chainplates	HS2382	Licensed supplier only
Boom	HS4291	Licensed supplier only
Bowsprit	HS4492	Licensed supplier only
Bow Fitting	HS2397	Licensed supplier only
Mast Step	HS2399	Licensed supplier only
Gennaker Sock	HS4696	Modification or replacement with an item of similar function permitted
Rudder Pin	HS3493	Varying diameters permitted
Rudder Gudgeon Top	HS2391.1	Licensed supplier only
Rudder Gudgeon Bottom	HS2391.2	Licensed supplier only
Rudder Blade	HS3391	Licensed supplier only
Rudder Box	HS3490	Licensed supplier only
Keel Fin	HS3192	Licensed supplier only
Keel Lock	HS2396	Licensed supplier only
18.2 Bulb	HS3292	Licensed supplier only
18.3 Bulb	HS3291	Licensed supplier only
Hull	HS1090.1	Licensed supplier only
Mainsail Hyde	HS4691.1	Licensed supplier only
Mainsail Battens Hyde	HS4694	Licensed supplier only
Mainsail Horizon	HS4691.19	Licensed supplier only
Mainsail Battens Horizon	HS4694.9	Licensed supplier only
Jib Hyde	HS4691.2	Licensed supplier only
Jib Batten Hyde	HS4695	Licensed supplier only
Jib Horizon	HS4691.29	Licensed supplier only
Jib Battens Horizon	HS4695.9	Licensed supplier only
Note: Battens only to be used with sails from corresponding manufacturer		
Gennaker Hyde	HS4691.3	Licensed supplier only
Gennaker Horizon	HS4691.39	Licensed supplier only

Section J - NOTICE OF RACE GUIDE

Event Notices of Race may state in which configurations the SKUD 18 shall be sailed:

J.1. Open Two Person - SKUD 18.2. Two crew can hike, or if one sits in a centreline seat one can trapeze.

J.2. Open Three Person - SKUD 18.3. Three crew can hike, or if one sits in a centreline seat one can trapeze

J.3. Open Two Person Centreline - SKUD 18.2. Two crew both in centreline seats

J.4. IFDS Two Person - SKUD 18.2. Two crew both in centreline seats, with additional provisions specified by IFDS.

Section K – SAILING INSTRUCTIONS GUIDE

K.1 ALTERNATIVE PENALTIES

Event Sailing Instructions should include the following:

For the SKUD 18 class, rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

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