

SKEETA

CLASS RULES 2022



Closed Class Rules for Manufacturer Controlled Class

INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities.....	6
A.4	Administration of the Class	6
A.5	Rules	6
A.6	Class Rules Amendments	6
A.7	Class Rules Interpretation	6
A.8	International Class Fee and WS Building Plaque	6
A.9	Sail Numbers	6
A.10	Manufacture	7

Section B – Boat Eligibility

B.1	Class Rules and Identification	7
B.2	Event Inspection	7
B.4	Event Limitation Marks	8

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	8
C.2	Crew	8
C.3	Divisions	9
C.4	Personal Equipment	9
C.5	Portable Equipment	9
C.6	Advertising	10
C.7	Boat	10

C.8	Hull and Wing Assembly	12
C.9	Hull Appendages (Foils)	12
C.10	Rig	13
C.11	Sails	13
C.12	Foil Control System	13

Section D – Hull

D.1	Manufacturer	13
D.2	Identification	13
D.3	Materials, Construction and Dimensions	14

Section E – Hull Appendages (Foils)

E.1	Manufacturer	14
E.2	Parts	14
E.3	Materials, Construction and Dimensions.....	14

Section F – Rig

F.1	Manufacturer	14
F.2	Parts	14
F.3	Materials, Construction and Dimensions.....	14

Section G – Sails

G.1	Manufacturer	14
G.2	Parts	14
G.3	Materials, Construction and Dimensions	16

PART III – APPENDICES

Appendix 1	Sail Identification	16
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INTRODUCTION

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

Background

Skeeta has been designed as a high performance, one-design sailing dinghy with the capability to provide both foiling and displacement sailing.

Skeeta is ideally suited to young and old sailors and features 3 different rigs to allow competition for a wide range of levels of ability, age, size, and wind conditions. These are the 7.2m, 8.5m and 9.5m.

Spirit of the Class

The Skeeta Class supports inexpensive one-design racing with or without lifting foils, where the emphasis is on skill and tactics rather than equipment.

The Skeeta Class provides a fun and inclusive platform for fair and friendly competition.

The hull, wings, foils, rigs and sails which control the overall performance and safety of the boat are strictly controlled by the manufacturer, however the opportunity is retained for sailors to optimise sail controls to suit their personal preferences.

Regulation

Skeeta hulls, foils, rigs, and sails shall only be manufactured by licensed manufacturers (LM). Equipment is required to comply with the Skeeta Building Specification and is subject to an approved manufacturing control system.

Skeeta hulls, hull appendages, rigs and sails may, after having left the LM, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of Skeetas during a race are contained in section C of these Class Rules, and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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” and “will” are mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1
- | | |
|------|--|
| WS | World Sailing |
| MNA | WS Member National Authority |
| ICA | International Skeeta Class Association |
| NCA | National Class Association |
| ERS | Equipment Rules of Sailing |
| RRS | Racing Rules of Sailing |
| LM | Licensed Manufacturer |
| LIC | Licensors, namely Copyright Holders and Skeeta Design |
| SW | Skeeta Watersports Pty Ltd |
| OA | Organising Authority |
| Boat | Skeeta boat including hull, wings, rig, foils, sail, and fittings. |

Class Rules – these rules for the boat.

Originally Supplied – the boat, equipment and parts as supplied by LM, or a dealer or distributor authorised by LM to supply the boat.

Rigging Guide – the Rigging Guide provided by LIC and displayed on the SW and ICA website resources/documents section.

Building Specification – specification for building the boat as provided by LIC.

- A.2.2 In addition the following terms when used in this document shall have the following meaning:

MAINTENANCE

Maintenance shall constitute work required to retain the original condition of an item of equipment whilst compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventative maintenance which shall be taken as the systematic inspection, detection, and prevention of incipient failures before they become actual or major failures.

PAINT

Application of an additional layer or layers of a Permitted Material to the surface. The purpose of painting is to replace existing surface protection on a like for like basis. Painting may require prior preparation of the surface which may involve light abrasion but not fairing unless otherwise permitted.

POLISH

Application of small quantities of permitted polishing compounds (as published on the ICA website from time to time) on the hull, foils, and rig of the boat in order to clean and reduce surface roughness only.

SANDING

Removal, solely for the purpose of Repair of a component, of part of the outermost surface through use of an abrasive material with or without a lubricating agent, which after final repair does not alter the shape of a component or texture of the surface of the Originally supplied item.

RE-FINISHING

See painting, polishing, and sanding solely in order to complete a Repair.

CLEANING

The application of small quantities of detergents or similar agents the purpose of which is to remove residue on the surface which was not part of the original or subsequently modified surface.

FAIRING

The removal or reshaping of irregularities within the surface form.

REPAIR

Corrective action following unintended and genuine damage to a component, or a manufacturing defect. Repairs shall be carried out using only Permitted Material in the same weight and amount as Originally Supplied. Repair of a manufacturing defect shall only be made after prior approval from LM. Repairs shall constitute work required to restore the original condition of an item of equipment whilst compensating for any additional material required to return the component to its original characteristics, including by filling, sanding, and polishing. Any repair shall only be to the damaged area, and not be used to reinforce or strengthen a part.

PERMITTED MATERIAL

The same material as used in the manufacture of the relevant part of the boat and as specified in the Construction Manual. A list shall be published on the ICA website from time to time; if you are uncertain then you must consult with the LIC before proceeding.

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ICA which shall co-operate with the LIC in all matters concerning these class rules.
- A.3.2 No liability or legal responsibility in respect of these class rules or **class events** can be accepted by ICA, LIC or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 LIC has delegated its administrative functions of the class to ICA. The ICA may delegate part or all of its functions, as stated in these class rules, to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions as stated in these class rules shall be carried out by the ICA in co-operation with the NCA.

A.5 RULES

- A.5.1 These Class Rules shall be read in conjunction with the ERS (in so far as the ERS are not inconsistent with these Class Rules) and RRS.
- A.5.2 Except where defined in sections A.2.1 and A.2.2 above to the extent that they are consistent with these Class Rules the definitions in the ERS and RRS apply.
Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies, when a term is printed in “*italic*” the definition of the RRS applies.

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these class rules are subject to the approval of the ICA and LIC.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of class rules shall be made by ICA in consultation with LIC.

A.8 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

- A.8.1 In the event that the boat becomes a WS Recognised Class:
 - (a) From the date of being recognised, the LM shall pay the International Class Fee and affix the Building Plaque to the **hull**.
 - (b) Any older **hulls**, the boat owners shall pay the International Class Fee if they wish to compete in WS Events.

A.9 SAIL NUMBERS

- A.9.1 Sail numbers shall be issued by the LM of the **hull**.
- A.9.2 Sail numbers shall be issued in consecutive order starting at 001.
- A.9.3 Sail Numbers shall correspond to the hull number, unless A.9.4 or A.9.5 apply.
- A.9.4 When chartering a boat, a sailor may use a different sail number to the hull number if the sail number is from a boat that the sailor owns at the time of the event.

A.9.5 Sail numbers shall be affixed to the sail when racing in accordance with B.2 and RRS Appendix G.

A.10 MANUFACTURE

A.10.1 All **hulls, wings, hull appendages, masts, boom**, tillers and rudder stocks, **sails** shall only be manufactured by a LM (and only to the extent permitted by the LIC) and only supplied by LM or an LM authorised Distributor.

A.10.2 All production moulds used for manufacture of the boat shall be prior approved by the LIC.

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 AND IDENTIFICATION

B.1.1 The **boat** and all equipment shall comply in all respects with the **class rules** the Building Specification (save as permitted to be varied by these **class rules**) in force at the time of manufacture, and to the extent that they are not inconsistent, the ERS and RRS.

B.1.2 All **hulls, wings, hull appendages, masts, boom**, tillers and rudder stocks, **sails** shall:

- (a) only be manufactured by a LM (and only to the extent permitted by the LIC);
- (b) only supplied by LM or an LM authorised Distributor; and
- (c) in relation to those parts specified in B.1.1 carry an LM equipment label certifying it as Originally Supplied.

B.1.3 The **hull** shall display a **boat** serial number on the transom as applied supplied by the LM.

B.1.4 The **sail** shall display the boat insignia as supplied by the LM.

B.2 EVENT INSPECTION

B.2.1 For the purpose of RRS 78, **crews** are considered to be the owners.

B.2.2 The role of Equipment Inspectors at an event is to verify that equipment has been produced by an LM and has not been subsequently altered, (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for inspection.

B.2.3 Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ICA and/or LM and/or LIC for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

B.2.4 Equipment Inspectors can be nominated by ICA, LM or OA and must be approved by ICA or LM.

B.3 EVENT LIMITATION MARKS

B.3.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the Race Committee as soon as possible.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the boat shall comply with these **class rules** and the Building Specification including without limitation the following Part II when *racing*. In case of conflict Section C shall prevail.

These **class rules** are **closed class rules** where anything not specifically permitted by these **class rules** is prohibited: compliance with these **class rules** is demonstrated through original design control.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 42.3(c.2.) is amended to read:

to initiate foiling, each sail may be pulled in any number of times. Rapid and/or repetitive body movements through contact with the wing frames for the specific purpose of initiating foiling are limited to 3 consecutive body movements.

(b) ERS A.2 (Certificate), and ERS B.1 (Position of Equipment) shall not apply.

(c) RRS Appendix G1.3(c) shall not apply.

(d) RRS G1.3(a) is changed so that only one Class insignia on one side of the sail is required.

(e) RRS G1.3(b) is changed so that national letters and sail numbers are not required to be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

To be eligible to compete in any international events, including regional and Europe-cup events, and national events and championships the **crew** must be a current member of the ICA and his/her NCA, where an NCA exists.

C.3 DIVISIONS

C.3.1 Events may be conducted for Displacement or Foiling divisions.

C.3.2 In National and International events competitors may be allocated to age and gender divisions as decided by the OA.

C.3.3 In National and International events competitors will be allocated to Sail Area divisions - 7.2m², 8.5m² and 9.5m².

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

(a) Each **crew** shall be equipped with a **personal floatation device** (PFD) to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD II or equivalent standard.

(b) The use of inflatable personal floatation devices is not permitted.

C.4.2 OPTIONAL

(a) Each **crew** member may wear a helmet that shall be to the minimum standard EN1385 or EN1077 or equivalent. This may be made mandatory by the Notice of Race and/or Sailing Instructions.

(b) Each **crew** member may wear body protection. If the body protection also acts as a personal flotation device, it shall be to the minimum standard in C.4.1(a). This may be made mandatory by the Notice of Race and/or Sailing Instructions.

(c) A knife may be carried by a **crew** or attached to the **boat**.

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) Portable electronic devices, removable for weighing. Electronic devices shall not receive information, other than GPS signals from outside the boat.

(b) Camera/video recording equipment and attachments (removable for weighing). No part of the equipment or mount shall extend more than 200mm from any point of the **boat** or **crew**. Provided that the data and output from the equipment is only used onshore by the **crew** after the race and not during a race.

(c) Spare parts and tools, removable for weighing.

(d) Any additional equipment required by the Sailing Instructions or the OA.

(e) Wind indicators.

- (f) Mobile phones, only for emergency communications and provided that it is placed in a sealed bag attached to the **boat** and not accessed during the time that the **boat** leaves and returns to the beach.
- (g) bags, bottles, Velcro and tape to secure safety equipment, a paddle, loose clothing and to stow food and/or drinks and tools (as well as food, drink, tools, paddle and safety equipment).
- (h) any additional equipment required by the Sailing Instructions for the event.
- (i) a towing line provided that it is only to be attached to existing fittings or parts.
- (j) any number and design of mechanical wind indication devices may be fitted.
- (k) mounts, rope, shock cord, tape and Velcro for attaching any equipment in (a) to (j) above and the equipment referred to in C.5.2 below; the mounts may be attached to the **boat** using tape, Velcro, cable ties, bonding or sealing material; providing that attachments do not puncture the surface of the **boat** and can be removed without damage to the **boat**.

C.5.2 ELECTRONIC EQUIPMENT

In addition to the optional equipment referred to in C.5.1, where provided by the OA and stipulated in the Sailing Instructions one or more devices may be used which have the capability to measure, display, record and broadcast information relating to the boat's position, heading, header and lift information, VMG, time, and/or speed. Such devices will not provide any information or data to the crew during a race.

C.6 ADVERTISING

C.6.1 LIMITATIONS

- (a) Advertising shall only be displayed in accordance the WS Regulation 20 (Advertising Code), but the sail window shall not be covered by advertising or other material.
- (b) Advertising shall not be applied to the hull or sail where restricted by B.1
- (c) The OA may require competitors to display advertising on the boat and/or on the sail as shown in the Sponsors Area in Appendix 1.
- (d) Any advertising on the sail will only be displayed in the area below the bottom batten as shown in the drawing in Appendix 1. Any advertising that involves cutting or any alteration to a sail other than painting, printing, or attaching film shall only be put in place by the LM.

C.7 BOAT

C.7.1 GENERAL

- (a) All removable fittings such as pulley blocks, cleats, shackles, pins may be replaced in the Originally Supplied position using the same fitting and fastening as that Originally Supplied or one obtained from any

manufacturer or supplier providing that it is openly available to the general public and any replacement is a like for like type weight and size as the Originally Supplied item (except for purchase ratios for the vang, mainsheet and outhaul systems), and performs the same function and does not modify the effective **rigging** or sheeting position.

- (b) Control lines may be replaced without any restrictions to length or diameter, provided they do not add a new function unless approved by the LIC and ICA.
- (c) Replacement components affixed to the boat as supplied by the LM shall be fitted in the same position as originally supplied or a close as structurally possible.
- (d) Boats with serial numbers 1 – 20 were pre-production prototype boats (named Skeeta LE) and are allowed to race. In events, these boats may have their own division.

C.7.2 MODIFICATIONS, MAINTENANCE, AND REPAIR

- (a) The **boat**, spars, **sails**, **hull appendages**, wings, mast step, spreaders, control lines, attachment points and means, blocks, mainsheet, halyard, vang traveller, vang traveller car, vang, gooseneck, and **rigging** shall be rigged, arranged, and have the purchases as Originally Supplied and as shown in the Rigging Guide save as otherwise allowed to be changed by these class rules.
- (b) Fairing of the **hull**, **hull appendages**, **sails** or any other Originally Supplied equipment other than as specifically permitted in these Class Rules is prohibited.
- (c) Upgrades supplied by a LM may be fitted to any **boat**.

C.7.3 REPAIR

Repairs may be carried out provided the repair:

- (a) arises as a result of genuine and unintended damage,
- (b) is only made to the damaged area and to the minimum extent necessary to reinstate the item to its Originally Supplied condition and shape,
- (c) only uses Permitted Material,
- (d) complies with these Class Rules, and
- (e) is done in such a way that the shape, weight distribution, characteristics, bend, performance and function of the item as Originally Supplied are not affected.

Any repair shall not be used to reinforce an existing part, change the shape or add a function. Any repair which is substantial, or exceeds more than 5% of the total area of the item, or may alter the weight, profile, structure, air and/or water tight integrity of the item shall be referred to and be prior approved by ICA (which may impose such conditions as it considers appropriate, including stipulating the repairer) before being carried out in order to be in compliance with these Class

Rules; the ICA may require the Repair to be carried out by LM or a repairer appointed by LM. Repairs to the sail must use a similar type and weight of material to the Originally Supplied. Repair to the sail exceeding 5% of the area or which are to the luff shall only be made by LM or its designated repairer. Replacement of the entire window on a like for like basis is permitted if it is damaged beyond repair. If you are in doubt whether the damage may be repaired by you without approval of ICA you will refer full details to and consult ICA for determination by ICA.

C.7.4 LIMITATIONS

Only one **hull**, rudder stock, tiller, set of **hull appendages** (daggerboard vertical foil, main lifting foil, rudder vertical foil and rudder lifting foil), **mast**, **boom**, wand, and one **sail** shall be used in any one event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee. Not more than 1 **mainsail** shall be carried aboard when racing.

C.8 HULL AND WING ASSEMBLY

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Modifications, repairs and maintenance may be carried out but only in accordance with these Class Rules.
- (b) Repairs to chips and scratches in the hull and deck may be filled. The Repair must comply with these **Class Rules**. (Advisory note: Fairing of the **hull appendages** is not permitted except to the extent required for localised repair per this rule.)
- (c) The boat serial number shall remain legible.

C.9 HULL APENDAGES (FOILS)

C.9.1 LIMITATIONS

- (a) Foil wing tips, control system and associated fittings supplied by the LM may be changed at any time during an event.

C.9.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The foils shall not be altered in any way except as permitted by these class rules.
- (b) The vertical and horizontal lifting foils may be cleaned but shall not be altered, including the surface shape by filing, sanding, or polishing.
- (c) Foil wing tips may be sanded and polished to smooth out any damage or moulding lines. No other modification of the original part as supplied by the LM shall be made.
- (e) Any gaps or holes may be filled with any material, provided the lifting foils can be removed from the vertical as originally supplied by the LM.

- (f) Daggerboard and Rudder verticals may be tightened up in their corresponding cases by use of any material, provided they can slide up and down as originally supplied by the LM.

C.10 RIG

C.10.1 A boom tack uphaul may be fitted to the **mast**.

C.11 SAILS

C.11.1 LIMITATIONS

- (a) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit prompt hoisting and lowering of the **sail** whilst afloat without removal of any other fitting.

C.11.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these class rules. Routine maintenance to repair minor tears or stitching that do not alter the shape of the **sail** is permitted provided it complies with rule C.7.4 above. For the avoidance of doubt, **sails** shall not be recut, and the shape may not be changed or otherwise altered and no aspect of the sail may be changed for any reason other than effecting necessary repairs and as permitted by these Class Rules.
- (b) Tell tales on the **sail** are permitted in any number and location.
- (c) Sail battens are unrestricted and may be tapered and replaced at any time during an event.

C.11.3 SAIL IDENTIFICATION

- (a) The national letters and sail numbers shall comply with the RRS except where specified otherwise in these **class rules**.

C.12 FOIL CONTROL SYSTEM

C.12.1 GENERAL

- (a) Any part of the foil control system may be replaced during the event to maintain functionality provided that any replaced parts are supplied by a LM.

Section D – Hull

D.1 MANUFACTURER

The **hull** and fittings shall be manufactured in compliance with Class Rules A.10 and B.1.

D.2 IDENTIFICATION

The **hull** shall carry a serial number affixed by the LM.

D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **hull** shall comply with the building specifications.

Section E – Hull Appendages (Foil)

E.1 MANUFACTURER

The **hull appendages** shall be manufactured in compliance with Class Rules A.10 and B.1.

E.2 PARTS

- (a) Daggerboard Vertical
- (b) Rudder Vertical
- (c) Main Lifting Foil
- (d) Rudder Lifting Foil

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The foils shall comply with the building specifications.

Section F – Rig

F.1 MANUFACTURER

The **hull appendages** shall be manufactured in compliance with Class Rules A.10 and B.1.

F.2 PARTS

- (a) **Mast**, comprising of top mast section and bottom mast section.
- (b) **Boom**
- (c) **Stays**
- (d) **Spreader**

F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The rig components shall comply with the building specifications.

Section G – Sails

G.1 MANUFACTURER

The **hull appendages** shall be manufactured in compliance with Class Rules A.10 and B.1.

G.2 PARTS

- (a) 7.2m² **sail**
- (b) 8.5m² **sail**

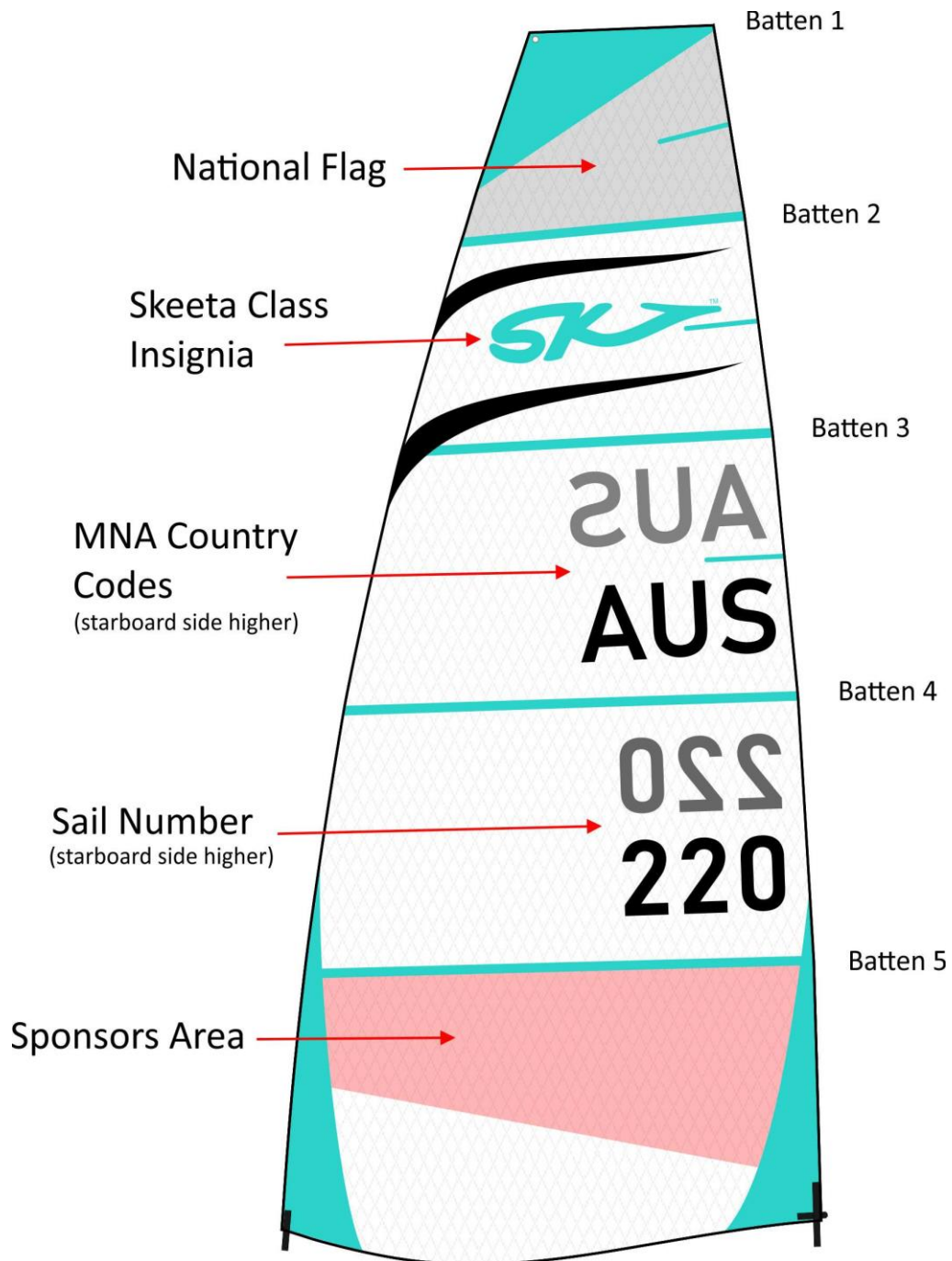
(c) 9.5m² sail

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The sail components shall comply with the building specifications.

PART III – APPENDICES

APPENDIX 1 - Sail identification



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