

# O'PEN BIC

## CLASS RULES

**2014 - DRAFT**

Open  BIC<sup>®</sup>



Closed class rules for a “one-design” class. This version has been updated to reflect the changes to the ERS 2005–2008.

Date of this version: **tbc**

The O'pen Bic was designed in 2006 by Bic Sport and was adopted as a recognised class in 2007

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# INTRODUCTION

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The objective of the O'pen Bic class is to provide an exciting format of dinghy racing for young people.

The O'pen Bic Class uses a sail boat designed by Bic Sport.

O'pen Bic hulls, hull appendages, rigs and sails are measurement /manufacturing controlled.

O'pen Bic hulls, hull appendages, rigs and sails **shall** be built by a manufacturer licensed by Bic Sport - in the class rules referred to as licensed manufacturers. Equipment is required to comply with the O'pen BIC One Design Building Specification and in the event that the O'pen BIC becomes a Recognised Class will be subject to an ISAF approved manufacturing control system.

O'pen Bic 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.

This introduction only provides an informal background and the O'pen Bic Class Rules proper begin on the next page.

# PART I – ADMINISTRATION

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## 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
- MNA ISAF Member National Authority
- OBCA O’pen Bic Class Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

### A.3 AUTHORITIES AND RESPONSIBILITIES

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

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The OBCA will delegate its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to a NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the OBCA which may delegate the administration to a NCA.

### A.5 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 VARIATIONS

- A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

## **A.7 CLASS RULES AMENDMENTS**

A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with ISAF Regulations.

## **A.8 CLASS RULES INTERPRETATION**

A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

## **A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

A.9.1 The licensed hull builder shall pay the International Class Fee.

A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

## **A.10 SAIL NUMBERS**

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

A.10.2 Sail numbers shall be issued in consecutive order starting at “1”, and may be preceded by the national letters at international events in accordance with RRS appendix G.1.1.

## **A.11 HULL CERTIFICATION**

A.11.1 Hull certificates are not issued.

## 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 CERTIFICATION

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.
- (b) have valid class association marks as required

### B.2 EVENT INSPECTION

B.2.1 General

- (a) For the purpose of RRS 78, **crews** are considered to be owners.

### B.3 EVENT LIMITATION MARKS

B.3.1 All items of a **crew's** equipment which are subject to control as per the schedule on the Regatta Equipment Control Form and which require **event limitation marks** shall be so marked.

B.3.2 Some items of equipment may receive two event limitation marks, one in a readily visible position and a second in a position

# PART II – REQUIREMENTS AND LIMITATIONS

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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**. **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 RULES

(a) RRS 42.3 is changed by adding a new RRS 42.3i: If the average wind speed is clearly over **10 knots** across the course the race committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted **except** when the boat's proper course is **close hauled or above**. This changes rules RRS 42.2(a), RRS 42.2(b), RRS 42.2(c).

(b) RRS 50.4 shall not apply.

(c) The ERS Part I – Use of Equipment shall apply.

(d) ERS Part 1 A.2 does not apply.

### C.2 CREW

#### C.2.1 LIMITATIONS

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

(b) No sailor is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the sailor must be a member of the OBCA.

#### C.2.2 WEIGHTS

(a) The total weight of the **crew** dressed in underwear shall be no more than 90 kg.

#### C.2.3 DIVISIONS

##### (a) Age / Gender Divisions

Ages are identified as from the 31st December in the year of the competition

i. U13 Division : Boy or girl under the age of 13 years old

ii. U16 Division : Boy or girl under the age of 16 years old

iii. U19 Division: boy or girl under the age of 19 years old

iv. U13 Girls Division: Girl under the age of 13 years old

v. U16 Girls Division : Girl under the age of 16 years old

vi. U19 Girls Division : Girl under the age of 19 years old

### **C.3 PERSONAL EQUIPMENT**

**Personal equipment** does not have to be produced by a licensed manufacturer.

#### **C.3.1 MANDATORY**

- (a) Each crew member shall wear **personal buoyancy** to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1, or equivalent.
- (b) Clothing and equipment worn or carried by the **crew** shall not weigh more than 4 kg when weighed in accordance with RRS Appendix H.

### **C.4 ADVERTISING**

#### **C.4.1 LIMITATIONS**

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

### **C.5 PORTABLE EQUIPMENT**

Portable equipment does not have to be produced by a licensed manufacturer.

#### **C.5.1 OPTIONAL**

- (i) Towing rope of minimum length 5 m long and a recommended thickness of 5mm may be carried by the crew. The use of the tow rope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.
- (ii) A container for holding food and beverages in accordance with RRS Appendix B.2.1 (b) may be carried.

### **C.6 HULL**

#### **C.6.1 LIMITATIONS**

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

#### **C.6.2 FITTINGS**

##### **(a) USE**

- (1) Drainage plugs shall be kept in place at all times.
- (2) The length of the toe strap may be adjusted provided that it performs the same function.



### C.6.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- (c) Repairs to the underside of the hull shall be carried out in a contrasting colour.
- (d) The underside of the hull may be rubbed down and polished.
- (e) The daggerboard cassette may be shimmed.
- (f) Additional grip pads may be added to the deck (maximum thickness 2,5 mm, black colour).

## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event, except when a **hull appendage** has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

### C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The **hull appendages** shall not be altered in any way except as permitted by these class rules.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Repairs to the **daggerboard or rudder** blade shall be carried out in a contrasting colour.
- (d) The **hull appendages** may be rubbed down and polished.
- (E) The rudder extension may be modified in term of leght

### C.7.3 FITTINGS

#### (a) USE

- (1) The **daggerboard** shock cord shall be fitted.
- (2) The **rudder** leash or an alternative security system shall be fitted.
- (3) Additional clips, leashes or ties to secure safety of hull appendages are permitted.

## **C.8 RIG**

### **C.8.1 LIMITATIONS**

- (a) Only one set of **spars** and **rigging** shall be used during an event, except when an item has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

### **C.8.2 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) The **spars** and **rigging** shall not be altered in any way except as permitted by these class rules.
- (b) The rigging may be altered totally or in part only as outlined in the Bic Race Kit Manual as described in Appendix 1
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

### **C.8.3 FITTINGS**

#### **(a) USE**

- (1) The boom **spar** may be set at any height according to the adjustment of the vario top at the head of the sail.
- (2) The use of the boom safety attachment is optional. If used, it shall be mounted as prescribed by the user manual of the O'pen Bic, with any tension applied to the Cunningham also tensioning the boom safety attachment.

## **C.9 SAILS**

### **C.9.1 LIMITATIONS**

- (a) Only one **sail** shall be used during an event except when a **sail** has been lost or damaged beyond repair. Such replacements may be made only with the approval of the Jury.

### **C.9.2 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) The **sail** shall not be altered in any way except as permitted by these class rules.
- (b) Repairs shall be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) For repairs of rips in the monofilm material, a clear adhesive patch will be used to repair the sail where the rip is less than 10 cm long. For damage covering a greater area, the whole panel may be replaced in accordance with Rule C.9.2 (b).
- (c) Battens may be trimmed by up to 5mm to improve their rotation in light airs.

### **C.9.3 SAIL**

#### **(a) IDENTIFICATION**

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

- (2) The numbers shall be placed within the 2<sup>nd</sup> sail panel from the bottom of the sail, and the letters in the 3<sup>rd</sup> panel from the bottom of the sail, in accordance with RRS appendix G1.3.
- (b) **DIVISION IDENTIFICATION**

At events where the organising authority specifies the use of identification of division, this will be made clear in the Notice of Race for that particular event.
  - (c) **USE**
    - (1) The **sail** may be positioned at any height on the mast by adjusting the length of the vario top webbing at the head of the sail.

## **Section D – Hull**

### **D.1 MANUFACTURERS**

- (a) The **hull** and fittings shall be produced by a licensed manufacturer.
- (b) The **hull** shall be produced only by using moulds in the possession of Bic Sport.

### **D.2 IDENTIFICATION**

- (a) The **hull** shall carry the unique serial number issued by the licensed manufacturer in a legible condition.

### **D.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

- (a) The **hull** shall comply with the O'pen BIC One Design Building Specification.

### **D.4 FITTINGS**

- (a) Front towing handle.
- (b) Mast cup top bracket, including Cunningham attachment point.
- (c) Front hull protection piece.
- (d) Daggerboard cassette complete.
- (e) Mainsheet attachment eyelet.
- (f) Set of deck pads.
- (g) Central footstrap.
- (h) Rudder attachment points.
- (i) Rear towing eyelets.

## **Section E – Hull Appendages**

### **E.1 MANUFACTURERS**

- (a) The **hull appendages** and fittings shall be produced by a licensed manufacturer.

## **E.2 IDENTIFICATION**

- (a) The **hull appendages** (daggerboard and rudderblade only) shall carry the unique serial number issued by the licensed manufacturer in a legible condition.

## **E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

- (a) The **hull appendages** shall comply with the O'pen BIC One Design Building Specification.

## **E.4 PARTS**

- (a) Daggerboard
- (b) Daggerboard shock cord
- (c) Rudder blade
- (d) Rudder blade head including tiller, tiller extension, rudder blade raising and lowering cords.

# **Section F – Rig**

## **F.1 MANUFACTURERS**

- (a) **Masts, booms** and fittings shall be produced by a licensed manufacturer.
- (b) The O'pen BIC Race Kit as detailed in Appendix 1 may be produced by any manufacturer.

## **F.2 IDENTIFICATION**

- (a) The **mast** shall carry the unique serial number issued by the licensed manufacturer in a legible condition.
- (b) For those masts produced in the year 2006, no serial number is necessary. However, the mast will still carry the O'pen Bic logo.

## **F.3 MATERIALS, CONSTRUCTION AND DIMENSIONS**

- (a) Masts, booms and fittings shall comply with the O'pen BIC One Design Building Specification.

## **F.4 PARTS**

- (a) Mast bottom and mast top.
- (b) Boom including clew cleat, clew attachment hook, outhaul rope, main sheet attachment webbing, boom security webbing and pulley, gooseneck arrangement.

# **Section G – Sails**

## **G.1 MANUFACTURERS**

- (a) The **sail** shall be produced by a licensed manufacturer.



## Appendix 1



### RACE KIT



#### Mainsheet Ratchet Block Attachment to Hull

Replace the existing Wichard Snaphook with a standard quick release shackle. Careful to use quick release shackles where it is impossible to lose the quick release part.



#### Cunningham Downhaul System / Boom Vang

**(A)** Add to the existing Cunningham Downhaul System :  
1 x extra single pulley + extra rope 40 cm length.  
Cunningham downhaul rope lengthened to have a total length of 360 cm (320 cm original + 40 cm extra).  
Rig the system as shown in the photo to give an extra 2 pulleys leverage on the Cunningham System.

**(B)** The extra length of the Cunningham Line may be secured to the Mainsheet Ratchet Block Attachment to facilitate use, particularly in strong winds.



#### Cunningham Tension Release System

To facilitate the release of the Cunningham Tension, two solutions exist :

- (a)** An additional « Release Line » of 60 cm may be added to the Cunningham with 2 x small shackles as per the photo, or
- (b)** No additional line is added, and the cleat on the Cunningham is simply placed on the top of the plate as per the photo.

## RACE KIT



### Outhaul and Top Mainsheet Pulley

- The top mainsheet pulley may be lowered with an extra rope, Maximum length = 20 cm.
- The release shackle at the bottom of the mainsheet, may be inverted so that is at the top of the mainsheet and attached directly to the boom. No change to the number of release shackles on the mainsheet shall be made.
- Up to 3 extra pulleys may be added to the outhaul system:
  - 1 pulley between the existing and an extra piece of rope. Length = 120 cm.
  - 1 pulley located at the clew end of the boom, to replace the existing boom eyelet.
  - 1 pulley to be attached to the clew webbing of the sail.



