



O'PEN BIC

CLASS RULES PROPOSAL

2016

2017

Open  BIC



The O'pen Bic was designed in 2006 by Bic Sport and was adopted as an International Class in 2008.

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INTRODUCTION

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 WS 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.

Section A – General

A.1 LANGUAGE

- A.1.1 –The official language of the class is English and in case of dispute over ~~trans-~~[lationtranslation](#) 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 WS World sailing
MNA WS 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 WS which shall co-operate 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 WS, the OBCA, or its delegated representatives.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS will delegate its administrative functions of the class to OBCA.

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) – WS 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 WS in accordance with WS Regulations.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretation of **class rules** shall be made in accordance with WS Regulations.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The OBCA shall pay the Annual Class Subscription Fee; Bic Sports shall pay the plaque (builders) fee.

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: [in a readily visible position.](#)

~~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

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) If the average wind speed is clearly over ~~40~~ 12 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 on a windward leg.~~ This changes rules RRS 42.2(a), RRS 42.2(b), RRS 42.2(c).
- (b) ~~RRS 50 shall not~~OBCA expressly authorize up to 5 races per day/division
- (c) The direct umpiring using WS OBic Add Q shapp apply in all the OBic international events. For the OBic national event the OBCA support the same.
- (ed) The ERS Part I – Use of Equipment shall apply.
- ~~(d)~~ (e) 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 an 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 any other NCA or 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 in World and Continental Events

- Ages are identified as from the 31st December in the year of the competition
- U13 Division : Boy or Girl under the age of 13 years old~~girl under the age of 13 years old~~
 - ~~U16 Division : Boy or girl under the age of 16 years old~~
 - ~~U19 Division: boy or girl under the age of 19 years old~~
 - ~~U13 Girls Division:~~
 - ~~U16 Girls~~
 - U17 Division : Boy or Girl under the age of ~~16~~17 years old
 - ~~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 9 kg when weighed in accordance with RRS Appendix H.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with WS Advertising Code.

C.5 PORTABLE EQUIPMENT

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

C.5.1 OPTIONAL

- (i) ~~Towing~~Floating towing rope of minimum length 57 m long and a recommended thickness of 78 mm may be ~~carried by the crew~~securely fixed at mast while all time when afloat. The use of the tow rope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.

Optional

- (ii) A container for holding food and beverages in accordance with RRS Appendix B.4.43 may be carried.
- (iii) Timing devices
- (iv) Camera recording equipment and attachments and/or race tracking equipment where permitted by the OBCA, Notice of Race and/or Sailing Instructions and removable for weighing.
- (v) Manual wind indicator mounted at the top or front of the mast

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 Race Committee.

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

The following is permitted without the approval of the OBCA Technical Committee. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (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).

g) The use of shock cord or adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function.

(h) Tails of control lines may include a single small handle or a ball.

(i) The toe strap may be replaced with a toe strap of any material and of substantially the same size and design

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 Race Committee.

(b) While racing the rudder blade must be fully down during all time. ~~except briefly while cleaning.~~ However it may be raised momentarily to clear sea weed or other floating objects.

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 tiller extensions may be replaced with different length extensions and any material except carbon

(f) If the rudder attachment points have to be repaired or replaced they will be repaired in such a way that the original rudder can be used and secured against loss

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 Race Committee.

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)(c) 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.~~

~~d) All pulley's or blocks may be replaced with a block of the same number of sheaves of similar or greater diameter from any manufacturer or supplier of substantially the same size and design.~~

(e) 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 Race Committee.

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).

(ed) 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~~Sail numbers shall comply with the RRS

~~except where prescribed otherwise in these class rules.~~

(2) The numbers shall be placed within the ~~2nd~~3rd sail panel from the bottom of the sail, ~~and the letters in the 3rd panel from the bottom of the sail, both side (starboard higher),~~ in accordance with RRS appendix G1.3.

(3) In modification of RRS appendix G1.1 national letters denoting her national authority can be replaced by sticker of the national flag in at the trailing edge of the 2rd panel from the bottom of the sail both side (starboard higher). The dimensions of the sticker have to be at least 210 x 297 mm (appr. A4 paper size).

(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.

(b) If the hull appendages were produced without a serial number no serial number is necessary

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.

G.2 IDENTIFICATION

- (a) The **sail** shall carry the class insignia applied by the manufacturer.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- (a) The **sail** shall comply with the O'pen Bic One Design Building [Specification](#).
~~Specification.~~

- (b) The ~~O'pen -BIC -One -Design -Building -Specification-~~ includes ~~two~~ sail designs: a ~~former~~[4,5sqm](#) and a [3,8sqm](#) sail ~~delivered until end July 2007 and the current sail both manufactured by a licensed supplier.~~ Both sails shall be accepted in [the International O'pen BIC Class competition](#).
~~(c) In O'Bic - event only one sail can be used in one division~~

G.4 FITTINGS

- (a) Vario ~~Top-top~~.
(b) Battens.
(c) Batten end adjuster.
(d) Downhaul Tack Pulley.

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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.



Outhaul and Top Mainsheet Pulley

Lower the top mainsheet pulley with an extra rope, Maximum length = 20 cm.

Add 2 pulleys extra leverage on the outhaul : 1 x additional single pulley + 120 cm extra rope.

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,
- 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.



Outhaul and Top Mainsheet Pulley

Lower the top mainsheet pulley with an extra rope, Maximum length = 20 cm.

Add 2 pulleys extra leverage on the outhaul : 1 x additional single pulley + 120 cm extra rope.

RACE KIT – proposed change

Mainsheet Ratchet Block Attachment

Replace the existing snaphook with a standard quick release shackle or a snap shackle with or without swivel. Be careful to use quick release shackles where it is impossible to lose the quick release part.

Cunningham Downhaul....

A) Add to the existing Cunningham Downhaul System:

1 x extra single pulley.

Cunningham downhaul rope can be lengthened from the original 320cm without restriction.

Rig the system as shown in the photo to give an extra 2 pulleys of leverage on the Cunningham System.

B) The extra length of the Cunningham Line may be secured with shockcord to the Mainsheet Ratchet Block attachment or toe strap/ toe strap attachments 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- 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.

The release line may be secured with shockcord to the Mainsheet Ratchet Block attachment or toe strap/ toe strap attachments to facilitate use.

Outhaul and top Mainsheet Pulley

1. Lower the top mainsheet pulley with an extra rope, maximum length 20cm.
The rope can be attached to the main sheet attachment webbing with a snaphook or shackle.
2. Add 2 pulleys extra leverage on the outhaul: add 1 additional single pulley and the rope can be lengthened from the original without restriction.
3. Outhaul fairlead on the end of the boom can be replaced with a single cheek block.
4. A shock cord can be used between the outhaul eyelet and the boom.



