



INTERNATIONAL
BENETEAU FIRST 18 SE (Seascape Edition)
& SEASCAPE18

CLASS RULES

Version 6.0 / Jan 2022



INTRODUCTION

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

International Beneteau First 18 SE & Seascope18 class has been created as a strict One-Design class where the true test when racing is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained even if the branding of the boat has been changed.

Original Seascope18 was in September 2018 rebranded to Beneteau First 18 and, in January 2021, to Beneteau First 18 SE (Seascope Edition), hereinafter Beneteau First 18 SE & Seascope18.

2008 - 2018



2018 - 2021



2021



Despite the branding changes, all Beneteau Firsts 18 SE & Seascopes18 are built under the same Beneteau First 18 SE & Seascope18 Building Specifications.

Hulls, hull appendages, and rigs are manufacturing controlled. Sails are controlled by measurement.

Hulls, hull appendages, and rigs shall only be manufactured by a licensed manufacturer.

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.

Sails may be manufactured by any sailmaker. Race organizers may require that sails shall be measured by an approved measurer and appropriate markings placed on the sails to show sail measurement has been performed and that sails comply with these class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the manufacturing process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.

Please Remember:

IF THESE RULES DO NOT SAY YOU CAN — THEN YOU CANNOT!

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PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 BRANDING CHANGES

- A.1.1 If not explicitly defined otherwise, these class rules are covering all boats build under branding names Seascapes18, Beneteau First 18 and Beneteau Firsts 18 SE – Seascope Edition, from hereinafter called Beneteau First 18 SE & Seascope18.

A.2 LANGUAGE

- A.2.1 The official language of the class is English, and in case of dispute over translation, the English text shall prevail.
- A.2.2 The word “shall” be mandatory, and the word “may” be permissive.

A.3 ADMINISTRATION OF THE CLASS

- A.3.1 Administrative functions of the class are conducted by the license holder – who may delegate part or all its functions, as stated in these class rules, to a national member.

A.4 WORLD SAILING RULES

- A.4.1 These class rules shall be read in conjunction with the World Sailing Equipment Rules of Sailing (ERS) found on the website of World Sailing.
- A.4.2 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 “*italic*”, the definition in the RRS applies.

A.5 CLASS RULES INTERPRETATION

- A.5.1 Interpretation of class rules shall be made in accordance with the World Sailing Regulations.

A.6 SAIL NUMBERS

- A.6.1 Class sail numbers are automatically defined by the last three digits of hull number, as defined in point B.2.1.
- A.6.2 A boat may compete with a sail number issued by the national sailing federation if the number doesn’t overlap with the class-specific sail number. If so, it must be changed to a class-specific sail number.

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 COMPLIANCE

- B.1.1 The boat shall be following these class rules and Beneteau First 18 SE & Seascope18 Building Specifications.
- B.1.2 Any deviation to the existing Building Specifications must be confirmed by the International First 18 SE & Seascope18 Class Association in written form prior to its implementation.
- B.1.3 In the event of a dispute alleging non-compliance with class rules where specific measurements are not stated, the following procedure shall be adopted:
 - (a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from 3 boats or items of equipment, which are not the subject of the dispute.
 - (b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
 - (c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the sample, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.2 CLASS ASSOCIATION MARKINGS

- B.2.1 Each boat shall have a builder's hull identification mark on the right side of the transom.
 - (a) The format of the mark for Seascopes18 is SI-SSCXXXXXAB-CD, where XXXXX represents hull number, A month of build, B year of build, C month of the introduction of the model, D year of introduction of the model.
 - (b) The format of the mark for Beneteau Firsts 18 is FR-SPBFYXXXABCD and BEYFYXXXABCD, where XXX represents hull number, A month of build, B year of build, C and D model year.
 - (c) The format of the mark for Beneteau Firsts 18 SE (Seascope Edition) is SI-SSCFYXXXABCD, where XXX represents hull number, A month of build, B year of build, C and D model year.

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

C.1.2 Limitations

- (a) The Beneteau First 18 SE & Seascope18 shall only be raced with a hull, hull appendages, rig, bowsprit and **boom** as supplied by the licensed manufacturer and conforming to these rules.
- (b) Where specified in these class rules, parts or equipment may be replaced, providing that the replacement is of similar weight, size and type and performs the same function. The replacement parts or equipment may be obtained from any supplier.

C.2 CREW

C.2.1 Limitations

- (a) The crew shall consist of 2 or 3 persons of combined weight measured in light sports clothes of 270kg or less.
- (b) No crew member shall be substituted during an event without written approval by the Jury or race committee. The substitute shall have the same weight as the **crew** member that is going to be replaced, within a tolerance of +/- 5kg,

C.2.2 Positioning

- (a) No crew member shall sit with their legs outside of the boat.
- (b) No crew member shall be positioned forward of the mast except for momentary untangling or repairs of sail or equipment.
- (c) Crew members shall be seated while sailing with both feet on the cockpit or in foot straps except for sail handling manoeuvres.
- (d) When tacking or gybing, the crew shall not hang, push or pull on the shrouds, mast or any other item to promote the manoeuvre.

- (e) The foot straps shall be adjusted so that they do not lift for more than 50cm from the cockpit floor at any location.
- (f) The foot straps may be shock-corded to pull out any slack.
- (g) No device, method or sheet may be used to implement or assist hiking or sitting outboard other than the actual working sheet and the foot straps as positioned by the licensed manufacturer.

C.3 PERSONAL EQUIPMENT

C.3.1 Mandatory

- (a) The boat shall be equipped with personal flotation devices for each crew member to the minimum standard ISO 12402-5 (CE 50 Newton), or USCG Type III, or AUS PFD 1.

C.4 ADVERTISING

C.4.1 Limitations

Advertising shall only be displayed in accordance with Category C of the World Sailing Advertising Code. (See World Sailing Regulation 20)

C.5 PORTABLE EQUIPMENT

C.5.1 Mandatory

- (a) One bucket of minimum volume 9 liters on a rope with a minimum 2m in length and 4mm in diameter.
- (b) Hand water bailer
- (c) Sponge
- (d) One anchor and chain combined not less than 6kg in weight with at least 30m anchor line with a minimum diameter of 8mm.
- (e) One paddle with a minimum length of 150cm
- (f) 4 fenders with a minimum circumference of 30 cm or comparable.
- (g) 2 mooring lines of 10m with a minimum diameter of 8mm

C.5.2 Optional

- (a) Electronic or mechanical timing devices
- (b) One compass, timing device or a combination of both may be fitted provided they can only provide information relating to the boat's heading, current or elapsed time, depth and **boat** speed.
- (c) GPS devices, if they provide only position, speed, course, user-entered waypoints or computations of these values.
- (d) Water bottle holders
- (e) Wind indicators

- (f) Sheet bags may be added to the boat to stow equipment, food, tools, and or drinks.
- (g) Any system of tape, rope, clips or covers intended only to prevent equipment from loosening and to prevent sails tearing.
- (h) The carrying of loose ropes, fenders, spares, internal buoyancy and safety equipment is unrestricted, provided their fixing does not change the structural properties of the boat and gives no performance advantage.
- (i) Charts and means of recording compass headings.
- (j) Rope, bags, tape or fittings to secure safety or other equipment.
- (k) Telltales may be added to any part of the rig, mainsail, asymmetrical spinnaker or jib.
- (l) The method of attaching sheets to the spinnaker is unrestricted, provided that the **sail**, when flown, will not fly further than 20cm from the intended sheet rope.
- (m) The use of Velcro, shock cord, Teflon tape, flexible adhesive tape, rope, stainless rings, and shackles is unrestricted if this does not modify the sheeting angle of any sail when loaded or restrict the intended purpose of any equipment.
- (n) The method of attaching any fitting to the boat is unrestricted but shall not modify the fittings position, the effective operation of the fitting, nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.
- (o) Weed sticks of optional design may be carried on board for the removal of weeds from the rudder.

C.6 BOAT

C.6.1 Alterations

No performance advantage shall be obtained from any replacement, addition or repair permitted by these class rules.

- (a) Replacement for any boat equipment, including but not limited to hull appendages, rig, bowsprit, boom, hatches, and custom fittings and hardware, shall be only done by those produced by a licensed manufacturer.
- (b) Repairs and maintenance including but not limited to painting and sanding, may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are maintained.
- (c) Maintenance may include the replacement of fastenings with alternatives from any supplier, provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 Modifications, maintenance and repair

- (a) Gelcoat finish from 50mm above the waterline to include the bottom of the hull may be lightly abraded to apply epoxy barrier coat and anti-fouling paint. If an epoxy barrier coat is applied, anti-fouling paint must also be applied.
- (b) Waxing and polishing of the hull are permitted, provided the intention and effect is to polish the hull only.
- (c) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness, or shape variation, or other advantage has been gained because of the repair.
- (d) Any work intended or with the effect of lightening the hull or improving shape or performance beyond the original is not permitted.

C.7.2 Fittings

- (a) Inspection hatch covers and drainage plugs shall be always kept in place.
- (b) The main hatch shall remain closed with neoprene or another watertight seal except when accessing stored equipment.

C.7.3 Limitations

- (a) Fittings shall remain in factory-installed locations except that:
 - (1) A drain plug may be installed in the transom
 - (2) The jib sheet cleat angles may be changed.
 - (3) Adjustments via shackles, lashings or new jib halyards may be made to adjust jib height off the deck.
 - (4) Mainsheet can be led to the ratchet in the middle of the cockpit on the cockpit floor instead of under the boom. For that purpose, an extra block may be fitted on the stern of the boat.
 - (5) A jib sheet track may be mounted alongside the edge of the cabin roof with a maximum 2 cm offset of its centerline to the edge of the cabin roof. The longitudinal position is only limited in the way that there shall be a gap of 2cm between the sheets swivel pedestal and the end cap of the track. The length of the track is limited to 465mm. (depicted in Appendix B)
- (b) Replacement of the following items is permitted. Parts may be obtained from any supplier.
 - (1) All deck gear – diameter of blocks may be changed, and normal blocks can be changed to ratchet blocks.
 - (2) Inspection hatches
 - (3) Sails and sail battens

(4) Shackles, pins, bolts

C.7.4 Additions & Alterations to Hull

The following additions and alterations are permitted:

- (a) Non-skid material of any kind may be added to the cockpit floor and deck. Thickness shall not exceed 5mm.
- (b) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (c) Trim marks

C.8 HULL APPENDAGES

C.8.1 Modifications, Maintenance and Repair

- (a) Waxing and polishing of the hull appendages are permitted, provided the intention and effect are to polish the hull appendages only.
- (b) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness or other advantage has been gained because of the repair.
- (c) Any work intended or with the effect of lightening the hull appendages or modifying their shape is forbidden.
- (d) The keel may be protected against corrosion by plastic coating, glass fibre fabric, resin and paint, up to a total layer thickness of 2mm.

C.8.2 Keel

- (a) The keel shall be lowered down to its racing position and may only be raised for the purposes of re-floating when aground, after which it shall be lowered to a racing position at the earliest opportunity. The keel angle shall not change throughout the race.
- (b) The racing position is between 85 degrees to the waterline and the position where the keel lock pin can be inserted and secured.
- (c) The plastic wedges on the head of the keel may be modified or changed to prevent keel movement but shall not alter the keel position.
- (d) The keel may be aligned to the centerline of the hull.
- (e) Any method of closing the keel slot on the bottom of the hull may be applied if it doesn't prevent keel movement from 0 (fully up) – 85 (fully down) degrees.
- (f) Eligible for racing are standard keel and short keel versions without any compensation
- (g) In deviation to rule C.8.1.d, boats from hull number 300 to 515 are eligible for racing with their keel with infusion moulded GRP coating as delivered by the yard. These boats may remove the GRP coating without modifying the metal part and apply corrosion protection according to C.8.1.d. Otherwise, surface treatment of those keels is limited to epoxy barrier

coat and anti-fouling paint. If an epoxy barrier coat is applied, anti-fouling paint must also be applied.

- (h) Boats prior to that specific range of hull numbers that exchanged their keel to one GRP- coated by the yard may apply to be recognized for the exception according to rule C.8.2.g as well at their NCA.

C.8.3 Rudders

(a) Use

Rudders shall be positioned in lowered position – top of the rudder shall not extend more than 2 cm from the top edge of the rudder box – and may only be raised for the purposes of re-floating when aground or removing weed or trash from the blade after which it shall be lowered to a racing position at the earliest opportunity.

(b) Fittings

- (1) Only rudder fittings, designed and manufactured by a licensed producer, shall be used. Additional reinforcement may be added inside the rudder post.
- (2) Adjusting of upper rudder fixing points is permitted.
- (3) Tiller extensions may be replaced with an optional design from any manufacturer.

C.9 RIG

C.9.1 Modifications, Maintenance and Repair

- (a) The rig shall not be modified in a way to alter the bend characteristics of the mast.
- (b) The rig shall not be altered in a way to reduce the weight aloft.
- (c) Replacement of the cleats and sheaves is permissible by any supplier, provided their size remains the same.
- (d) Sanding and furnishing with UV protective colour are permitted to protect the mast from UV deterioration if it doesn't change mast bend characteristics or reduces mast weight.

C.9.2 Fittings

- (a) A protective pad may be added to the mast and the boom to protect them from the clew of the jib or other wear.
- (b) A wind direction indicator may be fitted to the top of the mast.
- (c) The use of a shock cord on the rig is unlimited.
- (d) The use of tape of any kind is unlimited.
- (e) Protective padding may be added to the end of the boom.

C.9.3 Limitations

- (a) Only one set of spars and standing rigging shall be used except when an item has been lost or damaged beyond repair.

- (b) Only mast, boom and bowsprit, designed and manufactured by a licensed producer, shall be used.
- (c) The length of standing rigging can be changed. Shrouds and turnbuckles are permissible by any supplier.

C.9.4 Bowsprit

- (a) Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until TWA has become larger than 90 degrees. If for a wind shift, or any other reason, the spinnaker is flown on a 'windward' leg, then the bowsprit shall be fully extended, and the spinnaker set before the boat reaches the zone at a mark.
- (b) When the bowsprit is extended, the boat shall be in the process of a continuous hoist or flying or dropping the spinnaker.
- (c) In its fully extended position, the tip of the bowsprit shall not extend more than 150cm over the bow of the boat.

C.9.5 Standing Rigging

- (a) All stays shall be 4mm 1X19 stainless wires. The length of all stays is optional.
- (b) Dyform rigging is forbidden.

C.9.6 Running Rigging

- (a) All rope diameter and materials are optional. Tapered sheets are allowed.
- (b) Purchase systems can be changed to any ratio if they don't change the sheeting angles of the sails.

C.10 SAILS

C.10.1 Modifications, Maintenance and Repair

- (a) Sails shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as repairing tears is permitted without re-measurement and re- certification.

C.10.2 Limitations

- (a) Not more than one mainsail, one jib, and two asymmetrical spinnakers shall be carried onboard.
- (b) Not more than one mainsail, two jibs, and two asymmetrical spinnakers shall be used during an event.
- (c) While two jibs and asymmetrical spinnakers may be used during an event, only one is allowed to be used in one day of racing. Jibs shall also differ in their respective sail area for at least 15%. The second sail may be used on the same day if the first suffered irreparable damage.

C.10.3 Mainsail

- (a) Identification:

- (1) RRS Appendix G1.3.C will not apply. National code may be positioned instead in one row with the sail number.
 - (2) The sail number shall be displayed on each side of the mainsail in accordance with the rule:
 - The minimum height of the letters is 300 mm.
 - The minimum distance between the letters is 60 mm.
 - Either number format is NNN XXX, where NNN stands for national code as in RRS Appendix G, and XXX for hull number according to rule B.2., or a number provided by the national sailing federation.
 - The number should be positioned between the 2nd and 3rd batten, counting from the foot of the mainsail.
 - Sail number shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
 - (3) The class insignia shall be the Seascope18 logo as depicted in Appendix A and shall be displayed on each side of the mainsail between the 3rd and 4th batten counting from the foot up.
- (b) Use
- (1) While racing, the mainsail shall not be set in a way that the Head Point extends over the top end of the **sail** track. A fixed mechanical stopper device may be added to the mast to avoid setting the sail too high.
 - (2) The mainsheet bridle – A-frame – shall not be adjustable while racing.

C.10.4 Jib

- (a) The sail shall be roller furling.
- (b) The sail shall have a zipper luff and be zipped around the forestay.
- (c) The sail shall not be set in a way to inhaul or outhaul the clew or change the sheeting angle except for the purpose of manoeuvring.
- (d) Multiple clew points at the jib are allowed in case that boat is using a single sheeting position on the deck.
- (e) If using a jib sheet track, only a single clew point at the jib is permitted to be used.
- (f) A continuous adjustment of the sheeting angle is not allowed in any case.

C.10.5 Asymmetrical Spinnaker

- (a) Identification:
 - (1) The sail numbers are not required on the spinnaker.
- (b) Use:

- (1) The sail shall be hoisted from and dropped to the snuffer bag on the left side of the deck. Snuffer bag can be of soft fabric of any design or manufacturer if its function is solely storage of spinnaker.
- (2) Spinnaker can have optional number and position of retrieving points.
- (3) In hauling or out hauling of the asymmetrical spinnaker in any way is prohibited.

SECTION D – SAILS

D.1 GENERAL

D.1.1 Rules

Sails shall comply with the class rules in force at the time of certification.

D.1.2 Certification

The official measurer shall certify mainsails and headsails in the tack and spinnakers in the head and shall sign and date the certification mark.

D.1.3 Sailmakers

No license is required.

D.2 MAINSAIL

D.2.1 Construction

- (a) The construction shall be soft sail, woven ply and/or laminated ply made from one or more of the following materials: Dacron, Polyester
- (b) The sail shall have five battens and one functional reef.
- (c) Battens shall be made from fibreglass stick of uniform section, 8mm in diameter. The front end may be tapered at a length of 10cm to fit the battens into their end caps.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, windows, telltales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (e) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

D.2.2 Dimensions:

- (a) Maximum dimensions defined according to World Sailing ERS Section G.7:
Foot Length: 290cm
Quarter Width: 260cm
Half Width: 230cm
Three-Quarter Width: 185cm
Top Width: 130cm
Leech Length: 730cm
- (b) The minimum weight of complete sail excluding battens and Velcro straps shouldn't be less than 5.0kg.

D.3 HEADSAIL

D.3.1 Construction

- (a) The construction shall be soft sail, woven ply and/or laminated ply made from one or more of the following materials: Dacron, Polyester.
- (b) The headsail shall have up to 3 batten pockets in the leech. The battens shall be aligned parallel to the luff to allow for the jib to be furled. Battens shall be made from fibreglass sticks.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, zippers, batten pocket, elastic, batten pocket patches, batten pocket end caps, cleat on leech and luff, windows, telltales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

D.3.2 Dimensions:

- (a) Maximum dimensions defined according to World Sailing ERS Section G.7:
Luff Perpendicular: 230cm
Half-Width: 130cm
Three-Quarter Width: 80cm
Top Width: 10cm
- (b) The minimum weight of complete sail, including battens, should not be less than 2,8kg

D.4 ASYMMETRICAL SPINNAKER

D.4.1 Construction

- (a) Sail shall be built from 0.75oz Nylon or heavier of any colour.
- (b) The construction shall be soft sail, single ply sail.
- (c) The body of the sail shall consist of the same woven ply throughout.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable rules.
- (e) Windows are permitted below half height.

D.4.2 Dimensions

- (a) Maximum dimensions defined according to World Sailing ERS Section G.7:

Luff Length: 855cm

Leech Length: 675cm

Foot Length: 540cm

Half Width: 505cm

PART III - APPENDICES

APPENDIX A

Class insignia:



APPENDIX B

Jib track position:

