

ROYAL BURNHAM ONE DESIGN CLASS

CLASS RULES

Amended after EGM on 01 March 2015

INTRODUCTION

The RBOD Class was designed and built in the 1930s and, over the years, boats have been rebuilt, modified and generally developed so the Class is no longer truly One-Design.

The purpose of these rules is to define the measurements of the RBOD hulls, hull appendages, rigs and sails so the boats will be maintained as closely as possible to the original traditional design concept but taking into account the development of modern materials and techniques. It is accepted that the Class cannot be pure One-Design but the aim of these rules is to ensure reasonably fair and equitable racing.

Rules regulating the use of equipment during a race are contained in these Class Rules, ISAF Equipment Rules of Sailing (ERS) Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

**THESE RULES ARE CLOSED CLASS RULES.
IF THEY DO NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU MUST NOT.**

**THESE RULES SHALL BE READ IN CONJUNCTION WITH THE CLASS APPROVED DRAWINGS
AND SPECIFICATION.**

PRINCIPAL DIMENSIONS

Length Overall	20'6"
Maximum Beam	6'6"
Draft	3'3"

SPARS

Mast Nominal Diameter	3½"
Main Boom Length	13'10"
Nominal Diameter Spinnaker Boom, effective working length	2 ³ / ₈ " 6'9"

SAIL AREA DIMENSIONS

Mainsail	180sq. ft.
No. 1 Jib	60sq. ft
No. 2 Jib	38 sq. ft
Spinnaker (approx)	175sq. ft

MAST DIMENSIONS

Pear shaped, tapered,	
At Deck	3½"
At Hounds	3"
At Head	2"

GENERAL

- 1 The name of the Class shall be The Royal Burnham One Design Class.
- 2 All boats in the Class shall, subject only as expressly excepted by the Rules, conform to the design of Mr N.E. Dallimore (of which the Royal Burnham Yacht Club, hereinafter referred to as the Club, is the owner) and the drawings, sail plan and specifications signed by him and deposited with the Club, and must be certified by the RBOD Official Measurer appointed by the Club.
- 3 No boat shall be eligible to race unless (1) the licence of the Club for the use of the design be previously obtained (2) a valid certificate of the Official Measurer be deposited with the Secretary of the Club.
- 4 No alteration of anything contained in the drawings, sail plan and specification (save as to matters expressly excepted by these Rules) shall be made after the boat shall have been officially measured without notice to the Official Measurer and a new certificate obtained.

Wood Epoxy Saturation Techniques or two-part epoxy encapsulation of any wooden part of the boat may not be used.

- 5 Each boat shall carry a distinguishing number and letters in the peak of her mainsail, such letters and numbers to be allotted by and of a size specified by the Club.
- 6 Reasonable alterations and additions may be made to the standing and running rigging and to seats and internal fittings subject to the approval of the Club Committee or some person appointed by it for that purpose. The following modifications and/or additions may or may not be made as indicated:

- (a) Hollow spars, Sheet Winches, Echo Sounders, Mast-head wind indicators (other than flags), Trapezes, Roller or Self Tacking Jibs and Kicking Straps are not allowed.
- (b) Masts shall be lined with external tracks of 5/8" gauge. Main Booms shall be fitted with either external or internal tracks.
- (c) Permanent painted sail measurement bands shall be made on the mast and boom to the approval of the Official Measurer and the sails shall be kept within these bands. Clearly discernable measurement bands, not less than ½ inch in width shall be painted to encircle the mast as follows:

The upper edge of the lower black band shall be not more than 4 feet 3 inches above the load bearing face of the mast. The lower edge of the upper black band shall be not more than 24 feet 2½ inches above the upper edge of the lower black band measured in a straight line along the length of the mast.

A clearly discernable measurement band, not less than ½ inch in width shall be painted to encircle the boom as follows: With the boom on centreline fitted at 90° to the mast, the inner edge of the band shall be not be more than 13 feet 6 inches measured along the top of the boom from the aft edge of the mast sail track groove extended if necessary.
- (d) Wedges for the fore and aft adjustment of the mast foot may be fitted.
- (e) The Turner Roller Reefing System or equivalent must be fitted including a boom claw to connect the main sheet to the main boom.
- (f) A topping lift of any material must be fitted and must not be detached from the outer boom end fitting during racing but may be lengthened or slackened to enable it to be brought to the mast and be temporarily secured at the gooseneck.
- (g) A flag halyard to the masthead must be fitted.
- (h) Spinnaker Boom fittings may be to the Owner's requirements.
- (i) Tillers must be made of wood but may be of any length. A tiller extension of any material may be fitted.
- (j) Cleats may be of any type or dimension and may be fitted as required.
- (k) Rigging screws may be fitted.
- (l) The mainsheet must be double-ended and each end should lead through quarter blocks aft of the cockpit coaming. It must be possible to control the main sheet from either end of the rope.
- (m) Jib sheets may be to Owner's requirements with adjustable leads.
- (n) Runners are to be of slide and track or car and track type.
- (o) Wooden floorboards shall be fitted and may be fitted with ribs to Owner's requirements.
- (p) Shelves and cupboards may (subject to the approval of the Club) be fitted to Owner's requirements but may not be fitted forward of the cockpit.

- (q) Runners made of synthetic fibre instead of wire may be fitted
- (r) A mast fitting may be used to support the spinnaker halyard block provided this fitting does not project the spinnaker halyard block further forward of the mast than if the traditional loop system was used See also (s). New masts built after 01.03.15 shall be fitted with the traditional loop system to attach the spinnaker halyard block to the mast.
- (s) New masts and booms shall be constructed as closely as possible to the Class approved drawing and the rigging shall be fitted to the mast using the traditional served wire loop system where shown on the Class approved drawings.
- (t) Cunningham systems are permitted
- (u) A metal main sheet horse shall be fitted on the aft deck aft of the cockpit coaming and shall be used as part of the mainsheet system. The central lower block in the mainsheet system shall be attached directly to the horse via a traveller system if desired, with the block axle not more than 4 inches from the horse.
- (v) Traditional cleats on the forward cockpit coaming shall not be removed after 01.03.15

7 SAILS

7.1 Rules

- a) All sails used for racing must be signed by a measurer approved by the Class.
- b) New sails are to be measured in accordance with the ISAF Equipment Rules of Sailing in force at the time of measurement except where the Class Rules provide otherwise.
- c) Sails shall comply with the Class Rules in force at the time of measuring.

7.2 SAILMAKER

No licence is required

7.3 MATERIAL

Sails may be of any cloth weight but must be constructed from conventional woven material such as Polyester cloth in the case of fore and aft sails or Ripstop Nylon in the case of spinnakers.

7.4 CONSTRUCTION

Sails may be of any cut or method of construction provided that they comply with these requirements and do not exceed the overall authorised dimensions.

7.5 SAIL MEASUREMENTS

Where no limit(s) for a particular dimension is given in the Class Rules then the item is not controlled and need not be measured.

7.6 NEW SAILS

Only one new suit of sails may be purchased per season except when a sail is irreparably damaged or lost in which case authority to obtain a replacement must be obtained from the Class Captain. A suit of sails shall comprise 1 Mainsail, 1 Number One Jib, 1 Number Two Jib (optional) and 1 Spinnaker. Mainsails shall be attached to the spars by slides.

7.7 ADVERTISEMENTS

Advertisements other than the sailmaker's standard size logo may not be displayed in the sails.

7.8 MAINSAIL

(a) BLACK BANDS

The luff and foot of the sail shall fit within the black bands on the mast and boom.

(b) DIMENSIONS

Dimension	Maximum	
	Ft In	mm
Leech length	26ft 5in	8052
Quarter width	133 in	3378
Half width	97 in	2464
Three-quarter width	54 in	1372

Note: The cross width measurements are the shortest distance between the leech point and the luff

(c) HEAD BOARD

A head board may be fitted but must not exceed 6 inches/152mm measured at right angles to the luff.

(d) BATTENS

Mainsails must be made to carry 4 battens.

1. The maximum length of the top batten shall be 2 feet 6inches.
2. The maximum length of the three lower battens shall be 3 feet 3inches and they shall be placed such that the centreline of each batten should split the leech into equal parts plus or minus 2 inches with the bottom batten being parallel to the main boom.

(e) WINDOWS

Transparent windows may be fitted to the mainsail with the total window area not exceeding 4.5 square feet.

(f) IDENTIFICATION

- 1.The class insignia shall be the letters "RB".
- 2.The sail number shall be as originally assigned when the boat was first commissioned. New boats will be consecutively numbered from the last number assigned.
- 3.The letters and sail numbers shall comply with the RRS except where prescribed otherwise in these Class Rules.
- 4.The letters and sail numbers may be of any colour.

7.9 JIB

(b) DIMENSIONS

Dimension	Maximum	
	Ft In	mm
Luff length	17ft 8in	5385
Leech length	15ft 6in	4724
Foot	7ft 8in	2337
Foot median	16ft 9in	5105

- (c) Jib battens are not permitted
- (d) The sail must be hanked to the forestay
- (e) Windows are permitted in the jib but the total area must not exceed 3.25 square feet and no part of any window shall be closer than 6 inches to any edge of the sail.
- (f) The jib luff may be made of any material

7.10 SPINNAKER

(a) DIMENSIONS

Dimension	Maximum	
	Ft In	mm
Half height luff to luff width	11ft 6in	3505
Luff length, head to clew	18ft 6in	5639
Foot width	11ft 0in	3353
Foot median	21ft 2 ¼in	6460

(b) MARKINGS

Sail numbers are not required on the spinnaker

8 STATUTORY EQUIPMENT

Each boat shall carry the following equipment:-

- a) A suitable anchor and cable (rope or chain)
- b) A lifebuoy
- c) A bailer
- d) A hand pump
- e) A sweep or paddle
- f) A bucket of capacity not less than 5 litres secured to the boat with a lanyard.
- g) Inside ballast not exceeding 2cwts to include anchor and chain or cable.
- h) A minimum of 12 cubic feet of expanded polystyrene buoyancy or similar must be securely fitted internally to boats. Inflatable air bags with a total capacity of at least 12 cubic feet or 340 litres are permitted as an alternative to polystyrene
- i) A type-approved buoyancy aid for each member of crew, including the helmsman, must be carried accessibly at all times.
- j) A VHF set capable of transmitting and receiving on standard marine channels shall be carried when racing.

9 RACING

- (a) No paid hands are allowed.
- (b) Boats complying with the requirements of these Class Rules will be encouraged to compete as a Class, on a uniform One-Design basis and, within the Class, on a locally handicapped basis determined by the Officers of the Class on the basis of individual helmsman's performance. Boats being sailed by other than their Owner or regular helmsman will not be entitled to any handicap allowance.
- (c) The maximum number of crew will be five persons, including the helmsman.
- (d) A proprietary anti-fouling paint shall be applied to the entire hull below the waterline and scrubbing and re-dressing may be carried out at any time.
- (e) To be eligible for racing, boats shall be kept afloat and shall not be 'dry-sailed'. Dry-sailing is defined as keeping the boat ashore for more than 5 consecutive days (for any reason other than for essential repairs) during the racing season after the boat has raced at least once during that season. Any exceptions to this rule will be at the discretion of the Class Captain.
- (f) Racing and scoring will take place in accordance with The ISAF Racing Rules of Sailing and prescriptions thereto and in compliance with the provisions of

the R.Y.A. except where these may be varied by local Supplementary Sailing Instructions and/or by special Class Rules.

The following discard system will apply:-

Excluded Scores (Discards): When the total series score is calculated for each boat, her worst scores will be excluded as follows:

If less than 4 races have been completed: Zero (0) discards

After 4 races have been completed: One (1) discard

After 8 races have been completed: Two (2) discards

After 12 or more races have been completed: Three (3) discards

There will be no discards in the overall series which includes each race in each individual series

The number of entrants in each series will be confirmed before the start of that series. Scoring for the RBOD series will be as per ISAF Appendix A Paragraph A9

- (g) The Class distinguishing flag is code flag V (Red diagonal cross on white ground) and will be displayed at the starting line by the Race Officers
- (h) Declarations are not required but it is the responsibility of each individual competitor to indicate their retirement either by lowering their racing flag and/or by flying an easily recognisable ensign. Competitors, if in doubt, must ensure that the Race Officer is informed.
- (i) A racing flag shall be flown at the masthead when racing. By way of explanation, when sailing or cruising each boat should fly the Club Burgee from the masthead. When racing each boat must fly an individual house flag or racing flag from the masthead which must be lowered when retiring from a race or when moored up

10 ADMINISTRATION

The Annual General Meeting, of which twenty-one days notice shall be given, will be held between November of the previous season and February of the current season in each year. The meeting will be conducted according to recognised custom and practice. A copy of the agenda will be sent to all Owners. Any business other than the election of Officers or matters specifically arising out of the minutes of the previous year's Annual General Meeting will be considered special business and will only be discussed under the heading of Any Other Business provided that written notice has been given at least fourteen days prior to the meeting.

Class Officers comprising Class Captain, Class Vice-Captain, Class Measurer and Class Secretary will be elected at the Annual General Meeting. Candidates should be advised to the Secretary in advance of the meeting. Election will be on a simple show of hands but proxy votes advised in writing will be allowed.

The Class Captain and Class Vice-Captain will normally be eligible for re-election for a second term. Class Vice-Captain will by custom succeed to the post of Class Captain upon the former's retirement.

The Class Captain may convene a meeting of Owners at any time they think fit and shall also do so at the specific request of at least five Owners, providing that written notice be given to the Class Secretary at least fourteen days prior to the meeting. The Class Secretary shall give written notice of such special business to all Owners at least seven days before the meeting.

At any officially convened meeting, the presence of five Owners shall constitute a quorum, one vote only will be permitted from each boat and proxy votes will only be counted if made in writing prior to the date of the meeting. Any decision affecting all the Class must subsequently be ratified at the Annual General Meeting.

The duties of the Captain shall encompass responsibility for all matters affecting the interests of the Class and will include representing the Class as a member of, or appearing before the Club Committee.

These rules may be altered by the Club Committee but only with the consent of two-thirds of Owners present at a Class meeting after seven days' notice in writing to them with the proposed alteration specified.

APPENDIX ONE

Mast measurements

RBOD MAST MEASUREMENT	FROM 1949 DRAWING
Top of keelson to top of highest point of mast step; measurement	4½"
Overall length of mast (bottom of mortice to top of stub)	29' 10"
Base to top of stub	29' 9"
Base to shoulder	29' 4"
Shoulder to deck	27' 0"
Base to bottom of upper black-band	28' 5½"
Base to top of lower black-band	4' 3"
Top of lower black-band to bottom of upper black-band	24' 2½"
Base to centre of jumper struts at mast	21' 7"
Base to centre of spreaders at mast	20' 6"
Shoulder to topping lift sheave axle	-2½"
Shoulder to main halyard sheave axle	2½"
Diameter of mast at deck	3½"
Diameter of mast at spreaders	3"
Diameter of mast at shoulder	2"
Spreader length	24"
Rise of spreader tip	3½"
Jumpers – projection f'rd from f'rd face of mast	14½"
Jumpers – distance between tips	18"
Base to jumper strut stay join	19' 1"
Base to bottom of jumper strut stay bottle screw	7' 1"