

ROYAL BURNHAM ONE DESIGN CLASS



TECHNICAL CLARIFICATION NOTE No. 1

30 November 2014

A. INTRODUCTION

One of the roles of the RBOD Technical Committee is to respond to questions regarding interpretation of the current RBOD Class rules. Owners or Charterers who have such questions should email them to the RBOD Class Secretary (secretary@rbodclass.co.uk).

The questions will be answered by the Technical Committee via a Technical Clarification Note which will be circulated to all Owners/Charterers and posted on the RBOD website.

These Clarification Notes will also be used to provide guidance on the implementation of new rules that have been approved at the AGM or EGM.

B. NEW OR REVISED RULES

1. MAINSHEET ARRANGEMENT

This revision to the existing rule was approved at the AGM on 8 Nov 2014 and its purpose is to ensure all RBODs use the same general arrangement for the mainsheet.

Rule 6(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.

It is acknowledged that the positions of the horse and turning blocks varies from boat to boat. If an Owner wishes to move the horse or blocks from their current position, the

proposal shall be sent to the Class Secretary for consideration by the Technical Committee (a record is held of current positions of blocks and horses on the boats). Fig 1 below shows the general arrangement of the approved system.



Fig. 1

The central lower mainsheet block is to be connected directly to the horse (via a traveller if desired). The central axle of the block shall be no more than 4 inches from the horse.

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.

2. MAST DIMENSIONS

Detailed measurements of the original design of the RBOD mast have not been available in the modern era of the Class. Typically, new masts have been made by copying the mast being replaced. Over the years this has resulted in a diverse range of measurements. At the AGM on 8 Nov 2014 it was decided going forward to adopt the measurements taken from the original drawing 'RBOD Amended Sail Plan for 1949'. This is the Class Approved drawing referred to in Rule 7(s):-

(a) Existing Rule 7(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.

These measurements are shown in Fig. 2 and it is important to be aware that the datum used for the key measurements is the load-bearing base of the mast (not the mortice that locates in the mast step slot)

As the height of the mast above the water is determined by the height of the mast step above the keelson, a maximum measurement has now been introduced. This is 4½ inches and has been taken from the original construction drawing.

RBOD MAST MEASUREMENT	FROM 1949 DRAWING
Top of keelson to top of highest point of mast step; measurement (a) in Fig. 3	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; measurement (b) in Fig. 3	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"

Fig. 2

3. BLACK-BAND POSITIONS

In the RBOD Rules revision of 2013, a maximum height above the deck of the upper black-band was defined. It soon became apparent that the maximum height of the mainsail on many boats was limited by the height of the gooseneck track on the mast and this maximum upper black-band height was not achievable without modifying the gooseneck track arrangement which was not intended. To correct this, the position of the black-bands was verified on the original drawing and these measurements appear in the table in Fig.2.

IMPORTANT

At the 2014 AGM it was decided to adopt these original black-band positions from the start of the 2015 season.

The applicable rule has been revised as follows:-

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

Owners should therefore reposition the black-bands as necessary. Please note that the bands are to be ½" wide painted black-bands. If any clarification is required, please contact the Class Secretary.

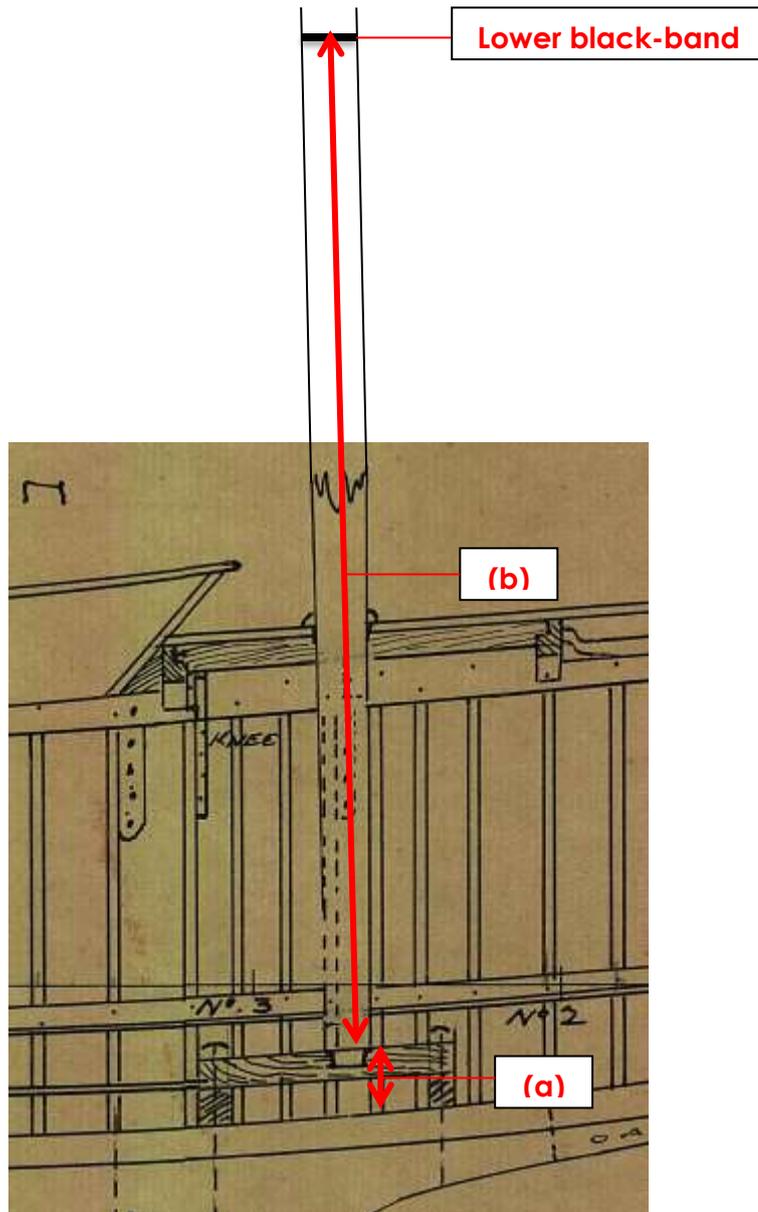


Fig. 3

STANDING RIGGING

The following descriptions clarify the approved arrangement of the standing rigging.

1. The rigging listed below will be secured to the mast at the mast shoulder. The rigging will be secured to the mast by means of served wire loops resting on the shoulder:-

- (a) Upper shrouds
- (b) Jumper stays

- The port and starboard jumper stays will be combined at a point approximately 19' 1" from the mast base. The jumper stay shall be terminated using a bottle screw secured to the mast at a point approximately 7' 1" from the mast base
2. The rigging listed below will be secured to the mast by means of served wire loops supported by wooden cleats (one on each side of the mast) as close as practical to the underside of the jumper struts:-

- (a) Forestay
- (b) Runners
- (c) Jib halyard block
- (d) Spinnaker halyard block

3. The rigging below will be secured to the mast as close as practical to the underside of the spreaders. The rigging will be secured to the mast by means of served wire loops supported by wooden cleats, one on each side of the mast:-

- (a) Lower shrouds

Figs 4, 5 and 6 below show the traditional means of attaching the rigging to the mast as referred to in rule 6(s).

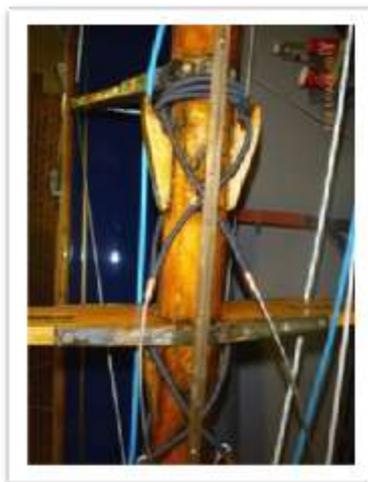


Fig. 4



Fig. 5



Fig. 6

C. QUESTIONS TO THE TECHNICAL COMMITTEE

1. May I use line to attach the mainsail tack to the boom fitting?
Answer: Yes
2. May I weld a different fitting to the end of the boom?
Answer: No, the boom fittings should be as per the original design
3. May I use a Velcro strap (or line) around the boom holding the tack down snug against the boom?
Answer: Yes
4. May I use a soft shackle to attach the main halyard to the headboard?
Answer: Yes
5. May I use line to attach the mainsail clew to the boom?
Answer: Yes
6. May I use a soft shackle to attach the jib blocks to the sail?
Answer: Yes, this may be of any length
7. May I use a soft shackle to attach the jib halyard to the sail?
Answer: Yes
8. May I replace the wire jib luff inside the jib with line?
Answer: No, the traditional design is wire and this will remain standard throughout the fleet.

ROYAL BURNHAM ONE DESIGN CLASS



TECHNICAL CLARIFICATION NOTE No.2

21 January 2015

A. INTRODUCTION

One of the roles of the RBOD Technical Committee is to respond to questions regarding interpretation of the current RBOD Class rules. Owners or Charterers who have such questions should email them to the RBOD Class Secretary (secretary@rbodclass.co.uk).

The questions will be answered by the Technical Committee via a Technical Clarification Note which will be circulated to all Owners/Charterers and posted on the RBOD website.

These Clarification Notes will also be used to provide guidance on the implementation of new rules that have been approved at the AGM or EGM.

B. CLASS MEASURER

The appointment of Rory Macnamara as Independent Class Measurer was approved at the 2014 AGM. He will report to the Class via the Class Secretary.

From 01 April 2015, in order to qualify for racing, each RBOD must have the current version of the RBOD Checklist completed and signed by the Class Measurer. It is the responsibility of each Owner or Charterer to contact Rory in good time to arrange the inspection before launching their RBOD. At the time of the inspection the mast should be un-stepped to allow the position of the black bands to be checked and all mandatory equipment must be available for inspection.

Rory can be contacted as follows:-

rftmacnamara@hotmail.co.uk

Tel 01621 782 585

Mob 07802 720 722

The current RBOD Class Rules and Checklist can be downloaded from the RBOD website www.rbodclass.co.uk.

C. RULES QUESTIONS

1. **Jib sheet leads.** The current rule 6(m) states "Jib sheets may be to Owner's requirements with adjustable leads." This is interpreted to mean an Owner can fit any arrangement of jib sheet tracks.
2. **Jib luff – rope or wire.** There is not yet a decision on the use of rope jib luffs but this will be voted on at the 2015 EGM. In the meantime, Jibs with rope luffs are permitted.
3. **Cleats.** The current rule 6(j) states "Cleats may be of any type or dimension and may be fitted as required". This is interpreted to mean jam cleats can be used but all Owners are strongly urged to retain the wooden cleats on the forward coaming for securing halyards and the main boom topping lift. Owners are advised that this subject will be voted upon at the 2015 EGM. It is recommended that the wooden halyard cleats are not removed before the 2015 EGM.
4. **Mainsheet Horse.** Current rule 6(u) refers. Replacement mainsheet horses should be the same size (length and height) as the fitting being replaced and be fitted in the same position. If any variations in size or position are contemplated, the proposed dimensions and position should be submitted to the Class Secretary for approval by the Technical Committee before proceeding.

Owners may fit a track to the top of the mainsheet horse if desired.
5. **Crane for spinnaker halyard.** Current rule 6(r) refers. Owners are strongly advised to use the traditional wire loop system to attach the spinnaker halyard block to the mast. The option to fit a crane will be voted upon at the 2015 EGM and cranes may have to be removed after this EGM. It is recommended not to fit a crane prior to the EGM.
6. **Weighing the boats.** The Class President is considering the possibility of weighing the RBODs and more information will be circulated in due course.