

# **B/ONE**

## **CLASS RULES**

### **2012**



The B/One was designed in 2012 by Farr Yacht Design  
Crafted by Bavaria Yachtbau

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# INTRODUCTION

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*This introduction only provides an informal background and the B/One Class Rules proper begin on the next page.*

*The B/One has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.*

*B/One hulls, hull appendages, rigs and sails shall only be manufacture controlled and the hulls shall only be produced by a manufacturer licenced by Farr Yacht Design. Equipment is built in accordance with the B/One Building Specification. These parts having left the manufacturer may 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.*

## PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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# 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.1.3 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.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- B1CA B/ONE Class Association
- B1AD B/ONE Class Administrator
- NCA National Class Association
- TC B/ONE Technical Committee
- BY Bavaria Yachtbau
- FYD Farr Yacht Design Ltd.
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

### A.3 Authorities

(Note: Before the class is an ISAF recognized class the **B1CA** executive shall take the place of ISAF)

- A.3.1 The authority of the class is the **B1CA** which shall co-operate with the **B1AD** in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **B1CA** has the authority to withdraw a measurement declaration.
- A.3.3 The design copyright holder shall be Farr Yacht Design Ltd.
- A.3.4 Neither the **certification authority**, the B1CA, the B1AD, an NCA, BY, FYD nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.
- A.3.5 The TC will consist of three members:
  - (a) One member representing BY
  - (b) One member representing FYD
  - (c) One member representing the B1AD

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The administrative functions of the class shall be the responsibility of the B1CA and may be delegated to the B1AD.

## **A.5 CLASS RULES CHANGES**

- A.5.1 These **class rules** shall only be changed at an event with the approval of the B1CA. Additional or alternative safety equipment may be prescribed in the NOR.

## **A.6 CLASS RULES AMENDMENTS**

- A.6.1 Amendments to these **class rules** are subject to the approval of the TC.

## **A.7 CLASS RULES INTERPRETATION**

- A.7.1 Interpretation of **class rules** shall be made by the TC in consultation with the B1CA and B1AD.

## **A.8 BLANK**

## **A.9 SAIL NUMBERS**

- A.9.1 Sail numbers shall be the hull number, as issued by the B1CA in consecutive order starting at “year of production & last three letters of commission number”  
Example: 12234 (year 2012, Com Nr 234)

## **A.10 HULL AND HULL APPENDAGE MANUFACTURER DECLARATION**

- A.10.1 A Manufacturer’s declaration shall record the following information:
- (a) Class
  - (b) Hull/Sail number
  - (c) Hull identification number
  - (d) Builder/Manufacturers details
  - (e) Date of issue of initial manufacturer’s declaration
  - (g) Section D - Modification, Maintenance and Repair details
  - (h) Section C - **Corrector Weights**
  - (i) Section E - Modification, Maintenance and Repair details

## **A.11 RIG MANUFACTURER DECLARATION**

- A.11.1 A Manufacturer’s declaration shall record the following information:
- (a) Class
  - (b) Mast **Spar** identification number
  - (c) Boom **Spar** identification number
  - (d) Builder/Manufacturers details
  - (e) Date of issue of initial manufacturer’s declaration
  - (f) Section F - Modification, Maintenance and Repair details

## **A.12 VALIDITY OF MANUFACTURER DECLARATIONS**

- A.12.1 A manufacturer declaration becomes invalid upon:
- (a) the change to any items recorded on the declaration as required
  - (b) withdrawal by the B1CA or BY

- (c) the issue of a new manufacturer declaration

### **A.13 RE-ISSUE OF MANUFACTURER DECLARATIONS**

A.13.1 The BY may re-issue a Manufacturer Declaration to a **hull**:

- (a) when it is invalidated under A.12.1(a) or (b).
- (b) when it is invalidated under A.10.1 (g), (h), (i), (j) and A.11.1(f) at its discretion and any remedial work shall be recorded on the re-issued declaration
- (c) in case of loss
- (d) at the request of CA
- (e) the BY can transfer the right to issue and re-issue to a third party.

### **A.14 RETENTION OF DOCUMENTATION**

A.14.1 The **boat** owner shall retain the original manufacturer declarations

A.14.2 A copy of the manufacturer declarations shall be retained by the BY and a copy shall be sent to the B1AD.

## SECTION B – BOAT ELIGIBILITY AND EQUIPMENT INSPECTION

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 manufacturers declarations.
- (c) have valid **certification marks** on sails (See B.2.2)

### B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the NB1CA or the ICA, shall be affixed to the hull in a conspicuous position.

B.2.2 Sails shall carry a Class Association Sail Label.

### B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the Event **Equipment Inspector** shall adopt the following procedure:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- 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 control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

### B.4 EVENT LIMITATION MARKS

B.4.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

## 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**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied by Part II of these **class rules**.

### SECTION C – CONDITIONS FOR RACING

#### C.1 GENERAL

##### C.1.1 RULES

- (a) RRS 50.4 shall not apply.
- (b) For the purpose of RRS 43.2 and RRS 49.2, the hiking line does not constitute a lifeline. For the purpose of RRS 49, the hiking line will be considered as a hiking strap.
- (c) RRS 42.3(c) is changed as follows:  
The gennaker sheet may be pumped without restriction to promote planning or surfing. A boat's crew may pump the mainsail repeatedly to reverse the top batten
- (d) The ERS Part I – Use of Equipment shall apply.

#### C.2 ADVERTISING

##### C.2.1 LIMITATIONS

Advertising is generally not limited to the date the B1CA will be a ISAF  
Advertising shall only be displayed in accordance the ISAF Advertising Code.  
(See ISAF Regulation 20) Exception: One Design Racing has not limitation for advertising.

#### C.3 CREW

##### C.3.1 LIMITATIONS

- (a) The **crew** shall consist of a minimum of 3 persons
- (b) No **crew** member shall be substituted during an event of less than 7 consecutive days without permission of the race committee.
- (c) Crews shall only be weighed during the registration period prior to racing if required by the Notice of Race. Re-weighing shall only take place if a valid protest shows the pre-race weights false.

##### C.3.2 WEIGHTS

	minimum	maximum
The total weight of the crew undressed in underwear		320kg



### C.3.3 CREW POSITIONING

- (a) The crew shall not sit with legs outboard of the deck when seated aft of the aft hiking stanchion.
- (b) The crewmember steering the boat with the tiller is allowed to hike outboard the deck.
- (c) Standing up while leaning, hanging or pushing/leaning against the shrouds or mast is prohibited. Standing is defined as any position of the body where no part of the back of the legs is in contact with the deck.

## C.4 PERSONAL EQUIPMENT

### C.4.1 MANDATORY

- (a) The boat shall be equipped with a **personal floatation device** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2.

## C.5 PORTABLE EQUIPMENT

### C.5.1 MANDATORY

#### (a) FOR USE WHILE RACING

- (1) One bucket of not less than 9 litre capacity, with a lanyard minimum 2 m long.
- (2) Manual bilge pump.
- (3) One anchor and chain of not less than 5 kg in weight. Anchor weight alone without chain not less than 3.1 kg.
- (4) One anchor line of not less than 40 m and not less than 8 mm in diameter.
- (5) First Aid Kit in waterproof container or bag.

#### (b) NOT FOR USE WHILE RACING

- (1) Towing rope minimum 30 m long of not less than 8 mm in diameter.

### C.5.2 OPTIONAL

#### (a) FOR USE WHILE RACING

- (1) One compass, multiple timing devices or a single combination of both may be fitted provided they can only provide information relating to the boat's heading and current or elapsed time.
- (2) Spinnaker storage bag, provided by BY.
- (3) One mechanical wind indicator.
- (4) Charts and means of recording compass headings.
- (5) The carrying of tools, loose ropes, fenders, spares, internal buoyancy and any safety equipment is unrestricted provided their fixing does not provide any performance advantage. The addition of weight shall not be considered a performance advantage.
- (6) Fittings, rope, bags or tape may be added to the boat to stow equipment, food, tools, or drinks.
- (7) Cooler/ice box.

- (8) Bunks cushions and portable toilet. Cushions shall be on the bunks and the toilet stowed on its mounts forward of the mast.
- (9) Navigation lights, associated wiring and battery.
- (b) NOT FOR USE WHILE RACING
  - (1) Electronic navigation devices
  - (2) Mooring lines and fenders
  - (3) Paddles
  - (4) One outboard engine or electric motor
  - (5) Bracket for outboard or electric motor
  - (6) Fuel for outboard engine or battery for electric motor
  - (7) Mobile telephones
  - (8) Portable VHF radio

## C.6 BOAT

### C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

- (a) The use of Velcro, shockcord, Teflon tape, flexible adhesive tape, rope, stainless rings, pulleys, shackles is unrestricted as long as this does not modify the sheeting angle of any sail when loaded or restrict the intended purpose of any equipment and must conform to C.6.1(b).
- (b) 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.

### C.6.2 WEIGHT

	minimum	maximum
The <b>weight</b> of the <b>boat</b> in dry condition	1.050 kg	1.080 kg

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5 except for the following that may be included:

- (a) Permanently fixed parts of a compass or timing device as allowed by C.5.2(a).1
- (b) Certain parts of running rigging

### C.6.3 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be bolted to the hull liner when the **boat** weight is less than the minimum requirement.
- (b) Individual **corrector weights** shall be in portions not greater than 3.5 kg and not less than 2.5 kg. Half of the weights shall be added at the forward and aft weight locations, as shown by the drawing in Appendix A. If an

odd number of corrector weights is used, the last weight shall be added at the forward position.

- (c) The total weight of such **corrector weights** shall not exceed 30 kg. See also rules A.10.1 and B.1.1.

## C.7 HULL

### C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull**, improving the shape or otherwise improving performance beyond the original is not permitted. The following is permitted without the approval of the BY. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

- (a) Optional fairleads, are permitted, two optional cleats for genaker sheet locking are allowed
- (b) Gelcoat finish from 30mm above the waterline to include the bottom of the **hull** may be lightly abraded for keying of the surface to apply epoxy barrier coat or anti fouling paint. If epoxy barrier coat is applied anti fouling paint must also be applied.
- (c) Non-skid material of any kind may be added only to the cockpit floor and foot braces. Thickness shall not exceed 3mm.
- (d) The keel-**hull** fairing plate may be made flush with the surrounding **hull** and the surrounding gap may be filled. The heads of fastening screws may be filled with a removable material.
- (e) Cleaning and **hull** surface work such as light sanding, painting and polishing which do not change the shape of the hull or other parts are permitted.
- (f) The **hull** gelcoat surface shall not be removed except for light sanding prior to painting.
- (g) B/one Safety Foot Strops for the helmsman can optionally be fitted according the CA Fitting Instruction.

### C.7.2 FITTINGS

- (a) Replacement of the following items is prohibited. Supplier and source is according the B/one CA & Spec:
  - (1) Blocks
  - (2) Cleats
  - (3) Mainsheet swivel base
- (b) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (c) Sheave diameters shall not be changed from B/one Spec
- (c) Line diameters shall not be less than the following limits:

All dimensions in mm	minimum	maximum
Rear gate line	5mm Dyneema	

All dimensions in mm	minimum	maximum
Hiking Lines	As gate + strap	

(c) USE

- (1) The rear gate line between the aft pulpits across the transom shall be closed while racing.
- (2) The crew hiking line shall be attached at the deck fitting forward and the hole in the deck behind the aft stanchion. The minimum distance from the hiking line to the deck with a weight of 5N hanging from a point halfway between the stanchions shall be 100mm.
- (2) Inspection hatch covers and drainage plugs shall be kept in place at all times.

C.7.3 LIMITATIONS

**C.8 HULL APPENDAGES**

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull appendages**, improving the shape or otherwise improving performance beyond the original is not permitted. The following is permitted without the approval of the BY. Unless stated otherwise items mentioned in this section may be obtained any manufacturer or supplier.

- (a) Cleaning and **hull appendage** surface work such as light sanding, and polishing which do not change the shape are permitted.
- (b) The **keel bulb** pocket outside of the **keel fin** and in way of the **keel fin**-bulb bolts may be filled. The heads of fastening screws may be filled with a removable material.
- (c) For the **keel fin** and **rudder** blade, routine maintenance to correct scratches is permitted, but repairs must be made only in the close vicinity of the damage. Painting is not permitted on these **hull appendages**.
- (d) For the **keel bulb**, the original paint surface may be lightly sanded in preparation for painting. Fairing of the bulb shape and removal of metal is prohibited. Keel bulb needs surface coating and corrosion protection when supplied from the yard.
- (e) The tiller extension dimensions and material are optional.

C.8.2 FITTINGS

(a) USE

C.8.3 LIMITATIONS

- (a) Only one **keel** and one **rudder** blade shall be used during an event, except when a **hull appendage** has been lost or damaged beyond repair. See rule A.10.1(i).

#### C.8.4 KEEL

##### (a) USE

- (1) The **keel** shall be secured in its lowered position with the keel hold down strap – lifting while racing is prohibited.

#### C.8.5 RUDDER

##### (a) USE

- (1) The rudder blade shall be locked in its fully lowered position.

### C.9 RIG

#### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

- (a) **Running rigging** may be replaced by rope similar minimum diameter.
- (b) Normal servicing or replacement is permitted on a like for like basis of **standing rigging**, **running rigging**, hardware, and fittings
- (c) Any system of tape, rope, or clips intended only to prevent turnbuckles from loosening and to prevent sails tearing.
- (d) A shockcord may be added to retract the **bowsprit**.
- (e) A protective pad or bag may be added around the **mast** from the deck to the gooseneck to avoid tangles between rigging and the jib clew or sheet.
- (f) Protective padding may be added to the underside and end of the **boom**.
- (g) The jib halyard purchase system configuration is optional but shall remain entirely on the jib, forestay and/or furler.
- (h) The use of shockcord on the rig is unlimited
- (i) The use of tape of any kind is unlimited

#### C.9.2 FITTINGS

#### C.9.3 LIMITATIONS

- (a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution. See rule A.11.

#### C.9.4 MAST

##### (a) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the heel shall not capable of moving more than 2 mm.
- (2) The mast base plate shall not be modified, and no additional fittings may be used to modify its function, operation or orientation.

#### C.9.5 BOOM

##### (a) DIMENSIONS

All dimensions in mm	minimum	maximum
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All dimensions in mm	minimum	maximum
<b>Limit mark width</b>	15	-
<b>Outer point distance</b>		3480

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

#### C.9.6 RETRACTING BOWSPRIT

(a) USE

- (1) **Bowsprit** shall be fully retracted at all times except when the **gennaker** is set or in the act of being set or recovered, and shall be retracted at the first reasonable opportunity after lowering the **gennaker**, or after rounding the *mark* if the sail was lowered near the *mark*..
- (2) Approaching a *mark* without the **gennaker** set, the **bowsprit** shall not be extended until the bow of the boat has passed the *mark*.
- (3) The **bowsprit** shall be capable of being retracted to have its forward end aft of the forward end of the deck.

(b) DIMENSIONS

All dimensions in mm	minimum	maximum
Forward end of hull to <b>bowsprit outer point</b>		1270

#### C.9.7 STANDING RIGGING

- (a) DIMENSIONS – see rule F.3.1 for standing rigging specifications.

(b) USE

- (1) Rigging links and rigging screws/turnbuckles shall not be adjusted while racing.

#### C.9.8 RUNNING RIGGING

(a) USE

- (1) The **jib halyard** shall be an HMPE (Dyneema) halyard running inside the jib zipper luff. The halyard tensioner may have a maximum purchase of 3:1.
- (2) The **mainsail halyard** shall not have any additional purchase and will be secured at the supplied cleats on the side of the mast.
- (3) The **gennaker halyard** minimum diameter is 8 mm, and shall be lead to the supplied cleat on the aft side of the mast below the boom.
- (4) The **mainsail sheet** bridle shall not be adjustable, and shall not extend more than xxx mm above the surface of the cockpit measuring

vertically to the point where the bridle bears on the shackle for the block.

- (5) The **mainsail sheet** shall be 3:1 minimum purchase at all times, with the purchase lead between the boom and the **mainsail sheet** bridle.
- (6) The **jib sheet** shall be lead through from the supplied jib tracks to the foot block and cleat on the same side of the boat.
- (7) The **gennaker sheet** shall be lead from the clew through the factory supplied blocks and ratchet blocks. A single part tail of up to 400 mm may be used to join the port and starboard sheets to the **gennaker** clew.
- (8) The **gennaker** tack line/ **bowsprit**-setting line shall be lead aft from the forward turning block to the cleat on the starboard side of the cabin.
- (9) The complete boom vang as supplied may be fitted with the cleat at either the mast or boom end – max. purchase 16:1. The **mainsail outhaul** shall be led with the 8:1 purchase inside the boom to a cleat on the underside of the boom.
- (10) The **mainsail** Cunningham control shall be led to the padeye at the base of the mast. Maximum purchase shall be 6:1.

## C.10 SAILS

### C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

- (a) Routine maintenance such as cleaning and repairing tears, as long as the process does not alter the size or shape of the sail.
- (b) Addition of tell tales
- (c) Battens may be placed in the **batten pockets**

### C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 **jib**, and 1 **gennaker** shall be carried aboard.
- (b) Not more than 1 **mainsail**, 1 **jib**, and 1 **gennaker** shall be used during an event of less than 8 consecutive days, except when a **sail** has been lost or damaged beyond repair.
- (c) Class Association approved sails only.

### C.10.3 MAINSAIL

#### (a) IDENTIFICATION

The national letters and sail numbers shall comply with RRS 71 except where prescribed otherwise in these **class rules**.

#### (b) USE

- (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit**

**mark.** The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

- (3) **Luff** bolt rope shall be in the **spar** groove.
- (4) The **sail** shall only be attached to the boom at the **clew**.

#### C.10.4 JIB

##### (a) IDENTIFICATION

National letters and sail numbers shall are not required on the **jib**.

##### (b) USE

- (1) The **sail** shall be capable of being furled around the **forestay** using the supplied system.
- (2) Windward jib sheeting prohibited
- (3) The sail can have a window in the lower part according the CA layout.

#### C.10.5 GENNAKER

##### (a) IDENTIFICATION

The sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

##### (b) USE

- (1) The **sail** may be stowed in a bag mounted in the companionway or in the manufacturer supplied launching sock.

## SECTION D – HULL

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Internal structural mouldings
- (c) Mast support post
- (d) Builder-supplied foredeck hatch and cover
- (e) Keel-lift hatch and cover
- (f) Companionway hatch assembly

#### D.1.2 OPTIONAL

- (a) Forward V-berth
- (b) Keel-lift Hoist
- (c) Fixed manual bilge pump



## **D.2 GENERAL**

### **D.2.1 RULES**

- (a) The **hull** shall comply with the **class rules** in force at the time of initial manufacture.

### **D.2.2 DEFINITIONS**

#### **(a) HULL DATUM POINT**

The **hull datum point** is on the centre line at the inner section of the hull and transom.

### **D.2.3 IDENTIFICATION**

- (a) Each hull shall carry a builder's Hull identification plaque incorporating the boat sail number fixed on the transom/aft side of coachroof on port.

### **D.2.4 BUILDERS**

- (a) The hull shall be built by a manufacturer (BY) licenced by Bavaria Yachtbau.
- (b) All plugs and production moulds shall be licenced by Bavaria Yachtbau.

## **D.3 MODIFICATIONS, MAINTENANCE AND REPAIR**

The alterations contained in D.3 may be made by a BY, or by anybody after a formal request has been made to the BY and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued

- (a) Painting the topsides
- (b) If any **hull** is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

## **SECTION E – HULL APPENDAGES**

### **E.1 PARTS**

#### **E.1.1 MANDATORY**

- (a) **Keel**
- (b) **Rudder**

### **E.2 GENERAL**

#### **E.2.1 RULES**

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

#### **E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR**

The following alterations may be made by BY, or by anybody after a formal request has been made to BY or the B1AD (if this responsibility has been delegated) and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued

- (a) If any **hull appendage** is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

#### E.2.4 MANUFACTURERS

- (a) The **hull appendages** shall be built by manufacturers licensed by the BY.

### E.3 KEEL

#### E.3.1 DIMENSIONS

All dimensions in mm	minimum	maximum
<b>Keel fin</b> height measured along trailing edge of fin from hull to top of bulb, with keel lowered and secured by keel hold down strap	1255mm	1265mm

## SECTION F – RIG

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Standing rigging**
- (d) **Running rigging**
- (e) **Bowsprit**

### F.2 GENERAL

#### F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

#### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a BY, or by anybody after a formal request has been made to the BY and written approval is received by the owner. This shall require the Manufacturer's declaration to be re-issued

- (a) If any **spar** is damaged and requires repair in any other way than described in section C the details shall be recorded on the Manufacturer's declaration.

#### F.2.3 MANUFACTURER

- (a) The **mast**, **boom**, and **bowsprit** shall be built by manufacturers licenced by the BY.

- (b) No licence is required for the manufacture of **standing rigging** and **running rigging**.

### **F.3 MAST**

#### **F.3.1 FITTINGS**

##### **(a) MANDATORY**

- (1) Mast head fitting
- (2) Shroud tangs
- (3) One pair of fixed spreaders
- (4) Mainsail halyard sheave box
- (5) Jib halyard sheave box
- (6) Spinnaker halyard sheave box
- (7) Gooseneck
- (8) Spinnaker halyard exit and cleat
- (9) Mainsail halyard cleats
- (10) Mast Heel fitting including Mainsail halyard turning sheave and Boom vang attachment

##### **(b) OPTIONAL**

- (1) One mechanical wind indicator
- (2) Compass bracket (see rule C.5.2(a)(1) and C.6.2(a))

#### **F.3.2 WEIGHTS**

	minimum	maximum
<b>Mast Mass</b>	kg	kg

### **F.4 BOOM**

#### **F.4.3 FITTINGS**

##### **(a) MANDATORY**

- (1) Mainsheet blocks
- (2) Outhaul sheave
- (3) Reefline sheave
- (3) Boom vang fitting
- (4) Outhaul cleat and purchase blocks
- (5) Gooseneck attachment

(b) OPTIONAL

F.4.5 DIMENSIONS

**F.5 BOWSPRIT**

F.5.1 FITTINGS

(a) MANDATORY

- (1) Bowsprit tube
- (2) Outer end cap
- (3) Inner end cap

**F.6 STANDING RIGGING**

F.6.1 MATERIALS AND CONSTRUCTION

(a) MANDATORY

- (1) The **forestay** shall be 5 mm 1 x 19 stainless wire.
- (2) Upper and lower **Shrouds** shall be 5 mm 1 x 19 stainless wire with a turnbuckle at the attachment with the chainplates at deck.

F.6.2 FITTINGS

(a) MANDATORY

- (1) **Jib** furler  
Four **Shroud** turnbuckles – Ronstan calibrated with trim handles.
- (2)

**F.7 RUNNING RIGGING**

F.7.1 MATERIALS

(a) Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) **Mainsail halyard**
- (2) **Mainsail sheet**
- (3) **Mainsail outhaul**
- (4) Boom Vang
- (5) **Headsail halyard**
- (6) **Headsail sheets**
- (7) **Headsail** furling line
- (8) **Gennaker halyard**
- (9) **Gennaker sheets**
- (10) Tack Line & **Bowsprit** retriever

(b) OPTIONAL

- (1) **Mainsail** Cunningham line
- (2) **Gennaker** recovery line
- (3) **Boom** topping lift
- (4) **Mainsail** reefing line

#### F.7.3 FITTINGS

- (a) MANDATORY
  - (1)

## SECTION G – SAILS

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Jib**

#### G.1.2 OPTIONAL

- (b) **Gennaker**

### G.2 GENERAL

#### G.2.1 RULES

- (a) Sails have to be Class Sails only and shall comply with the class rules and building specification in force at the time of manufacture of the **sail**.

### G.3 SAIL MANUFACTURER

- G.3.1 The **sails** shall be made only by a manufacturer licensed by the BY to produce sails.

### G.4 SAIL ALTERATIONS

- G.4.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.

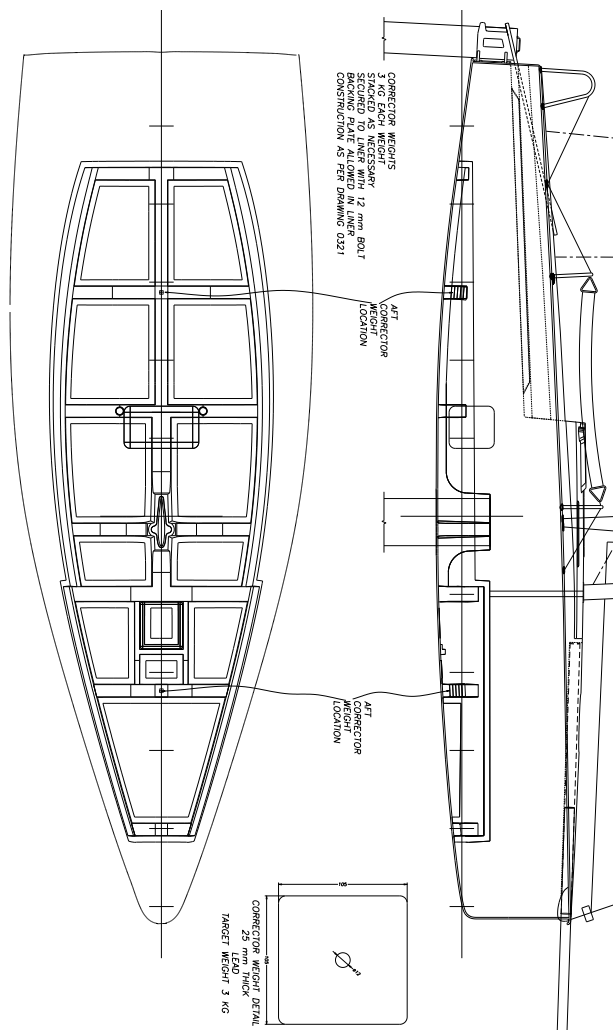
## PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

### SECTION H

#### H.1 CORRECTOR WEIGHT DIAGRAM

See Rule C.6.4



## **H.2 SAIL NUMBER AND NATIONAL LETTER DIAGRAM**

In accordance with ISAF RRS, consistent since sails will be identical

### **H.3 BLANK FOR LOGO AND GRAPHICS DIAGRAMS**

May include:

Bow numbers

Sponsor logos

Class logos

### **H.4 HULL AND HULL APPENDAGE MANUFACTURER DECLARATION**

Based on ISAF form

### **H.5 RIG MANUFACTURER DECLARATION**

B/one Class Spec

Effective Date: November 8<sup>th</sup>, 2012

Published Date: November 8<sup>th</sup>, 2012

Previous issues: November 8<sup>th</sup>, 2012



Sail number:

2012

## B/ONE CLASS

### MANUFACTURE DECLARATION SECTION C, D & E, HULL & APPENDAGES

HIN Number: ..... Sail Number: .....

Builder's Name (PRINT): Bavaria Yachtbau GmbH..... Date Built: .....

Control Manager Name (PRINT):..... Date of Measurement: .....

: .....

: .....

Comments: .....

#### Modification, Maintenance and Repair Endorsements

B/One Certification Control Form.

First Issue: 20 September 2012

ITEM	RULE	SECTION C – CONDITIONS FOR RACING	MIN	ACTUAL	MAX
1	C.6.2	<b>Weight of the boat</b> in dry condition	1050 kg		N/A
2	C.6.3	Total weight of <b>corrector weights</b>	0 kg		30 kg
3		Corrector weights: list individual weight #1	2.5 kg		3.5 kg
4		Corrector weights: list individual weight #2	2.5 kg		3.5 kg
5		Corrector weights: list individual weight #3	2.5 kg		3.5 kg
6		Corrector weights: list individual weight #4	2.5 kg		3.5 kg
7		Corrector weights: list individual weight #5	2.5 kg		3.5 kg
8		Corrector weights: list individual weight #6	2.5 kg		3.5 kg
9		Corrector weights: list individual weight #7	2.5 kg		3.5 kg
10		Corrector weights: list individual weight #8	2.5 kg		3.5 kg
11		Corrector weights: list individual weight #9	2.5 kg		3.5 kg
12		Corrector weights: list individual weight #10	2.5 kg		3.5 kg
13	C.9.6	Bowsprit – forward end of hull to <b>bowsprit outer point</b>	N/A		1270 mm

ITEM	RULE	SECTION E – APPENDAGES	MIN	ACTUAL	MAX
1		Keel Serial Number			
2		Rudder Serial Number			
3	E.3	<b>Keel fin</b> height measured along aft edge of fin from hull to top of bulb, with keel lowered and secured by keel hold down strap	1255 mm		1265 mm

DECLARATION to be signed by the **LICENSED MANUFACTURER**

- (a) This boat has been built using official registered moulds, plugs and patterns.
- (b) This boat has been constructed according to the official plans, the current B/One Construction Manual and B/One Class Rules.

Name of Builder: .....

E-Mail of Builder: .....

Signature of Builder: .....

Date:.....

### Section D and E Modification, Maintenance and Repair Log

(Notes on any repairs to hull or appendages. Include pictures if extensive repairs complete)

[illegible]