

# **DRAFT B-25 CLASS RULES**

## **August, 2014**

### **1 OBJECTIVES OF CLASS RULES**

1.1 The B-25 is a one design class created to fulfill the needs of recreational sailors for cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design, construction and safety characteristics of the B-25 sailboat.

1.2 The rules contained within this document and any subsequent document(s) relating to the B-25 One Design Racing Class Rules (hereafter referred to as "class rules") shall be employed and enforced only during B-25 one design events sanctioned by the B-25 One Design Racing Class Association. All other local, regional and/or handicap rules shall be adhered to as applicable outside of the B-25 One Design Racing Class Association sanctioned one design racing context.

1.3 Except where variations are specifically permitted within the class rules, yachts of this class shall be alike in hull, deck, keel rudder and mast construction, weight, weight distribution, sailplan and equipment.

1.4 All yachts shall comply with official plans building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in current rules.

1.5 Alterations or modifications to official plans and class rules shall be permitted only with approval of the B-25 One Design Racing Class Association.

### **2 ADMINISTRATION**

2.1 Authority: The authority for the class shall be the B-25 One Design Racing Class Association on all matters regarding these rules. Interpretation of these rules shall be made by the Class Association.

2.2 Language: The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In event of a dispute over class rule interpretation, the English text shall prevail.

#### **2.3 Registration and Measurement Certificates**

2.3.1 No yacht shall be deemed to be a B-25 until it has been completed with a building number assigned by Bboats, Inc. or a builder sanctioned by Bboats, Inc. molded into the transom.

2.3.2 Sail numbers shall be required.

2.4.3 No yacht shall race unless a current valid Measurement Certificate has been issued by the B-25 One Design Racing Class Association.

2.4.4 Change of ownership shall invalidate the Measurement Certificate and shall require issuance of a new measurement certificate.

2.4.5 Any alteration of the hull, keel or spars invalidates Measurement Certificate. Any major repair or replacement of the foregoing or replacement of an item of equipment may also invalidate the Measurement Certificate.

2.4.6 The owner shall ensure that the yacht complies at all times with the current class rules and that a copy of Measurement Certificate is kept aboard the yacht.

2.4.7 No yacht shall race unless the owner(s) and/or skipper is a member of the B-25 One Design Racing Class Association.

2.4.8 No Yacht shall race without a current Class Association sticker placed on the outer surface of the transom near the upper starboard corner.

## 2.5 Measurement Certificates

2.5.1 Yachts shall be measured only by a B-25 class measurer, authorized by the Class Association.

2.5.2 A measurer shall not measure any part of a yacht or its sails owned or built by him/herself, or in which he is an interested party or has a financial involvement.

2.5.3 Tolerances in measurements in the rules and measurement plans are to provide for building tolerances and age distortion.

2.5.4 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.

2.5.5 The method of measurement shall be as defined by the B-25 One Design Racing Class Association.

## 3. CONSTRUCTION AND MEASUREMENT

3.1. General: The hull, deck, interior, keel, sail plan and basic fittings shall conform to the original building specifications, class rules and official plans.

3.1.1 Any alleged or suspected alteration to the hull, keel or of a yacht for which specific descriptions are not stated in the rules or specifications, or following a protest concerning the same, shall be compared by a measurer appointed by the B-25 One Design Racing Class Association to a sample of (5) other yachts. The disputed yacht shall be accepted if it does not show any evidence of having been altered and if it has dimensions equal to or between the maximum and minimum dimensions obtained from the sample of (5) other yachts. If there is evidence of any alterations having been made or if the dimensions are greater or less than the minimum and maximum obtained from the sample of (5) yachts, the matter shall be referred to the race committee for action.

## 3.2 Hull

3.2.1 The hull and deck shall be molded in glass reinforced plastic to the original building specifications of Bboats, Inc.

3.2.2 Lifelines: Lifelines shall be fitted port and starboard and constructed of stranded stainless steel wire or single-braided High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope. They shall be not less than 0.125" diameter and not less than 17.00" measured vertically above the deck. The stanchions between the pulpits shall not extend horizontally outboard from the sheer line. The maximum deflection of the lifelines shall not be more than 3.00" when a 10 lb. weight is suspended from any point on the lifelines. Nylon webbing, not less than 2.00" wide and minimum tensile breaking strength of not less than 1,800 lb. is permitted between the stern pulpit and aft stanchion.

3.2.3 Prohibitions. The following are not permitted: Coring, drilling out, rebuilding, replacement of materials, removing materials or relocating standard equipment in any way to specifically reduce weight, improve moments of inertia, or change standard shapes.

## 3.3 Keel

3.3.1 The keel shall be provided by Bboats, Inc. or an OEM manufacturer approved by the Class Association.

3.3.2 The external dimensions of the keel shall comply with the table of offsets provided in the official plans. It may be coated with any base liquid or paste protective material and faired, provided it complies with dimensions in the official plans.

3.3.3 Weight: The weight of the ballast keel plus stub and top plate, assembled as originally designed by the builder shall not be less than 845 lbs.

### 3.4 Rudder and Tiller

3.4.1 The rudder shall be supplied by Bboats, Inc, an OEM manufacturer or a 3<sup>rd</sup> party builder/manufacturer approved by the Class Association.

3.4.2 The following rudder manufacturers are recognized by the B-25 One Design Racing Class Association as approved rudder manufacturers: Bboats Inc., Left Coast Development, Signet Marine, Competition Composites Inc. (previously Phils Foils) and Reynolds Design LLC.

3.4.3 The rudder overall dimensions shall be controlled as follows:

Over Height: Uncontrolled  
Stock Height: Uncontrolled  
Foil Height, Below Stock: 48.5"  
Foil Overall Width: 12.5"  
Foil Thickness: Uncontrolled  
Rudder Weight: Uncontrolled

3.4.4 The tiller shall be made of wood. Tiller extensions may be of any material. *(Everyone still have a wooden tiller to use? I know Phil's Foils makes carbon units, but I don't know if anyone has one as their only stick)*

### 3.5 Spars

3.5.1. Spars shall be aluminum extrusions. The mast and boom shall be provided by Bboats, Inc. or an OEM manufacturer approved by the Class Association. No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of fittings as permitted by these rules.

3.5.2 Mast:

3.5.2.A The distance from the lowest point of the forward surface of the mast extrusion, measured directly to the forward surface of the stem at the sheer line shall not be more than 110.00" nor less than 108.50".

3.5.2.B The mast shall be fixed in the base as originally designed by the builder.

3.5.3 Spinnaker Pole: The spinnaker pole length shall not exceed the original design SPL of 114". Spinnaker pole construction is not controlled.

### 3.6 Sails

3.6.1 The maximum sail inventory carried on board at any given time shall not exceed a total of 5. No sail shall be added to and/or exchanged from the racing inventory during a single day of racing.

3.6.2 Any combination of mainsails, upwind headsails and spinnakers may be carried on board at any given time within the constraints of: 3.6.1 maximum sail inventory and Attachments 1, 2, 3 and 4 "Sail Dimensions". *(Dimension Annexes still in development – will need a sampling of owner's current inventories)*

3.6.2 Each sail which has been measured and approved shall be stamped with the official class stamp by the measurer who shall then sign the sail in the stamp and enter the actual dimensions thereon.

3.6.3 Spinnakers: Any number of spinnakers may be carried on board while racing within the constraints of: the sail area of any one spinnaker does not exceed 480 sqft, the sail is flown at the original fractional rig height, and the total number of sails does not exceed the constraint outlined in 3.6.1 maximum sail inventory. *(Possible clause allowing masthead spinnakers on an event to event basis based on agreement of all competitors at said events)*

### 3.7 Fixed fittings and equipment to be carried while racing:

3.7.1 A manual bilge pump and a bucket of one gallon minimum capacity.

3.7.2 One anchor of 4lbs. minimum weight with 100 feet of rope anchor rode 3/8" minimum diameter

3.7.3 An outboard motor with a minimum of 2.0 horsepower and a transom mount bracket for the motor. The outboard motor may be removed from the transom mount bracket and stored below while racing.

3.7.4 A (spare when outboard consists of an integrated fuel tank) fuel tank or container with a minimum 1/2 gallon of fuel.

## 4 SAFETY RULES WHEN RACING

### 4.1 The following safety equipment shall be carried on board:

4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.

4.1.2 Navigation lights.

4.1.3 One fixed marine type compass.

4.1.4 One fog horn or similar sound making device.

4.1.5 One water resistant flashlight, spare batteries and bulb.

4.1.6 One fire extinguisher.

4.1.7 One life jacket for each member of the crew.

4.1.8 One horseshoe type life ring mounted on deck within reach of the helmsman.

4.1.9 Equipment to disconnect or sever standing rigging.

4.1.10 One marine first aid kit.

4.2 For local or national events the notice of race or sailing instructions may require additional safety equipment.

4.3 Anchor, motor, fuel and battery shall be secured against movement in the event of a capsize.

## **5 CREW**

5.1 The crew shall consist of not less than two persons.

5.1 The combined crew weight (in swim wear) shall not exceed 1000lbs.

## **6 OPTIONAL EQUIPMENT**

6.1 The following are permitted when racing:

6.1.1 One twin groove plastic or metal headstay luff groove device, measuring not more than 1.75" in the fore and aft direction.

6.1.2 One mechanical masthead wind indicator with light.

6.1.4 Hanks on headsails in lieu of boltrope.

6.1.5 Electronic devices to measure speed, distance and water depth.

6.1.6 Electronic compass and direction finder.

6.1.7 Two-way radio and antenna.

6.1.8 Additional shelves, lockers and/or personal accommodations.

6.1.9 Radio direction finder.

6.1.10 Additional safety equipment to owner's requirements or to comply with local regulations.

6.1.11 Twings for headsails and spinnakers.

6.1.12 Footrest in cockpit for helmsman.

## **7 PROHIBITIONS**

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7.1 The following are not permitted:

7.1.1 Hydraulics.

7.1.2 Electrically operated winches and/or line pulling/adjusting devices.

7.1.3 Running backstays or devices to simulate such.

7.1.4 Stowage of spinnaker pole on boom. *(Possible removal of this line)*

7.1.5 Halyards or control lines through or under the deck.

## **8 RESTRICTIONS WHILE RACING**

8.1 The following practices are not permitted when racing.

8.1.1 Not more than one ISAF Group 3 (Professional) sailor aboard.

8.1.2 No ISAF Group 3 competitor shall helm or skipper a boat unless he/she is a registered owner of the boat he or she is sailing or approved by the B-25 Class Association.

8.1.3 Hanging on the mast or shrouds to promote roll tacking or gybing.