



# The Broads One Design Club

## Rules and Measurement Information Pack 2023

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## **1.0 GENERAL RULES**

### **NAME AND OBJECTIVES**

- 1.1 The name of the Club shall be the Broads One Design Club, whose headquarters shall be The Royal Norfolk & Suffolk Yacht Club
- 1.2 The objects of the Club shall be:
  - 1.2.1 The control of the building, equipment and sailing in yacht races of Broads One Design Yachts (hereinafter referred to as “The Principal Objects”)
  - 1.2.2 The encouragement of the building of Broads One Design Yachts by the ownership of a mould and the maintenance of a sinking fund to enable its replacement from time to time.
  - 1.2.3 The encouragement of social intercourse between Members
- 1.3 Expressions and meanings within the General Rules and the Measurement Rules are:
  - 1.3.1 “The Club” - means the Broads One Design Club
  - 1.3.2 “Yacht” - means a Broads One Design Yacht
  - 1.3.3 “Member(s)” - means any category of member of the Broads One Design Club, who is a member of the clubs mentioned in Rule 2.2, other than a temporary member
  - 1.3.4 “Owner(s)” - means an owner or part owner(s) of a Broads One Design Yacht
  - 1.3.5 “The 1922 Drawing” - means the 1922 Construction Drawing, measurement diagrams and written information, or any updated version thereof as agreed at a General Meeting
  - 1.3.6 “Rules” - means the General Rules and the Measurement Rules

## **2.0 MEMBERSHIP**

### **2.1 Membership Categories**

- 2.1.1 Full Member
- 2.1.2 Associate Member
- 2.1.3 Family Member
- 2.1.4 Honorary Member
- 2.1.5 Honorary Life Member

## 2.2 Membership Definition

### 2.2.1 Member

To qualify as a Member of The Club, a person shall own a Broads One Design Yacht and must be a full member of a club affiliated to, or recognized by the Norfolk and Suffolk Boating Association or Royal Yachting Association, or be an individual member of either of those associations. A Member shall have full privileges of membership with no exclusions.

### 2.2.2 Associate Member

An Associate Member shall not own a Broads One Design Yacht, but shall have an interest in The Club and be a full member of a club affiliated to, or recognized by the Norfolk and Suffolk Boating Association or Royal Yachting Association, or be an individual member of either of those associations. An Associate Member shall have all the privileges of membership, including the right to attend and speak at meetings, but shall not be entitled to vote on matters related to the Rules.

### 2.2.3 Family Member

An individual member may apply for Family Membership, which shall include such defined persons within the Member's family as advised on the Membership Form, or via membership renewal. Such Family Members may only be within the following categories: Spouses, Sons, Daughters, Stepchildren and Grandchildren. This individual member will be responsible for the Family Membership subscription, which shall be one and half times the individual membership rate. Family Membership shall not include a member who separately owns or is a part owner of a Yacht in their own right.

### 2.2.4 Honorary Member

The Members present at any General Meeting of The Club may, if notice has been given of such a proposal, elect an Honorary Member. This appointment means that it shall be for a specific period within the reason for its recommendation. In the case of an existing Member, they shall enjoy the rights and privileges of their former membership for the duration of their appointment and in the case of a non-member, they shall assume the same rights as that of Associate Member.

### 2.2.5 Honorary Life Members

The Members present at any General Meeting of The Club may, if notice has been given of such a proposal, elect an Honorary Life Member. This appointment means that it shall be for the life of the individual and they shall each enjoy all the rights and privileges of their former membership.

## 2.3 Application for membership

A candidate for membership of The Club shall apply in writing to the Honorary Secretary stating their qualification under Rules 2.2.1 and 2.2.2. The Honorary Secretary will submit a copy of the Rules, together with an Application Form for completion and return with the appropriate fees. The application will then be presented at the next Committee Meeting and subject to acceptance membership will be granted. A new Member shall pay, in respect of the current year, the subscription required by rule 3.1 of these Rules.

## 2.4 Yacht Owners

2.4.1 There shall be no more than three part owners of one Yacht.

2.4.2 Only Members shall be recognised as owners of Yachts.

2.4.3 If a Member ceases to be a Yacht Owner, membership status will be changed to that of Associate Member from the date of transfer of ownership of the Yacht.

### **3.0 SUBSCRIPTIONS**

#### **3.1 Member Subscriptions**

##### **3.1.1 Entrance Fee**

An Entrance Fee shall be paid by all persons joining The Club, the amount being as agreed at the last Annual General Meeting.

##### **3.1.2 Annual Subscription**

All Members shall pay an Annual Subscription in accordance with the relevant fee for each category of membership, as agreed at the last Annual General Meeting, except in the case of Members residing at the same address, then a single payment shall suffice if only one copy of all circulated documentation is required. Should additional copies of documentation be desired, then the appropriate number of individual subscriptions shall apply. The purpose of this subscription is that it shall cover all general administrative expenditure.

#### **3.2 Yacht Subscription**

An Annual Yacht Subscription, as agreed at the last Annual General Meeting, shall be paid in respect of each Yacht by the Owner whose name appears first on the List of Owners. The purpose of this subscription is to provide for all other costs not covered by Rule 3.1 and those specifically relating to the Principal Objects of the Club. A Yacht shall not be eligible for competition in Broads One Design Yacht races unless this subscription has been paid.

#### **3.3 Subscription payments**

##### **3.3.1 Renewal date**

Subject to the provisions of Rules 3.1 and 3.2 of these rules, Subscriptions shall become due on 1st December in each year and shall be paid within two calendar months of this date.

##### **3.3.2 Part year payment - Members**

A Member, who on admission after 31st August in any year shall have paid the required subscription of Rule 2.3, shall not be liable to pay any further subscription until 1st December in the following year.

##### **3.3.3 Part year payment - Yacht Owner**

On becoming an owner of a Yacht prior to 31st August in any year, or on recognition as an Owner as a result of admission as a Member, a Member shall pay the Yacht Subscription referred to in Rule 3.2 of these Rules, if such a subscription shall not have been paid in respect of that Yacht since the previous 1st December. If the Yacht Subscription is paid after 31st August, the Owner shall not be liable to pay any further subscription until 1st December in the following year.

##### **3.3.4 Default of payment**

A Member more than two months in default of payment of any subscription required to be paid by these rules shall not qualify to take part in class races until the arrears are paid. If the subscription of that member shall remain unpaid for more than four months after becoming due, and following two reminders by the Honorary Treasurer, membership of the Club shall cease. If that member wishes to reinstate their membership of the Club, a new application shall be required in accordance with Rule 2.3 of these Rules.

## **4.0 CONSTITUTION**

### **4.1 Club Management**

- 4.1.1 Except in relation to matters specifically provided for in these Rules, the management of the affairs of the Club, including administration of the Measurement Rules, shall be in the hands of a Committee called the “General Committee” consisting of four officers and five members, plus one co-opted member if deemed required.
- 4.1.2 A Club President may be appointed.
- 4.1.3 A Trophy Secretary and Archivist shall be appointed to assist the General Committee.
- 4.1.4 In the interest of the control specifically of the Yachts, a Yacht Measurer and Sail Measurer shall be appointed, as shall Yacht Builders and Yacht Moulders.

### **4.2 Accounts**

The financial accounting period of the Club is 1st October to 30th September in each year, for which a Statement of Accounts shall be presented at the Annual General Meeting and shall include any separately designated account which may have been set up for a specific purpose.

### **4.3 General Committee**

#### **4.3.1 Officers**

The Officers of the Club shall be the Chairman, Vice Chairman, Honorary Secretary and Honorary Treasurer. They shall be elected at the Annual General Meeting and hold office until the conclusion of the next Annual General Meeting.

#### **4.3.2 Committee Members**

The members of the General Committee shall be nominated and voted for separately at the Annual General Meeting to hold office for one year. One member shall be particularly concerned with the technical matters of the Club and undertake the position of Measurement Committee Chairman. Three Members shall respectively represent and be concerned with the racing of Yachts and the social events of the Royal Norfolk & Suffolk Yacht Club, Waveney & Oulton Broad Yacht Club and Norfolk Broads Yacht Club, their respective titles being that of Fleet Captain. The fifth member shall be that of Minutes Secretary.

#### **4.3.3 Co-opted Members**

The General Committee may at such time as it deems is necessary to give additional assistance with the management of the affairs of the Club, co-opt additional members. Such an appointment shall, if not previously terminated, terminate at the conclusion of the following Annual General Meeting.

#### **4.3.4 Vacancies**

The General Committee may fill any vacancy occurring during the year of office.

#### **4.3.5 Committee Meetings**

Committee Meetings shall take place at regular intervals throughout the year as deemed required by the Officers. Such meetings shall not be quorate unless the minimum of five members are in attendance, two of which must be Officers. The Chairman shall have the casting vote if so required.

#### **4.3.6 Sub Committees**

The Chairman of a General Committee may appoint a Sub Committee for a specific task. The Sub Committee Chairman shall be responsible for recording and reporting back to the General Committee.

#### 4.4 **Appointments**

##### 4.4.1 **President**

A Club President, if appointed, shall hold office for such period as may be specified in the resolution of appointment. Such appointment shall be by invitation of the retiring General Committee.

##### 4.4.2 **Trophy Secretary**

A Trophy Secretary shall be appointed at the Annual General Meeting to hold office for one year. They shall be entitled to attend Committee Meetings and may co-opt assistance or delegate tasks as deemed required.

##### 4.4.3 **Archivist**

An Archivist shall be appointed at the Annual General Meeting to hold office for one year. They shall be entitled to attend Committee Meetings and may co-opt assistance or delegate tasks as deemed required.

##### 4.4.4 **Yacht Measurer**

A Yacht Measurer shall be appointed at the Annual General Meeting to hold office for one year. They shall be entitled to attend Committee Meetings. An additional Yacht Measurer may be appointed, subject to the recommendation of the General Committee and approval at a General Meeting.

##### 4.4.5 **Sail Measurer**

A Sail Measurer shall be appointed at the Annual General Meeting to hold office for one year. They shall be entitled to attend Committee Meetings. An additional Sail Measurer may be appointed, subject to the recommendation of the General Committee and approval at a General Meeting.

##### 4.4.6 **Yacht Builders**

Yacht Builders of wooden Yachts and Yacht Builders of glassfibre Yachts shall be appointed at the Annual General Meeting.

##### 4.4.7 **Yacht Moulders**

Yacht Moulders shall be appointed at the Annual General Meeting.

#### 4.5 **General Meetings**

##### 4.5.1 **Annual General Meeting**

An Annual General Meeting (AGM) shall be held between the 1st October and 31<sup>st</sup> October as may be decided by the Officers. Formal motions for discussion must be received by the Honorary Secretary six weeks prior to the Meeting taking place.

##### 4.5.2 **Extraordinary General Meeting**

An Extraordinary General Meeting (EGM) may be called if a written requisition setting out a motion to be debated and signed by at least ten Members is given to the Honorary Secretary any time before 1<sup>st</sup> August in any year. The Honorary Secretary shall call such a meeting within six weeks of the receipt of the requisition by a notice setting out the terms of the motion, provided that such a requisition need not be complied with if the Annual General Meeting is held within two months of the receipt of the requisition.

##### 4.5.3 **Notice of General Meetings**

Not less than fourteen days notice of any General Meeting shall be given to all Members. In the case of part owners of any Yacht, notice of any meeting or any other communication shall be deemed to have been given if given to the Owner whose name

appears first in relation to that Yacht in the List of Owners.

**4.5.4 Voting**

At a General Meeting of The Club, only Yacht Owners shall be entitled to vote on matters related to Club Rules. If more than one part owner of a Yacht is present, only one shall be eligible to vote i.e. Only one vote per Yacht. A two-thirds majority shall apply. Non-Yacht Owning Members shall be entitled to vote on all other matters.

**4.5.5 Quorum**

A General Meeting shall be deemed as not being quorate unless 20% of current voting membership shall be present. In this situation the Meeting would need to be re-convened.

**4.6 Rules**

4.6.1 A copy of the General Rules and Measurement Rules shall be given to all Members on admission to The Club as a Member. Revised Rules will be issued when appropriate.

4.6.2 Alteration to either the General Rules or the Measurement Rules shall not be made except at a General Meeting of the Club. Notice of any motion for alteration of a Rule shall be given to every Member together with the notice convening the meeting. Such a motion shall not be carried unless two-thirds of the votes cast are in favour of it.

**5.0 CONSTRUCTION OF YACHTS**

**5.1 Building, repair and restoration**

5.1.1 The building, repair and restoration of Yachts shall be governed by Measurement Rules approved at a General Meeting of the Club.

5.1.2 The intention of the Measurement Rules is to ensure that all new Yachts are correctly constructed and that any existing Yachts, both wooden and glassfibre, which are being rebuilt, repaired, or modified are brought into line with these rules.

5.1.3 The Club's Mould shall be available to approved Builders for a royalty payable to the Club for each yacht constructed. The level of such royalty to be approved at a General Meeting, subsequent to annual review by the General Committee.

**5.2 Yacht Names**

5.2.1 A Member, or prospective new member, intending to offer a newly built Yacht for approval, shall select the name for that Yacht from a definitive list of water and water associated birds as approved by the membership at a General Meeting. The application for the name shall be submitted to the Honorary Secretary in writing who will allocate it accordingly.

5.2.2 The name of a Yacht shall not be changed without the approval of membership at a General Meeting and in considering any application for such this shall be in accordance with the conditions specified in Rule 5.2.1

**6.0 RACING RULES**

**6.1 Equipment**

6.1.1 The following equipment shall be on board whilst racing at all times:

- i) One paddle not less than 1000 mm in length

- ii) One bucket and an optional hand bailer of reasonable capacity

6.1.2 The following additional equipment shall be on board whilst racing at sea:

- i) One or more compasses (non electronic). The compass should be a marine type and securely fixed to the boat.
- ii) One anchor with a minimum weight of not less than 5 kg fixed to at least 2 metres of 4.7 mm minimum diameter chain and secured to not less than 18 metres of 8 mm minimum diameter polyester rope.
- iii) Life jackets or buoyancy vests for the helmsperson and each crew member, which should be CE marked to the appropriate EN number.
- iv) Rule deleted at AGM 5<sup>th</sup> October 2018
- v) Third person safety line.
- vi) Towing line: all boats shall carry a towline of a minimum length of 20 metres and a minimum diameter of 10mm when sailing offshore.

## 6.2 Sails

Before use, all new sails shall be measured, signed and dated by an RYA Sail Measurer or by the Club's Chief Sail Measurer, who shall be appointed at an AGM and shall also be an RYA Sail Measurer. A Sail Measurement Form will be completed for each new suit or individual sail and returned to the Chief Sail Measurer who will keep the forms on file for the Club's reference. Any sail can be measured, or re-measured, if so determined by the General Committee, or their nominated person, or at a General Meeting. A Yacht shall not be eligible to race unless each sail in use bears a Measurer's signature and date to indicate that these Rules have been complied with.

## 6.3 Spars

All replacement masts, booms and gaffs shall be measured before use by an appointed Yacht Measurer and duly signed. Such measurement shall be duly recorded by the Measurement Committee Chairman, with notification given to the Honorary Secretary.

## 6.4 Booming Out

There shall be no booming out of the foresail, nor may the foresail sheet be held between the fairlead and the foresail, provided that this rule shall not apply in races other than class races in which adherence to class rules is specified.

## 6.5 Dry sailing

When Yachts compete in an event, regatta or special series of races held over one day or consecutive days, they shall be kept afloat for the entire duration. A Yacht may be removed from the water to effect a repair after receiving verbal permission from the Club Chairman, or an appointed representative at that event.

## 6.6 Crew

6.6.1 Crews shall consist of not more than two persons exclusive of the helmsperson. For the purpose of this rule, two children under the age of 12 shall count as one person, and children under the age of 8 shall not be counted.

6.6.2 Paid hands shall be allowed at sea in Yachts steered by ladies or by leave of the Honorary Secretary.

N.B. A helmsperson may sail on their own, other than at sea.

## 6.7 **Trophies**

6.7.1 When competing for any Broads One Design Trophy, other than a trophy for which the terms of donation make special provision about the eligibility of competitors, and with the exception of trophies awarded by individual yacht clubs for accumulated club points series, a Yacht shall not be eligible for the award of the trophy unless she is helmed throughout the race, or throughout a series of races, by a Member of The Broads One Design Club.

6.7.2 Notification shall be given in advance to the Fleet Representative of the intention for a guest of a Member to helm. The guest shall be a member of an RYA affiliated club.

## 6.8 **Yacht Flags**

6.8.1 Each Yacht shall fly the individual racing flag assigned by the Club, unless permission to fly some other flag shall have been given by the Race Officer.

6.8.2 All racing flags at sea shall not be less than one foot square. Optional use of a smaller flag on inland waters is permitted.

## 6.9 **Club Flag**

The Club flag shall be international code flag "Z".

## 6.10 **Reefing**

For class races the Club flag, flown with or without cones, shall indicate the maximum amount of sail to be carried according to the following table. The respective Fleet Captain shall be responsible for requesting a decision to reef, but in their absence any Member may assume this responsibility after consultation with the Race Officer of the day.

6.10.1	Club flag without cones	- Full sail
6.10.2	Club flag with one cone	- One reef and large foresail
6.10.3	Club flag with two cones over international code flag "L"	- Two reefs and large foresail
6.10.4	Club flag with two cones	- Two reefs and small foresail
6.10.5	Club flag with two cones, the lower cone reversed	- Three reefs and small foresail

N.B. A Yacht that sails without complying to the above shall be deemed not to have started the race.

## 6.11 **Prohibitions**

6.11.1 Toe straps, trapeze, or other similar contrivance to support the helmsperson or crew outboard.

6.11.2 Use of electronic navigational devices.

## 6.12 **Disqualification**

Non-compliance with any of the foregoing, or any Club Rule in respect of Yacht requirements, shall be subject to protest and disqualification of the Yacht concerned in a race or races.

## 6.13 **RYA Racing Charter**

The Broads One Design Club abides by the rules of the RYA Racing Charter and Membership shall respect it likewise.

## MEASUREMENT RULES

Revised June 2017

### 1.0 GENERALLY

- 1.1 This is a One Design Class. The Rules, plans and specifications are intended to ensure that the Yachts of this class are as near as possible the same with regard to appearance, shape and weight of hull, decking, keel, rudder area and shape of sail plan, and in all items which affect performance.
- 1.2 These Rules are complementary to the 1922 Construction Drawing and Measurement Diagrams (hereinafter referred to as the 1922 Drawing). All dimensions used shall be those given in the Measurement Form. Any interpretation shall be made by the General Committee, hereinafter referred to as "the Committee". The decision of that Committee shall be final subject to 1.4 below.
- 1.3 In the event of discrepancy between these rules, the 1922 Drawing and/or the Measurement Diagrams, the matter shall be referred to the Committee.
- 1.4 A Member wishing to dispute a decision of the Committee may by written notice to the Honorary Secretary, countersigned by not less than three other Yacht owning members, require the matter to be submitted to the Sailing Committee of the Royal Norfolk & Suffolk Yacht Club for arbitration, or if that Committee so directs, to the General Purposes Committee of the Norfolk and Suffolk Boating Association.

### 2.0 CONSTRUCTION / MEASUREMENT

- 2.1 The building and alteration of Yachts shall be subject to the following requirements:
  - 2.1.1 A wooden Yacht built in accordance with the original design and specification shall be built by a Builder appointed at a General Meeting of the Club.
  - 2.1.2 No alteration shall be made to the hull of any wooden Yacht that is not in the opinion of the Committee i) substantially in accordance with the original design and specification of Yachts built before 1922 ii) in accordance with the 1922 Drawing in the case of Yachts built after 1922 and iii) in accordance with these Rules in the case of GRP Yachts. No alteration shall be made to the spars or rigging of any Yacht that is not in accordance with these rules. If the Officers consider that any Yacht has been altered so that she no longer conforms to such design and specification, they may give notice to the Owner requiring that she be restored to her proper condition and until she has been so restored shall not be eligible to enter class races.
- 2.2 Alterations to wooden Yachts shall be permitted where in the opinion of the Committee the following applies:
  - 2.2.1 In the case of a Yacht built before 1922 and the proposal is to rebuild the Yacht without altering its shape.
  - 2.2.2 In the case of a Yacht built before 1922 and the proposal is to alter the hull so that it more nearly complies with the 1922 Drawing.

- 2.2.3 In the case of a Yacht built after 1922 where alterations have subsequently taken place and the proposal is to rebuild the Yacht to comply with the 1922 Drawing.
- 2.3 In order to achieve the objectives stated in clause 2.1.2, alterations of Yachts shall be subject to the following requirements:
  - 2.3.1 Full details of a proposal for alteration to a wooden Yacht, together with details of materials to be used, shall be submitted by the Owner in writing to the Honorary Secretary before work commences.
  - 2.3.2 The Committee shall within 30 days of the receipt of the proposal notify the owner of the Yacht in writing if the proposal is approved, of any conditions or requirements in relation to the proposal and of an inspection schedule to enable the Yacht Measurer, appointed Committee Member and/or representative of the Committee to ensure compliance with the proposal. If a proposal is rejected the Committee shall within 30 days of the receipt of the proposal notify the owner of the Yacht in writing of the rejection and the reason for rejection.
  - 2.3.3 Following receipt of approval the Yacht owner must:
    - 2.3.3.1 Notify the Honorary Secretary upon commencement of the rebuilding.
    - 2.3.3.2 Notify the Honorary Secretary when each stage requiring an inspection, if any, by the Yacht Measurer or appointed Committee Member and/or representative of the Committee, is reached.
    - 2.3.3.3 Provide facilities for the appointed Yacht Measurer, or appointed Committee Member and/or representative of the Committee to inspect, as specified in the Inspection Schedule.
  - 2.3.4 Upon completion of the rebuilding the appointed Yacht Measurer shall complete a final inspection and forward to the Honorary Secretary the Measurement Form to confirm that rebuilding has been carried out in accordance with the proposal approved by the Committee.
  - 2.3.5 The Yacht will not be eligible to enter class races before the final inspection takes place and a Measurement Form has been completed.
  - 2.3.6 Payment of any costs incurred shall be the responsibility of the Yacht owner.
- 2.4 A Yacht with a hull of plastic material reinforced with glassfibre moulded from a matrix shall be indistinguishable in shape, displacement and, so far as possible, except for the colour of the topsides, in appearance from wooden hulled Yachts built in accordance with the original design and specification, and in order to achieve this object:
  - 2.4.1 Shall be built in accordance with specifications approved by the Club.
  - 2.4.2 The matrix shall be approved by the Club after certification by the Yacht Measurer.
  - 2.4.3 The hull shall be moulded by a Moulder appointed by the Club.
  - 2.4.4 The hull shall be incorporated into the finished Yacht by any Builder appointed under rule 2.1.1 of these rules, or by any other Builder appointed for the purpose at a General Meeting of the Club, or in the case of a Member building a Yacht for his own use, appointed by the General Committee, subject to any conditions the Committee may impose.
  - 2.4.5 The Moulder shall provide a certificate stating that the hull and decking has been

laid up and constructed in accordance with the Builder's specification lodged with the Club.

- 2.4.6 The hull shape shall be in accordance with two athwartship section templates approved by the Committee.
- 2.4.7 The decking shall be of a single colour of fawn, which shall be as near as practicably possible to the original covering of linoleum.
- 2.4.8 The arrangement of buoyancy compartments fore and aft shall be in accordance with the measurement diagrams as provided by the Builders.
- 2.4.9 Two bulkheads of either 15 minimum thickness teak or mahogany faced BS1088 marine plywood, or 18 minimum thickness solid hardwood, shall be inserted fore and aft in the cockpit positions, as shown on the 1922 Drawing.
- 2.4.10 Hardwood rubbing beads running from the stem to the brass stern band shall extend unbroken around the deck edge to cover the joint between the hull and deck moulding to the solid sections, as shown on the 1922 Drawing.
- 2.4.11 An oak tabernacle of the same size and shape as given on the 1922 Drawing shall be fixed and bonded into the hull.
- 2.4.12 A hardwood mast step shall be fixed to the bottom of the tabernacle. This shall be the same size and shape, as shown on the 1922 Drawing.
- 2.4.13 Solid or laminated hardwood floors shall be fixed over the mast step in the area of the tabernacle. These shall be to the size and shape as shown on the 1922 Drawing. No more than two shall be fitted.
- 2.4.14 A teak or mahogany hatch cover shall be provided over the mast slot in the foredeck to the general size and shape, as shown on the 1922 Drawing.
- 2.4.15 Solid or laminated teak or mahogany coamings shall be fixed around the cockpit edge. These shall be of the same dimensions and shape as shown on the 1922 Drawing.
- 2.4.16 Solid or laminated teak or mahogany burden boards to the full length of the cockpit shall be fixed to the hull. These shall be the same dimensions and shape as shown on the 1922 Drawing.
- 2.4.17 Teak or mahogany faced BS1088 marine plywood cockpit sole, with one or two hatches, shall extend over the cockpit area between the burden boards as shown on the 1922 Drawing.
- 2.4.18 The internal layout of the cockpit is optional as far as the thwarts, shelves and cupboards are concerned. These shall be constructed of solid teak or mahogany. Alternatively, shelves and cupboards may be constructed with teak or mahogany faced BS1088 marine plywood.
- 2.5 Provided that in the case of any Yacht, the production of which began prior to 20th January 1989, sub paragraphs 2.4.2, 2.4.3 and 2.4.4 shall be deemed to have been complied with and in the case of any Yacht, the production of which began subsequently to the passing of this rule with the moulding of a hull from the original matrix, sub-paragraph 2.4.2 shall be deemed to have been complied with.
- 2.6 Both sides of the hull shall be the same single colour between the waterline and the gunwale with the mandatory gilt line filled in with gold leaf or gold tape. An optional boot topping no

wider than 50 mm amidship may be placed at the waterline.

- 2.7 The exterior of the hull below the waterline shall be finished with an anti-fouling coating.
- 2.8 The name of the Yacht shall be displayed on the outside of the aft cockpit coaming in letters not less than 38 mm high. The name may also be placed on the transom in letters no higher than 100 mm.
- 2.9 Hull advertising is not allowed, except for the Builder's mark, which is to be placed centrally on the inside of the aft coaming where the tiller extends into the cockpit, or on a circular bronze/brass flange plate around the boom crutch tube.

### **3.0 RUDDER AND TILLER**

- 3.1 The rudder shall be of solid timber panels fixed and bonded onto stainless steel supports welded onto a solid stainless steel stock of not less than 28 mm diameter. The shape, thickness and trailing edge of the rudder to be as shown on the 1922 Drawing.
- 3.2 The rudder profile shall conform to the approved template.
- 3.3 The tiller shall be cast in bronze and shall conform to the shape and dimensions of the 1922 Drawing and shall not overhang into the cockpit by more than 100 mm.

### **4.0 KEEL**

- 4.1 The ballast keel is to be cast lead from an approved pattern and shall conform to the shape and sections of the 1922 Drawing. The keel without keel bolts shall weigh not less than 352 kg and not more than 360 kg in its faired-in state ready for final fixing.
- 4.2 The ballast keel shall be bolted with four 16 mm diameter stainless steel bolts to the hull.
- 4.3 An oak or similar hardwood deadwood of the shape and section shown on the 1922 drawing, the edges of which shall not be more than 4 mm from the outline of the official pattern, shall be fixed to the rear of the ballast keel and bolted to the hull.
- 4.4 The ballast lead keel and deadwood may be treated with any non-reinforced paint resin or plastic coating.

### **5.0 FITTINGS**

- 5.1 The following fittings shall be positioned in accordance with the 1922 drawing:-
  - 5.1.1 Bronze stemhead fitting incorporating foresail anchorage loop
  - 5.1.2 Tufnol or brass rubbing strip to the top of the cockpit coaming
  - 5.1.3 Bronze bow cleat.
  - 5.1.4 Bronze stern captive mooring fairlead
  - 5.1.5 Brass or bronze stern band and cover band
  - 5.1.6 Bronze mainsheet anchorage bolt
  - 5.1.7 One pair of bronze shroud plates each side
  - 5.1.8 One pair of foresail fairleads bolted through the deck. Bearing surface to centreline to be not less than 610 mm.

- 5.1.9 Bronze tabernacle supports, cast and finished to the shape as shown on the 1922 Drawing with a bronze or stainless steel bolt of a not less than 16 mm diameter and not more than 19 mm diameter.
  - 5.1.10 Crutch support socket consisting of a brass or bronze flange plate and a brass, bronze or fibreglass tube set into the deck.
  - 5.1.11 Timber or tufnol cleats set on the burden boards for halyards and topping lift.
  - 5.1.12 Four hooks for halyard ends.
  - 5.1.13 Cheek blocks or halyard guides screwed to each side of the tabernacle.
  - 5.1.14 Fixed and Manual bilge pump(s) to discharge through a tube to a bronze skin fitting.
  - 5.1.15 In addition to manual bilge pump(s) an electric powered bilge pump may be fitted. Weight of the pump and equipment to be excluded from the measurement weight of the boat.
- 5.2 In addition to the fittings listed above and those shown on the 1922 Drawing, only the following may be fitted:
- 5.2.1 One pair of fairleads bolted through the deck for the small foresail, the bearing surface from centreline to be not less than 610 mm.
  - 5.2.2 Bronze bow mooring fairleads.
  - 5.2.3 Ratchet block and/or block with a jam cleat may be fixed to the last boom fitting or strop before the mainsheet is lead to the hand. Traditional thumb cleats may also be fixed to the boom.
  - 5.2.4 Brass, bronze or stainless steel belaying pins may be fixed to the underside of the inner deck carlin either side. Alternatively, cam cleats may be fixed to the inside of the coaming or to blocks fixed to the underside of the inner deck carlin.
  - 5.2.5 Brass deck clips for cockpit cover.
  - 5.2.6 Teak or mahogany rowlock pads fixed into position, as shown on the 1922 Drawing.
  - 5.2.7 Bronze rowlock sockets and rowlocks.
  - 5.2.8 Bronze stern flag holder.
  - 5.2.9 Compass(es) - non electronic.
  - 5.2.10 Bronze non-adjustable mainsheet horse as an alternative to the mainsheet bolt, fixed in the same position. The length of travel of the mainsheet attachment will not exceed 610 mm.

## **6.0 WEIGHT**

- 6.1 The all-up sailing weight in dry condition, including essential fixed fittings, shall not be less than 840 kg. Essential fixed fittings shall include spars, sails, rigging, compulsory and permanently fixed fittings and equipment as listed in rules 5.1, 5.2 and 10.1.

- 6.2 Correctors of metal or wood shall be permanently fastened to the underside of each side deck amidship in all Yachts weighing less than the specified weight, in order to bring the weight up to the minimum requirement. The total weight of the correctors shall not exceed 30 kg. The weight of the correctors shall be recorded on the Measurement Form.

## **7.0 SPARS**

- 7.1 The mast, boom and gaff shall be of solid timber either of grown poles, or laminated from not more than three pieces across the section. Splices may be made to obtain the lengths required.
- 7.1.1 Glassfibre tape may be used to reinforce the mast where the gaff rubs against the mast whilst using full sail, one reef, two reefs and three reefs. The tape shall be no wider than 300 mm, nor project from the mast more than 2 mm.
- 7.2 The general shape, dimensions and fittings of the spars shall conform to the 1922 Drawing.
- 7.3 The design of the spar fittings shall follow the general design and purpose as shown in the 1922 Drawing.
- 7.4 The following spar fittings shall be in accordance with the arrangement shown on the 1922 Drawing:
- 7.4.1 Bronze gooseneck and supporting brackets.
- 7.4.2 Timber cheeks for lower shroud supports with sheaves incorporated for topping lift.
- 7.4.3 Bronze or galvanised steel bracket for main halyard block anchorage.
- 7.4.4 Bronze or galvanised steel bracket for foresail and peak halyard blocks.
- 7.4.5 Bronze or galvanised steel bracket for forestay, upper shroud supports and peak halyard blocks.
- 7.4.6 Leather covered swinging gaff jaws and bronze gaff fittings.
- 7.4.7 The boom may have protection not exceeding 450mm long to prevent the boom rubbing against the aft shrouds.
- 7.4.8 Mainsheet blocks may be secured to the boom either by brass, bronze or stainless steel brackets. Alternatively, these may be fixed with strops protected with plastic tubing. The top of a block fixed to the boom shall not hang more than 75 mm below the boom.
- 7.4.9 An outhaul arrangement as shown on the 1922 Drawing may be fitted to the boom for adjusting the mainsail clew, consisting of a two or three part purchase and secured by a single cleat positioned to the rear of the aft coaming, the tail of which, or its extension, will not extend forward of the aft coaming. The rope will be predominantly white in colour and be no less than 4 mm in diameter.
- 7.4.10 Fixing of the mainsail head to the gaff shall be by lacing fastened through a hole drilled through the end of the gaff.

## **8.0 STANDING AND RUNNING RIGGING**

8.1 The standing rigging shall be of stainless steel or galvanized wire of 1 x 19 or 7 x 7 construction of not less than 4 mm diameter. The standing rigging shall consist of a forestay and two upper shrouds fixed to the aft shroud plates and two lower shrouds fixed to the forward shroud plates.

8.2 All new or replacement ropes shall be laid or braided polyester rope and be predominately white in colour. They shall be used in the following minimum sizes:

- |                                |  |
|--------------------------------|--|
| • Halyards                     | 8 mm diameter                          |
| • Jib sheets - single purchase | 8 mm diameter                          |
| • Jib sheets - double purchase | 8 mm diameter                          |
| • Main sheet                   | 10 mm diameter                         |
| • Main sail lacing             | 3 mm diameter                          |
| • Flag halyard                 | no minimum size                        |
| • Topping lift                 | no minimum size                        |
| • Lacing for reefing mainsail  | no restriction of colour, type or size |

8.3 The arrangement of blocks, halyards, sheets and lacing to fix and trim the sails shall be as shown on the current Drawing, except that:

- The foresail may be hanked to the forestay or left flying. The tack shall be either fixed directly onto the foresail fixing loop on the stemhead fitting, or by a strop so that the foresail shall not be higher than 150 mm off the deck.
- A single purchase block shall be fixed to the head of the foresail.
- Mainsails shall be fixed to the gaff, mast and boom with at least 3mm diameter lacing. The throat of the mainsail shall be fixed to the gaff tangs bolt or with an optional shackle/lacing so that the top of the sail at the throat does not exceed 75mm, measured from the underside of the gaff above the gaff fixing bolt.
- An optional two-part purchase may be fitted along the mast for the topping lift.

8.4 A 2-1 purchase or whip tackle is allowed in each jib sheet, provided the single anchorage for the standing part of the sheet is attached to the large foresail fairlead, either by a loop formed from stainless steel or brass rod, welded or brazed onto the outer top edge of the fairlead eye bolt, or by a suitable shackle fixed through the fairlead. The sheets within the 2-1 purchase system shall not be less than 8 mm diameter.

## **9.0 SAILS**

9.1 Sails shall be of the elevational shape as shown on the currently approved 1922 Drawing and shall be made and measured in accordance with the current RYA Yacht and Sail Measurement Booklet, except as varied herein.

9.1.1 Mainsail and foresail measurement positions at the head, tack and clew shall be taken through the centre of each cringle to the edge of the sail. Where the centre of the cringle at any measurement point measures more than 30mm from adjacent sail edges, then the position for the measurement will be where the extension of the line of the edges of the sail meet. The mainsail throat shall be measured similarly, using the extensions of sail edges over a length of 455mm along the luff and head to produce a measurement point where they meet. The sail edge at the throat shall not extend more than 15mm from the measurement point. Where the width of the mainsail peak when measured at right angles to the head exceeds 50mm, the “triangulation” method of measurement shall be used.

- 9.1.2 Category A has been adopted by the Class and there shall be no advertising on the sails whatsoever, except for the Sailmaker's label attached within 400mm of the tack and fitting within a 150mm x 150mm square.
- 9.2 Only white polyester sailcloth weighing 180 to 275 grams per square metre shall be used in the main body of the sails and for the outer layers of reinforcing patches. Similar woven cloths may be used for permitted stiffening and/or reinforcing. High tensile materials such as Kevlar and Aramids and/or non-woven reinforcement shall not be used.
- 9.3 Sails shall be single ply and shall not have two-ply leeches. All visible materials used in the construction shall be white with the exception of black numbers and cringles.
- 9.4 Mainsails and foresails shall only have parallel panels running at 90 degrees, plus or minus 10 degrees with the leech (aft edge of the sail). One panel at the bottom of both sails, running from the luff to the leech, may be fitted which is not parallel to the others. The height of this panel shall not exceed 50 mm measured from the tack or clew corners to the centre of the seam immediately above.
- 9.5 Seams shall not exceed 30 mm in width.
- 9.6 Leeches on both mainsails and foresails shall be finished with tabling. Heat sealed leeches are not allowed. Leech lines may be fitted to the mainsail.
- 9.7 No camber or draught strips shall be fitted.
- 9.8 Primary reinforcement used on mainsails and foresails at the tack, clew, head, throat and reefing points adjacent to the leech or luff shall not exceed 500 mm.
- 9.9 Secondary reinforcement used on mainsails and foresails at the tack, clew, head, throat and reefing points adjacent to the leech or luff shall not exceed 900 mm. No secondary reinforcement may interconnect with any other, except at the mainsail clew, which may interconnect with the reefing points on the leech. As an option a single piece of secondary reinforcement material may be utilised to form a single combined patch. The maximum size of this optional combined patch shall not exceed 600 mm along the foot and 2700 mm along the leech, measured from the clew corner.
- 9.9.1 Reefing eyelet reinforcing within the mainsail shall be by individual patches not exceeding 80mm square.
- 9.9.2 Flutter patches, if used, shall be triangular in shape with sides not exceeding 85 mm long.
- 9.9.3 Chafing patches are not allowed except to protect the mainsail where it rubs against the aft shroud. Two patches may be fitted, one either side of the mainsail, each not exceeding 80 mm wide x 300 mm deep.
- 9.9.4 Batten pocket patches shall fit within a 140 mm square.
- 9.9.5 Tabling shall not exceed 50 mm in width.
- 9.10 Mainsails shall be constructed within the measurements given below and shall have three batten pockets, the centrelines of the two upper pockets shall fall within 50 mm of the mid and three-quarter, and the lower pocket shall fall within 150 mm of the quarter leech measurement points. The mid-leech point shall be as defined in rule 9.10.8 and the quarter and three-quarter leech points shall be determined by folding the clew corner as defined in rule 9.10.8 and the peak corner at its highest point to the mid point of the leech.
- 9.10.1 Batten material is optional. Each batten shall not exceed 762 mm in length

- 9.10.2 Batten pocket inside width shall not exceed 60 mm, except where essential to facilitate batten entry. Batten pocket pads not exceeding 80 mm wide x 880 mm long may be fitted under each pocket.
- 9.10.3 Luff length shall not exceed 3355 mm.
- 9.10.4 Foot length shall not exceed 5105 mm.
- 9.10.5 Leech length shall not be less than 7215 mm or more than 7315 mm and shall be cut with no roach.
- 9.10.6 Head length shall not exceed 3355 mm.
- 9.10.7 Length of throat to clew shall not be less than 5920 mm and not more than 6095 mm.
- 9.10.8 Length of throat to the mid-leech point shall not be less than 3050 mm and not more than 3200 mm. The mid-leech point shall be determined by folding the sail with the highest point of the peak with the lowest point of the sail directly below the centre of the clew cringle.
- 9.10.9 Length from the highest point of the peak corner to the mid-foot point shall not exceed 6750 mm. The mid-foot point shall be determined by folding the sail and placing the centre of the clew cringle directly above the centre of the tack cringle.
- 9.10.10 The top of the higher sail number(s) shall be placed within 1830 mm of the peak corner. The number(s) shall be black, placed centrally on the mainsail. The following minimum dimensions shall apply:

Height	305 mm
Width	200 mm (except number one)
Thickness	45 mm
Minimum space between adjoining numbers	60 mm

- 9.10.11 Three lines of reefing eyelets shall be set in the mainsail. These shall be spaced at 610 mm intervals along the luff and 760 mm along the leech, measured from the bottom of the foot rope taken through the centre of the tack and clew cringles respectively. A tolerance of plus/minus 25 mm is allowed, however all reefing points must fall within the following ranges:

Luff	First reefing point	585 mm to 635 mm
	Second reefing point	1195 mm to 1245 mm
	Third reefing point	1805 mm to 1855 mm
Leech	First reefing point	735 mm to 785 mm
	Second reefing point	1495 mm to 1545 mm
	Third reefing point	2255 mm to 2305 mm

The number of reefing points provided within the body of the mainsail, excluding cringles on the luff and leech, shall be as follows:

First reef	- not less than 10
Second reef	- not less than 9
Third reef	- not less than 8

NB When reefing, all appropriate reef points/eyelets shall be used

9.11 Foresails shall be constructed within the following measurements. Should the width at the head measured at right angles to the luff exceed 40 mm, the triangulation method of measurement will be used.

9.11.1 Luff length of large foresail shall not be less than 4955 mm or more than 5005 mm

9.11.2 Leech length of large foresail shall not exceed 4575 mm

9.11.3 Foot length of large foresail shall not exceed 2260 mm

9.11.4 Length from the head to mid-foot point shall not exceed 4800 mm. The mid-foot point is determined by placing the centre of the clew cringle above the centre of the tack cringle

9.11.5 Luff length of the small foresail shall not be less than 4345 mm and not more than 4395 mm

9.11.6 Leech length of the small foresail shall not exceed 3710 mm

9.11.7 Foot length of the small foresail shall not exceed 1905 mm

9.11.8 Length from the head to the mid-foot point of the small foresail shall not exceed 4030 mm. The mid-foot point shall be determined as stated in rule 9.11.4

## **10.0 EQUIPMENT**

10.1 As per Rule 6.1 of the General Rules, the following equipment shall be on board whilst racing at all times. These items form part of the all-up sailing equipment referred to in Rule 6.1 of these Measurement Rules in respect of Yacht weight.

10.1.1 One paddle not less than 1000 mm in length

10.1.2 One hand bailer or bucket

## **11.0 PROHIBITIONS**

As per Rule 6.11 of the General Rules, toe straps, trapeze or other similar contrivances are forbidden, likewise electronic compasses, and such items shall not be fitted to the Broads One Design Yacht.

# SAIL MEASUREMENT FORM

Revised November 2013

Name of Yacht .....

Sail No .....

Sail Manufacturer .....

Date Measured ..

.....

Item No	Rule No	Measurement			Minimum mm	Actual	Maximum mm
1	9.1 9.2 9.3 9.4	Are sails made in accordance with these rules Does the mainsail throat comply			Yes -		No 15
2	9.5	Seams 30mm wide or less			Yes		No
3	9.8	Primary reinforcement			-		500
4	9.9	Secondary reinforcement			-		900
5	9.9.1 9.9.2 9.9.3 9.9.4	Reefing, flutter, chafing and batten pocket patches as rules  80/85/80 x 300/140 x 140			Yes		No
6	9.9.5	Tabling 50mm wide or less			Yes		No
7	9.10	Batten pockets spacing comply			Yes		No
8	9.10.1	Battens 762mm long or less			Yes		No
9	9.10.2	Batten pockets 60mm wide or less			Yes		No
10	9.10.3	Mainsail luff length			-		3355
11	9.10.4	Mainsail foot length			-		5105
12	9.10.5	Mainsail leech length cut with no roach			7215		7315
13	9.10.6	Mainsail head length			-		3355
14	9.10.7	Mainsail throat to clew length			5920		6095
15	9.10.8	Mainsail throat to mid-leech length			3050		3200
16	9.10.9	Mainsail peak to mid-foot length			-		6750
17	9.10.10	Mainsail numbers comply			Yes		No
18	9.10.11	Mainsail reefing cringles					
		Luff	- - -	First cringle Second cringle Third cringle	585 1195 1805		635 1245 1855
		Leech	- - -	First cringle Second cringle Third cringle	735 1495 2255		786 1545 2305
19	9.10.11	Number of reefing eyelets and reinforcing patches  10/9/8			Yes		No

20	9.11.1	Foresail luff length	4955		5005
21	9.11.2	Foresail leech length			4575
22	9.11.3	Foresail foot length			2260
23	9.11.4	Foresail head to mid-foot length			4800
24	9.11.5	Small foresail luff length	4345		4395
25	9.11.6	Small foresail leech length			3710
26	9.11.7	Small foresail foot length			1905
27	9.11.8	Small foresail head to mid-foot length			4030

#### **SAIL MEASUREMENT DECLARATION**

I declare that I have measured the sails of Broads One Design Yacht number . . . . . and the particulars on this form are correct to the best of my knowledge. . . . . alterations have been made on this form and all have been initialled. Other discrepancies or special comments are detailed below.

#### **SAIL MEASURER'S REMARKS**

Signed .....

The Broads One Design Club  
**YACHT MEASUREMENT FORM**

Form current as at February 2008

<b>Name of Yacht</b> .....	<b>Yacht No</b> .....
<b>Mould</b> .....	<b>Year built</b> .....
<b>Moulder</b> .....	<b>Colour of Hull</b> .....
<b>Yacht Builder</b> .....	<b>Date Measured</b> .....

Item No	Rule No	Description	Dimensions		
			Minimum mm	Actual	Maximum mm
		<b>HULL</b>	----	----	----
1	2.4	(a) overall length including stem and sternbands	7315		7335
2	2.4.1	(b) aft face of tabernacle to stem including stem band	2310		2360
3	2.4.1	(c) aft face of tabernacle to aft face of coaming	2720		2760
		<b>Beam</b> - at sheerline, excluding rubbing beads at:	----	----	----
4	2.4.1	(a) aft face of mast tabernacle	1360		1385
5	2.4.1	(b) aft face of rear cockpit coaming	1460		1485
6	2.4.1	(c) amidships	1535		1560
7-10	2.4.6	Reserved for when Hull Templates are used (items not used on this hull)	----	----	----
11	2.4.9	Do the bulkheads comply	YES	----	NO
12	2.4.10	Do the rubbing beads comply	YES	----	NO
13	2.4.11	Does the tabernacle comply	YES	----	NO
14	2.4.12	Does the mast step comply	YES	----	NO
15	2.4.13	Do the floors comply	YES	----	NO
16	2.4.14	Does the hatch cover comply	YES	----	NO
17	2.4.15	Does coaming construction comply	YES	----	NO
		Coaming height:	----	----	----
18	2.4.15	(a) above deck at tabernacle	120		145
19	2.4.15	(b) above aft deck at tiller overhang	75		95
20	2.4.16 2.4.17	Do burden boards and cockpit sole comply	YES	----	NO
21	2.4.18	Does the internal layout comply	YES	----	NO
22	2.6	Has the hull a solid colour between the gunwale and waterline, (boot-top excepted) and a gold cove line	YES	----	NO
	2.4.7	Is the deck a single "fawn" colour	YES	----	NO
23	2.8	Is the name of the yacht, in gold on the aft coaming at least 38mm high	YES	----	NO
24	2.7	Does the hull have an anti-fouling coating below the waterline	YES	----	NO

Item No	Rule No	Description	Dimensions		
			Minimum mm	Actual	Maximum mm
		<b>RUDDER AND TILLER</b>	----	----	----
25	3.1	Does the rudder construction comply	YES	----	NO
		Rudder blade thickness:	----	----	----
26	3.1	(a) at forward edge next to stock	36		45
27	3.1	(b) aft edge adjacent to radius	23		27
28	3.1	Is thickness evenly maintained to trailing edge and radiuses	YES	----	NO
29	3.2	Does rudder conform to approved template +/- 6mm	YES	----	NO
30	3.1	Diameter of stock	28		----
31	3.3	Tiller cockpit overhang	-		100
		<b>KEEL</b>	----	----	----
32	4.1	Keel weight ready for final fixing	352kgs		360kgs
33	4.2	Do the four bolts comply	YES	----	NO
34	4.3	Deadwood deviation from template	-		4
35	4.4	Does the keel and deadwood coating comply	YES	----	NO
	4.1	Does the keel shape and sections comply with 1922 drawing?	YES	----	NO
		<b>FITTINGS</b>	----	----	----
36	5.1	Are the fittings listed fixed to the hull	YES	----	NO
37	5.1.1	Distance of foresail anchorage loop from aft face of stem band	75		110
38	5.1.6	Distance of mainsheet anchorage bolt from aft face of tabernacle.	3800		4150
39	5.1.7	SHROUD PLATES Aft of line drawn at aft face of tabernacle to centerline of shroud-plate pin hole: (a) forward pair	(-50)		50
40	5.1.7	(b) aft pair	255		----
41	5.1.7	(c) distance apart	300		310
41	5.1.8	FAIRLEADS = Distance from centerline to bearing surface: (a) Large Foresail	610		----
43	5.2.1	(b) Small foresail (optional)	610		----
		<b>WEIGHT</b>	----	----	----
44	6.1	Sailing weight (measured) (see appendix for equipment which may be included )	840kgs		----
45	6.2	Total weight of correctors (if required)	0		30kgs
46	6.2	Number of correctors, (underside of deck, amidships)	0		4
		<b>MAST</b>	----	----	----
47	7.1	Is the mast of solid timber construction of either a grown pole or laminated as defined in the rules?	YES	----	NO
48	7.2 7.3,7.4	Do the general shape, tapers and fittings of the mast conform to the 1992 construction drawing?	YES	----	NO
		<b>Mast Diameter:</b>	----	----	----
49	7.2	(a) immediately above lower hound blocks/main halyard strap	73		----
50	7.2	(b) immediately below foresail block strap	67		----

Item No	Rule No	Description	Dimensions		
			Minimum mm	Actual	Maximum mm
51	7.2	(c) immediately below forestay strap	57		-----
52	7.2	(d) between gooseneck and gaff resting position	89		-----
		<b>Distance (vertically) from underside of tabernacle bolt to:</b>	-----	-----	-----
53	7.2	(a1) to underside of truck	5825		5835
54	7.2	(a2) to sheerline at gunwale	275		290
55	7.2	(b) top bearing surface of lower hound blocks	4550		4575
56	7.2	(c) to underside of foresail halyard strap	5125		5150
57	7.2	(d) to underside of forestay strap	5575		5600
58	7.2	(e) to deck	230		240
		<b>Distance from top of boom to:</b>	-----	-----	-----
59	7.2	f) Deck, immediately aft of mast w/boom squared to mast	458		470
		g) Underside of tabernacle bolt. (= f – e)	-----		-----
		<b>BOOM</b>	-----	-----	-----
60	7.2	Is the boom of solid timber construction of either a grown pole or laminated as defined in the rules?	YES	-----	NO
61	7.2	Does the general shape, tapered dimensions and fittings of the boom conform with the 1922 drawing?	YES	-----	NO
		Boom diameter:	-----	-----	-----
62	7.2	(a) at tack end	51		---
63	7.2	(b) at clew end	51		---
64	7.2	(c) diameter 3800mm from tack end	63		---
		<b>GAFF</b>	-----	-----	-----
65	7.1	Is the gaff of solid timber construction of either a grown pole or laminated as defined in the Rules?	YES	-----	NO
66	7.2	Does the general shape, tapered dimensions and fittings of the gaff conform with the 1922 drawing?	YES	-----	NO
		Gaff diameter:	-----	-----	-----
67	7.2	(a) at throat end	51		-----
68	7.2	(b) at peak	44		-----
69	7.2	(c) 2000mm from throat end	57		-----
70	8.1	Does the rigging comply	YES	-----	NO
71	8.2	Do the halyards and sheets comply	YES	-----	NO
72	-	<b>RACING FLAG</b> (Pattern as issued by Hon Sec)			

### **YACHT MEASUREMENT DECLARATION**

I certify that I have measured and weighed Broads One Design Yacht No. .... and the particulars on this form are correct to the best of my knowledge.

I attach (if applicable YES/NO) (a) the moulders certificate that the hull and deck has been laid-up and constructed in accordance with an agreed specification  
(b) a foundry certificate of keel weight (see sheet 5 for keel weight information)

Discrepancies and items not in accordance with the Measurement Rules are noted on the following page.

YACHT MEASURER'S REMARKS - Outstanding items: YES / NO

--

Signed ..... Date  
.....

Name of Yacht Measurer or Club Official ..... (Block capitals)

DECLARATION OF YACHT MEASURER OR CLUB OFFICIAL

Outstanding items listed above are certified as having been completed and the above mentioned Broads One Design Yacht is in full compliance with the Broads One Design Club Yacht Measurement Rules.

Signed ..... Date  
.....

Name of Measurer or Club Official ..... (Block capitals)

ADDITIONAL INFORMATION AND OBSERVATIONS (optional)

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Keel Weight (as moulded) : ..... kgs  
..... weight removed ..... kgs .... Sketch:  
..... as fitted: ..... kgs

Items included in measured sailing weight:

Paddle .....  
Bucket .....  
Sails .....  
Racing flag .....

Note: Sails are subject to separate measurement by Class Appointed Sail Measurer

YACHT MEASURER'S OBSERVATIONS (Optional)

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**Form to be returned to the Hon Secretary of the Broads One Design Club**

Kate Aitken, The White House, Mill Road, Dilham, North Walsham, Norfolk, NR28 9PU  
Email: bodsecretary@outlook.com

