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Banshee Class Association Rules

I. ONE DESIGN

In the interest of true one-design racing, and for the good of the Banshee Class, it is required that all BANSHEE class boats as designed by Richard L. Reid be manufactured by builders licensed by the Banshee Class Association

II. PRINCIPLE DIMENSIONS (Maximum)

A. Hull:

- Length Overall 13' 0"
- Beam Overall 4" 11"

B. Sail:

- Foot Length 8' 10-3/4"
- Luff Length 18' 6"
- Leech Length 19' 0"
- Mid-Girth 6' 3"
- Sleeve Opening (half the sleeve circumference)
 - At Head 4-1/2"
 - At Luff Foot 7"



C. Daggerboard:

- Span Below Keelson 32-1/2"
- Chord at Keelson 1 1-1/2"
- Chord at Maximum Span 8-1/8"
- Maximum Thickness 1"

D. Rudder:

- Span Below Keelson 25"
- Chord at Keelson 9-7/8"
- Chord at Maximum Span 7-1/2"
- Maximum Thickness 1-1/4"

III. CONSTRUCTION

A. The hull and deck construction will be fiberglass as built by licensed builders. The thwart and daggerboard box cap may be constructed of wood or fiberglass.

B. No change is allowed to placement or position of mast step, mast step pin, Daggerboard box, center thwart or rudder from that provided by licensed builders.

C. Additional inspection ports may be installed to effect repairs. Repairs shall not be for the purpose of stiffening the hull in excess to that provided by licensed builders, except in the exposed floor area. Owners may stiffen the exposed floor area (not the areas enclosed in the side tanks or bow) to prevent gelcoat "staring" and tank to floor joint separations caused by supporting body weight while sailing.

IV. WEIGHT

The weight of the hull only shall be not less than 120 lbs. "Hull only" shall mean the hull and deck including all fittings fixed with screws, bolts or fiberglass, but without lines and sheets. The lines or sheets should be removed when measuring or the measurers at their discretion may make an adjustment, if any correction weight is required it shall be treated as dead weight.

Under weight hulls shall have weights added and secured in a fixed position in the hull to achieve the 120 lb minimum hull weight. The owner is responsible to provide the necessary correction weights.

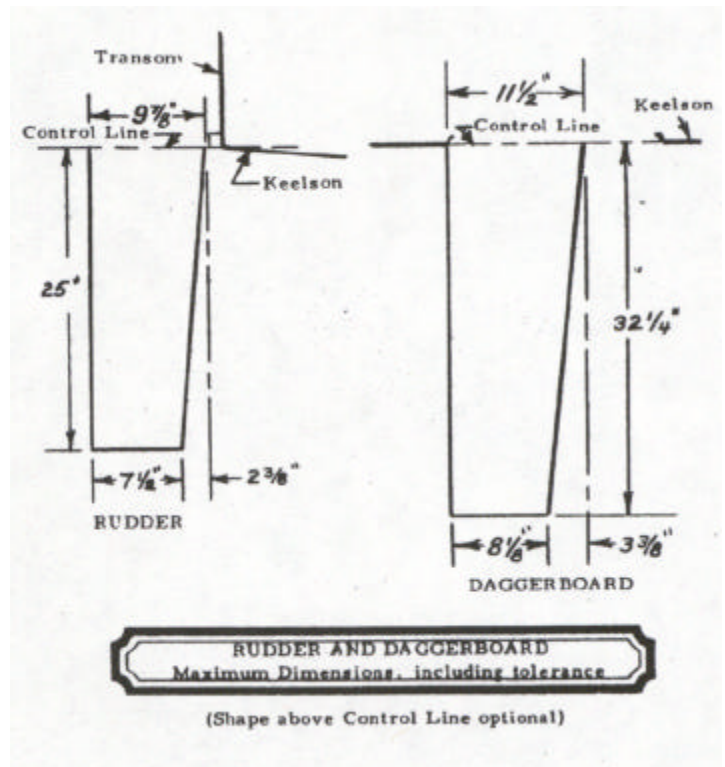
V. RUDDER, DAGGERBOARD, AND TILLER

A. Rudder and daggerboard may be constructed of wood or plastic. Their profile shall not exceed the maximum dimensions on the official dimensioned plans and stated (right) except that the design above the waterline is optional.

B. A swing back pivoting rudder is allowable, but must be in a down position while racing. However, a pivoting rudder may be briefly raised to clear accumulated flotsam while racing.

C. Tiller and rudderhead design and material are optional. A hiking stick or tiller extension is allowed. Telescoping tiller extensions are permitted.

D. A dummy daggerboard which must be removable from the top of the daggerboard box may be used to partially fill the daggerboard well if it does not project beyond the wetted keelson profile. Fairings and gaskets at the bottom of the daggerboard well are prohibited. However, carpet or rubber may be used to line part or all of the daggerboard well to protect the daggerboard from damage or to provide friction to hold it in place.



VI. MAST AND BOOM

A. Mast and boom shall be those originally supplied with the boat by licensed builder. Any replacement masts and booms also shall be supplied by a licensed builder or approved by the Class Association. All will be identical material, alloy, weight, shape, gauge, and size within tolerances established by the Class Association.

B. Pre-bent mast or boom, rotating lower masts, and adjustable goosenecks are prohibited. Adapters allowing the upper mast to rotate are permitted.

C. Mast shall be freestanding. If a halyard is used, it must be fastened on the mast. Masthead sheaves, halyard tubes and locks are permitted. Pivoting or rotating halyards are prohibited.

D. The prohibition against pivoting or rotating halyards shall not prohibit a simple strap or closure across the top of the sail sleeve, which retains the sail although

the sail may be free to rotate on the strap or closure. Likewise, there is not a restriction on slack in the halyard allowing sail rotation.

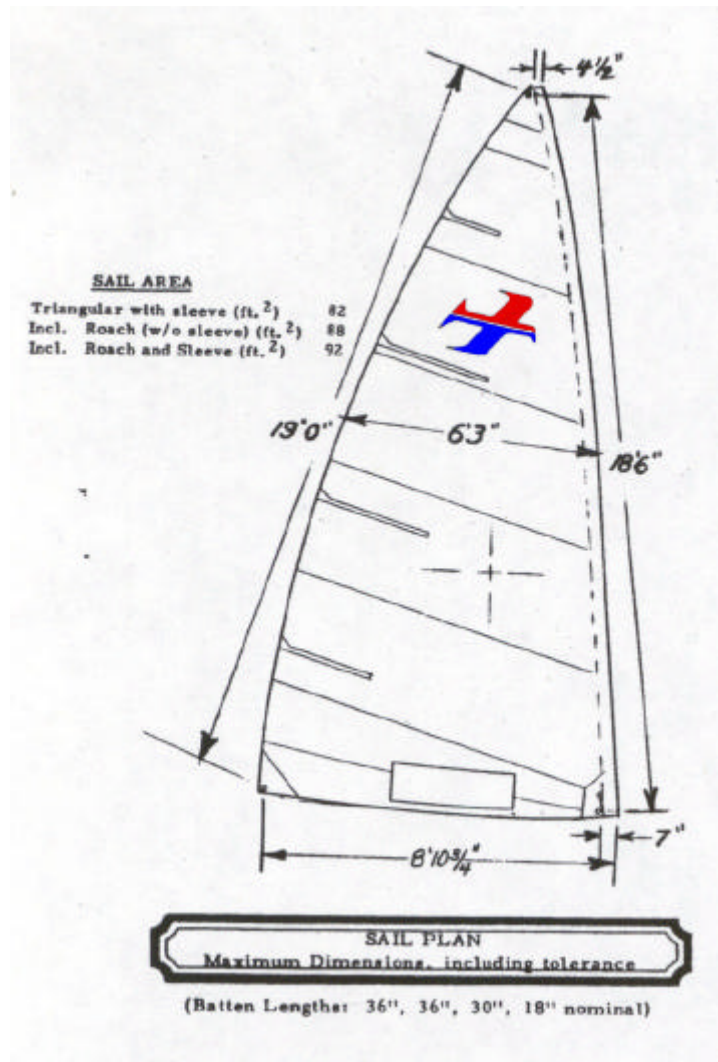
E. Tape or other brushing material may be applied to the upper mast spacer collars (which slide into the lower section) or plastic adapters may be substituted for the collars. Reinforcement above the collars to stiffen the upper mast is prohibited. However, a plastic adapter may extend up to 3" above the joint.

F. The boom may have a maximum 18" of track installed on its bottom for adjusting mainsheet block location. This is in addition to an outhaul track mounted within 14" of the end of the boom and installed on its top for the purpose of using an adjustable outhaul slide. The purpose of such track or any other appendage including flotation foam may not include stiffening the boom beyond the maximum expected from those supplied by the licensed builder.

G. The upper mast may be sealed to avoid flooding and for self flotation. Foam plugs may be used for this purpose, but not to stiffen the spar. To prevent stiffening, any plug shall be nominal 2 lb. per cubic foot density and shall not extend more than 4" from the top of the mast or more than 18" from the bottom of the mast.

VII. SAIL

A. The dimensions of the sail on the dimensioned sail plan (right) are maximums. The sail shall be measured in a completely dry state and laid on a flat surface with tension adequate to remove wrinkles adjacent to the measurement being taken. However, no more than 5 lbs. of pull shall be applied. No measurement shall be taken of the foot depth. All measurements from grommets are from actual grommet centers or from hypothetical grommet centers 1" from adjacent cloth edges which



ever yields the largest measurement.

B. The maximum mid-girth is a distance between the leading edge of the luff sleeve and the trailing edge of the leech. It shall be measured between the mid-point of the luff and the mid-point of the leech.

C. Sail numbers are to be assigned to each boat by the licensed builder. Sail numbers and Banshee insignia shall be placed on both sides of the sail.

D. The lengths of the four battens shall be: 18", 36", 36" and 30". No stiffening other than battens in the sail and re-enforcement patches adjacent to grommets and battens are permitted. Headboards are prohibited.

E. The position of the battens along the leech is optional. Battens may not be placed in the sail's foot or within 3" of the luff sleeve. The order of the battens from top to bottom shall be:

- 18";
- 36" (or 30"),
- 36"; and,
- 30' or 36".

F. If the sail is reefed, battens may be removed as necessary. Also, if battens are lost while sailing at a regatta, the skipper shall not be required to repair the sail and replace the battens during the regatta.

G. Sailcloth material is optional, except that sails must be made of polyester or nylon cloth. Sailcloth weight is optional except It may not exceed a nominal 5.8 oz./yd.2 (180 gr. /m.2), except for patches. This is the equivalent of 4.5 oz. U. S. sailcloth measurement.

H. A skipper can not change sails during a regatta unless the sail first used is damaged or torn, lost or found through protest to violate the measurement tolerances. Sail damage permitting a change is limited to those cases when:

- (i) the damage occurs naturally,
- (ii) the damage materially could affect performance and
- (iii) there is no practical opportunity to correct the damage.

I. Likewise, a sail measurement violation permitting a change is limited to these cases when:

- (i) there is a protest hearing that a measurement rule has been infringed while racing or that the measurement certificate for the yacht is invalid and
- (ii) there is no practical opportunity to correct the violation or
- (iii) the sail change is an implementation of the ruling in accord with the IYRU racing rules or those of the prevailing national authority. The purpose of this rule is to prevent owners' from using an Inventory of sails

for different races during a single regatta for performance reasons absent from accidental hardship.

VIII. OTHER OPTIONAL AND PROHIBITED EQUIPMENT

- A. Type and material of running rigging, ratchet blocks, winches, cleats, fittings and blocks are optional.
- B. Except for timers, all electrical instruments are prohibited. Mechanical compasses and wind indicators are permitted.
- C. Bailers and transom flaps are permitted.
- D. No trapeze or hiking boards are allowed. Hiking straps are allowed.
- E. Splash guards, either fore or aft, are not allowed.

IX. REQUIRED EQUIPMENT AND BUOYANCY

- A. The following equipment must be carried when racing: 1 painter minimum 15' long of minimum 3/16" diameter. The painter must be attached to the boat in a suitable position for towing at all times and have a float attached to its towing end; 1 wearable US Coast Guard Approved Personal Floatation Device Class I, II or III (must be worn during racing); A bailer (bucket type) in addition to any optional built-in suction bailer(s) or transom cut-outs. If transom cut-outs are used, they shall be fitted with flaps to prevent swamping.
- B. All boats must have positive displacement flotation installed within the buoyancy tanks providing at least 165 pounds of positive buoyancy (for example 21 gallons of plastic jugs, or 3 cu ft of foam). If air bags are used, there shall be at least three or more separate bags to ensure adequate flotation remains in case of puncture from a collision.

X. SPIRIT OF THE RULES

The Banshee class was conceived as a true one-design class where racing is a test of helmsmanship and not boats. Therefore, any alteration of hull, deck or spar form and construction, as supplied by the builder, except as specifically authorized by these rules is prohibited. Sails, rudder and daggerboard shall be as supplied by the builder and/or to dimensions and of materials as specified on the official plans and in these rules. Running rigging is optional. Exceptions, modifications and changes from the boat and its equipment as supplied from the licensed builder which breach either the substance or spirit of these rules is prohibited.

XI. FLEET REQUIREMENTS AND CLASS MEMBERSHIP

- A. The fleet shall consist of Banshee boat owners within an area, it must elect a Fleet Captain and whatever other officers it deems necessary. The Fleet is self-governing in all local matters not conflicting with the Banshee Class Rules.

B. A new Fleet may be granted a charter upon application to the Executive Committee by three or more members, who are Banshee class boat owners.

C. Fleet charters may be revoked upon failure to maintain, in good standing, a minimum membership and quota of Banshee Class boats.

D. Fleet charters may also be revoked by the Executive Committee for failing to comply with the class rules.

E. Class Association Membership is provided, at no cost, to any Banshee owner who provides their name, e-mail address, sail number, city and state of residence to the Class Association. The Class Association will maintain the sail number, name and e-mail address list for the purpose of conducting Class business and will not sell or share this information with any third parties. It is the sole responsibility of each Banshee owner to ensure their current e-mail address and ownership status is provided to the Class Association. The Class Association will remove any owners from the Class Association roster if e-mails are not deliverable.

XII. EXECUTIVE COMMITTEE

A. The Executive Committee shall be the sole Governing Board of the Banshee Class. It shall consist of a President, Vice President, Secretary and Measurer, who shall be elected every two years by the Class Association members (Banshee owners) who return ballots by the established deadline as posted on the Class web site.

B. The Executive Committee shall be responsible for granting and revoking of charters in accord with Section XI: rendering interpretation decisions on these class rules: determining the eligibility of boats modified, repaired or rebuilt: Sanctioning class regattas, and hearing appeals from race committees of sanctioned class regattas as they relate to the Class rules.

C. In case of an eligibility protest, a boat can be re-measured at any time. In all eligibility matters, the Executive Committee's decision shall be final.

D. In sanctioned regattas, protest appeals may be taken to the Executive Committee. Except for eligibility protests, appeals may only involve interpretation of the class rules. Executive Committee decisions on appeals shall be final.

E. Decisions by the Executive Committee require a simple majority endorsement or vote of the entire Committee.

XIII. Regional and National Races

A. Local Banshee Fleets may petition the Executive Committee to authorize regional or national Banshee Championships in conjunction with established Regattas in the area. The latest US Sail Rules, the regatta race instructions and the class rules shall govern these races.

B. At National Championships, measurement shall be made of, but not limited to, the following; Hull weight, maximum profile and thickness of rudder and daggerboard, positive floatation, and sail dimensions including ability of batten pockets to securely hold specified length battens. Participants are forewarned and should plan to pre-measure to all the rule requirements. Fleet measurers should assist local owners prior to the National Regatta and if requested by the race committee, assist in the regatta measurement operation. Failure to meet class measurement requirements shall make the boat ineligible to participate in the regatta, or if found after the fact, result in disqualification.