



**THE SAN FRANCISCO BAY  
INTERNATIONAL ONE DESIGN CLASS  
CLASS RULES  
[As of February 10, 2018]**

## **I. OBJECTIVE**

The purpose of these rules is to have and maintain a fleet of boats of one design in appearance and performance. The rules of the San Francisco Bay International One Design Class (“SFBIOD”) are closed class rules, meaning that unless a change from the original design of the boat is permitted, it is prohibited. However, in order to allow for personal taste and comfort, nothing herein contained shall prevent any owner from making such interior changes (non-structural) as he wishes inside the hull, subject to restrictions relative to trim.

The boats of SFBIOD members on San Francisco Bay shall remain as built by the manufacturer (as indicated on the relative working plan) and as envisioned by the architect Cornelius Shields. A member or prospective member wishing to purchase a new hull or a hull from another location should consult with the Executive and/or Technical Committee prior to purchase. It should be borne in mind that it is the purpose of these rules and regulations to maintain a fleet of one design in appearance and performance of prime importance. Any alteration to any part of the yacht not in keeping with these rules shall be regarded as an infringement.

## **II. DESIGN SPECIFICATIONS**

- A. The San Francisco Bay International One Design boats consist of boats complying with the International One Design Class Rules, and meeting the requirements set forth below.
- B. Any member of the SFBIOD wishing to lengthen his cockpit will be permitted to move the bulkhead forward to a structurally convenient position, but no further forward than the position allowed under the International One Design Class Rules for the “long cockpit” option.
- C. Winches for whatever purpose are allowed in any number.
- D. Mainsheet travelers in compliance with these rules concerning design specifications are permitted for use in all races after January 1, 2006.
  - 1. The placement of travelers is restricted to 75 inches, plus or minus 3 inches forward of the transom, measured at the centerline of the boat,
  - 2. The track of such travelers will be no more than two inches above the deck measured to the bottom of the traveler track, and;



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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3. The traveler car can travel a distance of no more than 22 1/4 inches, measured from the centerline of the boat to the centerline of the traveler car, fully extended at both sides of the boat.
- E. Use of a boom vang, its position and design, is optional; but its location on the boom or bridle shall be no further aft than 9 feet, measured from the gooseneck pin.
  - F. Position and design of all cleats and chocks (and equivalents), all spinnaker gear, all turnbuckles, and the gooseneck are optional, except as herein restricted.
    1. Position of the spinnaker halyard block is governed by the plans.
  - G. No inside trim ballast will be allowed at any time, and no more than 75 pounds of equipment and supplies may be carried in the cabin or below the cockpit floorboards, including any outboard motor and brackets.
  - H. Water ballast is prohibited unless shipped naturally during sailing.
  - I. Existing discrepancies (prior to 1966) are allowed. However, if a change is contemplated by the owner it should then conform with the original build of the boat based on the plans and specifications. The owner should consult with the Executive Committee and Technical Committee prior to making any change.
  - J. No alterations are allowed to existing cabin and/or cockpit, their length and/or width (except as in paragraph C, above).
  - K. No structural changes from the original build or the plans are allowed without written permission from the Executive Committee. Following is a non-exclusive list of is considered a serious structural change and are not allowed.
    1. Alteration of the shape or section of the rudder or keel.
    2. Alteration of the hull.
    3. Alteration of the mast.
    4. Alteration of chain plates.
    5. Alteration forestay or backstay attachment points to the hull.
    6. Alteration of the through deck fittings for the forestay or backstay.
    7. Alteration of the jumper struts.
    8. Addition of a boom kicker.Alteration in any way of any of these items from its original design, or anything else not listed here but not specifically excepted by these rules, is considered a serious structural change and is not allowed.
  - L. Performance instruments and systems, and electronic communications systems, whether installed or hand held, are prohibited from use during races which are included in 1) a qualification series for international events, or 2) the season championship series, with the exception that electronic watches and stop watches are permitted in all cases, electronic compasses which have no other functionality are permitted in all cases and VHF radios are permitted for authorized transmissions as specified in the Sailing Instructions.



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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### III. SPARS

- A. Wooden spars shall conform to the plan.
- B. Aluminum spars:
  - 1. Aluminum spars shall be of uniform design and conform to Measurement Check List data with respect to dimensions, weight, and center of gravity.
  - 2. Masts produced after January 1, 1989 shall be assembled using extrusions supplied by Ballenger Spar Systems of Santa Cruz (Ballenger section #5740). The basic extrusion will be supplied with the standard taper and masthead crane. Booms constructed after January 1, 1990 shall be made from extrusions supplied by Ballenger (section #5031)
  - 3. Masts shall be two-spreader rig.
  - 4. Masts shall have same center of gravity and weight, fully rigged, as wooden masts.
  - 5. Masts shall have internal halyards with exits above deck.
  - 6. Masts may have an adjustable boom track similar to a wooden mast.

### IV. SAILS

- A. Purchase Rules
  - 1. Frequency of purchase:
    - Main: 3 years
    - Jib: 2 years
    - Spinnaker: 3 years

	18	19	20	21	22	23	24	25	26	27
Mainsail	X			X			X			X
Jib	X		X		X		X		X	
Spinnaker		X			X			X		

- 2. Events may necessitate changes in the Purchase Schedule. Frequency of purchase may be shortened only by a two thirds vote of the Fleet.
- 3. Material:
  - Main:** 8 to 9 ounce white yarn-tempered dacron.
  - Jib:** approximately 9 ounces of the above material.
  - Spinnaker:** 1.5 ounce nylon, blue top and white bottom.
- 4. Use requirements: All races included in scoring the season championship.
- 5. One Design Sail Purchase Plan:



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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- a) All yachts wishing to race in the season championship must agree to purchase sails in accordance with the Plan. Exceptions may be granted by the Executive Committee to those standing in the lower 50% of the previous season championship series, after notifying the Membership. When such exception permits purchase of new sails outside of the group purchase, those sails shall be as identical as possible to the most recent group purchase sails.
  - b) Group purchase will take place after the majority votes its need (but not before the above frequency of purchase).
  - c) The Technical Committee should determine which sailmakers are to be considered. In addition to sail design and construction, the ability to manufacture identical sails within tight tolerances and have them maintain their shape over the projected use period are extremely important to the success of the program. The sailmakers must guarantee uniformity, reproducibility, legal measurements, and that all cloth is from the same lot.
  - d) A sailmaker for the sail scheduled for purchase will be selected by majority vote at a duly scheduled meeting after bids are accepted by the Technical Committee.
  - e) Sails will be accepted by the Technical Committee only when convinced that the pre-determined one design standards have been met, and the new sails have been measured and certified.
  - f) Upon delivery, each sail becomes part of the inventory of the boat. Only the mainsail, jib and spinnaker of the most recent approved purchase or in the event a sail is not purchased, the most recent approved sail purchased by a fleet member may be used in championship races.
- B. Transfer of Ownership:
1. New members (of less than one year) or members purchasing a different boat shall participate in any scheduled purchase at their option. Otherwise, they may continue to use sails from the most recent purchase if they exist in the inventory of the boat, unless need for replacement is approved by the Executive Committee.
  2. If a new member (of less than one year), or a member purchasing a different boat (in the last year), needs new sails, unless an unused sail or sails are available, they will be bought from the sailmaker last used for a fleet purchase, they will be cut from the same pattern and to the same specifications in every respect as the last fleet purchase. Alternatively, the member can use old sails until the time of the next fleet purchase.
  3. In all cases, the member shall notify the Executive Committee of his or her intention regarding each sail. If it is determined that unacceptable variances exist between the one design sails in a boat's inventory, the Executive Committee may prescribe acceptable alternatives.



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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4. Any new members or members who have recently purchased a boat are not allowed to accept delivery of a boat without sails in order to evade the intent of this rule.
- C. Alteration, Including Repair:
1. No Alteration of sails is permitted without prior written approval of the Executive Committee. Alteration may only be by the authorized sailmaker who shall keep and transmit to the Technical Committee a written record of any repairs or alterations.
  2. After the first two years, re-cutting by the authorized sailmaker to as closely as possible resemble the original one design sails may be approved. To quantify and verify such resemblance, depth of chord and hardness of leech should be checked by stringing the sails above the loft floor using scales to identify tensions on each head, tack and clew. The head, tack and clew should be supported at a given height from the floor, and the leech and depth of chord measured at several points. This procedure should be repeated during the life of the sails to determine if sameness has been maintained and, if not, to ascertain what re-cutting will be authorized and/or required.
  3. Addition of new cloth is limited to 15% of sail area (except for replacement in case of damage).
  4. Alteration of sails other than allowed by these rules shall be grounds for protest for any races beginning with the race in which it can best be determined the violation first occurred.
- D. Mainsail Detail: Check with Sail Plan and Measurement Check List (Banding).
1. Headboard: Duraluminum, 6" wide by 5" high.
  2. Battens: four in total; one full length top batten, one intermediate, no longer than 5'0"; two others, no longer than 6'0".
  3. Maximum dimensions: Hoist, 39'1"; Foot, 16'1½"; Girth, 9'10" (at midpoints); Leech, 41'6" (measured straight from outer edge of hole in headboard to outer edge of hole in clew. Outer edge of hole in clew used for foot measurement).
  4. Area: Approximately 348 square feet.
  5. Insignia: The IOD Class insignia ("I" to be 20" and "C" to be 15") and the number of the yacht shall be fixed on each mainsail in the desired color.
- NOTE TO SAILMAKERS:** Hoist and outhaul are limited under provision of these regulations governing SPARS.
- E. Jib Detail: Check with Sail Plan.
1. Maximum dimensions: Luff, 25'3"; Leech, 23'2"; Foot, 9'6½"; Perpendicular 8'7" (all measurements from intersections of extensions of luff, leech and foot).
  2. Battens: Full length top batten: and two no more than 36" each.
  3. Area: Approximately 120 square feet.



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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- F. Spinnaker Detail: Check and Sail Plan.
  - 1. Material: 1.5 ounce (per yard of 28" width) nylon, minimum; dark blue top, white bottom. Insignia and numbers in contrasting color.
  - 2. Maximum dimensions: Luff and leech, 30'0"; maximum one half girth, 8'9".
- G. Inventory and Use.
  - 1. A permanent sail inventory, by boat, shall be kept by the Technical Committee, and owners must advise him/her of each purchase or sale.
  - 2. Sails may be sold to another boat at will. However, the purchase by another boat is governed by the purchase rules set forth above.
  - 3. Only one main, one jib, and one spinnaker may be used during any championship racing season; and the first main, the first jib, and the first spinnaker which are used in a championship race shall be deemed selected for the season, except that a member receiving delivery of new sails in mid-season may substitute them for sails previously used, and except that in the case of damage the Executive Committee may authorize the use of a different sail.
  - 4. No sail may be changed for another one during a race.
  - 5. Reefing of sails is permitted and reef point added to a main sail must be located at a point 5.0 feet above the center of the tack pin.
  - 6. No outriggers of any kind are allowed to facilitate trimming of any sail. This disallows the trimming of the spinnaker sheet from the boom. However, the spinnaker pole may be used for winging out the jib while the spinnaker is not in use.

## V. CREW

- A. The crew (including skipper) carried in all season championship races may not exceed five. Crew under 12 years of age may be carried and not counted.
- B. Each boat may sail with a guest skipper for no more than 20% of the races comprising the season championship. Any crew may skipper a boat during any season championship race (not limited to 20%) without the express permission of the current Executive Committee if they are a member of the SFBIOD and are regular crew. "Regular crew" is a person who is actively crewing during at least 50% of the season championship races.
- C. If an owner's boat is damaged, that owner may make arrangements to borrow another SFBIOD boat during a season championship series and continue to compete using the disabled boat's sails for a period to be determined by the Executive Committee on advance approval by the Technical Committee.



## SAN FRANCISCO BAY INTERNATIONAL ONE DESIGN CLASS

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### **VI. HAUL-OUTS AND CARE OF BOTTOMS**

Boats shall not be hauled out nor beached more than four times during a calendar year, except that in the event of damage or other condition or circumstance requiring a haul-out, the Executive Committee may permit the haul-out on such conditions as it may think proper. Only anti-fouling bottom paint may be used.