



## Southern California Beneteau First 40.7 Fleet Class Rules

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### 1. Objectives

- 1.1. The Southern California Beneteau First 40.7 Fleet serves as the governing body for the owners and boats racing in the Southern California area fleet.
- 1.2. All designs and dimensions of First 40.7 hull, rudder, spars, equipment, keel, deck, weight and distribution thereof, sail plan, and interior should be alike. Only when exceptions are specifically cited in these rules will they be found acceptable.
- 1.3. Unless cited in these rules, the Fleet prohibits all modifications and alterations to all yachts.
- 1.4. The original plans and specifications on file with Beneteau or a certified copy of these plans acquired by the Association, shall be considered as setting forth the official standards with respect to hull, spars, appendages, and rigging.
- 1.5. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling should be obtained from the Rules Committee. In interpreting these rules and specifications, the Committee shall consider the intent rather than any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications, which is to

maintain the 40.7 Class as a one-design Class. Nothing is optional in these rules and specifications unless so stated. In the absence of the specific rules to the contrary, the rules or the U.S. Sailing rules shall apply.

## **2. Membership and Eligibility Of Boats**

- 2.1. It shall be the responsibility of the Southern California fleet to ensure that their member boats abide by the Association rules and specifications for local competition. The Rules Committee will rule on any matter submitted to it by a local fleet. A 40.7 boat may be challenged by means of a protest in writing stating the grounds thereof, submitted to the chairman, who shall refer to the Rules Committee for a decision. Any protest shall be accompanied by a check for \$25.00, which shall be returned if the protest is sustained and otherwise deposited into the Association treasury.
- 2.2. The Rules Committee shall have the power to declare a boat ineligible.
- 2.3. All owners shall be members of the Southern California Beneteau First 40.7 Fleet. To be considered an owner, you must legally own 100% of the yacht, or be an equal partner in the 100% ownership of the yacht. A partner (as defined in the US Sailing Competitor Eligibility Appendix) is one of two or three partners that share equal partnership in the purchase of the complete yacht and the cost of its operation.
- 2.4. For all races designated as Southern California Beneteau First 40.7 buoy one design races (see Annex 2 and web site for schedule and designation), the driver of the yacht shall meet one or more of the criteria listed below. The driver is defined as the person who steers the yacht from 5 minutes prior to and including the start, until the finish of the race. Exceptions for momentary absence due to personal or shipboard needs are acceptable. The fleet captain may approve exceptions to this rule. The criteria for driver are:
  - a) An owner of a Beneteau 40.7
  - b) An immediate family member of the owner(s)
  - c) A group 1 competitor who has sailed at least 3 regattas on that yacht in the preceding 12 months
- 2.5. For all races designated as Southern California Beneteau First 40.7 distance one design races (see Annex 2 and web site for schedule and designation), the driver of the yacht shall meet the criteria of section 2.4. However, for distance races the driver is defined as the person who steers the yacht from 5 minutes prior to and including the start, until 5 minutes after the start. After that point any crew member may drive.

2.6. For all Southern California Beneteau First 40.7 one design races, buoy or distance, the crew shall be limited by the criteria below. The fleet captain may approve exceptions to this rule. The criteria for crew are:

- a) No crew members may be paid for sailing on the yacht
- b) A maximum of two group 2/3 crew members, in addition to the driver (who must be a group 1 competitor unless he/she is an owner)

### **3. Organization**

3.1. Owners and representatives of eligible boats may join the one design fleet. A membership fee may be required if voted on by the fleet members.

3.2. The fleet membership shall vote to fill the following fleet officer roles:

Chairman (from membership)

Beneteau Representative (not required to be a member)

Rules Representative (from membership)

3.3. The 3 officers shall comprise the rules committee, responsible for interpreting the rules, judging eligibility, judging issues regarding equipment and sails, and recommending rules modifications for fleet vote. The fleet chairman shall serve as rules committee chairman.

3.4. The term of officers shall be 1 year, with no term limits.

3.5. Modification of the rules and eligibility requirements, and requirements for joining the fleet (including dues) shall require a majority vote of the membership.

### **4. Equipment Rules**

#### **4.1. Removal and Relocations**

4.1.1. Items which may not be removed from the vessel while racing are standard factory supplied furnishings and equipment, including but not limited to:

1. Emergency tiller
2. Two 12-volt batteries
3. Refrigeration system
4. Pressure water system
5. Propane stove
6. Holding tank
7. Head
8. Bilge pumps (manual and electric)
9. Any of the interior or exterior components
10. Ancillary plumbing and wiring

11. Cabinetry
12. Floor boards
13. Cabin/salon cushions (with exceptions, see 4.1.2)
14. Bulkhead/cabin doors (with exceptions, see 4.1.2)

4.1.2. Items which *may* be removed from the vessel during races as indicated:

1. Jib roller furling
2. Bow anchor roller
3. Salon table
4. The two removable cockpit lockers
5. Swim ladder
6. The V-berth door
7. The V-berth cushions
8. The propane tank

4.2. Safety Equipment

- 4.2.1. Safety equipment shall as a minimum conform to USCG regulations as well as any specific requirements prescribed by the applicable Notice of Race and/or Sailing Instructions, and also to PHRF Southern California and PHRF Southern California requirements.

4.3. Allowable Modifications and/or Equipment Permitted

1. Tactical instrumentation and autopilots
2. Additional compasses
3. GPS/Loran/VHF/Radar
4. Interior cruising and day-sailing amenities, which do not enhance performance
5. Foredeck lifeline netting, shroud rollers & other anti-chafing gear
6. Rigging and control systems may be modified, including rerouting and addition of purchase (e.g. genoa car leads, outhaul)
7. Rigging and control systems may be added as needed
8. Footrests for helmsman and/or mainsheet trimmer may be added to the cockpit
9. Lines may be replaced with any material
10. Low friction mainsail luff system such as Tides, Antal or Harken are permitted
11. Factory steaming/deck light may be replaced by a different steaming light (a deck light is not required)
12. A boom topping lift is not required
13. Shackles and blocks may be added or replaced with any brand or style
14. The use of blocks to redirect existing control lines, and organizers such as sheet bags, winch handle pockets and shock cord, are permissible to aid

- the boats deck gear
15. Running rigging and deck gear other than items specifically mentioned in prohibited modifications can be relocated, deleted, or substituted as the owner sees fit
  16. Normal sanding and minor fairing, to design specification, of the hull, keel and rudder
  17. Anti-fouling preparation of the underbody
  18. An adjustable turnbuckle may be added to the headstay
  19. The addition of any component to the standard electrical system
  20. One or more kelp viewing devices may be added to the hull
  21. The TuffLuff may be replaced with a roller furling system

#### 4.4. Prohibited Modifications

1. Reshaping, filling in, drilling out, relocating of the hull, keel, or rudder
  - 1.1 Normal sanding and fairing to original Farr design specifications is O.K.
  - 1.2. Anti-fouling preparation of the underbody is O.K..
  - 1.3. A new rudder may be installed which meets the original Farr design specifications. Any replacement rudder must match the weight and dimensions of the stock rudder.
2. The stem head fitting shall not be modified or relocated.
3. The chain plate shall not be modified or relocated.
4. The mast step assembly shall not be modified or relocated.
5. The genoa track may not be changed in length or location.
6. The main sail traveler shall not be changed in length or relocated.
7. The number of mooring cleats shall remain the same.
8. The bow and stern pulpits, lifelines, gates, and the life stanchions shall remain the standard height and number.
9. Halyard Locks or Hooks.
10. Holes or Tubes that feed halyards or control lines through deck, hull or transom. All lines run through the mast must exit the mast above the deck.
11. The mast section shall not be tapered, cutout, lightened, heightened, or shortened, or modified in any way.
12. The type of spreader, spreader length, spreader angle, or method of attachment shall not be changed or modified.
13. The maximum number of halyards shall be limited to one main, one genoa and two spinnakers. Halyard locations shall not be changed. Boats may sail with fewer halyards.
14. The boom section shall not be tapered, cutout, lightened, lengthened, shortened, or modified in any way. Rigging on the boom (outhaul, reefing lines) may be modified as the owner sees fit.
15. The standing rigging, (shrouds, headstay, backstay), shall not be reduced in diameter or material changed.
16. The standard rigging method of attachment shall not be changed or

- relocated. An adjustable turnbuckle may be added to the headstay.
17. The use of hydraulics for mechanical purchase on any control is not permitted, except the backstay.
  18. The spinnaker pole length shall match the stock pole and shall be made of aluminum.
  19. The standard china bowl head and propane stove or ones of equal weight shall not be removed for class racing.
  20. The engine must be of standard size, weight, and installed in the standard location. A 30 hp or 40 hp engine is acceptable.
  21. Disassembly or relocation of the standard water or fuel tanks.
  22. The electrical system must remain as supplied by the manufacturer but may be added to.
  23. At least two batteries are required and must remain in their standard location.
  24. All standard interior cabinetry and doors (unless allowed in 4.1.2) shall remain in place.
  25. Altering rudder or keel other than standard fairing to Farr specs and the addition of a rudder taper.
  26. The saildrive leg surface may be lightly sanded in preparation for painting. No grinding, removing aluminum or fairing of the saildrive leg or propeller is permitted. Any paint system applied to the saildrive leg shall be of normal thickness, and it shall be checked to manufacturers tolerances for standard configuration.

## 5. Sails

### 5.1. Sail Measurement

#### 5.1.1. Main Sail

1. P= 48.85
2. E=17.71
3. Maximum upper quarter girth, measured from upper quarter leach to the nearest point on the luff rope =6.73
4. Maximum mid girth, measured from mid-leach to the nearest point on the luff, including luff rope =11.51
5. Girth measurements are made using the following method: Fold the main sail in half along the leach, lining up the front of the headboard to the clew, and measure the mid-point to the front of the bolt-rope or slides. Then repeat by lining the front of the headboard up to the mid-point mark, and measuring the ¼ point again to the front of the bolt-rope or slides.
6. A maximum of five full-length battens may be mounted in the mainsail. The battens must be approximately evenly spaced up the leach. Batten material can be composite

7. One set of down reef is mandatory, but is not required to be rigged while racing.
8. The US Sailing number or hull number must be displayed on both sides of the main.
9. The mainsail shall be set within the bands on the spars at all times.
10. The mainsail foot may be loose.
11. Fabric limitations shall not apply.
12. The mainsail shall be attached to the mast with sail slides or boltrope.
13. The mainsail may be fitted with a cunningham ring and flattening rings
14. A class insignia is required and shall be a contrasting color to the mainsail (see Annex 1 for class insignia design)

#### 5.1.2. Class Genoa

1. I=51.61
2. J=14.47
3. Maximum L.P.=155% of J measured forward edge of the luff tape to the extension of the clew.
4. Maximum girth, measured from mid-leach to luff tape shall not exceed .50 of the foot length.
5. The US Sailing sail number or hull number must be displayed on both sides of a class genoa.
6. View windows, trim stripes, and tell tale windows permitted.
7. Leech and foot lines permitted
8. Leech Battens not permitted.
9. Fabric limitations shall not apply.

#### 5.1.3. Working Jib

1. I=51.61
2. J=14.47
3. Maximum L.P. =105% of J measured from the forward edge of the luff edge of the luff tape to the extension of the clew.
4. Maximum mid girth, measured from mid-leach to mid-luff including luff tape shall not exceed .50 of the foot length.
5. No reef is allowed.
6. A maximum number of four (4) optional battens of any length may be fitted.
7. Batten material can be composite.
8. View windows, trim stripes and tell tale windows permitted.
9. Leech and foot lines permitted.
10. Fabric limitations shall not apply

#### 5.1.4. Spinnakers

1. Maximum luff length SL=50.92, SMW=26.05, Foot=26.05
2. Asymmetric spinnakers shall not be allowed for class racing.
3. The sail number or hull number must be displayed on at least one side of each spinnaker.

4. Spinnakers to be woven Nylon or Polyester. Laminated fabrics shall not be permitted.
5. Adjustable leech, luff and foot lines may be fitted but may not be adjusted while the sail is flying during a race

## 5.2. Sail Limits

- 5.2.1. Each boat shall be limited to carrying on board a maximum of 6 sails per buoy race. Boats are not required to carry any particular sails, and may carry any subset of the allowed 6 sails.
- 5.2.2. Each boat shall be limited to carrying on board a maximum of 8 sails per distance (non-buoy) race. Boats are not required to carry any particular sails, and may carry any subset of the allowed 8 sails.
- 5.2.3. Any number of storm sails and tri-sails may be carried and will not be counted against the sail limit. Storm sails include any sails of 105% overlap and smaller.
- 5.2.4. In the event that one or more of the allowed sails is significantly damaged during the regatta, then another sail may be substituted for the damaged sail.

## 5.3. Sail Purchasing and Use

- 5.3.1. After an owner has purchased an initial suite of sails, the owner is limited to purchasing a maximum of 2 replacement sails per calendar year. If an owner does not purchase 2 replacement sails in any calendar year, replacement sail purchase allowances may be rolled over to subsequent calendar years.
  - 5.3.1.1. If an owner purchases a used boat, the owner may purchase an initial suite of sails under the normal limits regardless of the sails that came with the boat.

**Annex 1: Class Insignia**

The class insignia is shown below. The insignia is normally 34.25 inches tall by 23 inches wide.



Class insignia courtesy of Sailing-Graphics:  
3770 Hancock Street, Suite C  
San Diego CA 92110

619-297-1608 tel.  
619-220-8668 fax  
[kyle@sailing-graphics.com](mailto:kyle@sailing-graphics.com) email  
[www.sailing-graphics.com](http://www.sailing-graphics.com) website

**Annex 2: 2006 Schedule**

The 2006 Southern California Beneteau First 40.7 one design high point race calendar is listed below, along with the buoy/distance designation. Some dates may change once the final 2006 racing calendar is published.

Date	Regatta	Sponsor Club	Designation	Number Of Races Scheduled
Feb 18-19	SCYA Midwinters	SDYC	Buoy	5
March 17-19	NOOD	SDYC	Buoy	7
May 6-7	Yachting Cup	SDYC	Buoy	5
June 11	Frazee	SDYC	Buoy	3
July 22	One Design Weekend	SDYC	Buoy	3
Aug 19	Crown Cup	CYC	Buoy	3
Sep 30/Oct 1	Southern California Fleet Championships (not part of high point scoring)	SDYC	Buoy	5
October 6	San Diego – Ensenada	SWYC	Distance	1

The high point trophy for the year shall include all races listed above with the exception of the Championship regatta, which will be scored separately. The high point trophy will be determined based on the best 75% of scheduled races. For 2006, 27 total races are scheduled for high points scoring, so the best 20 races will be counted. Races not sailed by the fleet due to race cancellation shall be counted towards the 7 throwouts.

**Annex 3: Exceptions Approved By The Fleet**

The following rules exceptions and special cases have been approved by the fleet.

**2005 Fleet Meeting (10/28/2005)**

- Blue Agave is granted permission to use the carbon fiber spinnaker pole that came with the boat. Boats that came with an aluminum pole are still prohibited from upgrading to a carbon pole.