



BANSHEE CLASS ASSOCIATION RULES

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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 adhere to the following set of rules and conditions.

II. PRINCIPLE DIMENSIONS

A. Hull:

- Length Overall 13' 0"
- Beam Overall 4" 11 5/8"

B. Sail:

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

C. Daggerboard:

- Span Below Keelson (Ldb) 30 3/4" - 32"
- Chord at Keelson (Wdbk) 10 1/4" - 11 1/2"
- Chord at Maximum Span (Wdbb) 6 1/4" - 8 1/4"
- Rake: Cord at Keelson - Cord at Maximum Span = (Rdb) 3" - 5"
- Thickness (Tdb) 3/4" - 1"

Profile of the daggerboard shall not differ from the original wood or fiberglass boards as provided by the manufacturer.



D. Rudder:

- Span Below Keelson (Lr) 24" - 26 1/4"
- Chord at Keelson (Wrk) 8 1/2" - 10 1/4"
- Chord at Maximum Span (Wrd) 6 1/4" - 8"
- Rake: Cord at Keelson - Cord at Maximum Span = (Rr) 2 1/4" - 2 3/4"
- Thickness (Tr) 3/4" - 1 1/4"

Profile of the rudder shall not differ from the original wood or fiberglass boards as provided by the manufacturer.

E. Spars (All Length Dimensions +- 1/8")

- Lower Mast Section

10' 8" Overall Length (including mast plug)

Wall Thickness 0.125"

2 1/2" O.D.

- Upper Mast Section

12' Overall Length (tube)

Wall Thickness 0.070"

2" O.D.

- Boom Section

8' 10" Overall Length (tube)

Wall Thickness 0.070

2" O.D.



III. CONSTRUCTION

A. The hull and deck construction will be fiberglass composite. The thwart and daggerboard box cap may be constructed of wood or fiberglass.

B. No change is allowed from that provided by the builder to placement or position of:

- i. mast tube
- ii. mast base elevation in relation to deck elevation
- iii. rudder.

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 the 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 gel coat "staring" and tank to floor joint separations caused by supporting body weight while sailing. No carbon fiber or similar fabrics that may be engineered for stiffness and light weight shall be used on the Banshee as reinforcement or for repair. The intent is that any floor stiffening shall come at a weight penalty from the materials used.

D. The daggerboard trunk may be shortened fore and aft or filled forward as desired to locate the daggerboard in the aftermost position in the trunk when the trunk is longer fore and aft than the daggerboard.

IV. WEIGHT

A. 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.

B. Under weight hulls shall have weights added and secured on opposite sides of the daggerboard trunk 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 shall be obtained from the builder or approved dealers. No equivalents are allowed.
- 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 shall be obtained from the builder or approved dealers. A hiking stick or tiller extension is allowed. Telescoping tiller extensions are permitted.
- D. A plug may be used to partially fill the daggerboard trunk if it does not project beyond the wetted keelson profile. Fairings and gaskets at the bottom of the daggerboard trunk are allowed if they do not project beyond the wetted keelson profile. Carpet or rubber maybe 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 obtained from the boat builder or approved dealers. An aluminum tubing boom sleeve is allowed to repair bent or broken booms but may only be used for the duration of the race or regatta in which the spar is damaged. A fitted sleeve may be added in the vang area of the boom to strengthen the spar to help reduce load failure at that point. Such a sleeve shall not be longer than 16".
- B. Pre-bent mast or boom, rotating lower masts, and adjustable goosenecks are prohibited. Adapters allowing the upper mast to rotate are permitted. Mast bottom plugs to repair damaged mast slots, or prevent wear are allowed provided they do not alter the elevation or fore and aft movement of the mast.
- C. Mast shall be freestanding. If a halyard is used, it must pass thru a fitting as close to the top of the mast as possible. 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 bushing 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 spars may not be stiffened in any fashion except as noted in Section VI. A Laser style boom slide outhauls are allowable.
- 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. Plastic tubing plugs are also allowed.



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 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. Beginning January 1 2015, battens provided with new construction sails or battens replaced in existing sails shall be marked as official Banshee battens, carry the ISC Racing logo and shall be manufactured by RBS Battens. 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 and digital compasses, all electrical instruments are prohibited. Mechanical timers, 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 may be installed on the aft deck sections that meet the following:
 - i) Guards must be fitted separately on port and starboard sides of the deck with no connection between them
 - (ii) Guards must not be taller than the profile of the transom
 - (iii) Guards cannot extend forward from the aft side of the transom farther than 8"
 - (iv) Guards must not extend beyond the outer deck surface at the point of installation
- F. The use of slowly soluble applications which might alter the boundary layer characteristics of the hull are prohibited.

IX. REQUIRED EQUIPMENT AND BUOYANCY

- A. The following equipment must be carried when racing:
 - (i) 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 either a float attached to its towing end or be of a material that is naturally buoyant.
 - (ii)1 wearable US Coast Guard Approved Personal Floatation Device Class I, II or III, or a Class V. (must be worn during racing)
 - (iii)It is recommended that 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 150 pounds of positive buoyancy (for example 18 each one-gallon plastic jugs, or suitable volume of foam). If air bags are used, there shall be at least two or more separate bags.



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, foils or spars, as supplied by the builder, except as specifically authorized by these rules, is prohibited. Running rigging, blocks and cleats are optional. Exceptions, modifications and changes to the boat and its equipment, as supplied from the 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.

Current fleets;

Fleet One (Sacramento, CA)

Fleet Two (Santa Cruz, CA).

C. Fleet charters may be revoked upon failure to maintain, in good standing, at least 3 fleet boats participating in at least one major regatta during the year.

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

E. Fleet membership is available to any Banshee owner who provides their name, e-mail address, sail number, city and state of residence to their Fleet Captain. The Fleet Captains will maintain the sail number, name and e-mail address list for the purpose of conducting Fleet or Class business and will not sell or share this information with any third parties except other Banshee Fleet Captains or the Class. Fleet members may elect to collect dues from their members if a majority of their membership so desire. It is the sole responsibility of each Banshee owner to ensure their current e-mail address and ownership status is provided to their Fleet Captains. Fleet Captains will remove any owners from the Class Association roster if e-mails are not deliverable.

Class Association Membership is required for any fleet member that wishes to compete in an event sanctioned by the Class Association. The Class Association organizes regional and Championships events, publishes a newsletter, and oversees the implementation of the class rules. Annual membership dues will be decided by the Class Executive Committee.



XII. EXECUTIVE COMMITTEE

A. The Executive Committee shall be the sole governing board of the Banshee Class. It shall consist of the owner of the Banshee molds, the Fleet Captains and a Member-at-Large from Fleet One and from Fleet Two who shall be elected every two years by their Fleet members (Banshee owners) who return ballots by the established deadline sent to the fleet distribution lists.

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; overseeing modifications to these class rules when needed; 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, 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.

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