

# BALLAD ONE DESIGN RULE

The design of the yacht shall be in accordance with the following specifications as regards the hull, rudder, propeller, ballast, deck, rig and spars, headboard, and also as regards to placing of engine, fuel and water tanks, and batteries.

No changes may be made to the underwater hull except what concerns the finish of the surface.

- Hull:** In accordance with masterplug line drawing 0-55122.
- L.O.A.: 9158 +/- 20 mm
- Max beam: 2960 +/- 10 mm
- Rudder:** In accordance with drawing 0-55122.
- Propeller:** Firmly attached standard propeller (13,5" x 11,5") or folding propeller not less than 15".
- Keel weight:** 1550 kgs (lead 1470 kgs, plastic/sand filling 80 kgs)
- Deck:** In accordance with drawings 0-55317 or 0-58864.  
Genoa sheet rail shall not be placed closer to the centre line of the boat than in the original design. It may be lengthened in its original direction and curve.
- Accommodation:** In accordance with drawings 325 / 290 and 0-55993.
- Engine:** Weight of engine shall not be less than 185 kgs incl. oil. The use of a lighter engine may be allowed in case corresponding compensation weights are laminated into the hull in the front part of the oil sump or in a position transversal to that. An extra battery in that position may be a part of the compensation weight.
- Tanks:** Fuel and water tanks shall be designed and placed according to the drawing 0-55993.
- Batteries:** Batteries with a total minimum weight of 42 kgs shall be placed under fore bunk. If batteries with less weight are used or they are removed from their original position, compensation weight of not less than 42 kgs shall be laminated to the hull in a similar position at the same level.
- Rigs and spars:** The rig shall be of masthead type with one pair of cross-trees. Mast shall be placed on the centre line of the boat. Mast and boom shall be made of aluminium alloy. Weight of mast shall be not less than 70 kgs incl. cross-trees, fastenings for shrouds and stays, pulleys, cleats and a spinnaker boom rail with runner(s).  
Centre of gravity of the mast shall be not less than 5700 mm above base of mast foot.
- Length of mast shall not be greater than 12700 mm. Diameter of mast from the mast foot all the way to the level of 2000 mm from the mast top shall not be less than 114 x 165 mm.
- Length of cross-trees shall be at least 820 mm. Length of spinnaker boom shall not exceed 3740 mm. All shrouds and stays shall be either 1 x 19 wire or rod, with a diameter not less than 6 mm and 5 mm respectively. The measure between the forestay fastening in the hull and the forside of the mast (J measure) shall be 3500 +/- 25 mm. Double forestays are not allowed.
- Profile forestay is allowed, but the same groove and halyard shall be ..

used when changing sail, and only one groove shall be used by the sail.

Inner forestay is not allowed.

Jockey pole is allowed.

Twin foresail halyards are allowed.

Pulpits and lifelines shall be fitted in accordance with the design, i.e. as delivered from the yard.

**Measurement marks:**

Black measurement bands of 25 mm width shall be painted on mast and boom.

Upper edge of lower mast band shall be at the level of the upper edge of the boom when boom is in horizontal position. Lower edge of upper mast band shall be 9750 mm above upper edge of lower band, and not further from the mast top than 452 mm.

Distance from inner edge of boom band to aft mast shall be 2850 mm.

**Sails:**

All types of sailcloth are allowed.

At the International Ballad Cups, the following sails shall carry official measurement stamps: spinnakers and genoas larger than 27 m<sup>2</sup>.

**Mainsail**

Mainsail shall not be set beyond measure marks on mast and boom.

Only a trysail shall be set loose footed.

Batten length is optional. Up to four battens may be used. Headboard width shall not be greater than 152 mm. Distance between the top of the headboard and the centre of the upper batten pocket shall not be less than 1950 mm.

The MGU measure shall not be greater than 1100 mm. The MGM measure shall not be greater than 1850 mm. Making this measurement, concavities of the leech shall be bridged. The length of the leech is optional.

Mainsail shall be marked with the class insignia, a black "B" with a red star unless otherwise prescribed by the national authority.

Window in mainsail shall not be greater than 235 x 790 mm.

**Headsails**

Genoa

Luff perpendicular (LP) 5610 mm

Height of fore triangle (IG/ISP) 11300 mm

Base of fore triangle (J) 3525 mm

The Luff, which is basis for the measurement, shall be stretched by 300 N (30 kp). The length of the leech is optional. Window in genoa shall not be greater than 205 x 965 mm.

When using a profile forestay LP shall be reduced by FSP being defined as the maximum chord of the cross section of the profile forestay multiplied by 2 - the chord is measured perpendicular to the longitudinal axis of the profile forestay - and the double chord measurement is rounded to the nearest capital number of centimetre. For example if the profile chord measurement is 28 mm - then LP shall be reduced by 60mm as  $2 \times 28 \text{ mm} = 56 \text{ mm}$  which shall be rounded to 6 cm.

Spinnaker

Leech (SL) shall not be greater than 11300 mm

Max width (SMW) 6730 mm

The width at half of the height shall not be less than 75 % of the width at the foot (SMG).

**Number of sails:**

(Maximum number of sails carried onboard)

1 mainsail

1 trysail (heavy cloth, no battens)

5 genoas/jibs of which only 2 may have an area greater than 27 m<sup>2</sup>

1 storm jib

2 spinnakers

When a spinnaker is set, any headsail may be set flying with its tack fixed approximately in the centre-line of the boat.

**Standard Equipment:**

All standard equipment delivered with the boat from the yard shall be carried on board.

The standard equipment includes:

- 5 mattresses + cushions in cabin

- all carpets (or wooden floor)

- pantry incl. fuel

- table (table top area not less than 0,5 m<sup>2</sup>)

- boat hook

- moorings

- all fixed details

At the International Ballad Cups, the cushions, carpets and table may be left ashore.

**Crew:**

The number of crew members is optional, unless differently demanded by the sailing race authorities. At the International Ballad Cups, the maximum number of crew members is limited to six persons, including the helmsman.

**Certificates:**

Ballad Class Certificate is issued by the National Ballad Association.

Ballad Class Certificate and Ballad One Design Rule shall be carried on board.

**Alterations of the rules:**

Alterations of these rules can be made, upon recommendations from any Ballad Club, at the general annual assembly of BODA (Ballad One Design Association).

The original One Design Rule was approved at the assembly in Copenhagen, January 30th 1976 and was amended by delegates from Denmark, Norway, England, Germany and Sweden in Kristinehamn, January 22th 1977.

Alterations have been made at BODA assemblies 1984, 1988, 1989, 1990, 1993, 1994, 1995, 1996 and 2000.

In 2012 BODA decided via e-mail-communication and by mutual agreement to allow all types of sailcloth and to allow the change of genuas in a race when using furling genuas.

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