



Beneteau First 36.7 North American One-Design Class Rules

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1. INTRODUCTION / OBJECTIVES

1.1 These rules, as adopted by the "Beneteau First 36.7 North American One Design Class Association" (Class), serve to maintain the First 36.7's one-design standards and to ensure equal and fair racing among all boats in the class. Wherever possible, these rules will not compromise the First 36.7's ease of handling, affordability, safety, comfort, and styling.

These Rules can be interpreted in two very different ways: an Owner could make the assumption that the Beneteau First 36.7 is a boat that should be able to be continually optimized and modified with very little restriction, causing a further assumption that any changes an Owner chooses are acceptable unless specifically *prohibited* by these rules. The Beneteau First 36.7 Class does not recognize this philosophy.

The Beneteau First 36.7 Class Rules shall be interpreted such that Owners participating in one design racing make the assumption that no modifications are allowed unless they have been specifically *approved* by these rules, or by a direct ruling from the First 36.7 Class Technical Committee. This means that any changes or modifications from a standard Beneteau First 36.7 would have to be specifically allowed within these rules to be considered legal. The penalty for participating in Class one design events with a boat that had knowingly made modifications outside of those allowed within these rules could be disqualification from those or any First 36.7 Class one-design events.

1.2 All designs and dimensions of First 36.7's hull, steering wheel, rudder, spars, equipment, keel, deck, weight and distribution thereof, sail plan, and interior shall be alike.

1.3 The Class prohibits any and all deliberate modifications and alterations to a boat competing in one design or class-sponsored events, unless the modification or alteration is specifically cited in these rules. Anyone who believes, or has evidence that a competitor or boat is not in compliance with these Class Rules is encouraged to submit the information to the Executive Committee, Technical Committee, or Class Representative at the first available opportunity.

1.4 In order to guarantee compliance with the First 36.7 building specifications, among other copyrights, Beneteau is the only authorized builder of First 36.7's equipped to race One Design in North America. Molded fiberglass parts, spars, rudder, keel, engine and prop shall be supplied by Beneteau, or a manufacturer designated by Beneteau, or the Class Technical Committee.

1.5 It is the responsibility of the Owner or Owners to ensure that their yacht complies with these Class Rules at all times.

1.6 Class rules may be amended at any time, at the discretion of the Executive Committee. Questions received by the Technical Committee regarding rules interpretations will be answered and posted and updated periodically and will be used for assistance in the clarification of class rules. Whenever possible, proposed rules modifications will be posted on the Class website.

2. ADMINISTRATION

2.1 The Class Executive Committee (EC) will hold the authority over class rules. For issues involved with compliance to Class Rules, the local Fleet Captain may also be used to assist in mediation and resolution.

2.2 The Class Executive Committee will apprise class members of any rule changes in an appropriate and timely manner; the First 36.7 Class website is the preferred method of promoting and informing the class members of any changes. This site can be found at: <http://www.beneteaufirst367.net>

2.3 The official language for the class shall be English, in the event of conflicts. The appearance of the word “shall” makes that statement mandatory, and the word ‘may’ is permissive.

2.4 Advertising for the Class shall comply with the current WORLD SAILING Regulations (WORLD SAILING) - Category A. (WORLD SAILING is the entity formerly known as ISAF).

2.5 The Executive Committee shall consist of the following officers:

- President
- Vice President
- Secretary
- Treasurer
- Event Chairperson
- Technical Committee Chairperson
- Chief Measurer

3. MEMBERSHIP AND ELIGIBILITY

3.1 All yachts participating in any Beneteau First 36.7 North American Class Events that are One Design races (def. North American Championship, Sailing World Regatta Series, formally known as the NOOD Regattas, and all regional or local events where the First 36.7 class has a class start or designated section) shall submit Appendix "A" Beneteau First 36.7 One Design Racing Certification Form, to a class representative by 2100 hours the night before the event, or per the NOR/Sis, if more restrictive. The Appendix A form shall also be submitted by 2100 hours the night before the event at other one design events where it is required by the Notice of Race or other Local Fleet rules. Changes necessary to an Appendix A Form, due to a crew substitution (or approved sail substitution) shall be submitted two (2) hours prior to the first race in which the change takes effect.

3.2 An Owner shall be a sole owner, or one of two, three, or four joint owners, that share meaningful ownership in the purchase of the complete yacht and the cost of its operations. The Owner(s) is/are recognized as the purchaser or Obligee of the title and must be listed as such on the state-issued title or Coast Guard Documentation to be considered a valid owner.

3.3 Owners shall be considered Full Class Members. Owner(s) also shall comply with all Class Rules and shall pay annual North American Class and any local fleet dues if they intend to race under One-Design rules. A boat with multiple owners shall have each owner register as a Full Class Member. Family, crew, or other individuals supporting the Class Association by paying annual dues shall be considered Associate Members.

3.4 Only an Owner or a former Owner, as described in 3.2, that is a dues-paying member of the class, per Class Rule 3.3, is eligible to Charter, use, or enter a Beneteau 36.7 in Beneteau 36.7 North American Class Events - unless an exception is specifically approved by the Executive Committee in advance of the event. All such requests must be made no less than 60 days prior to the start of the event and the Executive Committee will provide a response within 30 days, but no less than 14 days in advance of the start of the event.

When a boat is chartered or used, the “Owner” as referenced in these Class Rules shall be the designated “Charterer” or user that has registered and entered the event as the Skipper/Owner/Charterer. The actual Owner of the boat/hull may participate in the event and/or sail on the chartered boat, but shall only be considered a crew member and shall NOT be entitled to any “Owner” designations in these rules, including driving or helming the chartered boat in the event as an “Owner”, or as a long-time crew member, unless that individual meets the long-time crew member requirements in Class Rule 4.4 of the chartering Owner’s team/crew.

3.5 The First 36.7 Class offers guidelines developed to assist race organizations and organizing authorities in hosting or presenting a First 36.7 Class North American Championship event. These guidelines are intended to encourage greater participation from non-local fleets in our North American Championship Events, as the time and expense to travel to an event is extensive. The guidelines are as follows:

- The Notice of Race (NOR) and Sailing Instructions (SI) should conform to the current Racing Rules of Sailing (RRS) and specifically the guidelines specified in Appendices J and K.
- World Sailing Regulation 19, Eligibility Code (Appendix 3), should be in effect.
- The recommended Schedule of Races should include eleven or more races over a minimum of four race days; with three or four races daily each of the first three days and two races scheduled for the last day.
- Scoring should include provisions for at least one throw-out if seven or more races are completed.
- Courses featuring Windward/Leeward with configurations of three, four or five legs.
- The SIs should include a Time Limit of 45 minutes for the first leg and two and one-half hours for an entire race.
- Arbitration (RRS Appendix T) should apply and be utilized, as well as RRS Appendix V1 - Penalty at the Time of an Incident.
- Inspections - Equipment and Measurement inspections should be performed on every competing boat to ensure compliance with the class rules.
- There should be restrictions on the Haul-Out of participating boats, appropriate restrictions on Radio Communications and for Support Boats and Support Persons.
- Suggested Prizes include awards for finishes 1st through 5th overall (minimum), 1st through 3rd Corinthian; 1st place Shoal Draft Boat; Daily awards, Awards for boats with three or more family members; award for the boat traveling the furthest to participate.
- When possible, the NOR should be posted, and the event publicized, by the end of January during the year of the event, allowing competitors time to coordinate travel arrangements.

4. STEERING/HELMING

4.1 While the First 36.7 Class is an Owner-Driver Class, there is a provision that allows for long-time crew to act as the Driver or helmsman for limited one-design class racing.

4.2 A 'Driver' or 'helmsperson' is heretofore defined as the person on board who is a Full or Associate Class Member, and who steers the yacht from the Preparatory signal until the finish of any race. Any references in these rules to "Group 1" or "Group 3" competitors are referring to the criteria used by WORLD SAILING to categorize the status of a racing sailor.

4.3 While racing in Beneteau First 36.7 North American Class Events, only Beneteau 36.7 Owners and their immediate family members (by Blood or Marriage) may drive or helm, unless the immediate family member is not a Group 1 competitor. The immediate family member may only drive or helm the First 36.7 that is either owned or being chartered by the Owner. A Group 3 competitor may only act as a Driver/helmsperson during these races if he or she is a 100% Owner of a First 36.7.

4.4. To encourage Crew participation and promote Fleet development, the Owner/Driver Rule may be relaxed for certain designated Local or Regional First 36.7 Fleet one design racing. For these designated races, a long-time crew member may act as the Driver/helmsperson of the boat that they regularly crew on. The definition of long-time crew is: 'an Associate Crew Member who has raced at least 60% of the First 36.7 Class one design racing that boat has participated in during the previous 24 months'. Proof shall be provided in the form of previous Appendix A submissions from the specific boat. It is recommended that the Owner be on board whenever a long-time crew member is driving. The boat is **not** entitled to the Owner-Driver ½ weight credit if the Owner is not the Driver. The local fleet will determine which events this rule will apply to, and must designate them as 'non-Owner-Driver races' and will inform all competitors at least 72 hours in advance of the first race of that regatta. The long-time crew member acting as Driver must be a First 36.7 Associate Class Member in good standing.

4.5 During a race, the Owner/Driver is allowed a momentary absence due to a personal or shipboard need, provided it is at least five minutes after the start of the race. However, the Owner/Driver shall drive/helm at all race finishes, and must drive at least the 3 minutes before/after any mark rounding, including the rounding itself.

4.6 Class rules 4.3, 4.4 and 5.3 shall not apply to designated One Design Class distance races, except that an Owner/Full Class Member (as defined in 3.2 and 3.3) shall start the boat and act as the helmsman for at least the first hour and approximately the last hour of the race and finish the boat. **It will be this driver/helmsperson only who is eligible to take the ½ weight credit as specified in 5.2.** Any additional drivers during one-design class distance races shall be current Full or Associate Members of the First 36.7 Class.

5. CREW and OWNER/DRIVER WEIGHT LIMITS

5.1 The maximum crew weight (in shorts and t-shirt) for One-Design racing is 1,550 lbs. (all fractions shall be rounded down), without limit on the number of crew.

5.2 An Owner Driver/Helmsman shall count his or her weight as ½ of his or her actual weight. For a boat with multiple owners, the Owner on board who is acting as the Driver/Helmsman will always be the one who is counted as ½ weight, and shall be identified as such on the Appendix A Form(s).

5.3 In the event that multiple owners will drive/helm during the same race the Owner weighing the least shall be the weight that is counted as half. If ½ the weight of the lightest owner is used, any owner may drive or helm at any time.

5.4 For racing requiring a weigh-in, a yacht will be required to do so only once, except when a substitute crewmember joins the crew. At that time, only the substitute will be weighed. Local Fleet Captains may designate a race or regatta as one requiring all competing boats to weigh-in. This shall be included in the initial NOR, or in an amendment to the NOR that is posted not less than seven days prior to the event and by offering a reasonable location for performing the weigh-ins.

5.5 While racing in any One Design Class events, only one Group 3 competitor is allowed on board a boat. The rest of the crew shall be comprised of Group 1 sailors. Competitors are required to obtain verification of their Group status by applying online to the WORLD SAILING website. For North American Championship Events, all sailors (Owners and Crew) participating in any racing during the event are required to have a current ISAF Classification Code, or it will be assumed that they are a Group 3 sailor.

The WORLD SAILING ISAF Classifications can be found at the following link:
<http://www.sailing.org/sailors/sailor-search.php>

The WORLD SAILING ISAF Classification Code application form can be completed online at the following link:
<http://www.sailing.org/classification/first-application.php>

5.6 An Employee or Staff Member of Beneteau America or an Owner or Employee of an Authorized Beneteau America Dealer shall be permitted to compete on any First 36.7 at any event at any time, regardless of their WORLD SAILING classification.

6. MEASUREMENT

6.1 By participating in First 36.7 events or for First 36.7 one design trophies, owners agree to permit any First 36.7 Class Officers or Race Committee or their appointed representatives to board their boat for the purpose of inspecting and/or measuring. Boats entered into the competition must be made available at least 48 hours before the scheduled start of the first race of the Regatta; these boats may also be measured or re-measured at any time during the Regatta.

6.2 Any variation in builder-supplied equipment or specifications must be approved by the Executive Committee. Approved variations are listed in Appendix B. The Executive Committee may, at its discretion, approve, or deny a variation and deem a boat in, or not in compliance with these Rules or take further action as they determine is appropriate.

6.3 Refer to Appendix B for a full list of the specific allowed changes/modifications.

A. Lifelines, Stanchions, Pulpits and their connections shall be configured at least according to WORLD SAILING Offshore Special Regulations (Sec. 3.14). The lifelines must be made of stainless steel and must also be a minimum of 3/16" in diameter. The lower lifeline, when depressed with a 10-pound weight, shall be no lower than four (4") inches above the working deck between any two stanchions.

B. The mast, mast step, mast deck partner, boom and spinnaker pole may not be modified or altered in any way from the original factory specifications. The set length of the spinnaker pole measurement is 4 meters. The class definition of spinnaker pole length is the horizontal distance from the forward face of the mast spar, ignoring any fittings and tracks, measured on or near the centerline of the boat, to the extremity of the spinnaker pole, when mounted to the mast in racing trim and fully extended. The Standard Rigging Measurements are attached as Appendix G, the hull specifications and rig dimensions are attached as Appendix H, and the mast and boom sections and replacement parts are attached as Appendix I. As Charleston Spars is no longer in business, please contact the Technical Committee Chairperson for any clarifications on replacement parts.

C. Some equipment that is not permitted for one design racing: halyard locks or hooks; holes or tubes that feed halyards or control lines through the deck, hull or transom; hydraulics of any kind.

D. All boats shall be wet sailed with commercially-available anti-fouling paint or epoxy applied to the entire underwater surface/bottom. Additionally, 'boat baths' are not permitted. Extending the bottom finish above the top of the factory installed boot stripe is also prohibited.

E. During class racing, which is defined here as the period of time that begins at the preparatory signal and lasts until the finish of the race, adjustment or detachment of the forestay and/or shrouds is not permitted. Additionally, a boat racing in a class event shall not, from the time it leaves the dock until after it has completed the last race of that day, adjust or move the mast at its base or the position of the mast step or partners.

~~**6.4** In order to maintain the integrity of a one design section in class distance racing, all boats entered in the Beneteau First 36.7 one design section shall declare a common crew weight of 771kg (1,700lbs) with the rating entity used for the event. This is to ensure a level one design certificate for all events where a handicapped certificate is required. Weight limits per class rule 5 shall still apply. Rule 6.4 is removed and shall no longer apply.~~

6.5 Altering the rudder or keel profile to exceed tolerances set forth by these rules or the official offsets is strictly prohibited. Any variation from the Construction Specifications to a hull, deck, interior, keel, rudder, rig, or overall weight of a yacht for which there is no prescribed measurement shall be compared, by a Class Representative, to a sample of 3 boats. If the variation is within the range taken from the 3 yachts, the Class Representative may accept the variation. If the variation is outside this range, the matter shall be reported to the Chief Measurer for action. Further, any boat that shows clear evidence that an attempt has been made to change its shape, or evidence is available to suggest this, shall have the matter referred to the Executive Committee and/or Technical Committee for action. This action may be taken, regardless of the variation and range of measurement with other yachts, by citing rule 1.3 which prohibits 'deliberate modifications and alterations to a boat.'

6.6 Specifications for Keel and Rudder:

A. Keel and rudder measurement and modifications: Beneteau 36.7 keels and rudders may not be altered from the standard keel and rudder as supplied by Beneteau or the official Class supplier, with the exception that the keel profile may be shaped to form a smooth foil provided it remains within the class tolerance described below.

B. The fore and aft chord measurement and overall depth must also remain within the measurements below, and there shall be no fairing other than mild sanding in the keel bulb, as defined by the area that is below 55 inches (55") from the top of the keel.

C. Keels will be measured only by the Chief Measurer, Fleet Captains, or someone authorized by the Chief Measurer or Technical Committee, using a set of templates made by the Chief Measurer that have been provided to each established local fleet.

D. Keel thickness measurements will be taken at 8 defined points, noted as points F1 thru F8, using an inside Caliper of sufficient size to the nearest 1/32". No measurement taken at any of these 8 points may exceed the Standard Keel Measurements by more than Plus (+) or Minus (-) 6/32". Because of the difficulties in both accurately fairing and measuring keels, an additional tolerance of 2/32" will be given for no more than one of the eight defined points.

E. Additionally, the trailing edge of the keel may have an angled bevel of up to 30 degrees to prevent vibration; however, the keel trailing edge thickness may not be less than 7/32" at any point, measured by using electronic calipers. This measurement will be taken as specified by WORLD SAILING measurement standards.

F. The trailing edge of the rudder may also have a bevel of up to 30 degrees.

Official Standard Keel Measurements (in thickness):

F1: 4 16/32", F2: 4 17/32", F3: 1 11/32", F4: 2 30/32", F5: 4 19/32", F6: 3 3/32", F7: 4 3/32", F8: 4 8/32"

Keel Depth shall not exceed 68-20/32" plus or minus 12/32" when measured as a straight line from the top of the keel (hull/keel joint) through measurement points F2, F5, F7 to the bottom of the keel - and when measured as a straight line from the top of the keel (hull/keel joint) through (approximately) measurement points F3, F6, F8 to the bottom of the keel. Chord Measurement shall not exceed 33-16/32" plus or minus 12/32", with the measurement taken from the trailing edge through measurement points F6, F5 and F4 to the middle of the leading edge of the keel.

Distance from the back of the keel to the lower edge of the transom shall not exceed 208" plus or minus 8/32", with the measurement taken from the point where the transom and hull meet, to the mark measured from the templates on the trailing edge of the keel, See Appendix D diagram for the approximate location of the measurement point.

6.7 Boats racing in Beneteau First 36.7 North American Class Events, or any one design racing, will be issued an official First 36.7 Class Keel Measurement Certificate (KMC) by the Technical Committee and Chief Measurer. The purpose of this certificate is to verify that keels have been measured and meet the criteria defined in all of section 6.6. Each First 36.7 keel has been or will be measured by a representative of the TC and/or the local fleet captain. If the resulting measurements comply with the Official Standard Keel Measurements, a Keel Measurement Certificate will be issued.

6.8 Upon its issuance, and the acceptance of it by the Owner, he/she agrees to refrain from further alterations/fairing of their keel in any way - other than to perform normal (or off-season) maintenance and preparation. Any Keel work that is more extensive than normal maintenance or preparation to a boat that has already been issued a KMC will require that new keel measurements be taken before the boat can resume racing one design. If an Owner's keel is damaged in such a way that it requires more than paint preparation or slight sanding to complete the repairs, the keel must be re-measured and re-issued a Certificate before they can once again race one design. A fee of \$150 will be charged to/collected from the Owner to cover the costs & expenses of any re-measurement. These fees will be collected by the Local Fleet's Treasurer and will be applied to the coffers of the local fleet.

As the keel measurement data is collected and Keel Measurement Certificates issued, the resulting measurements will be available to First 36.7 Class Members, by contacting the Executive Committee or Technical Committee. All Official Standard Keel Measurement points and their approximate locations are marked in a drawing titled Appendix D. Each established 36.7 Fleet will be provided one set of Official Standard Keel Measurement templates to be used for measuring keels, and one set of calipers to measure the thickness. The integrity of these measurement tools should be maintained and the templates kept by the local Fleet Captain. See Appendix E to view the Class Keel Measurement Certificate.

6.9 Hull modifications are prohibited, except for the following:

- A.** The hull below the Top of the boot stripe may be sanded for the purpose of removing and/or adding barrier coat and/or bottom paint.
- B.** The center seam at the bottom of the hull *and* the seam for the sail drive plate may be filled in and faired to a maximum width of 3 (three) inches to smooth the surface of the seam and allow it to become flush with the hull after sanding.
- C.** Fairing compound may be added to the below-waterline through-hulls to allow them to become flush with the hull after sanding. The fairing compound is limited to a maximum of 10 (ten) inches total diameter around each through-hull, or 5 (five) inches in any direction from the center of the through-hull.
- D.** A boat's hull may be painted any color, providing it is painted with a commercially-available paint used for such applications, such as Awl Grip or Imron.
- E.** Sail Drive Leg. The surface may be lightly sanded in preparation for painting. No grinding, removal of aluminum, or fairing of the sail drive leg or its propeller is permitted. Any paint system applied to the saildrive leg shall be of normal thickness; it shall be checked to the manufacturer's tolerances for standard configuration.

7. EQUIPMENT RULES

7.1 The First 36.7 was created as a racer/cruiser, and as such shall race with the supplied standard equipment. Standard factory supplied furnishings and equipment including, but not limited to: the swim ladder, Harken Carbo Foil or Tuff Luff, two 12-volt batteries, refrigeration system, pressure water system, holding tank and head, any of the interior or exterior components, floor boards, bunk cushions, and bulkhead doors. These items shall not be relocated or removed when racing, except as specified in Appendix B.

7.2 The Technical Committee is aware that some original parts standard to the boat may be either no longer made or in short supply. Replacement of any parts that are attached to the boat by way of glue, bolts, screws or similar must be replaced by an item that is similar in size, weight, gear, and any other attributes that define it, such that it does not give the user any advantage that could be deemed unfair when compared to the part that it is replacing. Inquiries regarding any replacement of parts should be directed to the Technical Committee.

7.3 Safety equipment shall conform to WORLD SAILING Regulations prescribed by the applicable Notice of Race and/or Sailing Instructions. Storm sails are permitted beyond the normal 5 sail limitation. Sail buttons are not required on storm sails. Storm and Heavy Weather sails, as prescribed and recommended by WORLD SAILING, are allowed to be carried on board at any time. The First 36.7 Class safety regulations follows the guidelines created by WORLD SAILING OFFSHORE SPECIAL REGULATIONS Appendix B. These regulations can be found at the link below, and are also attached to these Class Rules as Appendix C. https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2022/02/03180228/OSR2022_Appendix_B-Inshore-Racing-16_12_2021.pdf

7.4 A list of required equipment to be carried aboard each boat while participating in one design racing is attached to these rules as Appendix C. This list shall be considered the minimum amount of equipment required for fleet one design racing.

8. SAILS

8.1 Sails - Overview:

A. The intent of this section is to keep the class inventory simple, economical, and durable through a wide range of sailing conditions appropriate to the performance of the boat. Any change that is not specifically covered by the sail plan and measurements shall be considered illegal until a ruling has been obtained from the Chief Measurer, and the Executive Committee has concurred.

B. Sails shall be constructed not to exceed the maximum dimension set within, and measured in accordance with, the current WORLD SAILING guidelines.

C. A First 36.7 sailing in an open section and/or one design may use its hull number as its sail number, using the number in a one, two, or three-digit format that specifies the boat's sequential hull number. For example, a boat with a hull number of BEYN6254D308 would use the number '**254**' (BEYN6**254**D308) as the boat's hull number and this number may be used as the sail number.

8.2 Class Sail Inventory

A. Sails carried aboard, or used during a First 36.7 One Design event shall be limited to the following:

- one class mainsail (Button Required)
- one class genoa (Button Required)
- one class jib (Button Required)
- two class symmetrical spinnakers of different weights per rule 8.7D. (Buttons Required)
- Storm and Heavy Weather sails as outlined in 7.3 (Button NOT required)
- For distance races ~~over 30nm~~, a third spinnaker is allowed. It shall conform to rule 8.7, except that the minimum nominal weight shall be not less than 54 grams per square meter. (Button NOT required)

B. Sails must carry an official Beneteau-36.7 Royalty Class Button ("Button") per rule 8.3. Additionally, the five buttoned sails to be used for any specific regatta must be declared for use before the regatta on the One Design Racing Certification Form (Appendix A). The sails listed on the Form (Appendix A) shall be used for the entire event and may not be substituted or changed unless provided by 8.2C.

C. No sail may be re-cut after event measurement, or if there is no measurement, after the start of the first race of a First 36.7 One Design regatta. Any sail damaged beyond repair at a class regatta may be replaced during a class regatta with another buttoned sail registered to the owner/charterer or chartered boat, with permission from a class representative.

D. A boat competing in 36.7 class one-design racing may use any combination of their buttoned class sails (either current or previously buttoned sails may be used), providing the buttons have been issued and registered to that boat and current owner. All buttoned sails must conform to class sail measurements.

8.3 Sail Buttons and Sail Acquisition:

A. Sail Buttons – All sails, except those provided under Rule 7.3, that are used in First 36.7 Class events shall have an official sail button affixed near the tack on each side of the sail. Buttons shall be stitched onto the sail.

B. Buttons shall be purchased from the Beneteau First 36.7 One Design Class for \$30 per sail or \$125 for the first complete set of sails - information is available on the class website at <http://www.beneteaufirst367.net>. These sails and buttons will be recorded in a database with the Owner, hull number, sail type and brand, as well as the date of acquisition. Please allow two weeks from the order date for the sail buttons to arrive at the sailmaker. There is a \$100 surcharge for any sail buttons requested more quickly (defined as within 14 days of an event); these sail buttons will be sent via FedEx/UPS Standard Overnight delivery.

C. Any owner who has purchased a First 36.7 is entitled to a one-time purchase of one complete set of sails and sail buttons, plus one additional sail, as defined in 8.2A. These initial 6 (six) sail buttons may be purchased at any time during their ownership; however, once that Owner begins racing in one-design races and/or begins purchasing class racing sails/buttons, the new owner will have 365 days to purchase the remaining sails/buttons to complete the initial set of sails - using the date of the first one-design race they compete in **or** the date that the first sail button is purchased as the start date. Once this 365-day period has ended, the sail acquisition schedule will begin to follow the *'two sails per calendar year'* schedule defined in Rule 8.3 D.

D. Calendar year for sail acquisitions, either new or used, shall be defined as January 1-December 31 of the year the sail was ordered/acquired. Sail acquisition for any sails (new or used) is based on the 3/2 system, meaning that an owner may purchase 2 (two) sails one year and 3 (three) sails the following year, then 2 (two) sails the next year - and so on. If the third sail button purchase is exercised, it is limited to being a #3 (blade) jib or a .75 oz. spinnaker. Only a class member or the sailmaker of a class member may purchase sail buttons. Unused buttons in any year **may not** be carried forward to the next calendar year. Sail Buttons are not transferable from one sail to another or from one boat to another.

E. Replacement sails as a result of damage beyond the normal wear and tear or not associated with normal sailing (fire, lightning, etc.) must be documented and presented to the Executive Committee and class measurer for exemption/approval. The acquisition date for an approved replacement sail shall be the date the new sail is acquired. In the event the owner is not eligible for that button under rule 8.3A, the acquisition date shall be carried forward to the soonest date the owner would be eligible to button that sail.

F. Owners chartering a yacht for an event may use their own sails or the sails registered with the boat they are chartering, but may not combine sails from two different boats except with the expressed approval of the Technical Committee.

G. Upon transfer of a used boat to a new owner, the new owner shall notify the Technical Committee Chairperson (TCC) of the new owner's name and address, and the previous owner's name and boat name. Appendix F (Change of Ownership Declaration) shall be used to inform the TCC that a new owner has entered the Class. The TCC will then add the new owner to the sail button database to reflect the new owner of the boat and the sail buttons assigned to that boat.

H. An Owner who purchases a boat that has had new sails/buttons assigned to it within the 120 days prior to the boat's sale/closing date shall have those new sails counted as part of their initial six sail acquisition, and the 365-day period referenced in 8.3-C will begin on the date of the sale/closing.

8.4 Mainsail:

- A.** Fabric limitations shall not apply.
- B.** The mainsail shall be set within the bands on the spars at all times.
- C.** Dimensions shall not exceed:
 - Leech—14581mm
 - Top girth—1045mm (all girths to closest point of luff)
 - $\frac{1}{4}$ girth—1805mm
 - $\frac{1}{2}$ girth—3087mm.
 - $\frac{3}{4}$ girth—4040mm
 - Head—175mm
- D.** A maximum of five (5) battens shall be fitted of any length so that the center of the batten pockets shall divide the aft edge of the sail into equal parts with a tolerance of +/- 80 mm.
- E.** Batten material can be composite, including Carbon Fiber.
- F.** The tack ring of the mainsail shall be affixed in the standard tack fitting.
- G.** The mainsail foot may otherwise be loose.
- H.** Reinforcement triangles at seams at sail leech may be used but shall not exceed 150mm in length & width.
- I.** Reinforcement patches underneath slide/eyelet locations may be used.
- J.** At least one serviceable reef set shall be installed no closer than 1830mm up from the tack. Reef (s) may be fitted with a reinforcement band of similar material not exceeding 150mm in width between luff and leech.
- K.** The mainsail shall be attached to the mast with sail slides or boltrope.
- L.** The mainsail may be fitted with a cunningham ring and flattening rings. The Cunningham may not be more than 350mm above the tack and the flattener no more than 420mm above the clew. Cunningham may be fitted with a reinforcement band of similar material not exceeding 150mm in width between Cunningham and clew.
- M.** The class insignia shall be a contrasting color to the mainsail with the overall dimensions of the “B” logo to be at least 785mm tall and the numbers “36.7” to be at least 200mm high. Insignia shall be affixed on both sides of the sail, starboard side above the port side; boat model number and “box” to be perpendicular to the luff of the sail; insignia to be located between the half height and upper $\frac{1}{4}$ height of mainsail. Upon winning a class championship, a gold chevron may be placed to the right of the “B”.
- N.** View windows, trim stripes and tell-tale windows are permitted.

8.5 Genoa:

- A.** Fabric limitations shall not apply.
- B.** Dimensions shall not exceed:
 - Head width—108mm
 - Luff Maximum—14350mm
 - Luff Minimum—13600mm
 - Luff Perpendicular (L.P.) Maximum—6161mm (155% of J)
 - L.P. Minimum—5962mm (150% of J)
- C.** No Class Genoa shall have a clew height of more than 3 feet above the deck when set.
- D.** View windows, trim stripes, and tell-tale windows are permitted.

E. Leech and foot lines permitted.

F. Tacking lines not permitted.

G. Leech Battens are not permitted.

H. A genoa Cunningham, secondary tack fittings, and alternate tack extensions are not allowed. A shackle may be permanently fitted to the sail tack; however, that shackle must then be directly affixed to the U-bolt on the bow of the boat, meaning that only one shackle may be used and it must attach the sail directly to the boat. Otherwise, the tack ring in the sail must be closed and attached directly to the shackle on the U-bolt. For boats using a Harken furling system with a furling sail, the tack of the sail may be shackled directly to the Harken Furling system; if the furling drum has been removed for racing, it must be directly shackled to the U-bolt at the bow.

8.6 Jib:

A. Fabric limitations shall not apply.

B. Measurement of jibs shall be taken in the same manner as genoas.

C. Dimensions shall not exceed

Luff Maximum—14350mm Luff Minimum—13250mm

Luff Perpendicular (L.P.) Maximum—4173mm (105% of J) L.P. Minimum—3975mm (100% of J)

Head Width – 85mm

D. The One Design Class Jib Shall not have Positive Roach

E. A maximum number of four (4) optional battens of any length may be fitted.

F. Batten pockets shall divide the aft edge of the sail into equal parts with a tolerance of +/- 80 mm.

G. Batten material can be composite, including Carbon Fiber.

H. View windows, trim stripes, and tell-tale windows are permitted. Leech and foot lines are permitted.

J. A jib Cunningham, secondary tack fittings, and alternate tack extensions are not allowed. A shackle may be permanently fitted to the sail tack; however, that shackle must then be directly affixed to the U-bolt on the bow of the boat, meaning that only one shackle may be used and it must attach the sail directly to the boat. Otherwise, the tack ring in the sail must be closed and attached directly to the shackle on the U-bolt. For boats using a Harken furling system with a furling sail, the tack of the sail may be shackled directly to the Harken Furling system; if the furling drum has been removed for racing, it must be directly shackled to the U-bolt at the bow.

8.7 Spinnakers:

A. Spinnakers shall be symmetric.

B. Dimensions shall not exceed:

Luff Maximum (s)—13960mm

Luff Minimum (s)— 13500mm

Maximum Girth—7160mm Minimum Girth—6860m

Minimum Foot Girth—6560mm Centerline length—15400mm

C. Spinnakers to be woven Nylon or Polyester. Laminated fabrics shall not be permitted.

D. One of two spinnakers shall be manufactured from woven nylon with minimum nominal weight of not less than 40 grams per square meter.

E. Adjustable leech, luff and foot lines shall not be fitted.

F. Pull down patches are not permitted.

G. Headboard not permitted.

Appendix A:**BENETEAU FIRST 36.7 CLASS One Design RACING CERTIFICATION FORM**

<u>Sail Description:</u>	<u>Button # Declared:</u>
<i>Mainsail :</i>	
<i>Class Genoa :</i>	
<i>Class Jib :</i>	
<i>Spinnaker .5 / .6 oz :</i>	
<i>Spinnaker .75 oz :</i>	

Directions: Enter Crew Member last name, first name, weight, World Sailing Classification #

Crew Name: Last, First	Weight	Group 1, 3, Exempt (include World Sailing #)
Subtract here if the Owner/Driver is entitled to the ½ weight credit →	-	
Total Crew Weight :	lbs.	(Maximum is 1,550 lbs.)

I Declare: the above listed sails comply with the Class Rules; they carry the designated sail buttons; these sails will be the only sails used for this regatta; the listed crew are eligible for the regatta, according to the Class Rules; the yacht complies with the Class Rules; the Crew agrees to abide by all Class Rules.

Boat Name:	Sail #	Hull#
-------------------	---------------	--------------

Regatta Name:	Race # (if necessary):
----------------------	-------------------------------

Signed:	Owner/Owner's Representative	Date
----------------	------------------------------	------

Approved:	Class Representative	Date
------------------	----------------------	------

Appendix B

Variations/modifications permitted for racing:

- 1 GPS/Loran/VHF/Radar.
- 2 Interior cruising and day-sailing amenities, which do not enhance performance.
- 3 Foredeck lifeline netting, shroud rollers & other anti-chafing gear.
- 4 Alteration of the mainsheet traveler turning blocks and control lines is permitted; however, the purchase cannot be increased.
- 5 The backstay adjustment control lines may be led forward into the cockpit by adding pad eyes, blocks and cleats as necessary; solely for the use of the backstay adjuster. The maximum purchase for the backstay remains at 48:1. The factory backstay cleat on the transom may be removed. The entire assembly must have a minimum breaking strength of 10,000 pounds.
- 6 Through-hulls. No builder-supplied through-hulls shall be removed without being replaced by through-hulls that are similar in diameter, design, and weight. All builder-supplied through hulls shall be operable at all times. Boat speed and depth instrument transducers may be of any manufacturer brand.
- 7 Outhaul may be increased using only block and tackle.
- 8 Purchase of genoa car adjuster may be increased, using only block and tackle. In addition, a second genoa/jib car may be added to the existing genoa track on each side of the working deck.
- 9 Purchase of mainsheet gross and fine-tune may be modified using block and tackle, but must remain a 24:1 system. However, the mainsheet and fine-tune blocks/cams cannot be independent of the traveler car.
- 10 Footrests for helmsman and/or mainsheet trimmer may be added to the cockpit.
- 11 Mainsail Cunningham may be added.
- 12 Running rigging: All standard running rigging may be replaced, provided it is at least equal to the breaking strength of the original standard rigging. Aramid fibers (except PBO) for running rigging are permitted.
- 13 A low-friction mainsail luff system such as Tides, Antal, or Harken is permitted.
- 14 Removal of helm seat while racing is permitted; bolted-in thwart must remain installed at all times.
- 15 The standard equipment steaming/deck light may be replaced by a different steaming light. The mid-mast deck light is not required.
- 16 A boom topping lift is not required.
- 17 Shackles and blocks may be added or replaced with any brand or style of shackle or block; titanium is not permitted.
- 18 The use of blocks to redirect existing control lines, and the use of organizers such as sheet bags, winch handle pockets and shock cord are permissible to aid the boat's deck gear.
- 19 Individual spinnaker sheets and guys are permitted.
- 20 Blocks, tackle, replacement track and car plus cleats used specifically for spinnaker pole height adjustment are permitted on the mast, or in smooth finish area of the pit. Pole end fittings may be changed between dip or end/end styles, so long as the SPL measurement agrees to class rule 6.3b.
- 21 An access panel may be added to the V berth floor board to facilitate easy access to the speed and depth transducers.
- 22 Cleats may be added to the mast below the internal halyard exit holes in the mast.
- 23 A 54" stainless steel steering wheel with a triangular fiberglass pod support structure as manufactured and supplied by Beneteau is legal and may be retrofitted onto existing boats.
- 24 Minor changes by Beneteau or its engine manufacturer in the size of the standard saildrive unit are permitted.
- 25 A gap of no less than 5/16" must remain between the saildrive fairing plate and the saildrive. That gap may be filled with a flexible silicone sealant.
- 26 Aft and amidship wood toe rail shall be a minimum of 1" in height on the inboard portion and 1 3/16" in height on the outboard portion. It should be noted that there are bolts buried in these toe rails at approximately 3/4" in height and any reduction in height could cause maintenance problems.
- 27 Synthetic backstay is permitted. It must have a minimum breaking strength of 10,000 pounds with ultraviolet protective cover over an inner core.
- 28 Harken "Carbo-foil" racing headsail foil is permitted.
- 29 Forward V-Berth cushions, V-Berth hatch shade and its hardware, salon settee back / arm cushions, LPG bottle, salon table, bow roller, the 2 removable cockpit seats and the helmspersons seat may be removed. Note: the salon table stainless steel support bar may not be removed for racing.
- 30 Headsail roller furling is allowed.
- 31 Volvo D1-30 Engine with spinlock engine control is permitted.
- 32 Aluminum handrail for companionway cover is permitted.
- 33 Changes to the standard, factory cam size in the Spinlock rope clutches are permitted.

- 34 The original steering pedestal on hull numbers 1 to 155 may be shortened and a wheel well may be installed to accommodate the lowered wheel. The center of the wheel hub may not be lower than 24 inches above the top of the existing non-skid surface of the cockpit floor directly below the wheel. The inside dimensions of the wheel well shall not be more than 2.5 inches fore and aft and 36 inches athwartships. A drain line may be added to the wheel well. The steering mechanism below the deck may be modified only by changing the 1.1:1 ratio (that was standard) to a 1:1 ratio. It may not be modified to a ratio below the 1:1 ratio (meaning one full turn of the wheel to port or one full turn of the wheel to starboard) or be otherwise modified beyond the class rules. The original steering pedestal and factory supplied wheel may be used and steering wheels may be replaced with Carbon or other material-type wheels, provided the diameter remains within one inch of the diameter of the original wheel it is replacing. Pre-2006 boats had 55" wheels; 2006-2011 boats had 54" wheels. Rule 1.4 shall not apply to the wheel well.
- 35 The companionway hatch boards may be replaced with acrylic boards of the same size and thickness as the original wood boards.
- 36 Additional thru bolted cleats to be used for control lines (excluding halyards), may be added to the coach roof in the smooth finished area, outboard of the existing rope clutches.
- 37 A pedestal guard may be installed on all boats with the second-generation steering pedestal. The top of the guard shall not be more than 50" above the existing non-skid surface of the cockpit floor directly in front of the pedestal.
- 38 The stopper mechanism of the cheek block for the genoa sheets may be modified by pinning open, taping, or removal.
- 39 The floorboards surrounding the mast may be modified as necessary to position the bottom of the mast into any of the holes in the factory mast step.
- 40 Pad Eyes (2)-one on port, one on starboard-may be added to the top of the deck with bolts, nuts, and backing washers. The location must be approximately 1/2-inch inboard of the toe rail and between 4" to 16" aft of the furthest aft stanchion. A turning block may be added to these pad eyes only to assist in the redirection of the spinnaker sheet or the afterguy to the cabin top winches.
- 41 Plastic Spreader caps, supplied by the manufacturer for the outboard end of the spreaders, do not have to be installed.
- 42 LED (low emission diode) lighting may be added, providing that the replacement lighting is WORLD SAILING and Coast Guard-approved. This lighting may be added as navigation lighting on the bow (red/green) and stern (white), as the steaming light at mid-mast, and as the anchor masthead light. The existing navigation light and bulbs may be removed only for the replacement installation of these lights. A masthead Windex light may also be added, but the anchor light (either the factory-supplied or a CG-approved LED light) must remain in its current location even if a Windex light is added.
- 43 Tactical Instrumentation and additional compasses are allowed.
- 44 No pad eyes, cleats, or hardware may be repositioned, removed, or attached by screws or bolts unless specifically approved in the class rules, although it may be submitted to and allowed/approved by the Technical Committee if it does not unfairly assist the boat's performance during racing.
- 45 Lifeline gates and/or pelican clips (up to one per side) may be added to the boat solely for the purpose of assisting in the boarding and disembarking of a boat. This gate shall comprise of a lifeline enclosure system which has at all points at least the breaking strength of the lifeline wire.
- 46 Mast sheaves may be replaced with those of a similar diameter provided they are of equal or greater weight.
- 47 The 10-gallon waste holding tank may be upgraded to a larger size, provided it is located in the same area as the tank it is replacing (in the forward berth under the wooden bed board). Bladder tanks or collapsing tanks are not allowed.
- 48 A bag may be attached to the boom for the purpose of storing the spinnaker pole during racing.
- 49 The non-skid surface throughout the deck may be painted without removing the existing raised non-skid fiberglass, as its removal would result in a significant reduction of weight.
- 50 Wireless wind transducers are allowed, although the original cable (or one of equal or greater weight) must remain inside the entire length of the mast. A mast-head wind transducer is required equipment on all competing boats.
- 51 The forward fairleads for the spinnaker downhaul may be through-bolted into the coach roof to allow them to become an anchor points for blocks.
- 52 A tacking line is permitted for the Genoa sail with the singular purpose of assisting in skirting the genoa during short-handed sailing with 'short-handed' being defined as a boat with a total of five or less people on board.
- 53 A Backstay Flicker may be installed at the top of the mast for the expressed purpose of assisting movement of the backstay during jibes/tacks.
- 54 The bow light may be moved, replaced, or relocated to a different location on the bow or bow rail to prevent it from damaging spinnakers.
- 55 The installation of a kelp cutting blade on the leading edge of the keel (keel only, not the rudder) is allowed as long as it does not substantially change the weight of the keel and does not change the shape of the leading edge of the keel.

56 It is acceptable to sand down the cockpit floor non-skid dimples and install a “faux” teak or other commercially available foam/plastic deck covering materials in the cockpit.

57 Pad Eyes (4) – two on port and two on starboard – may be added to the top of the deck with bolts, nuts, and backing washers. Each pad eye shall be located approximately $\frac{1}{2}$ inch inboard of the toe rail. For each side port or starboard, no more than one pad eye shall be located per side fore and no more than one pad eye shall be located per side aft of the shrouds. A block may be added to these pad eyes for the purpose of outboard leads for headsail sheeting.

58 The control length of the backstay may be shortened as long as the entire assembly meets or exceeds a minimum breaking strength of 10,000 lbs and the maximum purchase for the backstay remains at 48:1 per Appendix B #5 and #27.

59 It is acceptable to replace cockpit seat teak inlays with a “faux” teak or other commercially available foam/plastic materials.

Approved Class Rules for 2026

Appendix C

WORLD SAILING - SPECIAL REGULATIONS for inshore racing

Special Regulations for inshore racing are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

Part A Basic - The following regulations shall be observed:

Regulation / Item

1.02 / Responsibility of Person in Charge

1.02.1 / Under RRS 4, the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his/her responsibilities in the event of his/her incapacitation.

2.03.1 / All equipment required by OSR shall:

- a) function properly
- b) be regularly checked, cleaned and serviced
- c) when not in use be stowed in conditions in which deterioration is minimized
- d) be readily accessible
- e) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

3.02 / Watertight Integrity of a Boat

A boat shall be essentially watertight and all openings shall be capable of being immediately secured. Centerboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline

3.23 / one strong bucket with a lanyard and of at least 9 liters (2.4 US Gal) capacity

3.24 / one compass (a hand-held is acceptable)

4.05 / one fire extinguisher is required if electrical system, engine or stove on board

4.06 / one anchor

4.22 / a lifebuoy with a drogue

4.22.5 / A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit

4.25 / A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.

5.01.1 / each crew member shall have: A personal flotation device which shall:

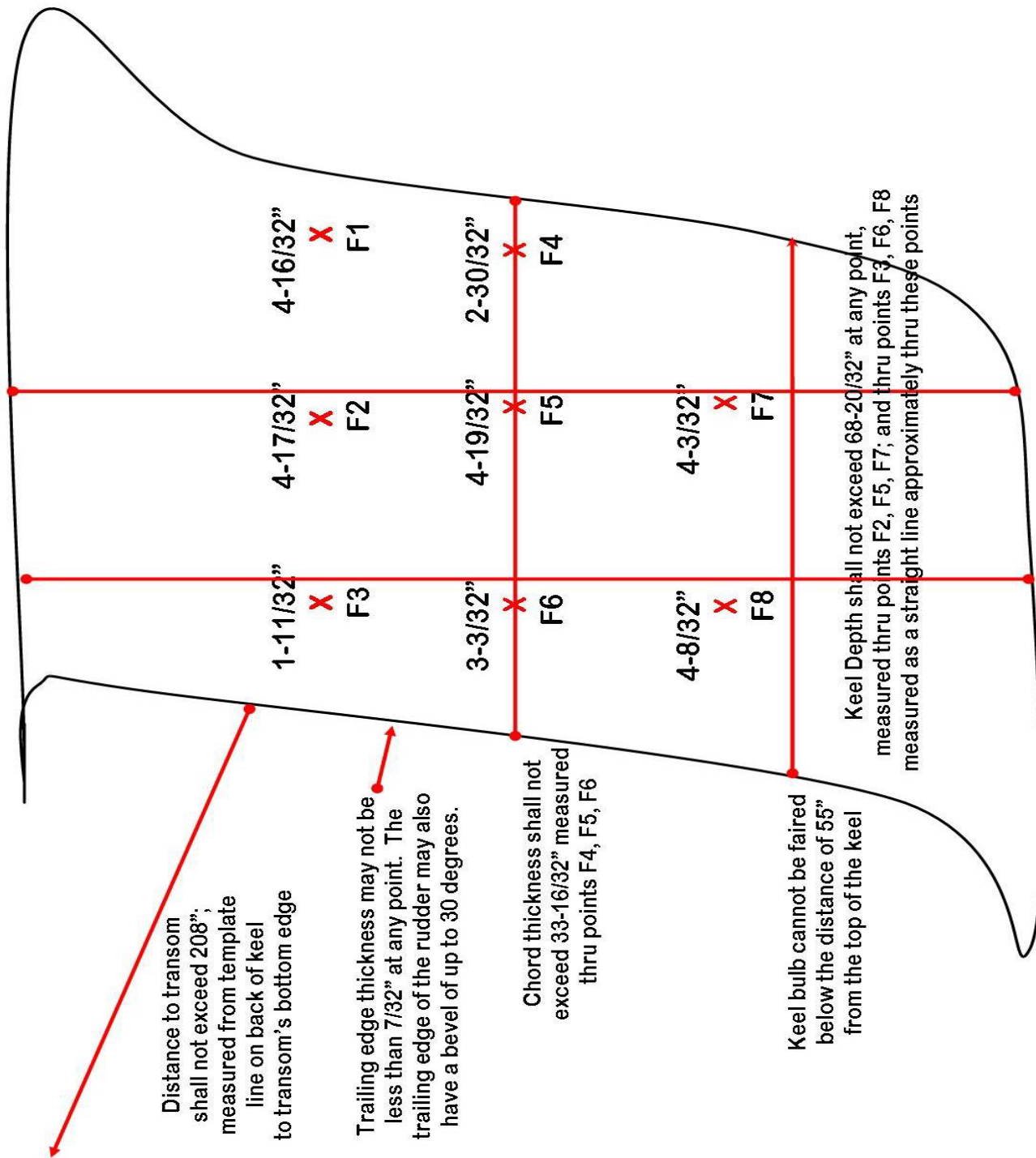
- (a) be equipped with a whistle
- (b) clearly marked with the yacht's or wearer's name
- (c) if inflatable, regularly checked for air retention, Unless otherwise specified by a boat's applicable class rules or by sailing instructions, personal flotation devices shall have at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface.

Appendix D

Official Standard Keel Measurements

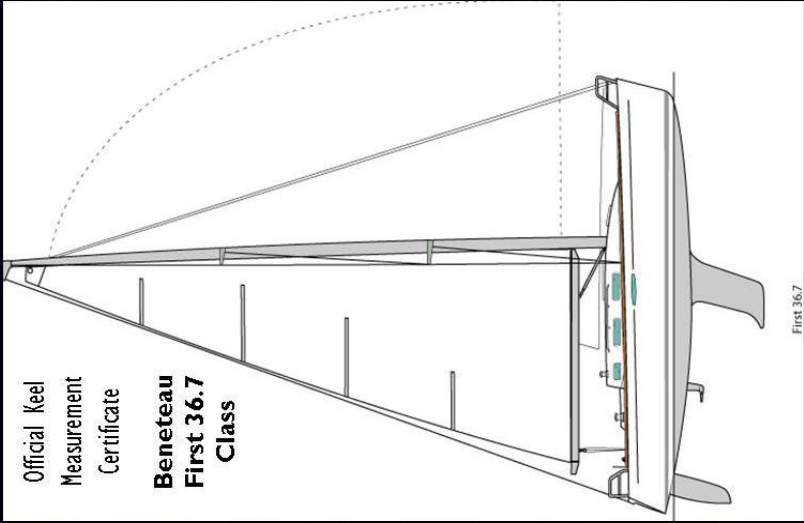
All measurement locations on this drawing are approximate.

Please refer to **Section 4.5** of the Class Rules for the exact measurements, and for any allowed variances.



Appendix E

Example of Certificate

Class Keel Measurement Certificate		FIRST 36.7 Class
BENETEAU FIRST 36.7		
Boat Name:	Hull#	
F1:	Chord Length:	
F2:	Keel Depth:	
F3:	Keel to Transom:	
F4:	Thickness:	
F5:	(Trailing Edge)	
F6:		
F7:		
F8:		

I have verified these measurements with the First 36.7 Class Measurement representative. I agree to not alter this keel while competing under this Measurement Certificate

Owner Signature	Date	Class Representative Signature	Date
-----------------	------	--------------------------------	------

Appendix F



Change of Ownership Declaration

NOTE: This Declaration is for boats that have a current Standard Keel Measurement Certificate.

We, the undersigned, are the prior and new owner(s) of the Beneteau First 36.7 described below. We hereby certify that, to the best of our respective knowledge and belief, the boat is in full compliance with the current Class Rules, and the bottom and keel have not been altered in any manner since the measurements obtained and noted on the Standard Keel Measurement Certificate for this boat.

Prior Boat Name

New Boat Name

Complete Hull Number:

Prior Owner's Signature

Date

New Owner's Signature

Date

Prior Owner's Printed Name

New Owner's Printed Name

New Owner's Information

New Owner/Class Member's Name _____

Address: _____

E-mail address: _____ Daytime Phone: _____

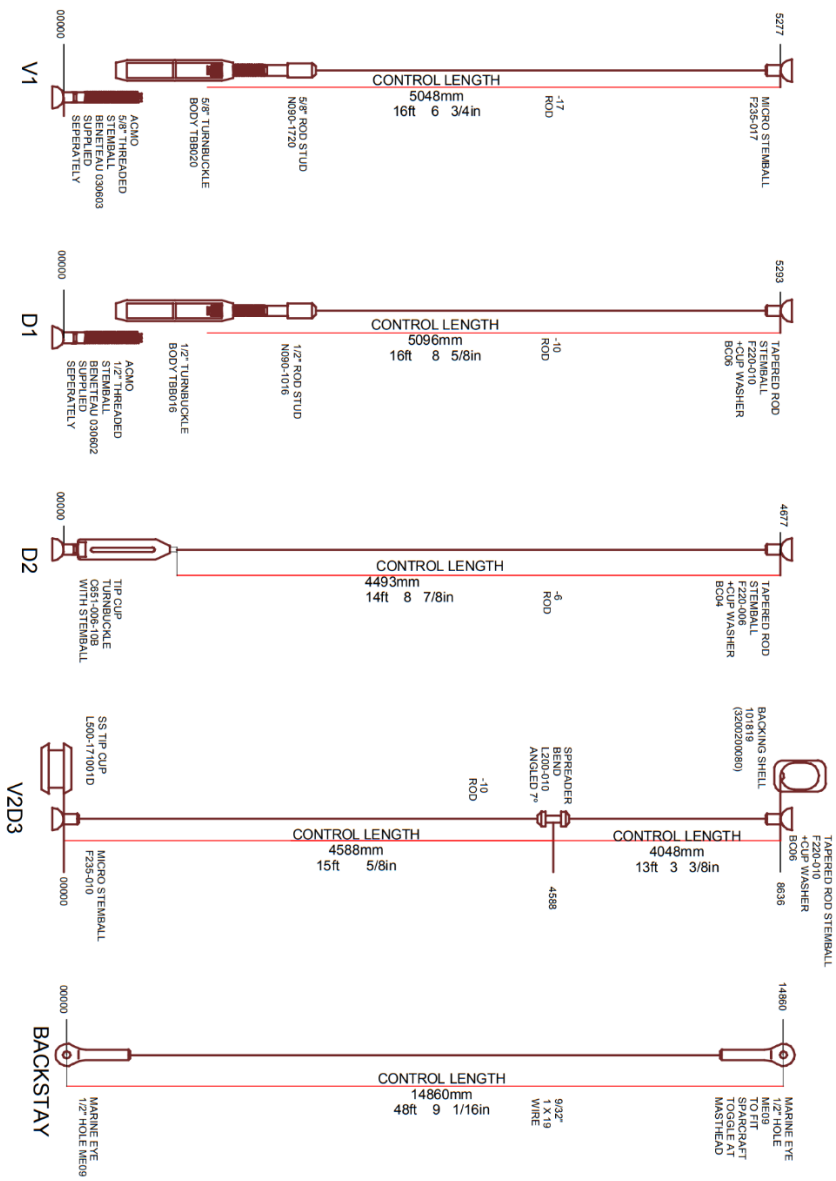
When completed, please email form to: info@beneteaufirst367.org

Appendix G

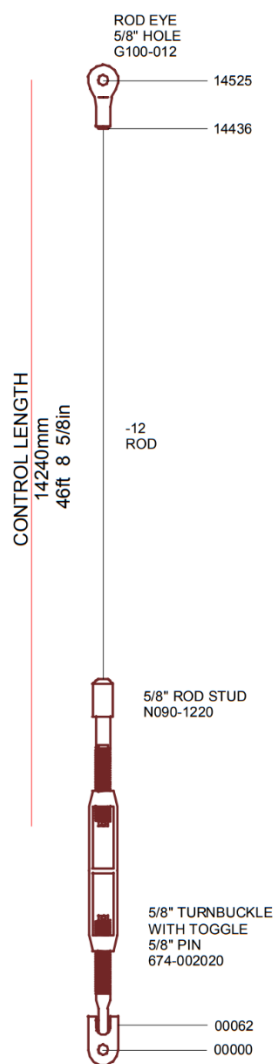
Also published at www.beneteaufirst367.net

Standing rigging as-built diagrams

FIRST 36.7
June 10, 2003



Material:		Designation:		Visa:	
01	D2 = 4677 hull 20 on	03/11/02	SCALE: STANDING RIGGING KIT -FORESTAY (1coil+1box) F36.7	TOL.GEN.:	
Ind	Modification	Par	Dates	Beneteau USA INC. 1313 HIGHWAY 76 WEST PO DRAWER 1218 MARION, SC 29571 Tel. (843) 423-4201 - Fax. (843) 423-4912	
Ce document est notre propriété, il ne pourra être reproduit ou communiqué sans notre autorisation.					
				Approved:	
				By:	
				Weight:	Lb
				N°:	08020180

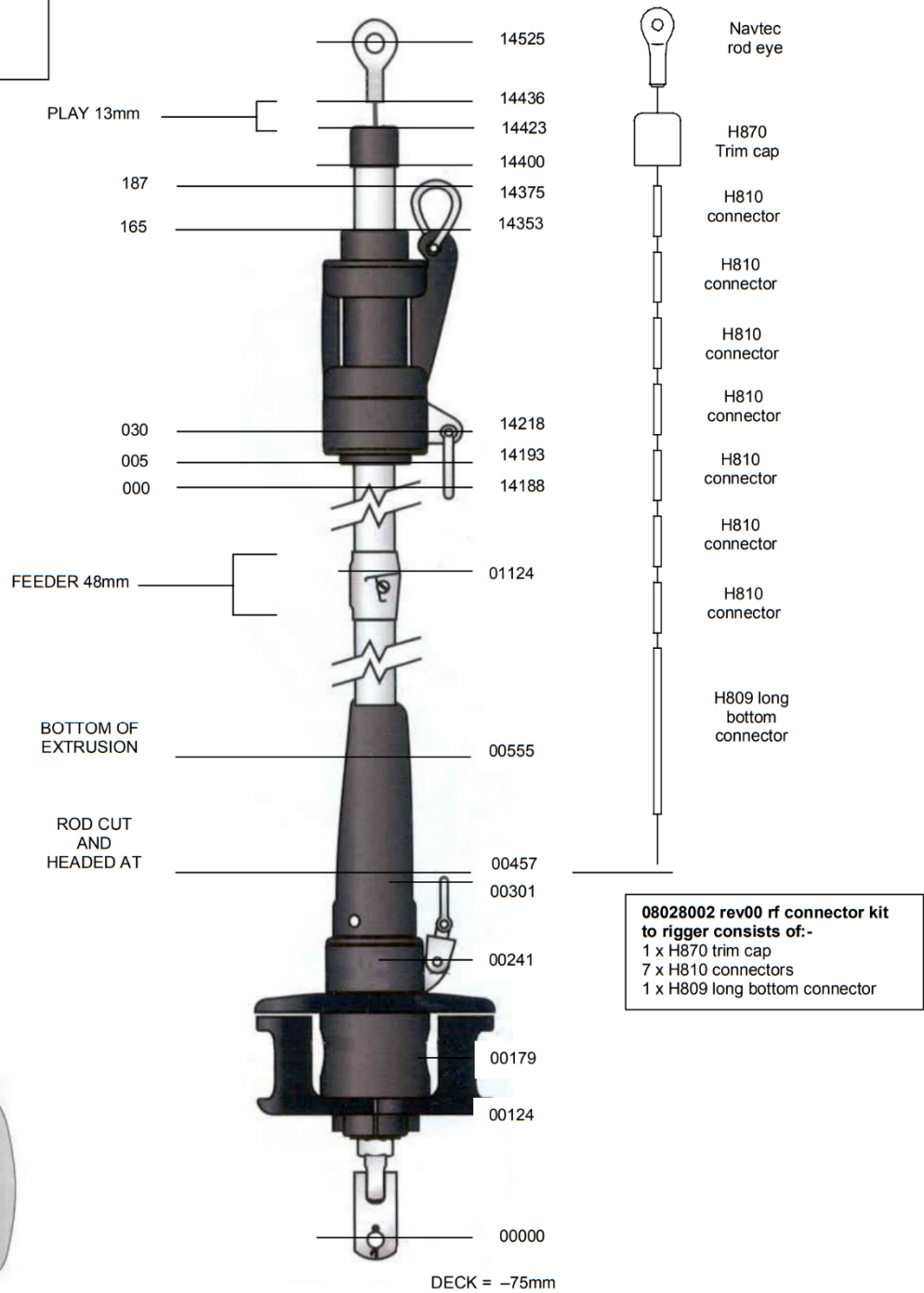


FORESTAY

Material:				Designation:		Visa:	
				SCALE:	TOL.GEN.:		
				FORESTAY FOR TUFF-LUFF F36.7			
				Beneteau USA INC. 1313 HIGHWAY 76 WEST PO DRAWER 1218 MARION, SC 29571 Tel. (843) 423-4201 - Fax. (843) 423-4912		Designed: 10/12/01 By: BADB	
						Approved: By:	
						Weight:	Lb
Ind.	Modification	Par	Dates			Nº:08020181	
Ce document est notre propriété, il ne pourra être reproduit ou communiqué sans notre autorisation.							

OPTIONAL HARKEN FURLING SYSTEM

MAKE: Harken
MODEL: MKIII Unit 1.5
NUMBER OF EXTRUSIONS:
1x406 + 6x2134 + 1x610
FORESTAY: -12 rod



DIMENSION (mm)	A	B
LUFF GROOVE	2.5	6.3
FEEDER	2.5	6.3

Part number: 08028000 rev 00 drum kit
08028001 rev 00 extrusion kit
08028002 rev 00 rf connector kit to rigger

Appendix H

Also published at www.beneteaufirst367.net

Boat specifications and rig dimensions

Specifications

- Design: Farr Yacht Design Ltd.
- LOA: 36' 0" 10.98 m
- LWL: 30' 3" 9.23 m
- Beam: 11' 4" 3.50 m
- Draft: Standard 7' 2" 2.20 m
- (3,549 lbs; 1,610 kg))
- Draft: Optional 5' 11" 1.80 m
- (3,939 lbs; 1,811 kg))
- Displacement: 12,939 lbs; 5869 kg
- Fuel: 21 gal
- Water: 79 gal
- CE Rating: A
- D/L ratio: 208
- SA/D ratio: 19.1
- Sail Area @ 100%: 666 Sq. Ft ;
- 62 sq m
- Max Genoa: 155%
- Max Sail Area: 843 sq ft; 78.3 sq m
- Mast height over DWL: 55' 9"; 17.00m
- Construction: Marion, SC

Rig Dimensions

I: 46' 42" ft 14.15 m

J: 13' 04" ft 3.98 m

P: 45' 44" ft 13.85 m

E: 15' 58" ft 4.75 m

Sail Area: 100% 666 sq ft 62 sq m

STD Sail Area: 843 sq ft 78.3 sq m

Appendix I

Also published at www.beneteaufirst367.net

FIRST 36.7 MAST AND BOOM SPECIFICATIONS DOCUMENT FROM CHARLESTON SPAR

The 14-page document includes:

- Mast section diagrams, photographs and dimensions
- Boom section and end fitting diagrams, photographs and dimensions
- Vang and gooseneck bracket assembly photos and bill of materials
- Masthead disassembled photos of all parts, bill of materials
- Spreader bar part photos, bill of materials and photos
- Other details and photos

Document is available at www.beneteaufirst367.net

Approved Class Rules for 2026

Frequently Asked Questions

1. Is it permissible to increase the purchase of the outhaul that comes standard with the boat?
Answer: Yes - per Class Rule Appendix B Item # 7
2. Are you allowed to add a pad eye to the outboard rail area - for an outboard lead for the #3 or for the #1 Genoa?
Answer: Yes, per 2023 amendment added to the Class Rules, Appendix B #57
3. Can Pad Eyes be added to allow a block to be attached to lead the spinnaker sheet up to the Cabin top Winch?
Answer: Yes - per Class Rule Appendix B #40
4. May a Boat convert or replace its Beneteau factory-supplied running lights and navigation lights with the LED lighting now available on the market?
Answer: Yes - per Class Rule Appendix B # 42. Note these lights must meet and conform with WORLD SAILING Regulations for such.
5. Can a toggle be added to the headstay to increase its length?
Answer: No – per Class Rule 1.2
6. May the mast be adjusted after a boat has left the dock for racing?
Answer: No - per Class Rule 6.3-E. However, the forestay and shrouds may be adjusted before the preparatory signal and after a race has been completed.
7. May the factory-supplied VHF antenna and cable be removed from the mast for racing?
Answer: No, as the VHF radio, antenna, and cable are standard equipment supplied by Beneteau. They can be replaced with a different brand, but the cable weight & diameter must be similar to avoid a weight advantage aloft.
8. Is it permissible to replace the factory-supplied instruments, VHF cable and antenna with one from a different manufacturer?
Answer: Yes - per Class Rule Appendix B. #1 and #43 (Tactical instrumentation, GPS, Loran, radar) are all items which may be replaced with similar items from a different manufacturer.
9. Can an additional genoa or jib car be added to the genoa tracks, meaning there would be two on each side?
Answer: Yes, per the 2009 amendment added to Class Rules, Appendix B #8.
10. Can a halyard turning block be placed just aft of the stoppers to re-direct the tail to the other winch?
Answer: Yes – per a Beneteau equipment change made by the manufacturer in 2005-all boats now come standard with this turning block.
11. Can a Halyard that is not being used be removed from the mast?
Answer: No - per Class Rule 7.1. The only item that may be removed is the optional Boom Topping Lift per Appendix B #16. Additionally, per Appendix B #12, when halyards are replaced due to wear or other reasons, they must be replaced with a size that is at least equal to the breaking strength of the original standard rigging. If a halyard is broken, damaged or lost during racing, a replacement halyard shall be installed within a reasonable amount of time.
12. May swivel cam cleats be added for the Vang and Spinnaker Pole Topping Lift to the Deck?
Answer: Yes - per Class Rule Appendix B #36
13. May Halyard Stoppers be removed from the deck at the pit area? And, if the answer is 'No,' can they be removed but carried below or on board?
Answer: No - to both questions - per Class Rule 7.1. Original Factory-installed equipment shall not be removed or relocated.
14. Can I remove the plastic conduit that runs throughout my mast?
Answer: No, per rule 1.3, which 'prohibits any and all deliberate modifications and alterations to a boat.'

15. Can I add a bag to my boom to store my spinnaker pole while on upwind legs?

Answer: Yes, per Appendix B, #48, which allows for this item to be attached to the boom.

16. My masthead main halyard sheave has cracked and needs to be replaced. For durability, can I replace it with a sheave made of aluminum?

Answer: Yes, per Appendix B, #46 and provided the sheave is similar in diameter and weighs at least what the existing sheave weighs.

17. I would like to add a wooden wedge to the cockpit floor for my children to use to brace themselves when I cruise with my family. Is this allowed?

Answer: Yes, per Appendix B, #10, "Footrests for helmsman and/or mainsheet trimmer may be added to the cockpit."

18. Can I sail my shoal draft Beneteau 36.7 in one design regattas?

Answer: Yes, Shoal draft boats are invited and permitted to race in one design and North American events without penalty. The Sailing Instructions for these events will provide further information regarding the nature of the handicapping for these regattas.

19. Are halyard 'loops' an acceptable replacement for halyard shackles?

Answer: Yes. A looped shackle, such as the Equiplite Spectra product, is an acceptable replacement for a standard halyard shackle, per Appendix B #17

20. Can I longboard or fair my keel to the Farr Yacht Design's (FYD) keel templates?

Answer: No, per Rules 6.6, Appendix D, and Appendix E. The FYD templates have never been the recognized measurement tool for Class keels. The class has instead outlined keel measurement points and variances in these sections. While Owners are allowed to fair their keels, they will then be measured using the Class Keel Measurement tools to ensure the keel remains within the allowed variances. If the keel is in compliance, they will receive a Class Keel Measurement Certificate after the work has been completed. As of February 1, 2010, only **one** keel has measured outside of these variances.

21. Can I, with another fellow Owner, charter a boat for a regatta and receive the ½ weight credit if I am the heaviest member of the crew but will not be acting as the Driver?

Answer: No, per Rule 5.2 and 5.3, the Owner is entitled to the ½ weight credit. If there is more than one Owner on board, the Owner who is acting as the Driver may claim the ½ weight credit. Further, if more than one Owner will be acting as the Driver for the regatta, the Driver for each race is entitled to the ½ weight credit, and must be noted as such on the Appendix A form(s).

22. Can I have my long time, Regular crew person drive for me during the season?

Answer: Yes, per Rule 4.4, there is a provision to allow Regular Crew to act as the Driver. There are certain criteria to be met to ensure there is no unfair advantage amongst all competitors, but it is allowed for some races.

23. I have a storm jib, a trysail, and a heavy weather (#4) jib. Can I use these sails in 36.7 Class one design racing?

Answer: Yes. Under Rule 7.3, storm sails and heavy weather sails may be used in one design racing and do not require a sail button to be carried and used by a competing boat. However, there are size, material, and other restrictions in the WORLD SAILING Rule referenced in 8.1 and 8.2; those guidelines must be adhered to with regard to these sails.

24. I purchased a boat in 2009 and planned to use it for cruising so I purchased only a Dacron main and a furling jib. I did not button either sail. Now it's 2011 and I have decided that I want to race more frequently. Can I use my initial six allowed sail buttons for race sails now?

Answer: Yes. As Rule 8.3 states, an Owner can purchase up to a full 6 (six) sail inventory - and the 365-day period to do this begins with the date of the first sail button purchase or the date of the first one-design race you participate in. Once this period ends, you will then be eligible to purchase either 2 or 3 sails per calendar year, per Rule 8.3 D, beginning with the year that you are in when the 365-day period ends. Additionally, if you decided to button the two sails you currently own (your cruising sails), they will be counted as two of the six allowed buttons.

25. I need to replace the lifelines on my boat. Beneteau did not have them in stock. Can I purchase stainless steel lifelines, that conform to WORLD SAILING guidelines and the minimum diameter of the class rules, and attach them to the bow pulpit and stern rail with synthetic lashing instead of with clevis pins and turnbuckles?

Answer: Yes. According to Rule 6.3A, lifelines "shall be configured at least according to WORLD SAILING Offshore Special Regulations (Sec. 3.14)," and this section refers to allowing a "taut lanyard of synthetic rope that may be used to secure lifelines provided the gap it closes does not exceed 100mm (4 inches). This lanyard shall be replaced annually at a minimum". The First 36.7 Technical Committee neither endorses nor discourages the use of lashing, but we do strongly encourage this lashing be checked and replaced frequently to ensure the integrity of the lifelines and the safety of your boat's crew.

26. Do the class rules allow the use of in/out haulers for headsail trimming?

Answer: In-haulers are not allowed to be used for either the jib or genoa headsail. Out-haulers or outboard leads may be used if existing deck hardware (pad eyes, cleats, etc.) are used as the attachment point for the turning block and/or using additional pad eyes allowed per the 2023 amendment added to Class Rules, Appendix B, #57.

27. My crew keeps tearing spinnakers on the forward cabin door, can the forward cabin door and/or door handle be removed for racing? And if the answer is No, can it be removed and placed under the forward berth?

Answer: No, to both questions - per Class Rule 7.1, standard factory-supplied furnishings and equipment (including doors) shall not be removed or relocated.

28. My boat's mast and/or standing rigging has failed and I must investigate options for a class-approved replacement. How should I proceed?

Answer: As of 2025, the Wichard Groupe North America now owns and controls the original mast and rigging business unit that was the Beneteau supplier for the First 36.7. In collaboration with the Wichard technical teams and 36.7 Class representatives, a complete rig replacement solution has been specified. The bill of materials from Wichard Groupe includes all mast, boom and standing rigging parts now available and has been approved as a replacement solution having the closest possible agreement to original design specifications. If you are in need of a mast and rigging replacement, please contact the First 36.7 Class. We can help advise you through the process and share valuable information with you.

29. Do I need to have chain with my anchor?

Answer: Yes, and the anchor must agree to World Sailing standards. Please review equipment rule 7.3 which applies to anchors.

30. May I add aftermarket cruising or liveaboard comfort making equipment or fixtures, such as air conditioning, to my boat and be compliant with one-design racing rules?

Answer: Yes, so long as these modifications are not in conflict with the 36.7 Class rules. Any modifications adding cruising or liveaboard equipment or features shall not enhance performance. Please be familiar with sections 1, 6, 7 and Appendix B of the 36.7 Class rules document and contact the 36.7 Class for any questions about your project.

31. May the mainsheet traveler on a Beneteau First 36.7 be relocated from the standard position to the cockpit floor on boats originally built with wheel steering?

Answer: No. Relocating the traveler to the cockpit floor is not permitted. The modification could affect one-design integrity by altering traveler control geometry and mechanical advantage, potentially creating a competitive difference. In addition, several safety concerns were identified, including reduced accessibility of the traveler and mainsheet controls to the helmsman, possible difficulty releasing loaded controls, and increased risk of line entanglement near the steering pedestal. For these reasons, the traveler must remain in the standard class-compliant location.

Approved Class Rules for 2026