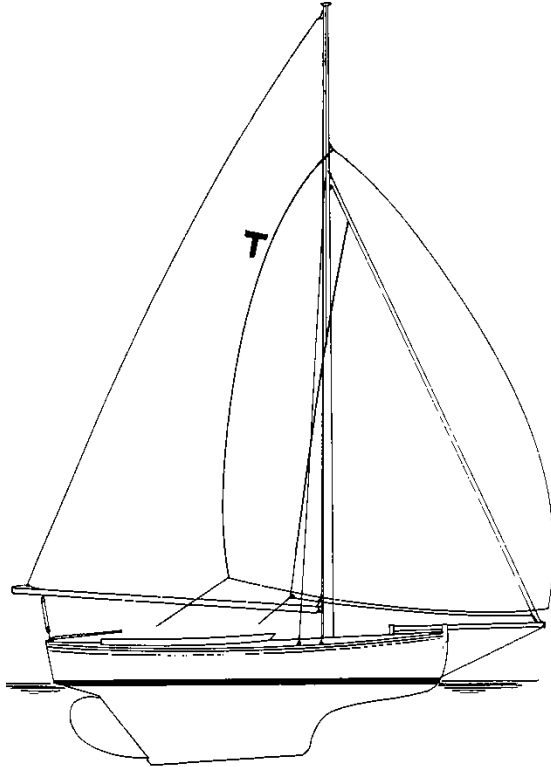


**THE TROY CLASS
OWNERS ASSOCIATION
RULES**



2012

As Adopted, December 2011 - Updated Nov 2019

THE TROY FLEET 2019

Number	Name(s)	Year of launch
1	Jocelyn	1929
2	Anemone / Emerald	1929 (lost)
3	Janet	1930
4	Shimmer	1930
5	Amethyst	1930
6	Ruby	1930
7	Betty / Sapphire	1933
8	Jade / Maid of Foye III	1933 (lost)
9	Moonstone / Maid of Foye IV	1935
10	Opal	1937
11	Jade	1937
12	Barbara	1947 (in pieces)
13	Amber / Little Gem / Amber	1947
14	Fairy / Turquoise / Crystal	1947
15	Black Diamond	1947
16	Aquamarine	1948
17	Nanaimo / Pearl	1949
18	Zircon	1969
19	Topaz	1970
20	Adamant / Maid of Polruan	1989
21	Brilliant	1990
22	Gold	1995
23	Jet	2004
24	Iolite	2005
25	Gem	2006
26	Moonstone	2006
27	Helen/Black Pearl	2008
28	Red Beryl	2009
29	Lucy	2018

THE TROY CLASS OWNERS ASSOCIATION

1 Title

The full title of the Association shall be the Troy Class Owners Association.

2 Objects

The Objects of the Association are:-

- a) To preserve Troy Class yachts as a traditional One-Design Class especially in its essential features for equality in racing capability.
- b) To work to retain the fleet of Troys within Fowey Harbour and thus contribute to the heritage of sailing and traditions of boatbuilding in the area.
- c) To promote the racing of Troy Class yachts.
- d) To administer the affairs of the Association.
- e) To incorporate provision in the Rules of the Association so that the objects are achieved and yachts are raced with reasonable economy.
- f) To preserve the spirit embodied in these Objects and maintain the traditions of the Association.

3 Membership

Membership of the Association is open to subscribing members of either the Royal Fowey Yacht Club or the Fowey Gallants Sailing Club, who are owners or joint owners of Troy Class Yachts.

Non-owners may become Associate Members. Associate Members may attend General Meetings, but speak only at the invitation of the Chairman.

4 Subscription

Each owner and every joint owner is required to pay to the Chairman or Secretary an annual membership subscription each of £1 per boat or such sum as shall be agreed by a simple majority at a General Meeting, and will remain in force until altered at a subsequent General Meeting. It is the responsibility of owners to pay their subscription to the Chairman or Secretary prior to the commencement of racing in any year, and failure to do so will render the owner liable to forfeit any Troy class points accumulated or Trophies won before the subscription has been paid. Associate Members subscription shall be half of the current rate.

5 Management of the Owners Association

The Association shall be managed between General Meetings by the Class Captain and Secretary, who will also act as Treasurer, both of whom shall be appointed at a General Meeting by a majority vote in the case of more than one candidate being proposed, seconded and willing to

serve. The Class Captain shall also be the Chairman of the Association and will act in those capacities on behalf of members of the Association. The Association will appoint a Class Measurer annually at a General Meeting, to verify conformity of boats, sails and equipment to Class Rules, as and when requested to do so by the Association. The Association may also appoint a Deputy Class Measurer.

A Rules Committee will be established to advise the Class Captain and the Association on the interpretation and implementation of the Class rules. The members of the Committee (maximum 4 people) will be appointed at a General Meeting by a majority vote.

Neither the ISAF nor the RYA nor the TCOA nor the Class Measurer (or Deputy) is under any legal responsibility for the class rules nor the accuracy of measurement and no claim arising from them can be entertained.

6 General Meetings

The Secretary shall call a General Meeting at the request of the Chairman or by the written request to him by at least 5 members. 6 members of the Association present at a general Meeting shall constitute a quorum. In the case of joint owners only one vote per boat is permitted. Associate Members are not permitted to vote. No proxy votes are permitted.

The Association rules may only be made or altered after a proposal has been made and seconded in a General Meeting, and agreed by a simple majority of those present and eligible to vote.

7 Troy Class Yacht

A Troy Class Yacht is one built by A.H. Watty of Fowey, or a local builder approved by the Class Association, which conforms to the approved Construction Specification which forms part of these Rules (Appendix A), and is built on the Class moulds, is of L.O.D. 18ft 0ins, max beam 6ft 2ins and draft 4ft 0ins, and furthermore has been maintained as a Troy Yacht in all essential features, including conformity with measurements, fittings, equipment and requirements specified in the Rules of the Association.

The Troy Class is a One-Design Class as defined by ISAF, and these rules constitute “closed” rules, i.e. anything not specifically permitted is prohibited.

The Class Captain and the Class Measurer or his Deputy shall check that all new Troy Class Yachts conform to the Association rules and measurements before they may be accepted into the Troy Class by the Association at a General Meeting.

Class numbers will be allocated on the laying of the keel.

8 New Boats

An application for the building of a new Troy Class Yacht will only be accepted from someone who has had a minimum of 3 years' experience or involvement within the fleet.

Applications must be in writing, and will be considered at a General Meeting no sooner than 8 weeks from the Application.

All Troy Owners will be able to vote on the Application as they see fit, 1 vote per boat. Proxy votes will be permitted.

The charges for the hire of the Moulds and Patterns owned by the Class will also be decided at that meeting. Troy Class Yachts may Only be built by a local Boat builder approved by the Troy Class Association.

9 Limitations

Owners who wish to have their boat accepted as a Troy Class Yacht shall be obliged to obtain the agreement of the Class Association that their yacht conforms in all significant respects to the specifications set out in the Class Rules or to accept that their Membership of the Association remains conditional until the Yacht does conform with the Class Rules. During such a period of conditional membership the yacht may not be eligible for any Troy Association points or trophies.

In order to stay within the Class, a Troy Class yacht shall be kept (whether ashore or on the water) within a 10-mile distance of the Fowey River, unless temporarily away to be sailed for racing purposes.

Owners who wish to have their boat re-accepted within the Class after infringement of any of the Class Rules shall be obliged to obtain the agreement of the Association as for new boats.

10 Alterations and Additions

- a) Alterations and additions to the hull, spars and equipment, which are not within the Class Rules, or that could potentially involve a change in weight, hull shape, or performance of the boat, may not be made without the specific approval of the Association. The use of sails or fitting of equipment not in accordance with the Class Rules and/or not in the spirit of the Objects of the Association may result in the Association putting forward and agreeing new rules to prohibit such sails or equipment.
- b) Any repair or reconstruction work on the hull shall conform to the approved Construction Specification wherever possible. Variations from the Rules and Construction Specification are only allowed where necessary to maintain the integrity of a boat which was not originally constructed to the current Specification.
- c) Owners are advised to consult the Association before making repairs or alterations to the hull, spars or sails, or purchasing or installing any equipment or apparatus, that might be inconsistent with the

Class Rules and/or that could potentially involve a change in weight, hull shape, or performance of the boat. The Association may ask the Rules Committee to comment on the proposed repairs or alterations and the Association shall be given the opportunity to oversee the repairs or alterations.

- d) Owners proposing major structural work (for example: replacing decks, timbers or planks) or rebuilding of a boat shall give reasonable notice to the Association before work commences, with a schedule of proposed works, and shall inform the Association of any amendments to this schedule as work progresses. The Association shall be given reasonable opportunity to comment on the schedule (and amendments), to measure the boat before work commences and to remeasure on completion. The Association may levy a fee for measurement/remasurement. The Association shall confirm reacceptance of the boat within the Class if it can verify conformity to the Class Rules on completion of the work.

11 Authority of Association Rules

The Class Captain and Class Measurer or Deputy are entitled to inspect and to make measurements of any Troy Yacht, its spars, fittings and equipment belonging to Members of the Association, whether ashore or afloat, in order to ensure the Rules of the Association and its Objects are observed and maintained. They will advise the Owner of non-conformity at the earliest opportunity.

12 Racing

It is the sole responsibility of Owners of yachts competing in events restricted to the Troy Class that their boats conform to the Rules of the Association.

13 Sails

- a) From 1st of May 2000 onwards, owners may not introduce more than an average of one new sail per season for racing (excluding No.2 jib and flat No.2 spinnaker). A Troy yacht must start at least half of the races in a season for it to count as a season for the purposes of this rule. If a Troy yacht starts less than half of the races in a season, that season will count as a ½ season for the purposes of this rule. Sail credits built up before 1st May 2000 will not be affected. Newly made sails must be measured in accordance with rule 13 (b) and a register of new sails and the date of measurement will be kept by the Class Measurer, which shall determine the dates for the enforcing of this rule. The maximum entitlement that can be built up is three sails. This entitlement belongs to the boat, irrespective of any changes in ownership, although application can be made to the Association in exceptional circumstances. With the

agreement of the Association, a sail accidentally damaged beyond repair may be replaced without counting toward the annual average and be noted accordingly in the Class Measurer's register.

- b) The Class Measurer or Deputy Measurer shall measure all sails before they are used for Troy Class racing. When measured, the sails will have a coloured disc stuck on them, which will be signed, dated and have the boat number put on by the Class Measurer. The disc will be a different colour each season, making it obvious in which season the sails were first used. For the purposes of this rule, a season will begin on the 1st October, so that sails measured during the winter will be 'first used' in the coming season
- c) The use of sails that have been made or altered, intentionally or otherwise, so they do not comply with Association rules may not be used for racing.
- d) Mainsails and Jibs shall be soft, single-ply sails of woven polyester cloth (e.g. Terylene) between 5 to 6¼ ozs. per yard (U.S. weight). Plastic windows not exceeding 2ft by 1ft are permitted in either the mainsail or jib or both of them. Spinnakers shall be soft, single ply sails of woven nylon between ½ to 1½ ozs per yard (U.S. weight). ISAF definitions of these terms apply.
- e) The weight in oz per yard (US) or g/m2 of the sailcloth used for the sail shall be indelibly marked near the head point by the sailmaker, together with the boat number, date and sailmaker's signature, before the sail is dispatched from the sailmaker's loft. No lighter cloth than that specified by the sailmaker shall be incorporated anywhere in the sail.
- f) All mainsails shall carry the number of the boat, at least 2½ ins wide and 15 ins deep, on both sides of the sail.
- g) An Owner may acquire sails from another boat that are over three years old. Sails under 3 years old may be transferred, but will treated under the credit system as a new sail for the receiving boat, without changing the donor boats credits

14 Mainsail

- a) The mainsail dimensions are set out below:

	Max	Min
Luff	27ft 4ins	26ft 7ins
Foot	13ft 0in	12ft 6ins
Leach	29ft 0ins	28ft 3ins
Distance between a point on the luff 2 ft 0 ins above the tack point and the closest point of the leach	12ft 4ins	-
Distance between the quarter luff point and the closest point of the leach	10ft 9ins	-
Distance between the half luff point and the closest point of the leach	7ft 10ins	-

Distance between the three-quarter luff point and the 4ft 6ins -
closest point of the leach

Distance between a point on the luff 2ft 0 ins below 1ft 7ins
the top of the headboard and the closest point of the
leach

- b) When measuring the above the sail shall be stretched tight
- c) The top sail batten may be of any length but not more than 2ins in width and shall be placed not less than 6ft 0ins at any point from the intersection of the luff with the top of the headboard. The mainsail shall be made to receive three other battens not exceeding 34ins in length or 2ins in width.
- d) The roach of the mainsail shall be measured at right angles to a straight line, joining the point of intersection of the leach with the top of the headboard, and that of the foot with the leach. When measuring the roach the sail battens may be removed and the sail folded about 3ft 0 in from the leach in order that the aft section of the sail lies flat on the floor with any fullness removed. The maximum roach in the leach shall not exceed 10ins.
- e) The headboard shall not exceed 4½ ins at the top and 6½ ins at its foot.
- f) The luff and foot shall be fitted with slides to run in a track fastened to the mast and boom respectively. The minimum number of slides attaching the foot of the sail to the track shall be 7, approximately equal distances apart along the foot.

15 Jib

- a) The No.1 Jib dimensions are set out below:

	Max	Min
Luff	20ft 3ins	20ft 1 ins
Foot	10ft 9ins	10ft 7ins
Leach	17ft 9 ins	17ft 6ins

- b) The No. 2 Jib dimensions are set out below;-

	Max	Min
Luff	17ft 9ins	17ft 7ins
Foot	7ft 9ins	7ft 7ins
Leach	15ft 3ins	15ft 1ins

- c) The jib shall contain a single luff wire or rope running through the luff of the sail, attaching to the bowsprit and jib halyard
- d) No roach is permitted in the leach, and the roach in the foot shall not exceed 4ins when the jib is laid flat, un-stretched and measured at right angles to a straight line joining the intersection of the luff with the foot, and the leach with the foot.
- e) Hanks and battens are not permitted in jibs.
- f) The maximum width of the head of a jib shall be 1½ inches.

16 Spinnaker

- a) The spinnaker shall not exceed or fall below the dimensions set out below:

	Max	Min
Luff	23ft 6ins	23ft 0ins
Foot	14ft 9ins	14ft 3ins
Leach	20ft 3ins	19ft 9ins

- b) The tack of the spinnaker is defined as the intersection of luff and foot; the clew is the intersection of the leach and foot.
- c) The roach in the foot shall not exceed 8ins when the spinnaker is laid flat, un-stretched, and measured at right angles to a straight line joining the intersection of the luff with the foot, and the leach with the foot.
- d) The measurements set out below shall be taken with the head, clew and tack pegged out under tension of approximately 10lbs. The cross measurements shall be taken measured in a straight line from the top of the head to points 4ft and 8ft on the luff and the leach. The cross measurement shall be:

	Max	Min
At 4ft below head	6ft 0ins	5ft 6ins
At 8ft below head	11ft 0ins	10ft 6ins

Flat spinnakers are permitted. The dimensions shall be as Rule 16 a), but the cross measurements shall be as set out below. The head, clew and tack shall be pegged out under tension of approximately 10lbs. The cross measurements shall be taken measured in a straight line from the top of the head to points 4ft and 8ft on the luff and the leach. The cross measurement shall be:

	Max	Min
At 4ft below head	4ft 5ins	3ft 11ins
At 8ft below head	8ft 0ins	7ft 6ins

- e) Whenever a spinnaker is repaired by replacing one or more panels it shall be re-measured by the Class Measurer before it is used in a race.

17 Spinnaker Boom and Jib Stick

Spinnaker booms and jib sticks are optional equipment, but where used shall conform to the following:

- a) The spinnaker boom shall be made of solid wood left bare or finished with traditional clear varnish and shall not exceed 13ft 0ins in length overall.
- b) The inboard end of the spinnaker boom shall always be set against or fixed to the mast and the outboard end of the boom shall be

attached to the tack of the spinnaker when the spinnaker is set and drawing.

- c) A topping lift and a down-haul are permitted.
- d) A yacht may carry more than one spinnaker boom.
- e) All spinnaker booms shall be stored below deck when the spinnaker is not in use.
- f) The jib stick shall be made of solid wood, shall not exceed 8ft 0ins in length overall, and shall be finished in traditional clear varnish.
- g) The inboard end of the jib stick shall always be set against or fixed to the mast when in use.
- h) A spinnaker boom and a jib stick may not be used simultaneously

18 Masts

- a) Masts shall be made of solid circular section of wood wholly of either pine or spruce. The mast dimensions shall be:

Height above deck level overall	30ft 9ins
Diameter at deck level	4ins
Diameter at 20ft above the deck	3½ins
Diameter at masthead	2½ ins

The mast shall be fairly tapered between these dimensions.
- b) Masts made before 19th January 1984 are accepted whether they conform or not to the foregoing dimensions, on condition that at no time thereafter may they be altered or repaired in such a manner as to increase any existing variance in the foregoing measurements.
- c) Masts shall be constructed straight.
- d) Masts shall be finished in traditional clear varnish throughout except where marked with two black bands, each 2ins wide. The bottom of the upper black band shall be set 27ft 4ins \pm ½ins above the top of the lower black band. The top of the headboard of the mainsail and the foot of the mainsail at the luff shall be set between the two black bands when racing, except when reefing is being carried out.

19 Mast Fittings

All masts shall be fitted with the following:

- a) A sheave for the main halyard near the masthead, running fore and aft through the mast.
- b) A jib halyard block fixed on the fore side of the mast at a point 21ft 0ins \pm 1 ins above deck level.
- c) A spinnaker hoist block attached to the face of the mast by a fitting at a point not exceeding 23ft above deck level.
- d) Cross trees made of solid wood, clear varnished and of not more than 2ft 3ins or less than 1ft 6ins in length shall be fitted to the mast at the upper mast band. Crosstrees will be fitted at 180 degrees to each other, athwartships, with a tolerance of up to 5 degrees aft on each side
- e) A metal ring or other rigid attachment point for the spinnaker pole.

- f) A gooseneck fitting to attach the main boom.
- g) A track for mainsail slides, on the after side of the mast. The track may be fixed directly to the mast or to a wooden batten up to 1¼ ins wide by ½ ins deep.
- h) Other optional equipment as noted in Section 24.

Standing rigging shall comprise:-

- i) A wire forestay, with a short rope tail, which shall run from the masthead to the outer end of the bowsprit. Alternatively, the forestay may run from the same point as the jib halyard block or a point within 2ins above it.
- j) A pair of cap shrouds of not less than 4mm diameter wire shall be fixed to a fitting or in hounds at the masthead and run over crosstrees either to a point on the mast no less than 10 feet and not more than 13ft above deck level, or to chain plates on the hull or eyebolts in the deck.
- k) A pair of fixed intermediate shrouds not less than 5mm diameter wire shall be fixed to the mast or in hounds at the same point as the jib halyard block and run to chainplates on the hull.
- l) A pair of fixed shrouds not less than 5mm diameter wire shall be fixed to the mast on a separate band or in hounds 19ft above deck level and taken to chainplates on the hull.

Running rigging may be of wire or rope at the Owner's option and shall comprise:

- m) A main halyard which shall pass through the mast over the sheave near the masthead with the majority of the fall of the halyard against the forward face of the mast. A maximum 2:1 purchase may be used to tension the halyard.
- n) A spinnaker halyard. A double ended halyard shall be used, to be led down the sides of the mast and returned through sheaves or blocks near deck level and led aft to the cockpit. No purchase is to be fitted.
- o) A jib halyard. A jib halyard attached to the jib luff wire or rope shall pass through the jib block on the mast and attach to a block for a double-ended jib halyard hoist which shall be led down the forward face of the mast providing a 2:1 purchase. A tackle below deck attached to one end of the halyard hoist may provide up to 6:1 purchase to tension the halyard with a total maximum purchase of 12:1.

20 Main Boom

- a) Main Booms shall be constructed straight, of solid wood, either pine or spruce, not less than 13ft 10ins or more than 14ft 0ins in length. In section the boom shall be either circular of 2¾ ins diameter, with a ¾ ins wide flat to receive a track; or rectangular, 2¾ ins in the axis

through the track, by 2 3/8 ins, with the corners rounded off not more than 1/2 ins radius. The tolerances on the boom sections shall be nil below and 1/8 ins above the foregoing dimensions. The track may be fixed directly to the boom or to a wooden batten up to 1 ins wide by 1/4 ins deep. The ends of the boom may be reduced to 2 1/4 ins diameter and the boom fairly tapered for up to 2ft 6ins from either end to the general boom section.

- b) Booms made before 19th January 1984 shall be accepted providing they are not altered to increase variance between their existing dimensions and the foregoing measurements.
- c) A gooseneck shall be at the inboard end of the boom and either attached to the mast or to a slide on the mast.
- d) The boom shall be finished in traditional clear varnish except where marked with a black band 2ins wide. The inboard end of the black band shall be 13ft 6ins measured from the after side of the mast. When racing, the extension of the line of the leach of the mainsail shall lie inboard of the black band.

21 Bowsprit

- a) The bowsprit shall be constructed straight, of solid wood 2 3/4 ins diameter of pine or spruce. It shall not exceed 6ft 10ins in length over its circular portion with a spigot at the inboard end fitting into the samson post. At its outer end the bowsprit shall be fitted with an eye or block to receive the forestay, and a hook or shackle for the tack of the jib in-board of the forestay fitting.
- b) The jib tack may be set from an eye bolt, a pin, or hauled out on a ring fitted with a hook along the bowsprit so that when set, the foremost part of the jib cloth at the tack lies forward of a black band 2ins wide painted on the bowsprit. The black band shall be painted with its forward edge 8ft 3ins from the fore side of the mast. The lowest part of the cloth at the tack of the jib shall set within 6 ins of the upper side of the bowsprit.
- c) The bowsprit shall be finished in traditional clear varnish except for the black band.

22 Sheeting

- a) Jib. A single part sheet shall be led outside the shrouds, except for the small (No. 2) jib which shall be set inside the shrouds, and led through a block on either side fixed to the deck or set on a slide fixed to the deck. Two winches are permitted (which may be snubbing winches or fitted with a fixed or detachable handle). Ratchet blocks are permitted.
- b) Mainsail. The mainsheet shall be rove through quarter blocks, a double block on the boom or two singles, and a block on a horse or slide fixed to the top of the transom, the block free to move at least

at least 7 ½ ins either side of the centre line of the boat at all times.
Ratchet blocks are permitted.

- c) Spinnaker. The spinnaker sheet may be led either forward or aft of the forestay. The spinnaker guy may be led through a fitting fixed at deck level.

23 Hauling Out

Once launched during the racing season no boat shall be taken ashore more than twice in any calendar month, and shall not be ashore for more than 24 hours, without the permission of the Class Captain, for the purposes of essential repairs or by stress of weather. Infringement may result in the loss of points if a protest is lodged on the next occasion the boat is raced.

24 Gear

Each boat shall carry when racing:-

- a) A lifering or floating buoyancy aid.
- b) An anchor and at least 10 fathoms of warp suitable for the purpose, not to be used otherwise as running rigging or sheets.
- c) A fixed manual bilge pump with a minimum standard performance of 10 gal/min.
- d) A bucket.
- e) A paddle or sweep – either being at least 4ft in length.

Optional Equipment

- f) Kicking strap consisting only of block(s) and tackle with a maximum purchase of 8:1, rigged under the boom and attached to the mast or a fixed point on the centreline of the boat.
- g) Cunningham or similar device to alter luff tension on mainsail and/or jib.
- h) Sheaves, blocks and/or cleats near deck level for spinnaker halyard.
- i) Tackle on main boom clew outhaul.
- j) A hand smoke flare.
- k) Burgee halyard.
- l) Wind indicator.
- m) Handle(s) for jib sheet winches.
- n) Ballast. A maximum of 2cwt of ballast may be carried. Once placed aboard the boat, the ballast must not be removed until the end of that series of races, (it may be moved fore or aft). The series are- First Series, Second Series, Regatta week, Autumn Series.
- o) Compass or compasses (not electronic)

Equipment not permitted:

Note these “closed” class rules prohibit all equipment not explicitly permitted or optional above, but for the avoidance of doubt, the following are noted as not permitted:

- p) An echo sounder or electrical wind speed or wind direction equipment.
- q) Highfield levers, tackles or other devices fixed to the shrouds for the purpose of altering their tension whilst racing.
- r) Any device to alter the bend of the mast whilst racing.
- s) Any device to alter the position of the foot of the mast whilst racing.
- t) Trapeze or device for suspending a member of the crew outside the boat.
- u) Halyard or mainsheet winches and Highfield levers or similar devices.
- v) Tiller extensions or tiller lines except that tiller lines may be used when racing single-handed.
- w) Barberhaulers.

25 Buoyancy Equipment

Each person on board shall wear an appropriate lifejacket or buoyancy aid while racing.

Appendix A : Construction Specification

TROY CLASS YACHT SPECIFICATION

As agreed at the Annual General Meeting August 2004 and as amended 2011

All yachts to be built, restored, or repaired to comply with these specifications wherever possible and in a style that mirrors the rest of the fleet

1. Ballast Keel - Keel shall be cast in solid Lead to the Class Mould by Irons Brothers, drilled for and fixed by 5no. Keelbolts of 20mm diameter Weight to be 680kg +/- 5kg. The moulder to produce a certificate be for the weight of the finished keel, and given to the measurer.
Three metal floors shall be fitted, to the middle 3 keelbolts, stainless steel or bronze, of minimum section 8mmx50mm, minimum leg length 10", which maybe braced or webbed.
2. Stem – stem to be as the class pattern, solid grown Oak, 2¾" sided minimum, shaped as pattern to minimum ⅝" on forward edge, scarf jointed to Forefoot. Rebate line 2" back
3. Forefoot – to be as class pattern, solid grown Oak, 3" sided at lower end, top end to be 2¾" sided minimum sizes, tenoned into keel. Pitch mark to be 19⅞" up from line of underside of wood keel, perpendicular to that line. Rebate line to be 2" back from edge, faired in to rebate on keel
4. Stem deadwood – to be as pattern, solid grown Oak, 2¾" sided,
5. Forefoot deadwood – to be as pattern, solid grown Oak, 3½ sided, minimum 6½" throat.
6. Keel – sided 3½" overall length 97½" solid Oak or Elm, Rebate line to be 1" up from lower edge, keel notched at least 1" for timber ends.
7. Run of Keel – when set up, the keel shall run down aft 5" in 8'1"
8. Sternpost – to be as pattern, solid Oak, 2½" sided, tenoned into keel. Pitch mark on aft side (67" up from point on aft edge) to be 17ft 5" back from outside face of stem. At sheer level, 5⅞" between sternpost and transom, at top of deck camber 5½". Rebate to be as pattern, top of horn timber to be at angle and position marked on pattern.(aft point of sternpost to top of horn timber, on aft side of sternpost = 37¾")
9. Stern deadwood – to be as pattern, solid Oak, 2½" sided leg length 23" up sternpost, 23" along keel, 6" throat.
10. Horn Timber – Top of horn timber to be at position and angle marked on sternpost pattern. Minimum thickness 2" may be thicker at fore end, or wedged.
11. Length along top of horn timber from aft edge of sternpost to fwd face of transom shall be 20" +/-¼"

12. Transom – Transom to be as pattern, minimum 1” thick solid hardwood of minimum density 30lb/cu.ft. 21” from point of transom to sheer, point of transom to be maximum 38” square off line of underside of wood keel.
13. Transom Knee – to be as pattern, of solid Oak, 2” sided, 16” along horn timber, 22” up transom.
14. Moulds – Moulds to be as patterns. Positioned upright as below-

Mould no.	From outside face of stem to moulded side
1	21 inches +/- ¼”
2	38 inches +/- ¼”
3	74 inches +/- ¼”
4	110 inches +/- ¼”
5	146 inches +/- ¼”
6	182 inches +/- ¼”
Transom	O/side stem to O/side transom Max. 18 feet

15. Mould heights

- Moulds nos.1 and 2 to be on stem, lined up with stem rebate.
- Mould no.3 top of strut to be 49³/₈” above underside of wood keel
- Mould no 4 to be sat on keel
- Mould no.5 top of strut to be 51¹/₄” above underside wood keel (bottom of mould ³/₄ up above keel)
- Mould no.6 top of strut to be 54 ³/₄” above underside wood keel

16. Sheer position – Sheer at bow to be as marked on stem pattern, sheer amidships to be top of strut on mould no.4, sheer at transom to as marked on pattern, 21” above point, max 59” above underside of wooden keel.
17. Planking – Timber used for planking shall be of density no less than 30 lbs./ft³ minimum weight, the Class Measurer is to be free to select samples for weighing as necessary. The finished planking shall be no less than ⁵/₈” thick all over.
18. Strip planking – a section of strip planking is permitted, its maximum width measured on the outside of the hull shall be 12” at any point.
19. Timbers - timbers shall be steam bent Oak or Rock Elm, minimum dimensions 1¹/₈” x ⁵/₈”. Positioned at a maximum of 7” centres throughout the length of the boat.
20. Gunwhales/ Beam shelf – Shall be of solid wood, of minimum density 30lbs/cu.ft. Minimum dimensions 2” x 1¹/₈” positioned 1¹/₄” below sheer. Additional packing (minimum width of ⁵/₈”) shall be provided for fastening down of deck inside of top plank. A breasthook and quarter knees shall also be fitted.
21. Deck Beams – Deck beams shall be of solid Pine or Spruce, positioned at a maximum of 12” centres throughout the length of the boat. The minimum size of deck beams shall be 2” deep, 1¹/₄” wide, except for the following. The two half beams on the transom shall be 2” x 2”. The main

- deck beam at the point of the coamings, and the beam immediately ahead of the mast hole shall be as follows – minimum width 2", minimum depth at centre of beam 4", minimum depth at ends 2½". Both these beams shall have at least 2 lodging knees fitted per beam. The aft deck shall have three deck beams, one of which will be let into the sternpost.
22. King plank – there should be a king plank running down the foredeck, half-jointed into the deck beams, to tie together the stem, samson post, mast hole and coamings point, of minimum thickness ¾". Minimum width shall be 8" in way of mast, 6" elsewhere.
 23. Carlines – shall be of solid wood, min ⅝" thick.
 24. Deck Layout
 - Front edge of samson post shall be 2'6" back from outside face of stem
 - Mast Hole shall be maximum diameter 5", the centre of which shall be 5'3" back from the outside face of the stem.
 - The aft face of the main deck beam shall be 7' back from the outside face of the stem.
 - The Cockpit shape will be as the pattern, with the side deck 9 ½" wide at aft end.
 - The forward face of the forward beam of the aft deck shall be 2'7" from the outside of the top of the transom.
 - Coamings shall be to the Class pattern, hardwood, minimum thickness ⅝", minimum density 30lbs/cu.ft., kept varnished.
 - Chain plates shall be fitted on the outside of the planking, 76½" and 85" back from front of stem, measured on centreline and squared out to hull (+/-½").
 - Eyebolts for the cap shrouds may be fitted, 5'11" back from front of stem, and within 2" of deck edge.
 - No apertures are permitted in the deck, other than those to form the mast hole and cockpit, and optionally for small entry/exit points for running rigging, sheets, etc..
 25. Deck – The deck shall be of plywood or plywood composite not less than ½" overall thickness, which can be sheathed to owners choice. The minimum overall weight of the deck when finished shall be 28 lb/ cu.ft., a sample of deck plywood to be made available to the Class Measurer.
 26. Rubbing strakes shall be fitted at the deck edge, hardwood, kept varnished, min size 1"x½", half round or similar shape.
 27. Floorboards shall be of solid wood or plywood no less than ½" in thickness, at a level of approx. 2' below the main deck beam.
 28. Side seats – side seats shall be fitted, and be a minimum of 3'7" long, 10" wide and 1" thick, of hardwood of minimum density of 30lbs/cu.ft.
 29. Cleat board- a cleat board shall be fitted approx. 2' back from the centre of the mast, at, or just above floorboard level, minimum section 6"x1", minimum density 30lbs/cu.ft.

30. Rudder – the rudder shall be as the Class pattern, solid wood of minimum density 30lbs/cu.ft., minimum 1 1/8” thick for at least 75% of its area.
31. Tiller – the tiller shall be of metal, with or without a handgrip, with a maximum overall length of 4’.
32. The Bare hull should be weighed officially before its first launching, and the weight recorded by the Class Measurer.

Notes Epoxy or polyester-based coatings are not permitted on the hull in any form. Except that the deck only may be coated or sheathed.

Any errors or omissions in these specifications should be referred to the Rules Committee for clarification before proceeding