

**ALDEBURGH YACHT CLUB**  
**LAPWING DINGHY**  
**CLASS RULES**

**2021**



The Aldeburgh Lapwing was designed in 1947 by Morgan Giles

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# INTRODUCTION

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*Lapwing hulls, hull appendages, rigs and sails are measurement controlled.*

*Lapwing hulls, hull appendages, and rigs shall only be manufactured by builders approved by the Sailing Committee of Aldeburgh Yacht Club – in the class rules referred to as licensed manufacturers.*

*Lapwing hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.*

*Owners and crews should be aware that compliance with rules in Section C may NOT necessarily checked as part of any certification process.*

*Rules regulating the use of equipment during a race are contained in Section C of these class rules, in the Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.*

*This introduction only provides an informal background and the Lapwing Class Rules proper begin on the next page.*

*Note: The class permits In House Certification for Section G – Sails only.*

## PLEASE REMEMBER:

**THESE RULES ARE CLOSED CLASS RULES  
WHERE IF IT DOES NOT SPECIFICALLY SAY  
THAT YOU MAY – THEN YOU SHALL NOT.**

**COMPONENTS, AND THEIR USE, ARE  
DEFINED BY THEIR DESCRIPTION.**

# PART I – ADMINISTRATION

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## Section A – General

### A.1 LANGUAGE

- A.1.1 The official language of the class is English
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

### A.2 ABBREVIATIONS

- A.2.1 WS World Sailing
- MNA Royal Yachting Association
- SCAYC Sailing Committee of the Aldeburgh Yacht Club.
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC (WS) In House Certification

### A.3 AUTHORITIES

- A.3.1 The authority of the class is the Sailing Committee of the Aldeburgh Yacht Club in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the Sailing Committee of the Aldeburgh Yacht Club has the authority to withdraw the right to race.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class shall be administered by the Sailing Committee of the Aldeburgh Yacht Club.
- A.4.2 **Official Measurer** shall mean any measurer authorised by the MNA to conduct boat and sail measurements in the United Kingdom and approved by SCAYC.

### A.5 WS RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

### A.6 CLASS RULES AMENDMENTS AND INTERPRETATIONS

- A.6.1 Amendments to these **class rules** are subject to the approval of the Sailing Committee of the Aldeburgh Yacht Club.

### A.7 CLASS FEE

- A.7.1 The licensed hull builder shall pay to Aldeburgh Yacht Club any Class Building Fee that may be decided by the Sailing Committee of the Aldeburgh Yacht Club.

## **A.8 SAIL NUMBERS AND BOAT NAMES**

- A.8.1 Sail numbers shall be issued by the Sailing Committee of the Aldeburgh Yacht Club.
- A.8.2 Names of boats shall be submitted for approval to the Sailing Committee of the Aldeburgh Yacht Club and shall normally conform to the tradition that all boats shall be named with the name of a species of bird.

## **A.9 HULL CERTIFICATION**

- A.9.1 A **certificate** shall record the following information:
- (a) Sail number issued by the SCAYC
  - (b) Owner
  - (c) Builder/Manufacturers details
  - (d) Date of issue of initial **certificate**
  - (f) Date of issue of **certificate**

## **A.10 INITIAL HULL CERTIFICATION**

- A.10.1 For a **certificate** to be issued to hull not previously **certified**:
- (a) **Certification control** shall be carried out by an **official measurer acceptable to SCAYC** who shall complete any required documentation.
  - (b) Upon receipt of satisfactorily completed documentation and/or report, the SCAYC may issue a **certificate**.

## **A.11 VALIDITY OF CERTIFICATE**

- A.11.1 A hull **certificate** becomes invalid upon:
- (a) the change to any items recorded on the hull **certificate** as required under A.9.1.
  - (b) withdrawal by the **certification authority**,
  - (c) the issue of a new **certificate**,

## **A.12 HULL RE-CERTIFICATION**

- A.12.1 The certification **authority** may issue a **certificate** to a previously certified **hull**:
- (a) when it is invalidated under A.11.1(a), after receipt of the old **certificate**.
  - (b) when it is invalidated under A.11.1 (b), at its discretion.
  - (c) in other cases, by application of the procedure in A.10.

## **A.13 SELLING OF BOATS**

- A.13.1 Owners are requested wherever possible to sell their boats to members of the Club

## **Section B – Boat Eligibility**

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

### **B.1 CLASS RULES AND CERTIFICATION**

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.
- (b) have a valid hull **certificate**.

B.1.1 The SCAYA may appoint an inspector to check that the boats are in compliance with the class rules and with the required equipment aboard.

### **B.2 ANNUAL FLOATATION CHECKS**

B.2.1 The hull shall have a satisfactorily floatation check annually completed by the owner. Floatation and buoyancy is the owner's responsibility. A test for guidance is given in Section H.

### **B.3 CLASS ASSOCIATION**

B.3.1 The owner shall be a member of Aldeburgh Yacht Club

# PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

## Section C – Conditions for Racing

### C.1 GENERAL

#### C.1.1 RULES

- (a) The ERS Part I – Use of Equipment shall apply.

### C.2 CREW

#### C.2.1 LIMITATIONS

The **crew** shall consist of between 1 and 3 persons.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 MANDATORY

The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), ISO 12402 (CE 50 Newtons) which shall be worn at all times when racing.

### C.4 ADVERTISING

#### C.4.1 LIMITATIONS

Advertising shall comply with RRS 80 and WS Regulation 20. Advertising chosen by the owner or person in charge is prohibited.

### C.5 PORTABLE EQUIPMENT

#### C.5.1 FOR USE WHEN RACING

##### (a) MANDATORY

- (1) One hand bailer or bucket.
- (2) One anchor of not less than 1.3kg in weight and with not less than 9m of line of not less than 6mm in diameter

##### (b) OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) One compass
- (3) Spare fittings and ties, consumables and the containers for such.
- (4) Personal cameras attached to the boat or person.



C.5.2 NOT FOR USE WHEN RACING

(a) MANDATORY

- (1) A paddle or a pair of oars and pair of rowlocks.
- (2) A painter/mooring line not less than 3.5m and permanently attached to the boat.

**C.6 BOAT**

C.6.1 WEIGHT

The boat shall be weighed before going afloat for the first time.

	minimum	maximum
The weight of the <b>hull</b> in dry condition inc fixed fittings ...	79.4 kg	none

The weight shall be taken excluding **sails** and all portable equipment as listed in C.5, the floorboards, mast and boom and related standing and running rigging, rudder and tiller and centreboard and buoyancy bags.

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of wood or lead shall be permanently fastened to the underside of the thwarts when the **boat** weight is less than the minimum requirement.

**C.7 HULL**

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) General maintenance such as re-varnishing and repair of abrasion and damage is allowed without inspection by the SCAYC

**C.8 HULL APPENDAGES**

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) General maintenance such as re-varnishing and repair of abrasion and damage is allowed without inspection by the SCAYC

C.8.2 LIMITATIONS

- (a) Only one **centreboard** and one **rudder** blade shall be used during an event of less than 7 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 CENTREBOARD

(a) USE

- (1) The **centreboard** shall only be raised by the tackle system.
- (2) The **centreboard** shall be housed completely within the centreboard case.

## C.9 RIG

### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Only the replacement of fittings and the repair of abrasions and maintenance of the finish is permitted without complying with rule F.2.2 (b).

### C.9.2 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used during an event of less than 7 consecutive days, except when a item has been lost or damaged beyond repair.

### C.9.3 MAST

#### (a) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the heel is not be capable of moving more than 5 mm.

### C.9.4 BOOM

#### (a) DIMENSIONS

minimum    maximum

**Limit mark width** ..... 10 mm

#### SENIOR RIG:

**Boom point distance** from the aftmost edge of the circular section of mast ..... 2440 m

#### JUNIOR RIG:

**Boom point distance** from the aftmost edge of the circular section of mast ..... 2035 m

#### (b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

### C.9.5 SPINNAKER POLE

#### (a) USE

- (1) For use with the Junior Rig only.

### C.9.6 STANDING RIGGING

#### (b) USE

- (1) Rigging screws, pin adjuster plates and lanyards shall not be adjusted while racing.

### C.9.7 RUNNING RIGGING

#### (a) USE

- (1) The mainsail sheet shall be led to the aft mainsheet track positioned on the transom.
- (2) The headsail sheet shall be led to fairleads on the gunwale (on the thwart riser for the junior rig) which may be on tracks.

## C.10 SAILS

### C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning and repairs are permitted without re-measurement.

### C.10.2 LIMITATIONS

- (a) Not more than one suit of sails (a suit is one main and one jib) shall be bought for racing, for any one boat in either class in any one year, except when a **sail** has been lost or damaged beyond repair and permission for a replacement has been granted by the Sailing Committee of the Aldeburgh Yacht Club.
- (b) Not more than 1 mainsail and 1 jib (and 1 spinnaker for the Junior Rig) shall be carried aboard.
- (c) Not more than 1 mainsail and 1 jib (and 1 spinnaker for the Junior Rig) shall be used during an event of less than 7 consecutive days, except when a **sail** has been lost or damaged beyond repair.
- (d) The junior rig may be used in strong winds as a means of reefing.

### C.10.3 MAINSAIL

- (a) USE
  - (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** when afloat.
  - (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
  - (3) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks

### C.10.4 JIB

- (a) USE
  - (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** when afloat.

### C.10.5 SPINNAKER

- (a) USE
  - (1) The spinnaker shall only be used in the Junior Class.

## Section D – Hull

### D.1 PARTS

#### D.1.1 MANDATORY

- (a) Hull shell including ribs
- (b) Thwarts
- (c) Buoyancy Bags (except where tanks are permitted under D4.1)
- (d) Gunwale Rubbing Strakes
- (e) Centreboard case
- (f) Floorboards

### D.2 GENERAL

#### D.2.1 RULES

The **hull** shall comply with the **class rules** in force at the time of initial **certification** whilst the sails shall comply with the class rules in force at the time they were measured or, if applicable, self-certified by the supplying sailmaker

#### D.2.2 CERTIFICATION

See Rule A.12.

#### D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shell shall not be altered in any way except as permitted by these **class rules**.
- (b) No structural alteration shall be made to the **hull**. Any major repair to the **hull** shall be reported to the SCAYC before work commences for a decision as to whether full or partial re-measurement may be necessary. A major repair for these purposes includes the replacement of any of (a) more than two planks over a length of more than 3m; (b) any of the thwarts; ; (c) the transom; or (d) the hog.

#### D.2.4 DEFINITIONS

##### (a) HULL DATUM POINT

The **hull datum point** is the athwartships plane of the aft face of the transom.

#### D.2.5 BUILDERS

- (a) The hull shall only have been built by a builder approved at the time of construction to build Lapwings.
- (b) Only moulds approved by SCAYC shall be used during construction.
- (c) There shall be a minimum of three inspections during build:
  - (i) with centreline structure assembled and moulds in place.
  - (ii) at the finish of planking and before moulds are removed.
  - (iii) At finish of build before varnish and coatings.

### **D.3 HULL SHELL**

#### **D.3.1 MATERIALS**

- (a) The hull shell including the internal components, shall be built from solid timber as specified in the original Morgan Giles drawings or an alternative agreed as acceptable by the SCAYC.

#### **D.3.2 CONSTRUCTION**

Boats shall be built to the specifications, patterns and moulds held by the SCAYC in principal to the original design by Morgan Giles. As necessary details of design and construction can be obtained from the SCAYC and departures from the plans, specifications and rules must be prior approved by the SCAYC.

- (a) The hull shall be of clinker (lapstrake) construction fastened with copper boat nails.
- (b) There shall be steamed ribs extending from gunwale to gunwale or from gunwale to centreboard case sides where appropriate.
- (c) The hull shall be varnished but may be painted below the waterline.

### **D.4 BUOYANCY**

#### **D.4.1 CONSTRUCTION**

- (a) Buoyancy equipment shall comprise of not less than 6 plastic buoyancy air bags with the minimum air bag sizes being:
  - 4 bags 24" x 7" of approximately 18 litres
  - 2 bags 39" x 9" of approximately 35 litresBoats with tanks or a combination of tanks and bags may continue to use them
- (b) The buoyancy shall be securely fixed with the large bags under the forward thwarts/along the forward hull side.
- (c) Additional buoyancy may be fitted.

### **D.5 GUNWALE AND RUBBING STRAKES**

#### **D.5.1 MATERIALS**

- (a) The rubbing strakes shall be of solid timber which may be laminated around the hull.

#### **D.5.2 CONSTRUCTION**

- (a) The rubbing strake shall run unbroken on each gunwale but may be constructed from any number of pieces of timber joined any number of times on each side.

### **D.6 THWARTS**

#### **D.6.1 MATERIALS**

- (a) The thwarts shall be of solid timber

#### **D.6.2 CONSTRUCTION**

- (a) Athwartships thwarts shall be of solid timber

- (b) Side benches may be solid or slatted.

## **D.7 ASSEMBLED HULL**

### **D.7.1 FITTINGS**

#### **(a) MANDATORY**

The following fittings shall be installed:

- (1) Stemhead fitting
- (2) Forestay fitting
- (3) Shroud plates
- (4) Headsail tracks
- (5) Mainsheet track with one traveller - maximum length of travel 230mm
- (6) Mast step

#### **(b) OPTIONAL**

- (1) Halyard tensioners
- (2) Mainsail sheet blocks, fairleads and cleats
- (3) Mainsail Cunningham blocks, fairleads and cleats
- (4) Headsail sheet blocks, fairleads and cleats
- (5) Spinnaker sheet and guy fairleads, blocks and cleats
- (6) Spinnaker Barber hauler fairleads, blocks and cleats
- (7) Tiller locks (to hold rudder blade up or down and to hold the tiller in position in the rudder head)
- (8) Toe straps not capable of extending outboard
- (9) Stowage clips for paddle(s), spinnaker pole, sail bags and other equipment
- (10) Deck clips for cockpit cover and/or tent
- (11) 2 Drain bungs in transom.
- (12) Kicking strap system of any type with a purchase not exceeding 4:1
- (13) Centreboard lift lines

### **D.7.2 DIMENSIONS**

Longitudinal distance from **hull datum point** as defined in D2.3;

To aft point of mast **spar** hole at deck.....Min 2515 mm.....Max 2565mm

Maximum Diameter of mast **spar** hole.....75mm

Horizontal distance from centre of forestay attachment  
hole to forward end of **hull**.....Max 25mm

## Section E – Hull Appendages

### E.1 PARTS

#### E.1.1 MANDATORY

- (a) **Centreboard**
- (b) **Rudder**

### E.2 GENERAL

#### E.2.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine maintenance such as the repair of minor chips and abrasions and keeping the surface clean is permitted without re-measurement.

### E.3 CENTREBOARD

#### E.3.1 RULES

- (a) The **centreboard** shall comply with the **class rules** in force at the time of the **certification**.

#### E.3.2 MANUFACTURERS

- (a) Centreboards and rudders may be made by any manufacturer

#### E.3.3 MATERIALS

- (a) The **centreboard** shall be of corrosion resistant aluminium plate.

#### E.3.4 CONSTRUCTION

- (a) The **centreboard** shall be of the outline shape shown in the original Morgan Giles drawings
- (b) One hole in the horn is allowed for the attachment of an uphaul system.

#### E.3.5 WEIGHTS

	minimum	maximum
Weight of <b>centreboard</b> .....	11.45 kg	.... 15.08 kg

### E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

#### E.4.1 RULES

- (a) The **rudder** blade shall comply with the **class rules** in force at the time of **certification**.

#### E.4.3 MANUFACTURERS

- (a) Rudders may be made by any manufacturer

#### E.4.4 MATERIALS

- (a) The **rudder** blade shall be of corrosion resistant aluminium sheet or solid or laminated timber.
- (b) The **rudder** stock shall be of solid timber.

- (c) The tiller shall be of solid timber.
- (d) The tiller extension is optional.

E.4.5 CONSTRUCTION

- (a) Where made of aluminium sheet the **rudder blade** shall be of the outline shape shown in the original Morgan Giles drawings
- (b) Wooden **rudder blades** shall be made to the shape of a template approved by SCAYC
- (b) The **rudder blade** shall be flat except that the edge may be rounded or tapered.

E.4.6 FITTINGS

- (a) MANDATORY
  - (1) **Rudder blade** uphaul
- (b) OPTIONAL
  - (1) **Rudder blade** down haul

E.4.7 DIMENSIONS

	minimum	maximum
Thickness of aluminium <b>rudder blade</b> .....	5 mm	..... 6 mm
Thickness of timber <b>rudder blade</b> .....		..... 19 mm
Tapered edge of timber <b>rudder blade</b> .....		..... 60 mm

## Section F – Rig

### F.1 PARTS

#### F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

#### F.1.2 OPTIONAL

- (a) **Spinnaker pole** for Junior Rig only

### F.2 GENERAL

#### F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules in force at the time of its acquisition.**
- (b) The standing and running **rigging** shall comply with the **class rules.**

#### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules.**



- (b) No structural alteration shall be made to the **spars** or **rigging**. Any major repair to the **spars** or **rigging** shall be reported to the SCAYC before work commences for a decision as to whether full or partial re-measurement may be necessary.

F.2.3 CERTIFICATION

- (a) No **certification** of spars, standing and running **rigging** is required.

F.2.4 DEFINITIONS

- (a) MAST DATUM POINT

The **mast datum point** is the bearing point excluding the tenon.

F.2.5 MANUFACTURER

- (a) Spars may be manufactured by any manufacturer.

**F.3 MAST**

F.3.1 MATERIALS

- (a) The **spar** shall be of wood in accordance with the original Morgan Giles drawings or as approved by SCAYC..
- (b) Permitted surface finish shall be of epoxy, varnish or paint or a combination of these.

F.3.2 CONSTRUCTION

- (a) The **spar** shall include a fixed sail groove.

F.3.3 FITTINGS

- (a) MANDATORY

- (1) Mainsail halyard sheave
- (2) Shroud tangs
- (3) Gooseneck
- (4) Kicking strap attachment
- (5) Halyard cleats

- (b) OPTIONAL

- (1) One mechanical wind indicator
- (2) Compass bracket
- (3) Junior Rig only – Spinnaker pole, uphaul and downhaul and halyard fittings.

F.3.5 DIMENSIONS

	minimum	maximum
<b>Mast length</b> .....	... mm	.. 6080 mm
<b>Mast limit mark width</b> .....	...10 mm	
<u>SENIOR RIG:</u>		
<b>Lower point height</b> .....	915 mm	
<b>Lower point to upper point</b> .....	.... 5030 mm	
<u>JUNIOR RIG:</u>		
<b>Lower point height</b> .....	915 mm	

**Lower point to upper point** ..... 4535 mm  
**Forestay height** ..... mm .. 4765 mm  
**Shroud height** ..... mm .. 4765 mm  
**Spinnaker pole fitting:** ..... Open

F.3.6 WEIGHTS

minimum    maximum

**Mast weight** stripped of rigging and fittings ..... 5 kg

**F.4 BOOM**

F.4.1 MATERIALS

- (a) The **spar** shall be of wood in accordance with the original Morgan Giles drawings or as approved by SCAYC.
- (b) Permitted surface finish shall be of epoxy, varnish or paint or a combination of these.

F.4.2 CONSTRUCTION

- (a) The **spar** shall include a sail groove.

F.4.3 FITTINGS

(a) MANDATORY

- (1) End cap and attachment for mainsheet block.
- (2) Clew outhaul attachment.
- (3) Kicking strap fitting
- (4) End cap and gooseneck attachment

F.4.5 DIMENSIONS

minimum    maximum

**Boom spar cross section;**

**vertical** ..... 75 mm  
**transverse** ..... 30 mm

**F.5 WHISKER POLE**

F.5.1 MANUFACTURER

- (a) Manufacturer is optional.

F.5.2 MATERIALS

- (a) The **spar** shall be of solid timber or aluminium tube.

F.5.3 CONSTRUCTION

- (a) Optional

F.5.4 FITTINGS

- (a) Fittings are optional.

F.5.5 DIMENSIONS

minimum    maximum

**Whisker pole** length from mast to attachment point  
of the sail ..... mm .. 1220 mm

**F.6 SPINNAKER POLE – FOR USE WITH JUNIOR RIG ONLY**

F.6.1 MANUFACTURER

(a) Manufacturer is optional.

F.6.2 MATERIALS

(a) The **spar** shall be of wood or aluminium tube.

F.6.3 CONSTRUCTION

(a) Optional

F.6.4 FITTINGS

(a) Fittings are optional.

F.6.5 DIMENSIONS

	minimum	maximum
<b>Spinnaker pole length</b> .....	... mm	.. 1525 mm

**F.7 STANDING RIGGING**

F.7.1 MATERIALS

(a) The standing **rigging** shall be of stainless-steel wire.

F.7.2 CONSTRUCTION

(a) MANDATORY

(1) A forestay and shrouds of 1 x19 wire

F.7.3 FITTINGS

(a) MANDATORY

(1) Rigging screws, pin hole adjusters or lanyards.

F.7.4 DIMENSIONS

	minimum	maximum
Forestay diameter .....	3 mm	
Shroud diameter .....	3 mm	

**F.8 RUNNING RIGGING**

F.8.1 MATERIALS

(a) Materials are optional.

F.8.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard
- (2) Mainsail sheet
- (3) Kicking strap not exceeding 4:1 purchase
- (4) Headsail halyard
- (5) Headsail sheets

(b) OPTIONAL

- (1) Mainsail Cunningham line

- (2) Mainsail outhaul
- (3) Spinnaker halyard
- (4) Spinnaker sheet and guy
- (5) Spinnaker pole lift and downhaul

### F.8.3 FITTINGS

- (a) Fittings are optional

## Section G – Sails

### G.1 PARTS

#### G.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

#### G.1.2 OPTIONAL

- (a) Spinnaker for Junior Rig only

### G.2 GENERAL

#### G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

#### G.2.2 CERTIFICATION

- (a) Sails shall either be certified by an official measurer approved by the SCAYC who shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark or may be supplied self-certified by a sail manufacturer authorised to do so by WS or the MNA**.

#### G.2.3 SAILMAKER

- (a) No licence is required.

### G.3 MAINSAIL

#### G.3.1 IDENTIFICATION

- (a) The class insignia shall conform with the shape and design as detailed in the diagram contained in Section H and be placed in the upper third of the sail. The insignia shall be black for the Senior sails and white for the Junior sails.
- (b) Class sail numbers shall conform to RRS Appendix G. They shall be black for the Senior sails and white for the Junior sails

#### G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of White Polyester for the Senior sails and Red Polyester for the Junior sails
- (b) **Stiffening** shall consist of:
  - (1) Cornerboards: Plastic or Aluminium

(2) Battens: Wood, GRP or Composite

(c) **Sail reinforcement** shall consist of White or Red Polyester in line with the Senior or Junior rig.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The **sail** shall have 3 batten **pockets** in the **leech**. The battens shall be removable. The centre of the batten pockets shall be placed at the ¼, ½ and ¾ **leech** points with a tolerance of +/- 75mm.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, mast and boom slides, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.3.4 DIMENSIONS

*Where no limit(s) for a particular dimension is given then the item is not controlled and need not be measured.*

	minimum	maximum
<b>Leech length</b> .....	..	5135 mm
<b>Half width</b> .....	..	1550 mm
<b>Three-quarter width</b> .....	mm .....	915 mm
<b>Top width</b> .....	mm .....	115 mm
<b>Luff length</b> .....	mm ..	5030 mm
<b>Foot length</b> .....	mm ..	2415 mm
<b>One Window in each sail of maximum area</b> .....	mm .....	0.5 m <sup>2</sup>
<b>Batten pocket length:</b>		
uppermost pocket:		
<b>inside</b> .....	mm .....	635 mm
intermediate and lowermost pockets:		
<b>inside</b> .....	mm .....	795 mm
<b>Batten pocket width:</b>		
<b>inside</b> .....	mm .....	50 mm

G.3.4 DIMENSIONS - JUNIOR

	minimum	maximum
<b>Leech length</b> .....	... mm ..	4650 mm
<b>Half width</b> .....	... mm ..	1215 mm
<b>Three-quarter width</b> .....	... mm ...	690 mm
<b>Top width</b> .....	mm .....	115 mm
<b>Luff length</b> .....	... mm ..	4470 mm
<b>Foot length</b> .....	... mm ..	1985 mm

<b>One Window in each sail of maximum area</b> .....	mm	.....	0.5 m <sup>2</sup>
<b>Batten pocket length:</b>			
uppermost and lowermost pockets:			
<b>inside</b> .....		.....	485 mm
intermediate pockets:			
<b>inside</b> .....		.....	640 mm
<b>Batten pocket width:</b>			
<b>inside</b> .....		.....	50 mm

## G.4 HEADSAIL

### G.4.1 MATERIALS

- The **ply** fibres shall consist of White Polyester for the Senior sails and Red Polyester for the Junior sails
- Sail reinforcement** shall consist of White or Red Polyester in line with the Senior or Junior rig.

### G.4.2 CONSTRUCTION

- The construction shall be: **soft sail, single ply sail**.
- The **body of the sail** shall consist of the same **woven ply** throughout.
- The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- The following are permitted: Stitching, glues, tapes, corner eyes, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

### G.4.3 DIMENSIONS

	minimum	maximum
<b>Luff length</b> .....	mm	.. 3810 mm
<b>Leech length</b> .....	mm	.. 3480 mm
<b>Foot length</b> .....	mm	.. 1655 mm
<b>Foot median</b> .....	mm	. 3685 mm
<b>Top width</b> .....	mm	..... 50 mm
<b>Window area</b> .....	mm	..... 0.5 m <sup>2</sup>

### G.4.3 DIMENSIONS – JUNIOR RIG

	minimum	maximum
<b>Luff length</b> .....	... mm	.. 2975 mm
<b>Leech length</b> .....	... mm	..... 2590 mm
<b>Foot length</b> .....	... mm	..... 1070 mm
<b>Top width</b> .....		..... 50 mm
<b>Window area</b> .....		..... 0.5 m <sup>2</sup>

## G.5 SPINNAKER – FOR JUNIOR RIG ONLY

### G.5.1 MATERIALS

- (a) The **ply** fibres shall consist of woven nylon.
- (b) **Sail reinforcement** shall consist of woven nylon or woven polyester.

### G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes and items as permitted or prescribed by other applicable *rules*.
- (d) The Sail shall be symmetrical about its centreline.
- (e) The sail shall be mad of not more than eight panels and may be of any colour or combination of colours
- (f) All panels shall extend from **luff** to **leech**.
- (g) The colour of any **tabling** and reinforcement is optional.

### G.5.3 DIMENSIONS

	minimum	maximum
<b>Leech lengths</b> .....	2700 mm	.. 2820 mm
<b>Foot length</b> .....		.. 2286 mm
<b>Foot Median</b> .....		. 3490 mm
Difference between <b>diagonals</b> .....		..... 30 mm
<b>Half width</b> .....	... mm	.. 2220 mm

# PART III – APPENDICES

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The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

## Section H

### H.1

#### BUOYANCY AND FLOATATION

It is the owner's responsibility to ensure that their boat is safe in terms of buoyancy and floatation. Inspections should be carried out regularly and it is recommended that the following tests take place annually.

- (a) The boat should be stripped of sails, boom, running rigging, rudder, tiller, oars and any loose gear.
- (b) The boat shall be filled with water to the top of the centreplate case, and then with not less than 90kg of crew aboard and standing by the mast.
- (c) The boat shall remain afloat for not less than 5 minutes
- (d) All buoyancy shall remain securely fixed and watertight. When ashore the buoyancy shall be checked that it has not leaked.
- (e) If the boat fails, the problems shall be rectified and the test repeated.

### H.2

#### CLASS INSIGNIA





**ORIGINAL MORGAN GILES DRAWINGS (Point '3' is for historical purposes only, it is no longer binding)**

1. The Construction Plan for the 12 foot 6 inches One Design Dinghy number 363 designed for Aldeburgh Yacht Club and dated December 1946
2. The Lines Plan for the 12 foot 6 inches One Design Dinghy number 363 designed for Aldeburgh Yacht Club and dated December 1946
3. The Sail Plan for the 12 foot 6 inches One Design Dinghy number 363 designed for Aldeburgh Yacht Club and dated December 1946 which is the original design for cotton sails. Later Teryelene sails show minor modifications from this plan as approved by SCAYC.

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