

# SPECIFICATION FOR THE SALCOMBE YAWL

## 1. GENERAL

The object of these rules is to produce a boat of traditional construction for racing and family sailing. It is intended that the given tolerances shall be used to build individual Yawls, which express the ideas of the owner, designer and builder.

## 2. HULL

2.1 The hull shall be constructed of wood. Natural timber (i.e. not plywood) shall be used for the keel and hog, stem, transom, planking, timbers, centre plate case, deck beams, carlins, coamings, thwart(s) and side benches. Timbers and planking shall not be laminated.

### 2.2 Definitions

2.2.1 Base line. A line joining points 300mm below the keel/garboard strake seam at the transom and 325mm below the extension of the keel/garboard strake seam at the stem including the stem band if fitted.

2.2.2 Sheerline. The intersection between the upper surface of the deck and the outer face of the top strake projected as necessary.

2.3 The hull shall be of traditional clinker construction with the upper plank overlapping the outer surface of the lower. The thickness of the planking (which shall be uniform) shall not be less than 8mm and the planks shall be nailed at the lands. No plank may exceed 160mm in exposed external width. Where the planks are in contact at the lands only the plank nearer the keel may be bevelled, save that the planks may be bevelled or rebated together within 550mm of the forward face of the stem and after face of the transom. Over the remainder of the hull, each plank is to project its full thickness over the plank, which it overlaps, except that the exposed edge may be rounded off to a radius not exceeding the plank thickness. The angles at the lands on the outside of the hull shall not be filled to a radius greater than 3mm. Adhesives may only be applied to the lapping surfaces of the planks within 550mm of the forward face of the stem and after face of the transom.

2.4 Timbers shall be sided not less than 17mm and moulded not less than 14mm. Spacing shall not be less than 152mm or more than 190mm, measured at the hog.

2.5 A transom of thickness not less than 22mm shall close the after end of the hull. The planking shall not extend beyond the outer face of this transom. Apart from the optional drainage holes only one opening, the tiller port, is permitted in this transom. Its maximum dimensions are – width 200mm height 70mm and its lower edge shall not extend more than 150mm below the sheerline.

2.6 Length measurements of the hull shall be taken parallel to the baseline and heights perpendicular to the baseline. Beam measurements shall be taken at the sheerline. Measurement sections including the after face of the transom shall be perpendicular to the baseline. Those hull measurements, which fall between plank edges, shall be taken to a straight line, in the plane of the measurement section, bridging two adjacent edges.

2.7 Measurement sections 1, 2, 3, 4, 5, 6 and 7 shall be 610mm, 1219mm, 1829mm, 2438mm, 3048mm, 3658mm and 4267mm respectively from the after face of the transom excluding rudder fittings.

2.8 Measurement at each section shall fall between the maximum and minimum values shown below :-

Transom	Int. Keel		Width from Centreline					Beam at	
	& Garboard	200mm	300mm	400mm	500mm	600mm	Sheerline	Sheerline	
Max Dist from Base Line mm	300	330	352	382	453	-	825	Max 1280	
Min Dist from Base Line mm	300	300	304	325	380	-	755	Min 1168	
Section 1	Int. Keel		Width from Centreline					Beam at	
	& Garboard	300mm	500mm	600mm	700mm	800mm	Sheerline	Sheerline	
Max Dist from Base Line mm	247	270	319	374	505	-	814	Max 1610	
Min Dist from Base Line mm	221	226	270	314	386	-	754	Min 1460	
Section 2	Int. Keel		Width from Centreline					Beam at	
	& Garboard	300mm	500mm	600mm	700mm	800mm	Sheerline	Sheerline	
Max Dist from Base Line mm	194	224	268	303	353	460	830	Max 1826	
Min Dist from Base Line mm	157	183	216	245	286	357	769	Min 1700	
Section 3	Int. Keel		Width from Centreline					Beam at	
	& Garboard	300mm	500mm	600mm	700mm	800mm	Sheerline	Sheerline	
Max Dist from Base Line mm	155	179	-	258	310	396	853	Max 1938	
Min Dist from Base Line mm	106	146	-	211	247	301	798	Min 1820	
Section 4	Int. Keel		Width from Centreline					Beam at	
	& Garboard	300mm	600mm	700mm	800mm	900mm	Sheerline	Sheerline	
Max Dist from Base Line mm	139	176	267	323	405	604	874	Max 1940	
Min Dist from Base Line mm	79	125	203	249	313	421	823	Min 1826	
Section 5	Int. Keel		Width from Centreline					Beam at	
	& Garboard	300mm	500mm	600mm	700mm	800mm	Sheerline	Sheerline	
Max Dist from Base Line mm	150	196	280	337	422	590	912	Max 1786	
Min Dist from Base Line mm	86	147	199	242	309	456	846	Min 1676	
Section 6	Int. Keel		Width from Centreline					Beam at	
	& Garboard	200mm	300mm	400mm	500mm	600mm	Sheerline	Sheerline	
Max Dist from Base Line mm	193	233	276	346	436	575	956	Max 1456	
Min Dist from Base Line mm	131	178	209	252	321	458	894	Min 1342	
Section 7	Int. Keel		Width from Centreline					Beam at	
	& Garboard	100mm	200mm	300mm	350mm	400mm	Sheerline	Sheerline	
Max Dist from Base Line mm	259	302	395	513	600	-	988	Max 926	
Min Dist from Base Line mm	210	232	292	395	489	-	929	Min 800	

2.9 A cord held tightly between the top of the outer face of the sheerstrake (i.e. just below the rubbing strake) and the garboard seam on the outside of the hull shall touch every plank in any vertical section.

2.10 The length overall shall not exceed 4877mm including stem band (if fitted), but excluding rudder and bobstay/mooring fittings.

2.11 The sheerline shall be a fair continuous concave curve.

2.12 Boats shall be decked. The foredeck shall extend sufficiently far aft for the requirements of rule 2.16 to be satisfied. Length of afterdeck, including coaming, measured at the midline of the hull from the after face of the transom, shall not be less than 508mm. Minimum width of side decks, measured between the sheerline and inner face of the coaming, shall be 190mm.

2.13 The height of the coaming shall not be less than 51mm above the upper surface of the decks. The top edge of the coaming extending from the afterdeck to the midline of the foredeck is to form a continuous concave curve from fore to aft end when viewed in both profile and plan. The extreme forward point of this coaming shall not be less than 914mm from the forward face of the stem (including stem band, if fitted). Side seats for helmsman and crew extending to the top of the coaming may be incorporated within the structure of the hull but a continuous deck shall extend beneath them from stem to transom.

2.14 Seating to consist of at least one thwart not less than 216mm in its fore and aft dimension and side seats not less than 1524mm in length.

2.15 The height of the mast step above the inner surface of the garboard strake adjacent to the hog and measured at the forward face of the mast shall not exceed 124mm.

2.16 The length of the mast slot in the foredeck shall not exceed 127mm. The slot shall be closed at its after end by the deck or by a metal or wooden gate.

2.17 No openings in the deck outside the coaming are permitted, other than those required to accommodate standing and running rigging.

2.18 The gunwale/rubbing strake assembly shall not extend more than 50mm outside or 40mm below the sheerline.

2.19 The hull shall be drainable only through drainage holes and/or optional self-bailers. No more than two drainage holes of maximum diameter 20mm are permitted.

### **3. WEIGHT**

3.1 The weight of the hull in dry condition including floorboard, centre-plate, bowsprit, buoyancy and fastenings, fixed fittings rigidly secured to the hull and correctors, but stripped of sails, spars (other than bowsprit and bobstay), rudder, tiller, running and standing rigging, shall not be less than 381kg.

3.2 Centre plate shall not weigh more than 101.6kg nor less than 63.5kg. The builder shall certify the weight of this centre plate.

3.3 External ballast keel shall not weigh more than 63.5kg nor less than 50.8kg. The builder shall certify the weight of this ballast keel before it is incorporated within the structure of the boat.

3.4 Corrector weights, if required, shall be located above the waterline and securely attached to the hull by screws, bolts or adhesive. Their weight shall not exceed 25.4kg.

### **4. CENTRE PLATE, BALLAST KEEL, RUDDER AND PADDLE**

4.1 The centre plate shall be of one metal or alloy of specific gravity less than 8.41. It shall be raised or lowered only by rotation about a fixed bush, pin or bolt located within the profile of the centre plate case. When fully lowered, the maximum extension below the ballast keel shall not exceed 1219mm. When fully raised the centre-plate shall not extend below the keel or above the sheerline.

4.2 The ballast keel shall be solid and of one metal or alloy. Width at its junction with the wood keel, minimum 102mm, maximum 152mm. Minimum depth at its deepest point below the garboard seam shall be 89mm.

4.3 The rudder stock and tiller shall be made of wood. The material of the fittings and tiller extension is optional.

4.4 The rudder blade shall be solid and made of wood. It may be protected by a woven coating set in adhesive.

4.5 The thickness of the rudder blade shall not exceed 30mm.

4.6 The centre axis of the gudgeon and pintle shall not be more than 30mm from the transom.

4.7 All boats when racing must carry a wooden paddle weighing not less than 0.5 kgs.

### **5. SPARS**

5.1 Spars shall be solid and made of wood.

#### **5.2 Main Mast**

5.2.1 Mast measurements shall be taken from the heel including the tenon.

5.2.2 Two bands of contrasting colour and not less than 12mm wide shall be painted on the mast as follows. The lower edge of the upper band shall not be more than 7386mm above the heel and the top edge of the lower band shall not be more than 6096mm below the lower edge of the upper band. The sail shall not extend above the lower edge of the upper band or below the top edge of the lower band while racing.

5.2.3 The mast shall not be permitted to rotate and the heel shall not be allowed to move while racing.

5.2.4 Minimum weight of 13.6kg shall include spar, shrouds, fixed fittings, halyards and protective finish.

5.2.5 Point of attachment of jib halyard block, optional forestay and main shrouds shall not be above a point 5620mm above the heel.

#### **5.3 Main Boom**

5.3.1 Maximum width 51mm. Minimum depth 76mm, taper permitted for a maximum of 610mm from each end.

5.3.2 Permanently bent booms are prohibited.

5.3.3 A band of contrasting colour not less than 12mm wide, shall be painted on the boom, the inner edge being not more than 2743mm from a line extending downwards from the after side of the mast in way of the sail groove. When the boom is fitted to the gooseneck, the sail shall not extend beyond the inner edge of this coloured band while racing.

#### **5.4 Mizzen Mast and Boom**

5.4.1 Maximum overall length of the mizzen mast shall be 3500mm

5.4.2 The mizzen mast shall be stepped on the afterdeck.

#### **5.5 Bowsprit**

Shall be mounted above the foredeck. The projection from the forward face of the stem, including stem band – shall not exceed 737mm or be less than 610mm. The point of attachment of the tack of the jib shall be within 102mm of the outer end of the bowsprit. No metal fittings shall project beyond the outer end of the bowsprit.

#### **5.6 Whisker Pole**

5.6.1 Overall length shall not exceed 1981mm.

When in use one end of the whisker pole must be attached to the main mast and shall not be capable of projecting more than 2011mm normal to the mast.

### **6. RIGGING**

#### **6.1 Standing Rigging**

6.1.1 Main Mast. One pair of shrouds and optional forestay, diamond stays and spreaders are permitted. Other supporting or controlling contrivances

are prohibited above the deck.

6.1.2 Mizzen-Mast. Four shrouds shall be fitted.

6.1.3 No adjustments to standing rigging shall be made whilst racing.

6.2 Running Rigging

Shall be optional.

## 7. FITTINGS

7.1 Trapeze and outriggers of all types are prohibited.

7.2 An anchor and warp must be carried while racing. Minimum weight of anchor 4.5kg, minimum length of warp 18m.

7.3 All other fittings shall be optional.

## 8. PROTECTIVE FINISH

The protective coating of paint or varnish shall not incorporate man made fibres. Its thickness shall be in addition to the measurements and it shall be included in the weight.

## 9. SAILS

9.1 Certification.

9.1.1 Sails shall comply with the class rules in force at the time of original measurement.

9.1.2 Measurement shall be carried out in accordance with the Equipment Rules of Sailing 2001 – 2004.

9.1.3 A RYA approved Sail Measurer shall certify mainsails, headsails and mizzen sails near the tack point.

9.2 Sail maker.

Sail maker is optional.

9.3 Headsail

9.3.1. Construction.

a) The construction of the sail shall be Soft sail, single ply sail.

b) The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester.

c) The sail shall have no batten pockets.

d) The following are permitted. Stitching, glues, tapes, corner eyes, hanks, luff wire or rope, leech line, one window, tell tails, sail shape indicator stripes, sail maker labels.

e) The jib shall be sheeted by one clew cringle only.

f) No change of headsail is permitted during racing.

9.3.2. Dimensions.

	Minimum	Maximum
a) Area (Luff * clew perpendicular)/2		4.18m <sup>2</sup>
b) Top width.		30
c) Upper width 300mm from head point.		220
d) Foot irregularity.		50
e) Primary Reinforcement.		300
f) Secondary Reinforcement from sail corner measuring points.		900
g) Secondary Reinforcement for flutter patches.		100
h) Secondary Reinforcement for chaffing patches.		900
i) Tabling width.		40
j) Seam width.		15
k) Window area.		0.20m <sup>2</sup>
l) Shortest distance from window to sail edge.		150

9.4 Mainsail.

9.4.1 Identification. The class insignia shall be a 'Y', minimum height 300mm, minimum width 200mm and minimum thickness 40mm.

9.4.2 Construction.

a) The construction of the sail shall be Soft sail, single ply sail.

b) The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester.

c) The sail shall have 4 batten pockets in the leach.

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, batten pocket end caps, leech line with cleat, one window, tell tails, sail shape indicator stripes, sail identification, sail maker labels, reefing eyes.

9.4.3 Dimensions.

	Minimum	Maximum
a) Leech length.		6600
b) Quarter width.		2580
c) Half width.		2134
d) Three quarter width.		1400
e) Top width.		120
f) Upper width 700mm from head point.		665
g) Foot Median.		6500
h) Head point to intersection of leech and top batten centreline.	1375	1425
i) Clew point to intersection of leech and lower batten centreline.	1375	1425
j) Primary Reinforcement.		350
k) Secondary Reinforcement from sail corner Measuring Points.		1050

l) Secondary Reinforcement for flutter patches.	120
m) Secondary Reinforcement for chaffing patches.	1050
n) Secondary Reinforcement for batten pocket patches.	175
o) Secondary Reinforcement for reef point.	1050
p) Tabling width.	40
q) Seam width.	20
r) Window area.	0.20
s) Shortest distance from window to sail edges.	150
t) Batten pocket width inside.	50
u) Batten pocket width outside.	80

#### 9.5 Mizzen sail.

##### 9.5.1 Construction.

- The construction of the sail shall be Soft sail, single ply sail.
- The body of the sail shall consist of the same woven ply throughout. The ply fibres shall be of polyester.
- The sail shall have 3 batten pockets in the leach.
- The following are permitted. Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket patches, batten pocket elastic, batten pocket end caps, leech line with cleat, tell tails, sail shape indicator stripes, sail maker labels.

##### 9.5.2 Dimensions.

	Minimum	Maximum
a) Luff length	2948	3048
b) Foot length.	864	914
c) Leach length.		3100
d) Quarter width.		910
e) Half width.		750
f) Three quarter width.		490
g) Top width.		100
h) Upper width 400mm from head point.		320
i) Primary Reinforcement.		250
j) Secondary Reinforcement from sail corner Measuring Points.		750
k) Secondary Reinforcement for flutter patches.		100
l) Secondary Reinforcement for chaffing patches.		750
m) Secondary Reinforcement for batten pocket patches.		175
n) Tabling width.		40
o) Seam width.		15
p) Batten pocket width inside.		30
q) Batten pocket width outside.		50

## 10. BATTENS

10.1 There shall not more than 4 battens in the mainsail. The material of the battens is optional. The maximum width of a batten shall be 51 mm. The top batten shall have a maximum length of 1440 mm and the other battens a maximum length of 1041 mm.

10.2 No battens are permitted in the headsail.

## 11. BUOYANCY

11.1 At least 4 units giving a minimum lift of 362.8kg, the side buoyancy units must be secured below the side seats. Buoyancy units shall have a minimum of two retaining straps; each strap shall be securely attached to the hull in two places and all openings stoppered. If swamped the buoyancy units shall support the level. Inflatable buoyancy units shall be fully inflated.

11.2 All boats when racing must carry adequate personal buoyancy for all crewmembers.

## 12. PERSONS ON BOARD WHILE RACING.

Minimum of two

## 13. MEASUREMENT CERTIFICATE

No boat shall be entitled to race as a Salcombe Yawl unless the owner holds a valid certificate issued by the Salcombe Yawl Owners' Association.

13.1 In the case of a new boat, application is to be made to the Secretary of the Association by the builder for a class number

13.2 A boat that has been measured and weighed by the official class measurer, and, complying with the class rules of the Salcombe Yawl Owners' Association in force at the time of measurement has been issued with a certificate, remains a Salcombe Yawl irrespective of any rule changes unless illegally modified.

13.3 A hull that has been substantially rebuilt shall be submitted for re-measurement under the rules, which obtained when she was first measured.

13.4 The measurement certificate is invalidated by change of ownership. Application with the appropriate fee must be made to the Class Secretary for a replacement certificate.

13.5 The Committee reserves the right to suspend the certificate of any boat which, after protest, has been found to be in breach of the Class Rules and Specification.

## 14. REGISTERED NUMBER

Shall be permanently marked in a visible position on the thwart or centre plate case in figures not less than 25mm high.

## 15. NAMES

Duplication of name is not permitted in this class. Owners are advised to submit three names to the Class Secretary when applying for a class number. The name accepted shall be notified to the Owner.

Salcombe Yawl Owners' Association.

Effective from 1st January 2004, Issue 8