Class Rules
governing Y. W. 14FT. Dayboats and their equipment when participating in Class Races

Revised March 1987

General

The **Y. W.14ft. Dayboat** is a restricted class designed by G O'Brien Kennedy, M.R.I.N.A. Copies of the plans are supplied by the **Y. W.14ft. Dayboat** Association.

The object of these rules is to enable the boats to race together on a level footing by ensuring that the hull shape, sail plan, and weight of the boats are as nearly alike as possible.

Various forms of construction may be used with variations in cockpit and deck layout and in the fittings used. However, all boats shall be built according to the rules which specify the features to be checked by measurement.

The Measurement Form is a check on these features. The tolerances are to cover errors in building and changes through use and age, not to give builders the opportunity to make different shaped boats. The Declaration and Measurement Forms are an integral part of the rules and all details shall conform to those shown on the Measurement Form.

A Racing Certificate will be issued by the Association Secretary on receipt of a satisfactorily completed Measurement Form for a newly measured boat, or a Declaration Form on change of ownership.
Subsequent alterations will invalidate the Certificate, making it necessary for the boat to be re-measured and for a new Certificate to be requested.

If the Measurer considers that there has been an attempt to depart from the intention of the Rules in any particular, the matter shall be reported to the Association Secretary who shall withhold the issue of a Racing Certificate pending an examination of the case by the Association Committee.
The rules apply as follows:-

8th March 1987

All boats whose keels were laid on or after this date must conform to all the rules, and rules 15, 16 and 17 apply retrospectively to all boats whose keels were laid prior to this date.

7th March 1987

All boats whose keels were laid on or before this date must comply with the rules existing up to this date, but any discrepancies with the amended rules set out below must be notified in the form prescribed by the Association and sent to the Association Secretary when applying for a current Racing Certificate (unless previous notification has been sent by the owner). This applies to boats being measured subsequent to this revised rule adoption; it does not require boats with Racing Certificates to be re-measured.

1st January 1960

All boats whose keels were laid after this date must conform to the design shape, however, keels laid prior to this date are excused certain dimensions.

1st January 1957

All boats whose keels were laid prior to this date will be accepted at the discretion of the Association Committee.

Rule 1 Construction

Any method of construction approved by the Association may be used and the builder is not limited to the types of construction shown on the plans.

The types of hull construction shall be known as:

Wood Clinker	Type A
Smooth Wood	Type B
Smooth G.R.P.	Type C
Simulated Clinker G.R.P.	Type D

Moulds owned by the Association for the construction of boats in G.R.P. may be used only by bona fide boat builders approved by the Association Committee.

The Clinker versions (A & D) shall be constructed with not less than eleven planks on each side. The exposed edges of the planks may be rounded off.

Rule 2 Measurement of Hull

All boats registered prior to 8th March 1987 must conform to the Amended Class Rules dated October 1981, and in addition all boats must conform to the current Rules 15, 16 and 17.

The hull shape shall be as shown on the plan of the lateral sections shown at full scale (sheet 7).

Lateral measurement sections: M1, M2, M3 and M4 shall be at I ft, 4 ft, 7 ft and 10 ft 6 ins. (305, 1220, 2134 and 3200 mm), measured along the base line from the intersection of the horizontal section L.W.L with the forward edge of the stem, excluding the stem band. (Fig 1).

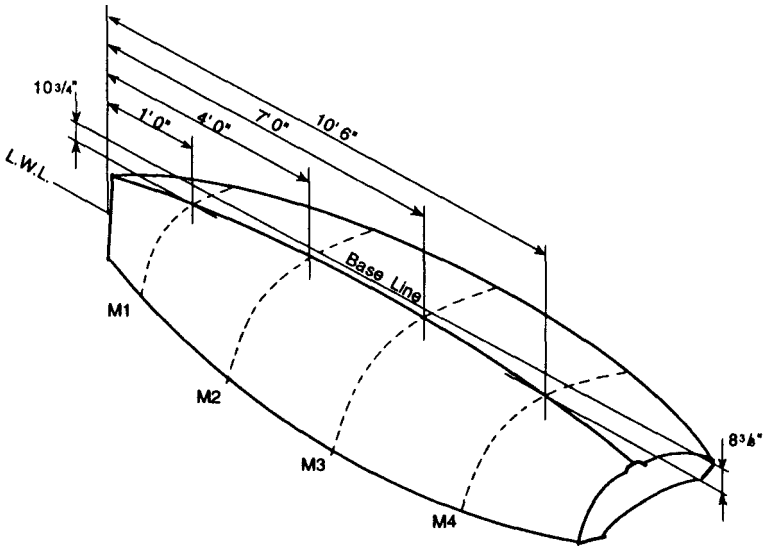


Fig 1

Horizontal measurement sections: L.W.L, L1 and L2 shall be at 15 ins, 21 ins and 27 ins (381, 533 and 686 mm) above the base line. (Fig 2a).

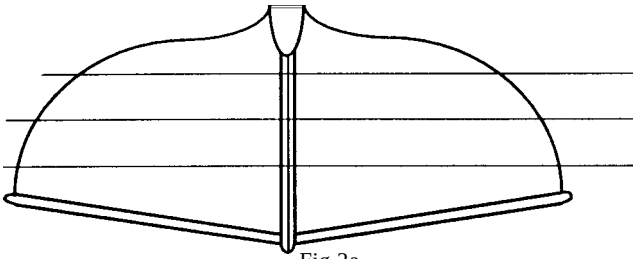


Fig 2a

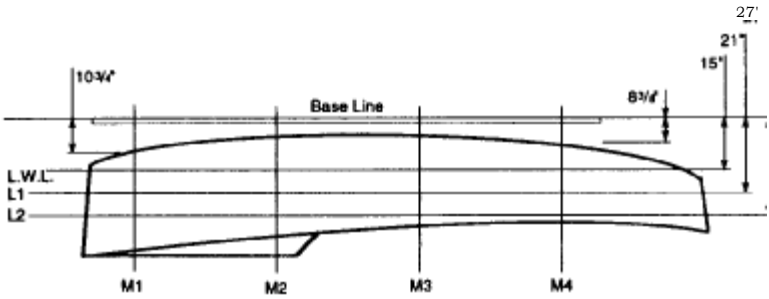


Fig 2b

The base line shall be positioned 10.75 ins (273 mm) at section M1 and 8.375 ins (213 mm) at section M4, below the bottom of the keel excluding the keel band. (Fig 2b).

Measurement of the hull form shall be taken with the base line in a horizontal plane.

The sheerline shall be taken as the intersection of the lines of the top of the deck and the outside of the skin, projected if necessary.

a. Length Overall

This shall be measured parallel to the base line from the forward top edge of the stem, excluding the stem band, to the intersection of the centre line of the aft face of the transom, extended if necessary, with a line joining the rearmost corners of the sheerline. (Fig 3a).

The length overall shall conform to the Measurement Form.

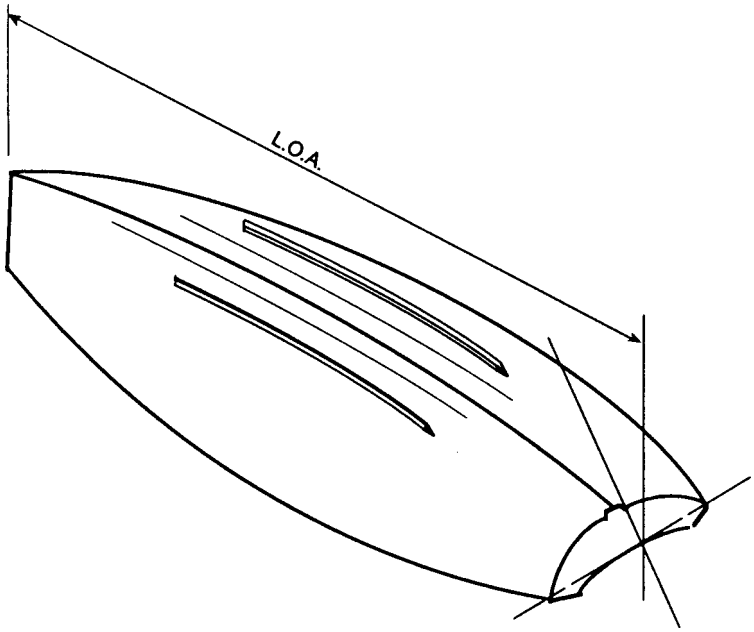


Fig 3a

b. Waterline Length

This shall be measured along the horizontal section L.W.L and shall be measured between its intersection with the forward edge of the stem, excluding the stem band, and its intersection with the outer face of the transom. (Fig 3h).

The waterline length shall conform to the Measurement Form.

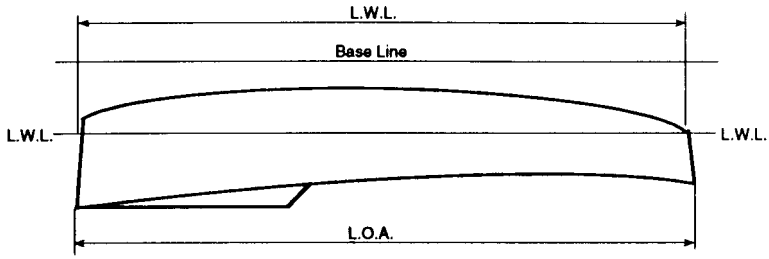


Fig 3b

c. Beam

This shall be measured at the intersection of each of the lateral measurement sections with the horizontal sections. (Fig 4a).

In the case of clinker hulls a steel tape will be stretched over the lands to obtain the beam measurements.

The beams shall conform to the Measurement Form.

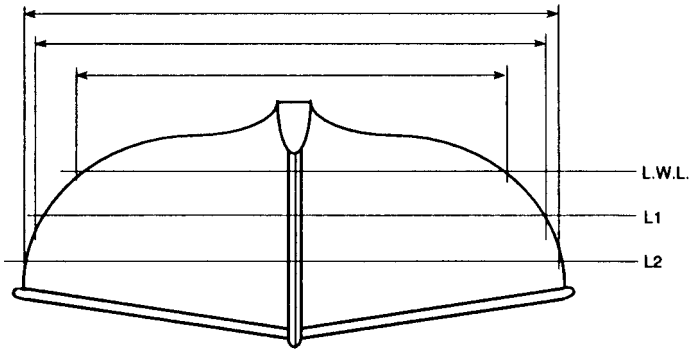


Fig 4a

d. Sheerline

This shall be as shown on the Plan (sheet 5) and shall be measured as the distance between the base line and the sheerline at each of the lateral measurement sections. (Fig 4b).

The sheerline shall conform to the Measurement Form.

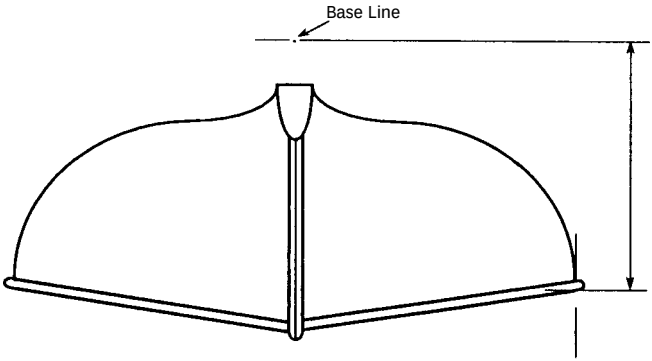


Fig 4b

e. Keel Profile

This shall be as shown on the Plan (sheet 5) and shall be measured as the distance between the base line and the underside of the keel, excluding the keel band, at the lateral measurement sections M2 and M3. (Fig 5a).

The keel profile shall conform to the Measurement Form.

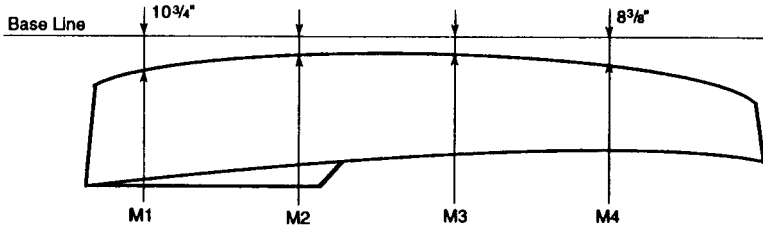


Fig 5a

f. Planking

For hull types A and D the maximum exposed width of any one plank between the points of overlap of the adjoining planks shall be measured. In the case of the garboard plank the measurement shall be from the point of the upper overlap to the position at which the garboard plank meets the keel.

The planking shall be of generally uniform thickness.

The maximum plank width shall conform to the Measurement Form.

g. Centreplate Bolt Position

This shall be as shown on the Plan (sheet 5) and shall be measured from the centre line of the bolt to the lateral measurement section M2 and also to the underside of the keel, excluding the keel band, below the bolt. (Fig 5b).

The centreplate bolt position shall conform to the Measurement Form.

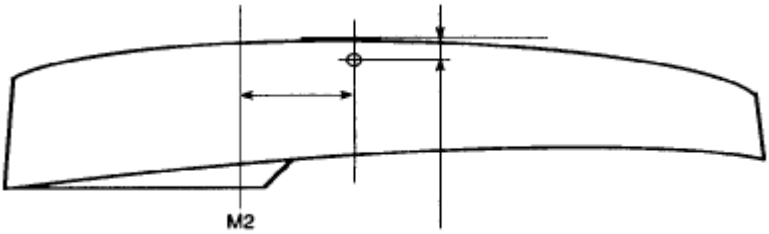


Fig 5b

h. Transom

The transom depth shall be measured from the underside of the aft end of the keel, excluding the keel band, or a projection of it, to the centre of the top edge of the transom. (Fig 6a).

The transom depth shall conform to the Measurement Form. The transom shall be of solid construction to this height with the exception of not more than two circular drain holes, neither of which may exceed 2 inch (51 mm) in diameter.

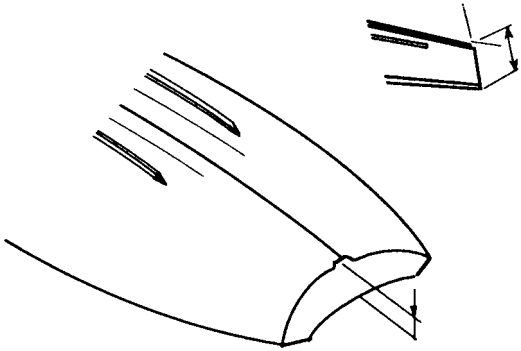


Fig 6a

I. Gunwale Overhang

This shall be measured from the hull skin adjacent to the sheerline at right angles to the hull skin. (Fig 6b).

The gunwale overhang shall conform to the Measurement Form.

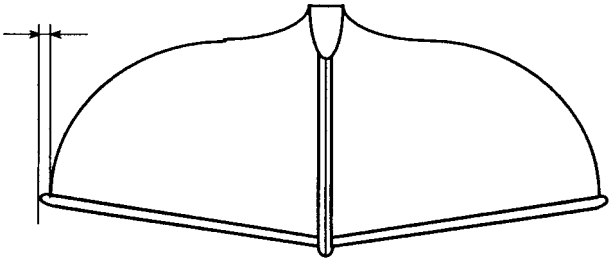


Fig 6b

Rule 3 Centreplate

This is shown on the Plan (sheet 4). (Fig 7).

The centreplate shall be made of not less than $^{1}/_{8}$ inch (9.5 mm) thick steel plate with the exception detailed in Rule 17. The edges may be faired off as shown on the Plan.

The details of the lever end may be varied to suit the centreplate box. The

centreplate shall conform to the Measurement Form.

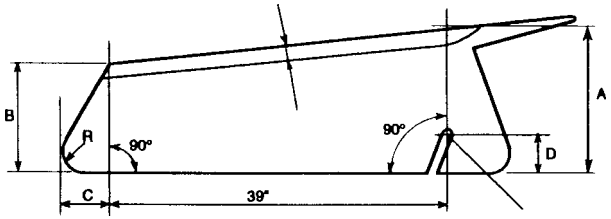


Fig 7

Centre of pivot bolt hole

Rule 4 Decking

a. Decks

These may be of any design but must include a foredeck covering the whole of that part of the boat between the aft edge of the mast and the stem. Side decks and/or aft deck may be of any design and may be omitted.

b. Rise of Foredeck

This shall be measured as the height from the foredeck centre line to the sheerline at the lateral measurement section M2. (Fig 8).

The rise of the foredeck shall conform to the Measurement Form.

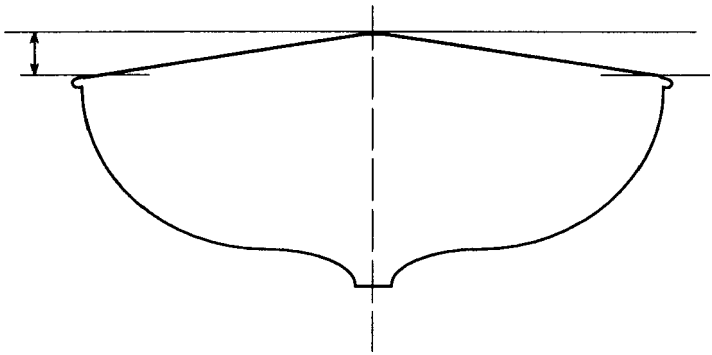


Fig 8

Rule 5 Floorboards and Sidebenches

These are optional and may be of any design but floorboards, together with their supporting structure, and sidebenches shall be made of wood or fibreglass only.

If not included, under Rule 17, the fact must be declared on the Measurement Form and the Racing Certificate will be marked accordingly. A boat racing without floorboards or sidebenches and without the Racing Certificate so marked will be subject to protest in accordance with the International Yacht Racing Rules.

Rule 6 Rudder

Two rudder shapes are allowed (Figs 9a and 9b).

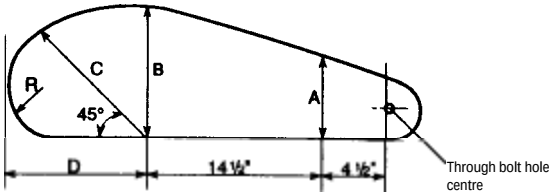


Fig 9a

These shall be of wood; a protective strip with a maximum cross section of ½ inch (12.5 nun) may be fitted to the edge. The rudder may be fixed or drop. The edges may be faired off.

The rudder (with protective strip if fitted) shall conform to the Measurement Form.

The rudder stock, tiller and tiller extension may be of any design.

Rule 6A Marking of the Rudder (Design 2)

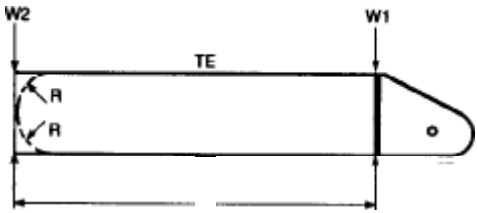


Fig 9b

A clearly-visible measurement band shall be painted on the rudder. The width of the band shall conform to the Measurement Form.

The distance from the lowest point of the rudder to the lower edge of the band shall be measured in accordance with the Measurement Form.

With the rudder set on the transom the lower edge of the black band shall not be below the horizontal extension of the underside of the aft end of the keel, excluding the keel band.

Rule 7 Skeg and Bilge Keels

The Skeg is optional and if used shall conform to the Measurement Form. (Fig 10).

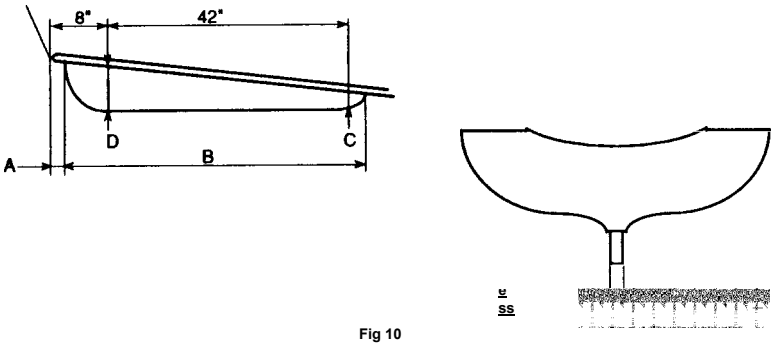


Fig 10

Bilge keels shall be fitted. For wooden hulls they shall be of wood. For G.R.P. hulls the bilge keels may also be of G.R.P. and may be moulded integrally with the hull. All edges may be rounded off. (Fig 11).

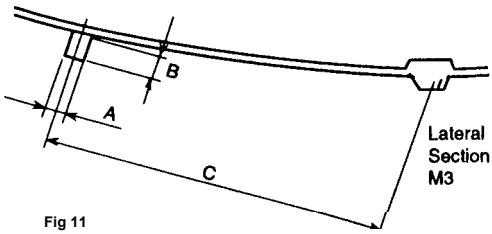


Fig 11

The ends of the keels may be rounded off
but the length chamfered at any end is not to exceed 1 inch (25 mm).
Bilge keels shall be positioned centred on lateral section M3 and at this section shall conform with the Measurement Form. (Fig 11)
The bilge keels may follow the contour of the plank edge.

Rule 8 Buoyancy

a. Wooden Hull Types A and B

Separate buoyancy shall be provided to a minimum of 700 lbs. (317.5 kg) in not less than 4 positions. The buoyancy of each position must not be less than 80 lbs. (36.25 kg) . If buoyancy is in the form of bags these shall be fully inflated at all times.
Buoyancy shall be securely fixed to the hull.

b. Glass-Reinforced Plastic Hulls Types C and D

Buoyancy shall be provided to a minimum of 1000 lbs (453.5 kg) in not less than 4 positions. The buoyancy of each position shall be not less than 150 lbs (68 kg). If buoyancy is in the form of bags these must be fully inflated at all times. Buoyancy shall be securely fixed to the hull. Buoyancy

shall conform to the Measurement Form. **Rule 9**

Spars

a. Wooden Spars

MAST: This shall be of either pear or box section. A taper is permitted above the shroud attachments.
The mast sections and overall length, excluding any locating tenon, shall conform to the Measurement Form.
The mast step and/or locating tenon shall not raise the heel of the mast more than 1 inch (25 mm) above the deck.

BOOM: This shall be of a rectangular section. The upper edge of the boom shall not deviate by more than 1 inch (25 mm) from a straight line with no sail set.

The boom section and overall length shall conform to the Measurement Form.

b. Metal Spars

MAST: This shall be either of the following:
Proctor F

Super Spars (I.S.P.) M6

Other sections may be used provided that they are approved by the Association Committee.

A taper is permitted above the point of attachment of the shrouds.

The mast type and its overall length, excluding any locating tenon, shall conform to the Measurement Form.

The mast step and/or locating tenon shall not raise the heel of the mast more than 1 inch (25 mm) above the deck.

BOOM: This shall be either of the following:
Proctor 2628 Super Spars
(I.S.P.) B I

Other sections may be used provided that they are approved by the Association Committee.

The upper edge of the boom shall not deviate by more than 1 inch (25 mm) from a straight line with no sail set.

The boom type and its overall length shall conform to the Measurement Form. **c.**

Mast Adjustment

The use of any device which allows or causes the mast to rotate is prohibited.

The mast step position shall not be altered during a race and no device shall be fitted to enable adjustment of the position of the mast step whilst under way.

d. Gunter Rig Spars

Details of gunter rig spars may be obtained from the Association Secretary. **Rule**

10 Marking of Spars

Clearly visible measurement bands shall be painted, two on the mast and one on the boom. The width of the bands shall conform to the Measurement Form.

a. Mast

The distance between the upper edge of the lower band and the lower edge of the upper band shall be measured in accordance with the Measurement Form.

When set, the mainsail luff shall not be stretched beyond the inner edges of these measurement bands; also no part of the headboard, or the sail (including roping) at the top edge of the headboard shall extend above the lower edge of the top band.

b. Boom

With the boom attached to the mast in the normal manner and lying fore and aft at right angles to the mast, the distance between the aft side of the mast, or the aft side of the sail track, or the continuation of a line formed by the aft side of the mast, or sail track projected downwards, excluding any local curvature or protrusion and the forward edge of the band shall be measured in accordance with the Measurement Form.

When set, the mainsail foot shall not be stretched beyond the inner edge of this measurement band.

Rule 11 Rigging

Running rigging arrangements are optional. Standing rigging shall consist one forestay and two shrouds only.

Rule 12 Sails

Sails shall be made of woven material so that, when a sample of the material is torn, it shall be possible to separate the fibres without leaving evidence of a film. The material shall have a minimum weight of 4 ozs/sq yd. avoirdupois (136 gms/sq m).

Sail numbers shall be carried on both sides of the mainsail, under the class insignia **DB** (Fig 17) and the height of each cipher shall conform to Measurement Form.

Fig 17

The mainsail may be loose-footed.

A window of unwoven transparent material may be incorporated in the foresail and in the main sail.

The measurer shall apply his signature and the date in waterproof ink on the tack of all sails conforming to the rule.

a. Mainsail

Sails shall be measured in a dry state laid on a flat surface with just sufficient tension applied to remove wrinkles along the line of the measurement being taken.

The head shall be taken as the highest point of the sail projected at right angles onto the luff or its extension. (Fig 12).

The clew shall be the extreme corner of the sail where an extension of the line of the leech meets an extension of the line of the foot. (Fig 12).

The half leech measurement point shall be determined by folding the head to the clew. (Fig 13).

The quarter and three-quarter leech points shall be determined by folding the clew and the head respectively to the half leech point. (Fig 14).

The half foot measurement point shall be determined by folding the clew to the intersection point of a projected line of the forward edge of the luff and a projected curve of the foot. (Fig 13).

The width of the sail at the head shall be measured at right angles to the fore edge of the sail or its extension, including the bolt rope and shall conform to the Measurement Form

The headboard width shall be measured at right angles to the luff and shall conform to the Measurement Form.

The leech length shall be measured as the straight length between the head and the clew and shall conform to the Measurement Form. (Fig 12).

The quarter leech crosswidth shall be measured as the shortest distance between the quarter leech point and the fore-edge of the sail, including the bolt rope. The distance shall conform to the Measurement Form. (Fig 12).

The half leech crosswidth shall be measured as the shortest distance between the half leech point and the fore-edge of the sail, including the bolt rope. The distance shall conform to the Measurement Form. (Fig 12).

The three-quarter leech crosswidth shall be measured as the shortest distance between the three-quarter leech point and the fore-edge of the sail including the bolt rope. The distance shall conform to the Measurement Form. (Fig 12).

The points on the leech from which the cross measurements are taken shall be determined by bridging any hollows in the leech with straight lines.

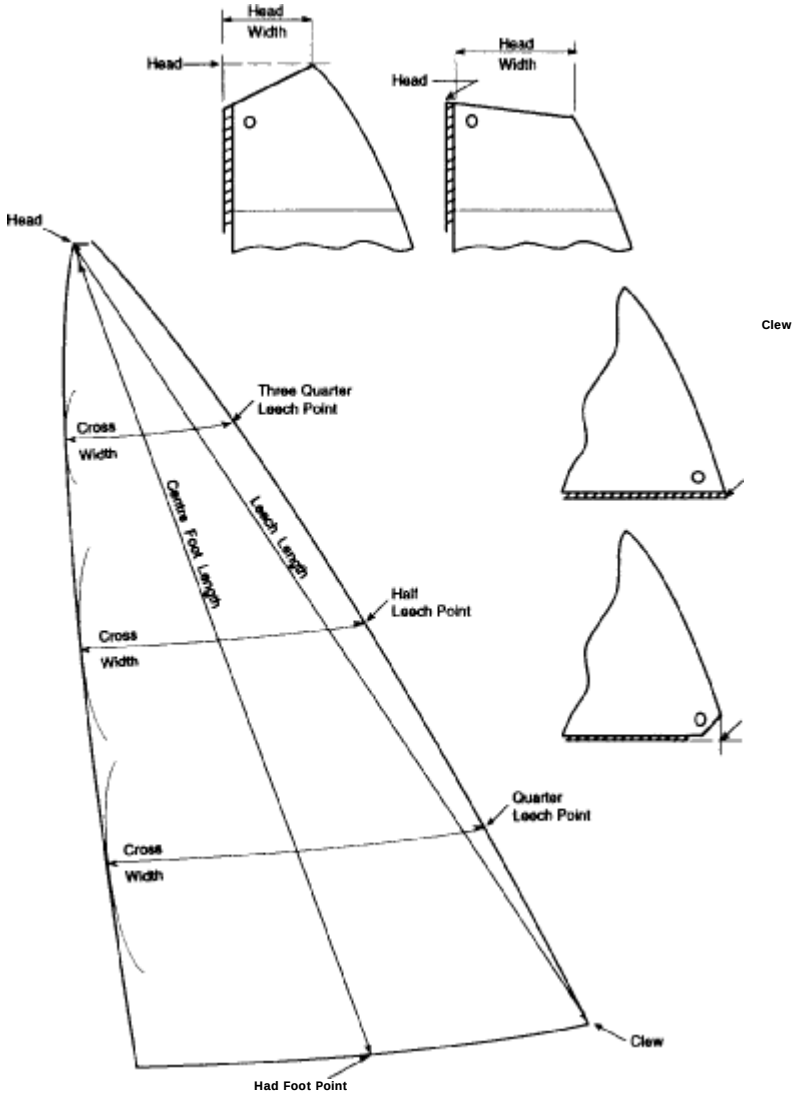
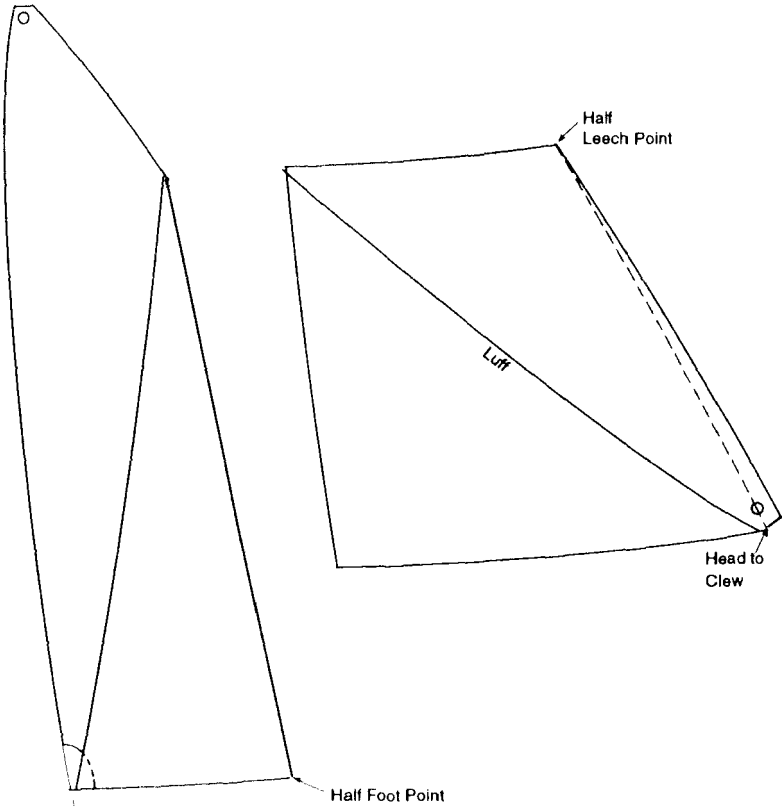

Head
Width
Head
Head
Width
Head
Clew
Three Quarter
Leech Point
Cross
Width
Centre Foot Length
Leech Length
Half
Leech Point
Cross
Width
Quarter
Leech Point
Cross
Width
Clew
Had Foot Point

Fig 12


Half
Leech Point
Luff
Head to
Clew
Half Foot Point

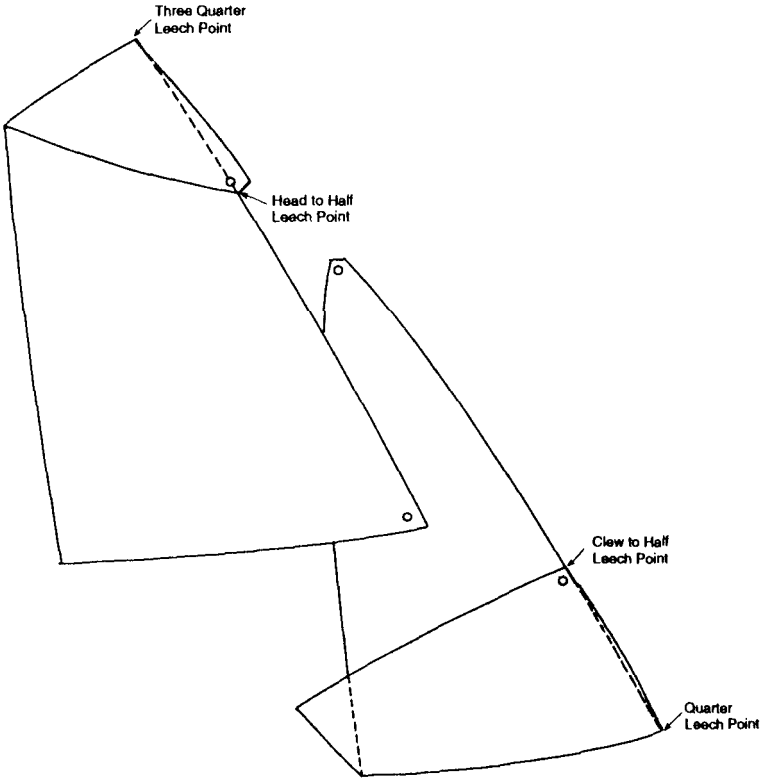

Three Quarter
Leech Point
Head to Half
Leech Point
Clew to Half
Leech Point
Quarter
Leech Point

Fig 14

The centre foot length shall be measured as the distance from the head to the half foot measurement point. The distance shall conform to the Measurement Form. (Fig 12).

Sail Battens: There shall be no more than 3 sail battens. The length of the battens shall conform to the Measurement Form.

When inserted normally in their pockets, the centreline of each batten at its outer end shall be within 4 ins (102 mm) of the quarter, half and three-quarter leech points on the leech, except that no part of the top batten centreline shall be higher than the three-quarter leech measurement point.

If a window is incorporated in the mainsail its area shall not exceed 3.22 sq ft (0.3 sq mtrs) and no part of the window shall be placed within 6 ins (152mm) of any *edge* of the sail.

b. Foresail

Sails shall be measured in a dry state, laid on a flat surface with just sufficient tension applied to remove wrinkles along the line of the measurement being taken.

The head shall be taken as the highest point of the sail projected at right angles on to the luff or its extension. (Fig 15)

The tack and clew are the points where the sides, if extended, would intersect, ignoring any round of the foot. (Fig 15)

The width of the sail at the head shall be measured at right angles to the fore edge or its extension. (Fig 15)

The leech shall be a straight line or a concave curve.
The mid-point of the foot of the sail shall be determined by placing the clew over the tack, tensioning both halves of the sail equally. For the purposes of taking the centre measurement there shall be no tension along the luff, leech or foot. (Fig 15)

The centre measurement shall be the straight distance between the head of the sail and the mid-point of the foot of the sail. (Fig 15)

The straight distance from the head to tack, tack to clew, clew to head, the centre measurement and the width shall be measured and shall conform to the Measurement Form. (Fig 15)

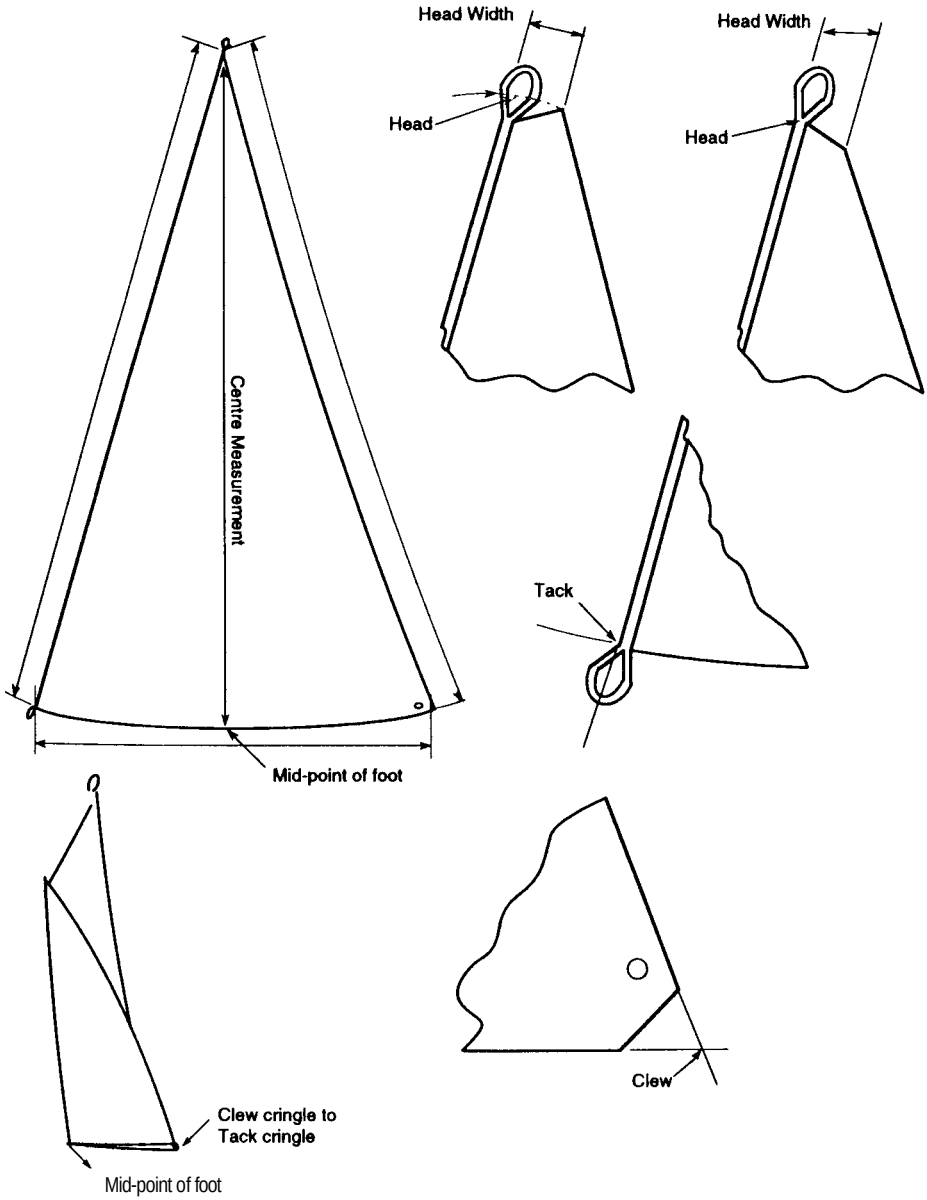

Head Width
Head
Head Width
Head
Centre Measurement
Tack
Mid-point of foot
Clew
Clew cringle to
Tack cringle
Mid-point of foot

Fig 15

1f a window is incorporated in the foresail no internal dimension shall exceed 18 ins. (457mm) and no part of the window shall be placed within 6 ins (152mm) on any edge of the sail.

Battens and sleeve luffs are not permitted in the foresail

c. Gunter Rig Sails

Details of gunter rig sails may be obtained from the Association Secretary.

Rule 13 Whisker Pole

A whisker pole may be used to boom out the foresail on the opposite side to the boom. The inboard end must be attached to the mast when in use and the tack of the foresail must remain in its normal position. (Fig 16).
The effective length of the pole shall conform to the Measurement Form.

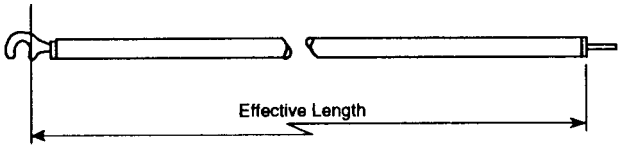


Fig 16 Whisker Pole

Rule 14 Fixed Fittings

Fittings are not restricted to those detailed on the Plans and may be of any type. Winches for centreplate, halyards, kicking strap and sheets may be used; also adjustable foresail fairleads, self-bailers, toe straps, sliding gooseneck and rubber strips to the bottom of the centreplate trunking, etc.

No fitting which has been included under Rule 17 may be removed or the type changed, if by so doing the weight of the complete boat becomes less than the minimum weight specified, unless correctors are fitted in accordance with rule 17 and a new Certificate obtained.

Rule 15 Oars and Rowlocks

One pair of oars shall be carried and shall conform to the Measurement Form. Suitable rowlocks shall also be carried and the boat shall be fitted with rowlock holes in such a position as to enable the boat to be rowed by a person sitting on the centre thwart.

Rule 16 Anchor and Warp

An efficient anchor together with a warp shall be carried and both shall conform to the Measurement Form.

The warp shall be for the sole purpose of anchoring and shall be of adequate strength.

Rule 17 Weight

The minimum weight of the boat shall be 450 lbs (204.30 kg) and will include the following:

a. Hull
b. Centreplate
c. Floorboards (if provided - see Rule 5) **d.**
Sidebenches (if provided - see Rule 5) **e.**
Keel and stem bands f. All fixed fittings
g. Buoyancy and Its fastenings

Spars, rudder, oars and other gear shall not be included. The external and internal surfaces shall be dry to the satisfaction of the Measurer.

The weight at any time whilst racing shall conform to the Measurement Form. When boats are below minimum weight, correctors to a maximum of 22.046 IN (10 kg) shall be fitted to bring the boat up to the correct weight in the following manner:

The total weight of correctors shall be divided into 2 equal weights, one of which shall be placed in the bow and the other in the stern. These weights may be sub-divided but the total weight of correctors in the bow shall be the same as the stem. The correctors shall be fitted to the hull at any point within 12 ins (305 mm) of the stem (in the case of the bow) and of the transom (in the case of the stern). Each weight must be marked with its own weight in kilograms and these weights shall, in each case be marked on the Racing Certificate.

Should additional weight be added to the boat [e.g. heavier decking or items under (a) to (f) above] the correctors shall not be removed or reduced unless the boat is reweighed in accordance with the Rules and a new Declaration Form sent to the Secretary.

No single item of equipment included under (f) or (g) above may exceed 5 lbs (2.268kg) and if the Measurer is not satisfied as to this he may require such items to be removed and weighed separately.

With effect from 1 st January 1990 and each year thereafter, where any boat built 15 years or more prior to 1st January of that year is overweight, it is permissible to reduce the weight, shape and size of the centreplate. On boats built 15 years or more prior to 1st January 1990 and each year thereafter, centreplates made of any lighter material may also be used, but at no time must any of these modifications be allowed to reduce the total weight below the minimum stated above.

Rule 18 Number of Crew

Minimum number 2, maximum number 3. Both include the helm.

Rule 19 Sliding Seats etc.

The use of any apparatus or contrivance, outboard or extending outboard, and attached to the hull, spars or rigging, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard, is prohibited.

Rule 20 Distinguishing Mark

The owner shall have the sail number of the boat cut upon the centre thwart in a visible place, in figures not less than 0.5 ins (13 mm) in height.

Rule 21 Racing Certificate

To obtain a Racing Certificate, the craft shall be weighed and measured by a Club Measurer or R.Y.A. Measurer who will be required to complete a Declaration and Measurement Form, obtainable from the Association Secretary. The Form shall be signed by the owner and the Measurer only in the event of the craft complying with the Class Rules. On receipt of the completed form the Secretary may issue a Racing Certificate. No boat may race as a **Y. W. 14ft. Dayboat** unless the owner holds a valid Certificate in his own

name. A Racing Certificate will be issued annually only to a member of the Association upon payment of the membership fee. It will be valid only so long as the holder remains a fully paid-up member of the Association and no changes are made to the boat which contravene these rules.

Upon change of ownership the new owner shall forward to the Association Secretary a Declaration on Change of Ownership. The Association Secretary shall issue a new Racing Certificate to the new owner, on payment of membership fee, provided that the existing Measurement Form is satisfactory.

Replacement spars, sails, rudder and other measurable gear shall be submitted to the Measurer before being used, but a Measurement Form need not be completed for such items.

A Club Measurer is entitled to charge a fee, not exceeding £10 plus out-ofpocket expenses.

The Race Committee responsible for the organisation of a Class Race has the right to see the above Certificate on demand. They may weigh and measure any boat which they suspect does not comply with the rules, and if their suspicions are confirmed they may instigate a protest in accordance with the International Yacht Racing Rules.

A jig that facilitates measurement of the hull is available from the Class Secretary.