



# **Building and Measurement Rules for the St Ayles Skiff**

## **2014 Edition**

### **1 Aims and Objectives of these rules**

- 1.1 The boats to be raced shall be available to as many people as possible.
- 1.2 The quality of the boats shall be dependent on the skills of its builders.
- 1.3 The success of its racing shall be dependent on the effort, skills and seamanship of its crew rather than being dependent on being able to afford the purchase of expensive specialist materials outwith the financial resources of other boat owners, or use of specialist boatbuilding techniques outwith the abilities of the handy amateur.
- 1.4 Racing craft should be as evenly matched as possible.
- 1.5 Builders and users must not compromise the safety and longevity of the boats in order to achieve speed.
- 1.6 Builders and users must abide by the spirit of the rules to achieve these aims.
- 1.7 Builders are encouraged to share their thoughts and experience with regards to the development aspects of the class with other builders and members of the association.
- 1.8 These rules apply to the racing of the St Ayles Skiff under Oar power.

## **2 . Hull**

### **2.1 Hull General**

2.1.1 The hull is to be constructed as faithfully as possible to the St Ayles Skiff plans produced by Mr Iain Oughtred (“the plans”). The hull must be constructed using a kit supplied by a kit supplier approved by the Scottish Coastal Rowing Association or the International St Ayles Skiff Association (when such a body is formed).

2.1.2. The weight of the hull with all seats fitted but other fittings and equipment removed must be no less than 150 kg.

2.1.3. In the event of the hull being measured under the prescribed weight, the boat while racing will carry sandbags equally distributing at the bow and stern the weight required to make up to the prescribed weight.

### **2.2 Hog and Keel**

2.2.1 The timber to be used for the hog and keel, and gunwales shall be of Larch or other timber of a greater density.

2.2.2 Polypropylene or other plastics are permitted as a material for keel bands if preferred to brass or other metals.

2.2.3 Rocker is not allowed on the keel. The keel must be flat for its whole length between the stems.

### **2.3 Planking**

2.3.1 The hull planking shall be constructed from Lloyds Type Approved BS1088 Marine Plywood or equivalent.

2.3.2 In fitting the planking, “geralds” should not be longer than 250mm.

2.3.3 The fairing of plank edges on the outside of the hull shall be to a radius no greater than 3mm.

## **2.4 Stems**

2.4.1 The width of the outer face of the stems fore and aft must be at least 1.125 inches and the stem (both fore and aft) must have a moulded depth from their outer face to the planking of between 2 and 3 inches.

2.4.2 Plywood is a permitted material for the inner stems.

## **2.5 Gunwales**

2.5.1 The timber to be used for the gunwales shall be of Larch or other timber of a greater density.

2.5.2 Gunwales must contain a volume of timber equivalent to the gunwales shown in the plans and provided this rule is complied with spaced gunwales are permitted.

## **3. Oarlocks**

3.1 Oarlock fittings are to be made of timber suitable for its purpose.

3.2 . Oarlocks must be at the gunwale. Outriggers are not permitted.

## **4. Rudder**

4.1 The rudder shall be constructed of timber or plywood suitable for its purpose.

4.2 Rudders must be attached to the sternpost at two points.

4.3 Rudders must have an underwater wetted surface area of 850 cm<sup>2</sup> calculated against the expected waterline of a skiff with a normal weight crew rowing in salt water.

## **5. Thwarts** (otherwise referred to as Tafts, or Seats)

5.1 Thwarts may be spaced further apart than the arrangements show in the plans.

5.2 The maximum fore and aft width of a thwart shall be 10 inches.

5.3 Thwarts are to be made of timber or suitably supported plywood.

## **6. Floorboards and Footrests**

6.1 The floorboards shown in the plans are not required for racing craft. Dispensing with them is a reasonable departure from the plans.

6.2 Footrests, where used, must be made only of timber or plywood, with other materials allowed for fixings such as screws and nails but not for adjustable parts of the footrests such as sliders or runners.

## **7. Oars**

7.1 Oars shall be made of timber. Plywood is a permitted material for the blade of the oar. The use of plastic sleeving, facings or wear strips on oars to protect wooden parts from wear is permitted.

7.2 Oar blades must not be “spooned” or of the “chopper” style.

7.3 Blades to be symmetrical about a horizontal plane through the shaft axis, i.e. the top of the blade should be a reflection of the bottom.

## **8. Materials - General**

8.1 Materials permitted in the construction of the boat are: Timber, Plywood, Brass, Silicon Bronze, Stainless Steel, Gunmetal and any other material allowed under particular applications within these rules for that particular application only.

8.2 Glues used in the construction of the boat should be of Marine Quality, and will usually be Epoxy resin or a Polyurethane glue.

8.3 Fibreglass reinforcement is not permitted except for temporary repair.

## **9. Safety Equipment and Buoyancy**

9.1 Items such as pumps, buoyancy, and other items of safety equipment which do not affect the racing performance of the boat may be made of any material.

## **10. Measurement by Officials**

10.1 Any regatta organiser, referee, umpire or office bearer of the Scottish Coastal Rowing Association may require measurement, by himself or others, of a racing at any time and without giving reason.

10.2 SCRA committee is authorised to issue an exemption certificate to clubs, excusing a specified skiff from compliance with a specific rule for specified reasons, and for a specified period of time; and that the committee may delegate that power to any class measurer appointed by them.

Approved by SCRA Committee  
3 December 2013