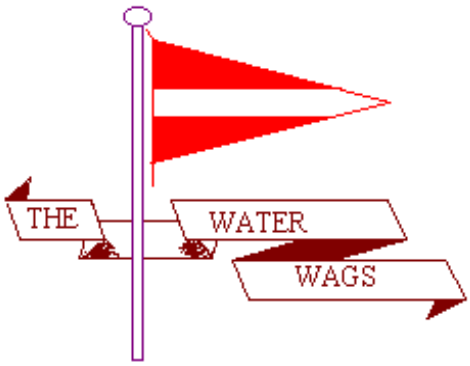


PART 1

BOAT SPECIFICATION

(Approved at the General Meeting held on 31 January 1900 and revised at General Meetings held in 1910, 1961, 1971, 1983, 1987, 1990, 1994, 1997, 2001 and 2013)

Drawings: boat to be constructed in accordance with the drawings from time to time approved by the members of The Water Wags.

Dimensions: length of boat over-all at level of gunwale 14 feet 3 inches and beam 5 feet 3 inches, measured over outsides of top strakes at gunwale.

Keel and inbreast: keel of American elm, oak (native or American) or mahogany 1 1/2 inches deep and 3 inches wide in centre tapering fore and aft to meet stem and stern posts. Inbreast also of oak, elm or mahogany 5 inches wide and 1/2 inch thick, moulded to meet garboard strakes, and secured to keel with screws not further than 6 inches apart.

Stem and stern posts: stem and stern posts of oak (native or American), moulded depths outside of hoods 3/4 inches. 1/4 inch hole to be drilled in stem head to take shackle for foresail tack. Stem may be laminated.

Timbers: timbers of American elm or oak (native or American) 3/4 inch by 7/16 inch, spaced 7 inches centre to centre with two rooved nails between each timber. Edges of timbers to be rounded only sufficient to avoid a sharp arris, as shown on drawings.

Planking and topstrake: planking of yellow pine, silver or sitka spruce or Quebec white pine (pinus strobus) 3/8 inch thick (finished thickness) 12 planks on each side, including garboard and top strakes. Planks to be laid in clincher fashion and to overlap at least 3/4 inch with their full thickness. No plank to exceed 4 1/4 inches in width measured from land to land. Outside lands must not be thinned down, except within 15 inches of transom and hood ends; but an arris not exceeding 1/8 inch may be taken off, as shown on drawings.

Top strake: teak or mahogany 3/8inch thick grooved with gold line.

Transom: teak or mahogany 7/8 inch thick.

Stringer: American elm or oak (native or American) 1 inch by 3/4 inch.

Thwarts: teak or mahogany 7 inches by 3/4 securely fixed with double knees of oak sided 3/4inch.

Backboard: teak or mahogany 5/8 inch thick (optional).

Stern seat: teak or mahogany 11 inches by 3/4 inch securely fixed with single oak knees sided 3/4 inch.

Centre-board case: teak or mahogany 3/4 inch thick, fitting as shown on drawings and made perfectly water-tight with strip of flannel soaked in varnish or with appropriate marine mastic or bedding compound. To be neatly capped with teak 3/8 inch thick.

Side seats: two side seats of teak or mahogany 9 inches by 7/8 inch (solid or slats) fitting to shape of boat, between the knees on after thwarts and stern seat, secured with screws so as to be removable (optional).

Mast piece: teak or mahogany 7 inches by 7/8 inch with two holes to take mast. Up to four holes may be drilled round each mast hole and fitted with galvanised or gunmetal pins for halliards etc. The centre of mast at level of mast thwart in after position to be 4 feet from outside of Stem Head.It is optional for Owners to have only one position for mast in which case the second hole in mast piece, the second tack eye, the extra pair of chain plates, etc., need not be provided.

Gunwale: American elm or oak (native or American) 1 3/4 inches by 1 1/2 inches deep at centre of boat. To be reduced uniformly in width towards end of boat and to be rebated for top strake. Alternatively it may be flush with top of top strake in which case it may be capped with a capping piece which covers the gunwhale and top strake and which extends beyond the top strake by no more than one eight of an inch. (Any measurement of boat to ignore such overhang).

Bilge pieces: American elm or oak (native or American) 5 inches by 3/4 inch by 1/2 inch deep, one on each side fixed amidships on the lands which come in contact with the ground when boat is listed. To be evenly tapered in length to each end.

Mast steps: oak (native or American).

Rudder: teak or mahogany, of shape and size shewn on drawings, and fitted with gunmetal pintles and straps, and may have a strip of elm, oak or ash not less than 3/8 inch wide in any part nailed or glued onto bottom and after edges.

Tiller: to be made to fit either into or over rudder head at owner's option.

Keelband: brass, copper, gunmetal or galvanised not more than 1/4 inch or less than 3/16 inch thick, securely fixed, and to extend the full length and width of keel. Must not be in more than four pieces.

Stem band: brass, copper, gunmetal or galvanised in one piece, full width of stem post, and to extend from termination of keel band over stem head.

Breast hook: oak (native or American) or mahogany, may be laminated, securely fixed.

Transom knees: oak securely fixed and each drilled with hole to take main sheet rope horse.

Centreboard: mild steel 6mm thick, of uniform thickness, shape and size to be as shown on drawings, may be galvanised, edges may be tapered or rounded up to and not more than a distance of 12mm from the edge, to be fitted with lifting tackle such that the centreboard can not be lowered further than the position shown on the drawings.

Flooring boards and platforms: timber optional (may include plywood) 3/8 inch thick. To extend from bow thwart to stern thwart.

Oars: one pair of timber oars not less than 8 feet long, to be properly leathered. Also one pair galvanised iron, bronze or gunmetal spurs to be provided.

Spars: spruce or deal, and of the following dimensions (all may be laminated):

Mast: 2 3/4 inches diameter tapered to 2 1/4 inches, (may be leathered or wrapped in fibreglass tape set in epoxy where passing through mast piece and where yard jaws sit when main sail is hoisted), and shouldered at head to take shrouds, and foresail and spinnaker halliard blocks, to fit inside boat and not to exceed 12 feet from top of mast piece to pin of halliard sheave. To be provided with spiderband with gooseneck for boom and (optional) cleats.

Boom: 2 1/8 inches diameter in centre tapered to each end, to be 12 feet 5 inches from back of mast to pin of outhaul sheave and to be fitted with neat galvanised iron or gunmetal hook traveller 3 inches diameter.

Yard: not to exceed 11 feet 9 inches long between lacing holes 1 7/8 inches in diameter at centre, tapered to 11/4 inches at end, and fitted with neat brass jaws properly leathered.

Spinnaker boom: 8 feet long from mast to extreme end, and 1 1/2 inches diameter, fitted with neat wooden jaws. Hole drilled 2 inches from outer end.

Chain plates: bronze, gunmetal or galvanised, two pairs to be fixed, one for each position of mast.

General fittings: cleats securely fixed to be placed where convenient. Ring bolts fore and (optional) aft. Four spur holes in gunwales and (optionally) one in transom. One or two strong eyes fitted one in each mast step for tack purchase. Dimensions given are the finished sizes of timber. All fastenings to be of stainless steel, bronze, brass or copper; no iron nails or screws allowed. All nails to be rooved where possible. Self – bailers of the Elvstrom or Super Suck type or other type approved by the Committee may be fitted. A Kicking strap and toe straps may be fitted.

Set up: boat to be built in strict accordance with the Club drawings and this specification. Moulds to be set up vertical and level along keel or inbreast. No additional moulds to be used. Moulds not to be removed until all the planking is finished, and at least two timbers are fastened between each pair of moulds. All materials and workmanship to be the best of their respective kinds.

Finish: boat to be painted white outside under water line. Three coats of varnish or marine oil (Deks Oilje or similar) on top sides, inside seats, spars etc..

Builder's certificate: on completion the Builder will be required to sign the following certificate:

I hereby certify that the boat _____ built by me for _____ has been built upon moulds certified by the measurers; that the moulds have been set up vertically at the proper moulds, stem and stern post, has been carefully tested with a stretched cord and found to be correct. That the position or level of the moulds was not afterwards altered or modified. That the boat has been built of the materials specified, and is constructed fairly within the spirit of the rules, which is, that all boats shall be identically alike.

Signed: _____

Dated: _____

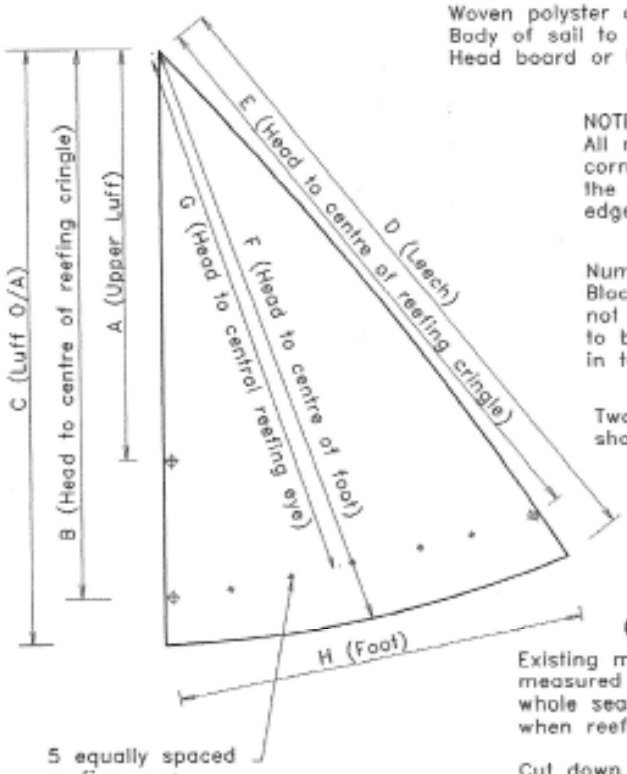
PART 2

SAIL PLAN AND SPECIFICATION

WATER WAG SAIL PLANS
MAIN SAIL

Approved at AGM held on 15th February 2016

Colour: White
Loose footed.
Woven polyster cloth.
Body of sail to be single ply.
Head board or battens not permitted.



NOTE
All measurements from corners of sails to be from the intersections of projected edges of the sail.

Numbers (on both sides of sail):
Black 10" to 12" high,
not less than 1" thick,
to be located centrally in top half of sail.

Two windows to be fitted as shown on separate drawing

CUT-DOWN SAILS

Existing main sails which have been measured and used for at least one whole season may be cut down for use when reefing is mandatory.

Cut down sails must comply with the maximum dimensions (E, G & B) on the sail plan and must have a window as specified.

Cut down sails must be re-measured and passed by a Class Sail Measurer before use. When presenting a cut down sail for measurement the cut off piece must be produced to identify the sail which was cut down.

Cut down sails may only be used on standard (full length) spars.

Reference No.			
Sail Maker:			
Dim	Max		Actual
A	11'-9"	141"	
B	15'-8"	188"	
C	17'-0"	204"	
D	18'-7"	223"	
E	17'-1"	205"	
F	17'-8"	212"	
G	15'-11"	191"	
H	11'-9"	141"	
Two windows fitted?			
Window dimensions OK?			
Windows location OK?			

Boat Name
Number
Owner(s)
Measured by
Date

WATER WAG SAIL PLANS
WINDOWS IN MAIN SAIL

Approved at AGM held on 15th February 2016

Two windows to be installed in all new main sails, one above and one below the reefing line.

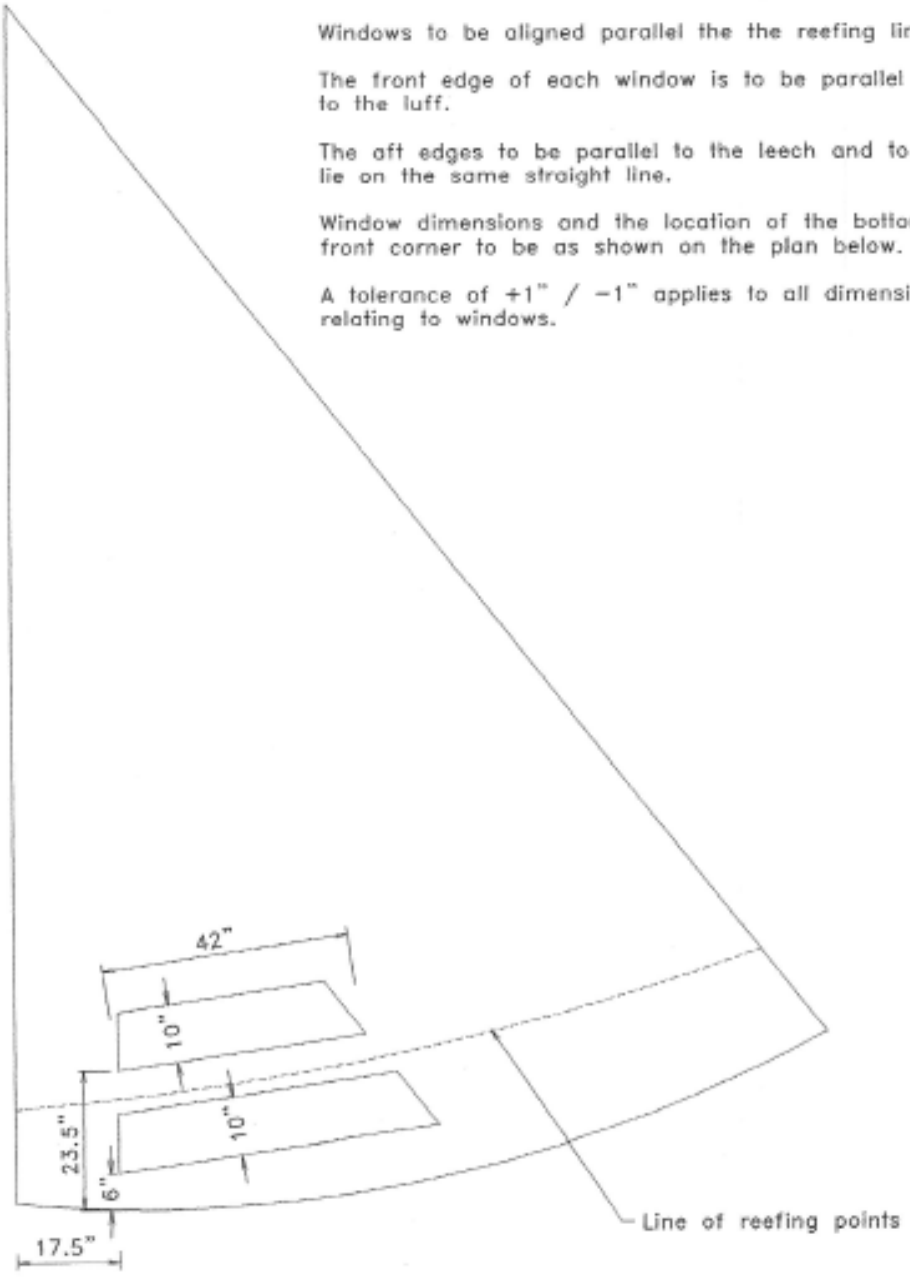
Windows to be aligned parallel the the reefing line.

The front edge of each window is to be parallel to the luff.

The aft edges to be parallel to the leech and to lie on the same straight line.

Window dimensions and the location of the bottom front corner to be as shown on the plan below.

A tolerance of +1" / −1" applies to all dimensions relating to windows.



WATER WAG SAIL PLANS
JIB & SPINNAKER

Approved at AGM held on 15th February 2016

JIB (White)

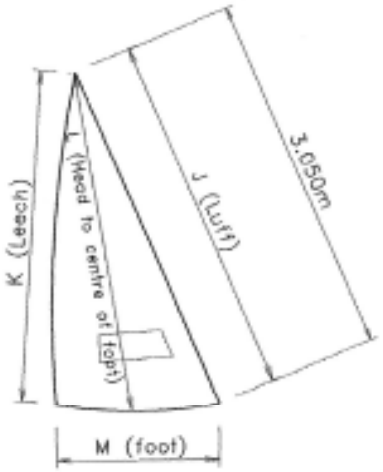
Luff wire S/Steel
White woven polyester cloth
Head board not permitted
Body of sail single ply

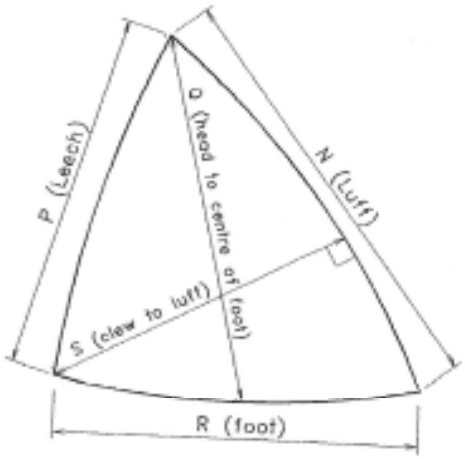
Window in Jib:
Length 23" to 24"
Height: 8" to 9"
Bottom of window 17" to 18" from foot.
Leading edge to be 7" to 8" from and parallel to luff.
Aft edge to be parallel to leach.

NOTE
All measurements to corners of sails to from the intersections of projected edges of the sail.

SPINNAKER (colour optional)

Black numbers (on both sides of sail) 10" to 12" high not less than 1" thick to be located centrally in top half of sail.





Reference No.			
Sail Maker:			
Dim	Max		Actual
J	10'-0"	120"	
K	9'-3"	111"	
L	9'-9"	117"	
M	4'-6"	54"	

Reference No.			
Sail Maker:			
Dim	Max		Actual
N	12'-0"	144"	
P	10'-0"	120"	
Q	11'-4"	136"	
R	10'-0"	120"	
S	8'-4"	100"	

Boat Name
Number
Owner(s)
Measured by
Date

WATER WAG SAIL MAXIMUM DIMENSIONS
METRIC EQUIVALENTS

		mm	
Main			
A	11' 9"	3581	Upper Luff
B	15' 8"	4775	Head to centre of luff reefing cringle
C	17' 0"	5182	Luff overall
D	18' 7"	5664	Leech overall
E	17' 1"	5207	Head to centre of leech reefing cringle
F	17' 8"	5385	Head to centre of foot
G	15' 11"	4851	Head to central reefing eye
H	11' 9"	3581	Foot overall
Jib			
J	10' 0"	3048	Luff overall
K	9' 3"	2819	Leech overall
L	9' 9"	2972	Head to centre of foot
M	4' 6"	1372	Foot overall
Spinnaker			
N	12' 0"	3658	Luff overall
P	10' 0"	3048	Leech overall
Q	11' 4"	3454	Head to centre of foot
R	10' 0"	3048	Foot overall
S	8' 4"	2540	Clew to luff

February 2016