PART 1

BOAT SPECIFICATION


**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 3/8 inch 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 3/4 inch.

**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 polyester 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):
Block 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 Sails 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.

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<th>Sail Maker:</th>
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<tr>
<td>Dim</td>
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<td>G</td>
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<td>H</td>
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Two windows fitted?
Window dimensions OK?
Windows location OK?
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 $\pm 1''$ / $-1''$ 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/Steeel
White waven 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.

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.

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

<table>
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<tr>
<th>Reference No.</th>
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<tr>
<td>L</td>
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Boat Name
Number
Owner(s)
Measured by
Date
## WATER WAG SAIL MAXIMUM DIMENSIONS
### METRIC EQUIVALENTS

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February 2016