

Original Y.R.A.  
National 14-foot Dinghy Class  
(The revisions of Feb. 21, 1923, are printed in italics.)

*The Boats must be open boats.*

L.O.A. — Maximum, 14 feet.

Beam. — Minimum, 4 feet 8 inches outside skin.

Draft, fixed, of hull. — Maximum, 1 foot, *with crew to the weight of 3cwt. on board.*

Construction. - Either Carvel or Clench, the latter to be allowed compensation for the increased frictional resistance (see below).

**Sail area. — Two distinct Sail plans to be allowed for each boat, viz.:**

'Seagoing' rig, maximum area, 125 square feet (measured as per the new Y.R.A. Rules, i.e., only 85 per cent. of Fore Triangle to be taken), and 'Inland' rig, maximum area, 140 square feet (actual area of canvas set to be measured, so as to bring the Rules into line with those of the Sailing Boat Association and other Inland sailing authorities).

*Scantlings. - In place of fixed scantlings, which have hitherto proved difficult, expensive, and vexatious to work to, and, where craft are not surveyed during construction, liable to a certain amount of evasion, a sufficient weight and strength of hull shall be rendered obligatory (A) by the use of the following rating formula: —*

Rating. - Maximum, 13.50 feet, by the formula,

$$\frac{L + \sqrt{S}}{4} + \frac{L \times \sqrt{S}}{3\sqrt{W}} = \text{Rating}$$

Where: - -

"L" equals length overall in feet.

"S" equals sail area in square feet (Y.R.A.) for the Sea rig, and the sail area, (actual) X 0.90 (B) for Inland rig.

"W" equals weight in pounds (to be ascertained by actually weighing on a certified machine) boat and all gear and equipment actually carried when racing, including centreboard and inside ballast, if any. But where the centreboard plus inside ballast together weigh more than one-third of the hull and other gear, the total weight of the formula to be taken as actual weight of hull and all gear less centreboard and any inside ballast, plus one third.

In order to compensate clench-built boats for the increased surface friction inseparable from this otherwise desirable form of construction, and to encourage the leaving of reasonably thick 'lands' to the planking of boats so constructed, the  $3\sqrt{W}$  factor found as above, to be increased for the formula an amount equal to the difference between the chain girth amidships, measured from the rabbet of mainkeel to gunwale height on one side only over all lands, but excluding any mouldings or rubbing strakes, and the actual skin girth, measured at the same place, including all lands, but again excluding any mouldings or rubber strakes, &c.

Planking to be of uniform thickness from keel to gunwale.

Mainkeel (or false keel) to show at least 1 1/4 inches below garboard seam for the full overall length, this depth to include a keelband if fitted, but no metal keelband to exceed 3/16 inch in thickness.

Chafing pieces, one on each bilge, not less than 5/8 inch by 5/8 inch for a length of 4 feet amidships, to be fitted to all boats.

Centreboards to be of uniform material throughout, with a maximum thickness of 7/8 inch at any point. Otherwise no restriction on weight or exposed area, but boards when housed must not show above gunwale-height or below keel of boat.

Buoyancy tanks, or other suitable means, to be fitted, so as to give all boats a minimum positive buoyancy of 50 lbs. when full of salt water.

*(A) - reference to B.R.A. deleted (B) - 0.85 in original rules.*

Ballast. — Any inside ballast carried when racing is to have the exact weight in pounds and the name or number of the boat cut or painted upon each pig or ballast bag, and all such ballast is to be secured in such a way as to make trimming during the race impossible. The number and weight of all pieces of ballast is to be entered on the Boats' Racing Certificates, together with a list of all loose gear weighed with them.

Spars. — No hollow or built spars other than natural bamboos may be carried, and no spar shall exceed the length of the boat by more than 1ft. Sins.

*The Mast shall be in one piece, and so stepped that the top of the Mast is not more than 15 ft. 6 ins. above the water line with 3 cwt. on board.*

Rig. - There shall be no restriction upon the rig of boats, other than the above.

Old boats, of approved and reasonable scantlings, the hull weight of which is, however, slightly below the requirements of the formula, may be brought within the Rating (or allowed to carry more sail up to the maximum allowed) by the addition of softwood thickening pieces to be lashed or otherwise temporarily secured under the thwarts, to the sides of the centreboard case, or elsewhere above the waterline, such pieces in no case to exceed a total weight equal to 10 per cent. of "W" in the formula .

In the case of new boats in which there is a slight error in the calculated hull-weight, which cannot

otherwise be corrected without undue delay or expense, or where it is required to carry extra hull-weight temporarily for experimental purposes before increasing scantlings permanently, &c., it shall be at the discretion of the Y.R.A. measurer to permit the carrying of softwood 'correctors' as above described of a total maximum weight not exceeding 5 per cent. of "W" in the formula.

*Limit of Crew. — Two persons.*