

## **Notes on compliance with St Ayles Skiff Building and Measurement rules for Skiffieworlds 2022**

In black are the 2021 rules which are currently in force and will be until after Skiffieworlds.

In blue are notes which are not part of the rules but show how the rules will be applied.

It would be good to check that skiffs which will race at the event are compliant so as to avoid disappointment at the event. Skiffs will be examined as they arrive and weighed.

Clubs are encouraged to contact SASI well before the event if they have any doubts about whether their skiff or its equipment are compliant, so that if alterations are necessary they can be done in good time.

Topher Dawson, SASI Measurement Group.

## **SASI Building and Measurement Rules for the St Ayles Skiff 2021**

### **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”) except where these rules allow a difference. The hull must be constructed using a kit supplied by a kit supplier approved by International Class Association of the St Ayles Skiff

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. **All skiffs will be weighed as they arrive at Registration and will need club members to remove all equipment.**

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 density greater than 550kg/m<sup>3</sup>

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 as supplied with the kit.

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

2.3.3 The fairing of plank edges and return corners like plank joints and the plank/keel joint on the outside of the hull shall be to a radius no greater than 3mm. **Some rounding due to accidental abrasion is to be expected but systematic fairing to a greater radius than 3mm is not permitted.**

## 2.4 STEMS

2.4.1 The width of the outer face of the stems fore and aft must be at least 25mm and the stem (both fore and aft) must have a moulded depth from their outer face to the planking of between 50mm and 75mm. **Keel bands are not part of this measurement.**

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 greater density than  $550\text{kg/m}^3$ .

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. [The plans show gunwales tapered in width and depth. If it appears that a boat has gunwales which have significantly less timber than the plans show \(14 litres of timber per gunwale, 28 litres of timber in total\) the skiff may have to carry additional weight. There is a spreadsheet available to do this calculation if the width and depth of each part of the gunwale is measured at the ends and in the middle.](#)

## 3. OARLOCKS

3.1 Oarlock fittings are to be made of timber and/or plywood or leather suitable for its purpose. [Plastic facings or components are not permitted in the pin or oarlock, although plastic facings are permitted on the oar. Plastic washers or plastic tubing on the pin are not permitted. Leather is a permitted material.](#)

3.2 . Oarlocks must be at the gunwale. The entire thole pin or equivalent must be inside the plane of the inside face of the top plank, or that plane extended upwards. The pin axis must not be further inboard than 100mm from the inside face of the top plank.

## 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 aft face of the sternpost at two points. The rudder axis must be no more than 25mm from the aft face of the sternpost at these two points. [The rudder must be](#)

attached to the aft face of the sternpost so having the top fitting on the front surface is not permitted.

4.3 The submerged area of one side of the rudder must be not less than  $850\text{cm}^2$  calculated below the waterline defined at the end of the rules. Rudders with blades that can be lifted must have  $850\text{cm}^2$  painted in a contrasting colour so umpires can see if enough is immersed. [Rudders which appear to be too small in area will be measured according to the method in the appendix at the end of the rules.](#)

## 5. THWARTS

5.1 Thwarts may be spaced further apart than the arrangements show in the plans. The aft edge of a thwart may abut but must not be forward of the front face of its frame, nor the front edge of a thwart be aft of the aft face of its frame.

5.2 Thwarts must have a constant width of between 150mm and 250mm and cross the boat from frame to frame.

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. [Metal or plastic slides, tubes or tracks are not acceptable.](#)

6.3 If any form of foot restraint is used, it must be easy to slip the feet out of the restraint without use of hands.

## **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 or leather sleeving, facings or wear strips fastened to 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, Leather 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 St Ayles Skiff International, or the recognised national class association for the St Ayles Skiff in the country in which the race is taking place may require measurement, by himself or others, of a racing craft and its equipment at any time and without giving reason.

10.2 St Ayles Skiff International or the committee of the recognised national class association for the country in which the skiff being examined is based, 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. If the said skiff is to race outwith its home country, the exemption certificate must be ratified by St Ayles Skiff International.

## **11. PARA-ROWERS**

11.1 Departure from the rules set out above is permitted for the purpose of making reasonable adjustments to allow rowers or coxes with disabilities to participate fully in racing St Ayles skiffs as part of a crew, and allowing the crew to compete against others on as near equal terms as possible. Such adjustments are specific to the individual para-rower (or cox) and when that rower or cox is not on the boat, the crew must not take advantage of any such departure.

**Approved by SASI**

**July 2021**

**Method Statement**

This method statement does not form part of the rules. However it is added here to give an indication of how the measurement rules may be applied.

## **Rudder area**

The rudder is hung on the boat and a line drawn on it projected from the keel rabbet line, which is where the keel meets the garboard strake.

The water line is drawn 390mm above this line, parallel. The area below this line can be calculated by overlaying a 10cm grid and counting whole and part squares. There should be at least 8.5 squares.

If the rudder has a lifting blade, it should be lifted till only 850cm<sup>2</sup> is below the line, and a contrasting colour painted on the underwater part. This is so that umpires can check that at least 850cm<sup>2</sup> is submerged.