

Building & Measurement Rules for the St Ayles Skiff

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 technique 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 Design

- 2.1 The hull is to be constructed as faithfully as possible to the St Ayles Skiff plans produced by Mr Iain Oughtred. The hull may be constructed from a kit from the approved kit supplier or may be built entirely from the plans.

3. Hull Materials

- 3.1 The timber to be used for the hog, keel, gunwales, and stems shall be of Larch or other timber of a greater density.
- 3.2 The hull planking shall be constructed from Lloyds Type Approved BS1088 Marine Plywood or from Larch planking.
- 3.3 Other materials permitted in the construction of the boat are: Brass, Silicon Bronze, Stainless Steel, Gunmetal.
- 3.4 The only synthetic material permitted in the boat construction is the

glue which should be of Marine Quality, and will usually be Epoxy resin or a Polyurethane glue.

3.5 Carbon Fibre reinforcement is prohibited.

3.6 Fibreglass reinforcement is not permitted except for temporary repair.

4. Fittings: design

4.1 While the plans show how Rudder, Tiller, Oarlocks, Thwarts, and Seats can be constructed, it is open to the builders to innovate and experiment with these fittings.

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

5. Fittings: materials

5.1 Rudder, Tiller, Oarlocks, Thwarts, Seats shall all be constructed of timber suitable to its purpose.

5.2 Other fittings such as Kabes, Thole Pins shall be constructed from hardwoods suitable to the purpose.

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

6. Oars

6.1 Oars shall be made of timber.

6.2 Oar blades should not be “spooned” or of the “chopper” style.

6.3 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.

7.Measurement -

7.1 Kit Boats: Prior to its first race under the rules of the Association, a kit built boat shall be measured in the following manner.

a. The Boat will be placed on a flat surface.

b. The distance between the intersection of a line 10” above the flat surface and the stems shall not exceed 19 feet 0 in.

c. The weight of the boat with all seats and rowing gear not including oars fitted shall be not less than (Weight to be

confirmed) kg. The measurer shall have the discretion to require the removal of any safety equipment if he/she deems necessary to check that the boat is above the prescribed weight.

- d. In the event of the boat being found to be under the prescribed weight, the boat while racing will carry sandbags equally distributing the weight required at the bow and stern.

7.2 Non-Kit Boats. Non Kit boats will be required to be measured fully to ensure that the hull shape conforms to the plans. Any builder intending building without a kit should contact the Association for advice prior to proceeding with the build so that appropriate measurement rules are in place before construction commences.

7.3 The measurer and/or referee shall have the discretion that if the boat or its equipment does not conform with the rules or the spirit of the class, he/she may disqualify the boat from racing or impose change requirements prior to the boat taking part in a race.

8. Self Certification.

- 8.1 Crews racing a St Ayles Skiff at any event sanctioned by the Scottish Coastal Rowing Association will be required to certify that these rules have been complied with in letter and spirit, and that the boat has been measured in the method set out above and any weight adjustment has been and will be carried as required in any race.

9. Measurement by Officials

9.1 Any regatta organiser, referee, umpire or office bearer of the Scottish Coastal Rowing Association may require measurement, by himself or others, of a racing craft in the method set out in these rules, at any time and without giving reason.