

DEVON YAWL ASSOCIATION CLASS RULES

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Part A - ADMINISTRATION

1.0 GENERAL

- 1.1 In the event of any dispute as to the meaning or interpretation of these Rules, the matter shall be referred to the Executive Committee of the Devon Yawl Association who will make a ruling which shall be final and binding.

PART B - MEASUREMENT RULES

Note: All measurements in metric with imperial measurements in brackets.

2.0 HULL

- 2.1 **BUILD:** The hull shape and construction shall be that produced originally by Devon Craft (Salcombe) Limited from moulds produced by them, or from moulds produced by Pennant Yachts (UK) Limited for the production of DYs 383 onwards or from moulds approved of by the Executive Committee of the Association from time to time to the specification herein. Owner completed hulls shall conform. No alterations to the standard shapes shall be permitted.

- 2.2 **CONSTRUCTION:** GRP simulated clinker (with foam core in cavities as required), with side seats, a thwart amidships approximately mid way along the centreplate case, and a minimum 400 litres of buoyancy. From and including DY385 no side seats or thwart are required.

The use of Kevlar, Mylar or carbon fibre or other similar exotic materials is prohibited in the construction of hull or sails.

- 2.3 **DIMENSIONS OF THE DEVON YAWL:** (DAYBOAT variations see Rule 8):

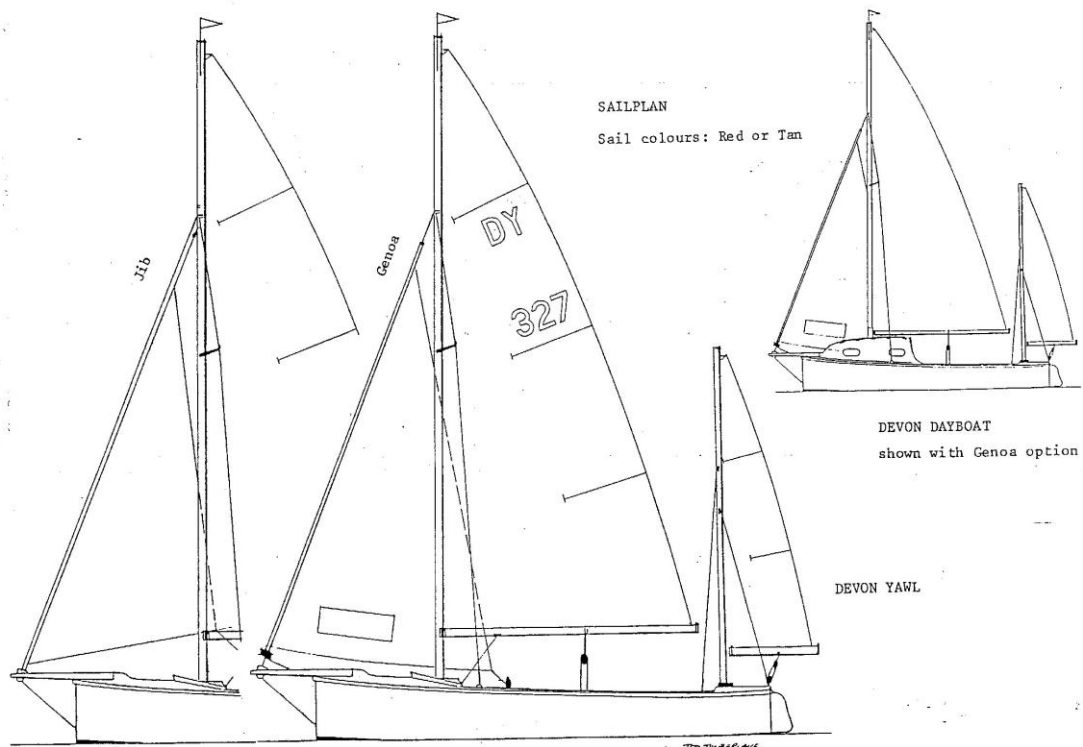
- i. Length: Hull not to exceed 4.878m (16ft 0in) overall.
- ii. Length including bowsprit but excluding rudder and any outboard bracket, 5.575m +/- 25mm (18ft 3½in +/- 1 inch).
- iii. Beam: Deck not to exceed 1.917m (6ft 3in). Maximum including rubbing strake, not to exceed 1.981m (6ft 6in).
- iv. Foredeck: Not to be less than 1.473m (4ft 10in).
- v. Afterdeck: Not to be less than 0.558m (1ft 10in).
- vi. Sidedecks: Not to be less than 0.177m (7in).
- vii. Draft: With centreplate down, not to exceed 1.371m (4ft 6in).

2.4 WEIGHT:

- i. Minimum overall dry weight of the hull inclusive of all fixed fittings, bowsprit, floorboards and centreplate but excluding spars, sails and rudder assembly, to be 431.3kg (950lbs).
- ii. Weight of the centreplate to be not less than 77.18kg (170lbs) and not more than 81.72kg (180lbs).
- iii. Internal ballast to be carried of not less than the 65.37kg (144lbs) bonded in during building.
- iv. Corrector weights to be fitted above the waterline and permanently attached.

3.0 RIG AND SAIL PLAN

Bermudan Yawl as per Class sail plan illustrated.



- 3.1 SPARS: Shall be aluminium alloy extrusion, except the bowsprit which shall be of wood and the jib stick which may be of wood. Manufacturer and section optional.
- i. Mainmast: Length not to exceed 7.493m (24ft 7in). The mainsail when set shall not extend beyond the inner edges of bands, not less than 10mm in width, of contrasting colour on the mast and mainboom arranged as follows:
Band 1 the lower edge of the band to be 7.366m (24ft 2in) (from and including DY385, 7.216m (23ft 8in)) above the lowest part of the mast heel (or keel hog if deck stepped eg DY336).
Band 2 the upper edge of the band 6.096m (20ft 0in) below the lower edge of Band 1.
 - ii. Main boom: Band – the forward edge of the mainboom band to be 2.743m (9ft 0in) from the after face of the mainmast when fitted on the gooseneck.
 - iii. Mizzenmast: Length not to exceed 3.479m (11ft 5in). Mizzenmast shall be stepped on the afterdeck.
 - iv. Mizzen boom:
 - v. Jib stick: Length not to exceed 2.43m (8ft 0in),
 - vi. Bowsprit: The lower edge of the bowsprit shall not have more than a 50.8mm (2in) drop, measured at the tip, below horizontal when the bowsprit is laid flat on a board, with the tip overhanging the board.

4.0 RIGGING

4.1 STANDING RIGGING:

- i. Mainmast: Shall be supported by a single forestay attached to the metal plate at the forward end of the bowsprit, a bobstay and two shrouds. These shall be of fixed length and securely attached to the mast, bowsprit and hull. Any adjustment to be by means of bottlescrews or stay/shroud adjuster plates only.
The forestay, main shrouds and bobstay shall be of wire, minimum size 3mm or chain for the bobstay. A lanyard attaching the forestay to the metal plate at the forward end of the bowsprit is permitted.
- ii. Mizzenmast: Shall be supported by two shrouds on either side.

4.2 RUNNING RIGGING:

- i. There shall be a central mainsheet arrangement.

5.0 FITTINGS

The type and arrangement of fittings is optional unless specified elsewhere in these rules.

The use of the following fittings is prohibited: -

- i. Mast rams or struts.
- ii. Shroud levers.
- iii. Mainsheet travellers.
- iv. Mainsheet horse of any type.
- v. Trapezes or any other device to enable the crew to sit further outboard (excluding toe straps).
- vi. Whisker shrouds.

6.0 SAILS

6.1 GENERAL:

- i. Sails shall be made and measured in accordance with the ISAF Equipment Rules of Sailing 1997-2000 and the ISAF Guide to Sail Measurement 1997-2000 (RYA publication YR6/97) except where varied herein. Where a term defined or a measurement given in the ISAF Equipment Rules of Sailing is used in these rules it is printed in **bold** type.
- ii. **Sails** shall be red, tan, white or parchment in colour.
- iii. The manufacturer of **sails** is optional.
- iv. Construction: With the exception of **windows**, the construction of the body of the sail to be **single ply woven polyester**.
- v. All measurements are maxima except where otherwise indicated.

6.2 MAINSAIL:

- i. The **sail** shall have not more than three **batten pockets** in the **leech**. They shall be arranged so as to divide the leech into approximately equal parts.
- ii. A **window** may be fitted maximum size 0.914 x 0.457m (3ft 0in x 1ft 6in).
- iii. There may be at least one row of reefing points not less than 0.800m (2ft 7½in) above the **foot**.
- iv. Three width measurements (not as ISAF defined) shall be taken at quarter, half and three-quarter heights, reading from the bottom of the sail.
Half height shall be the distance between the **half leech point** and the half luff point (the mid point between the **head point** and **tack point**).
Quarter height shall be the distance between the **quarter leech point** and the quarter luff point (the mid point between the half luff point and **tack point**).
Three quarter height shall be the distance between the **three-quarter leech point** and the three-quarter luff point (the mid point between the half luff point and **head point**).

Note: The respective points may be determined by folding the sail as described in the IYRU Guild to Sail Measurement 1993

6.2.1 DIMENSIONS:

Luff length	6.096m (20ft 0in)
Leech Length	6.533m (21ft 6in)
Foot length	2.743m (9ft 0in)
Quarter length	2.336m (7ft 8in)
Half height	1.752m (5ft 9in)
Three-quarter height	0.991m (3ft 3in)
Batten pocket length, inside	0.914m (3ft 0in)
Aft head point	101.6mm (4in)

6.3 HEADSAIL:

- i. Battens, headboards and clewboards are not permitted.
- ii. The headsail shall be sheeted by one clew cringle only.
- iii. The headsail may be fitted with roller reefing gear.
- iv. The headsail shall be attached at its tack cringle to the metal plate or roller reefing gear, at the outer end of the bowsprit only.
- v. A window may be fitted maximum size 0.914 x 0.457m (3ft 0in x 1ft 6in).

6.3.1 DIMENSIONS:

Luff length	4.267m (14ft 0in)
Leech length	4.267m (14ft 0in)
Foot length	2.438m (8ft 0in)
Foot median	4.229m (13ft 10½in)

6.4 MIZZEN SAIL:

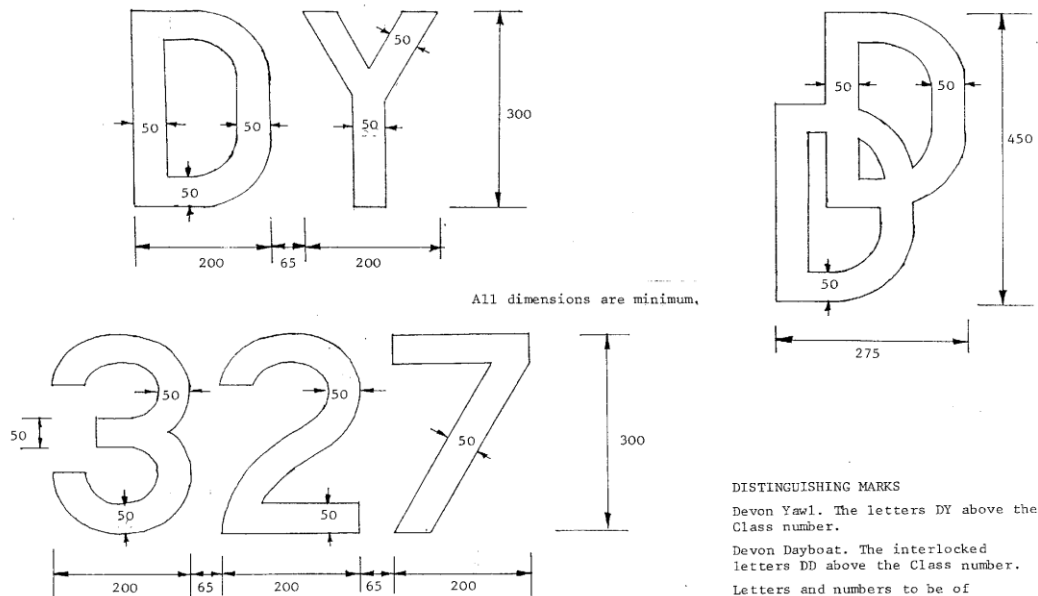
- i. The **sail** shall have not more than two **batten pockets** in the **leech**, arranged so as to divide the **leech** into approximately equal parts.
- ii. Two width measurements shall be taken at half and three-quarter heights by a similar method as that used on the mainsail.
- iii. The mizzen sail measurements shall have a maximum and minimum.

6.4.1 DIMENSIONS:

	MAXIMUM	MINIMUM
Luff length	3.048m (10ft 0in)	3.022m (9ft 11in)
Leech length	3.200m (10ft 6in)	3.175m (10ft 5in)
Foot length	0.914m (3ft 0in)	0.889m (2ft 11in)
Half height	0.539m (1ft 9¼in)	0.514m (1ft 8¼in)
Three-quarter height	0.305m (1ft 0in)	0.279m (11in)
Batten pocket length – inside	0.457m (1ft 6in)	0.267m (10½in)

6.5 INSIGNIA, SAIL NUMBERS:

- i. Devon Yawl; the letters **DY** above the class number.
- ii. Devon Dayboat; the interlocking letters **DD** above the class number.
- iii. Letters and numbers to be of contrasting colour to the sails, white on tan sails, black or white on red sails, black or white on parchment sails. Dimensions and positions to be as shown on the sail plan. (NOTE: all dimensions are minimums and in millimetres)



DISTINGUISHING MARKS

Devon Yawl. The letters **DY** above the Class number.

Devon Dayboat. The interlocked letters **DD** above the Class number.

Letters and numbers to be of contrasting colour to the sails;
Black or White on Red, White on Tan.

7.0 CLASS NUMBERING

- i. Devon Yawls; UK built, numbers 1 to 199 and 300 onwards.
USA built, numbers 200 to 249.
- ii. Devon Dayboats; Number 1 onwards.
- iii. Additional blocks of numbers to be allocated when necessary.
- iv. Duplicate numbers: Where it is discovered that two boats exist with the same number, the suffix **A** is to be added to the sail number of the second boat joining the Association in the absence of any documentary evidence confirming the precedence of one over the other.
- v. Unnumbered boats: Where a boat is found to have no number issued, a new number will be granted by the Executive Committee provided the Devon Yawl or Dayboat to which a number is to be allocated meets with Class Rules. The blocks of numbers **DY250 to 299** and **DD100 to 125** are reserved for this purpose.

8.0 DEVON DAYBOAT MEASUREMENT VARIATIONS

- i. Foredeck/cuddy: It shall have one.
- ii. Mainmast: Not to exceed 6.485m (21ft 3 5/16in). Clearly discernible measurement bands, not less than 10mm in width, shall be painted to encircle the mast as follows:
Band 1. The lower edge of the band to be 7.366m (24ft 2in) above the keel hog.
Band 2: The upper edge of the band 6.096m (20ft 0in) below the lower edge of Band 1.
- iii. Tabernacle bolt hole through the mast to be 0.149m +/- 3mm (5 7/8in +/- 1/8in) from foot of the mast. Tabernacle bolt hole to be 0.155m +/- 3mm (6 1/8in +/- 1/8in) above top of cuddy surface.
- iv. Notwithstanding the contents of rule 4.1 (i) (but subject to 9.09 (ix)) in the case of a Dayboat with the mainmast stepped on the tabernacle, the forestay may be capable of release from within the cockpit in order that the mast may be raised or lowered from there.

9.0 EVENT AND RACING RULES

- i. All boats entering in events shall conform to these rules.
- ii. All boats shall be covered by third party insurance to the minimum amount determined in the notice of race published by the organising body, and must show evidence of such cover on request. Without such insurance a boat shall not take part in the event.
- iii. Crew to consist of two or more persons including the helmsman
- iv. Personal buoyancy for all crew members to be on board when racing.
- v. An anchor or an anchor with ground tackle, to be on board with a combined minimum weight 4.54kg (10lbs) and minimum 18.288m (60ft) of suitable warp.
- vi. A bucket minimum 9 litre (2 gallons) for bailing to be on board.
- vii. No adjustment of the position of the mainmast heel to be permitted whilst racing.
- viii. All boats to be fitted with suitable oars or paddles to be on board.
- ix. No adjustment to standing rigging whilst racing.
- x. No deliberate adjustment to the position of the fixings for the mainsheet shall be permitted whilst racing.
- xi. No sails other than sails conforming to these Class Rules may be set whilst racing.
- xii. Neither the fixing point of the headsail tack nor the position of the headsail tack cringle shall be altered whilst racing.
- xiii. [Deleted – 19 February 2023]
- xiv. Boats are permitted to race without mainsails.
- xv. Boats shall at all times when racing have their mizzen hoisted. If a boat loses its mizzen as the result of a collision with a “give way” boat, it may finish that race and any subsequent back-to-back races.
- xvi. All local club rules and laws are to be observed even when they conflict with the Devon Yawl Association Class Rules.

APPENDICES (*These appendices do not form part of the Class Rules.*)

APPENDIX A

1. Sail definitions are in accordance with the ISAF Equipment Rules of Sailing 1997-2000. Reproduced below are those definitions used in the Class Rules and printed in bold type.

“SAIL; An item of equipment attached to the rig, used to propel the boat.”

“BODY OF THE SAIL; The sail excluding added parts such as tablings, windows, batten pocks, sail reinforcements, corner boards, bolt ropes, eyes, cringles, fastenings, identification marks, certification marks and advertising.”

“LUFF; Mainsail, headsail and mizzen – the fore edge.”

“LEECH; Mainsail, headsail and mizzen – the aft edge.”

“FOOT; Mainsail, headsail and mizzen – the bottom edge.”

“HEADPOINT; Mainsail, headsail and mizzen – the intersection of the luff extended as necessary and the line through the highest point of the sail at 90 degrees to the luff.”

“CLEW POINT; The intersection of the foot and the leech, each extended as necessary.”

“TACK POINT; The intersection of the foot and the luff, each extended as necessary.”

“AFT HEAD POINT; The intersection of the leech extended as necessary and the line through the head point at 90 degrees to the luff.”

“HALF LEECH POINT; The point on the leech equidistant from the aft leech point and the clew point.”

“QUARTER LEECH POINT; The point on the leech equidistant from the half leech point and the clew point.”

“THREE-QUARTER LEECH POINT; The point on the leech equidistant from the head point and the half leech point.”

“SOFT SAIL; A sail capable of being folded flat in any direction without damaging the ply, except in the areas of reinforcement.”

“WOVEN PLY; A ply which, when torn can be separated into fibres without leaving evidence of a film.”

“SINGLE-PLY SAIL; A sail where all parts of the body of the sail consist of only one ply.”

“BATTEN POCKET; Additional ply to form a pocket for a batten.”

“LUFF LENGTH; The distance between the head point and the tack point.”

“LEECH LENGTH; The distance between the head point and the clew point.”

“FOOT LENGTH; The distance between the clew point and tack point.”

“MID FOOT POINT; Headsail – the point on the foot equidistant from the tack point and the clew point.”

“FOOT MEDIAN – The distance between the head point and the mid foot point.”

2. In order to find various measurement points of a sail the ISAF Guide to Sail Measurement 1997-2000 sets out how this is done by folding the sail, eg:

The **half leech point** is found by folding the **head point** to the **clew point** and equally tensioning the two halves of the leech so formed. The **half leech point** is the intersection of the fold and the **leech**.

The **quarter** and **three-quarter leech points** are found similarly by folding the **clew point** and the **head point** respectively to the **half leech point**. The points are the respective intersections of the folds and the **leech**.

The **mid foot point** is found by folding the **tack point** to the **clew point** and equally tensioning the two halves of the foot so formed. The **mid foot point** is the intersection of the fold and the foot.

Note: There is no defined method of finding the half, quarter and three-quarter luff points, but they will be found by folding the sail in the manner described above between the **head point** and the **tack point**.

3. Condition of the sail during measurement shall be that as described in the ISAF Guide to Sail Measurement 1997-2000.

APPENDIX B

Portsmouth Yardstick Scheme: The Devon Yawl does not currently have a Portsmouth Number (PN) for the purposes of handicapping. The Association recommends clubs use **1184** as a Trial Number (TN) where no Club Number (CN) has been derived from its own race results. Clubs where Devon Yawls are raced in handicap fleets are requested to submit their Returns to the RYA so that the Portsmouth Yardstick Advisory Panel can consider allocating a Number.

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