

### **History**

- 3.03 30 July 2013 Rule 16 ii removed prohibition of genoa fittings on the inside edge of the cockpit.
- 3.02 17 August 2006 Measurement 53, mainsail luff, increased from 15'8" to 15'11" to agree with the modified plans and the distance between the black bands. Change approved at the 2006 AGM.
- 3.01 12 January 2002 Typographical error corrections. Measurements; 7 Minimum 3'2<sup>3</sup>/<sub>4</sub> ~~3'2<sup>1</sup>/<sub>4</sub>~~,  
 10 Minimum 8<sup>3</sup>/<sub>8</sub> ~~8<sup>3</sup>/<sub>8</sub>~~, 26 Minimum 3'8<sup>1</sup>/<sub>8</sub> ~~3'10<sup>1</sup>/<sub>2</sub>~~
- 3.00 2 June 1998 Typographical error corrections using Microsoft Word.
- 3 1991 Rules and Measurements from Autumn 1980 Review entered on a computer using Word 11).

## **REGISTRATION**

All dinghies built from Signet plans must be registered irrespective of the purpose for which they were built (i.e. even if there is no intention to use the dinghy for racing). Registration is effected by paying the Designers royalty of:

United Kingdom - £2-00 plus VAT at current rate.

Overseas - The sterling equivalent of £2-00

to the Class Secretary. Money to be made payable to The Signet Class Owners Association, who handle these royalties on behalf of the Designer. On receipt of this royalty, the Class Secretary will register the Signet dinghy and will allocate it a Class/Sail number.

This Class/Sail number should be carved on the forward face of the transom, above the aft deck, in figures not less than 1" high. Class numbers to be affixed to both sides of the mainsail below Class Insignia (as shown on the sail plan) in figures not less than 12" high.

Registration has nothing to do with measurement and the issue of a Class Certificate. No Signet will be recognised, without a Class Number.

## **ONE DESIGN RULE**

The drawings are sufficiently comprehensive, in full scale detail, to ensure that if followed with reasonable accuracy, all boats built from them will be virtually identical in hull shape and performance.

Tolerances are given to allow for minor errors and distortion, but intentional variations or exploitation of these tolerances are prohibited.

If a measurer considers that there has been an attempt to depart from this design, or the spirit of these rules, then it must be reported to the Class Secretary on the Measurement Form, and the Class Certificate is to be withheld pending an examination by the Class Committee.

### **RULE 1**

All dimensions and tolerances in the Measurement Form must be adhered to unless specifically exempted by the Class Secretary.

### **RULE 2**

The sheer height is defined as a level taken between the joints of the side decks and the gunwale rubbers.

### **RULE 3**

The length from stem to stern is to be taken from the intersection point (where the line of the stem meets the line of the keel) to the outside face of the transom, and measured along the centreline of the keel.

### **RULE 4**

One ventilation hatch may be fitted in each side tank wall as an optional addition to those detailed in the official plans.

### **RULE 5**

The profile of the centre-board must conform to the official plan. The cross sectional shape is optional with a recommended minimum thickness of 0.75" in the area of maximum stress.

**RULE 6**

The profile of the rudder blade must conform to either one of the official plans. The cross sectional shape is optional.

**RULE 7**

The weight of the hull in a dry condition shall at no time be less than 160lbs. It shall be weighed together with the centre-board, but stripped of all loose gear - i.e. rudder, spars, blocks, sheets etc. Included in this weight are all fittings, or fixed metal work, essential to the working of the boat or included in the specification and fixed permanently to the hull. If the hull weighs less than 160lbs., corrector weights of not more than 10lbs. may be fastened under the thwarts.

**RULE 8**

If of metal the mast shall be untapered and not weigh less than 11lb. 8oz. unrigged but including the fittings specified for the metal mast.

**RULE 9**

Black bands shall be positioned on the mast as follows:

No. 1 - With the upper edge 2' 7" above the heel of the mast (excluding the tenon). The upper edge of the boom must not extend below this.

No. 2 - With the lower edge 14' 10" above the heel of the mast (excluding tenon). The extended line of the forestay must not strike above this. The bearing point of the eye (or sheave) which supports the spinnaker halyard may extend for a radius of not more than 3" from the lower edge of the black band.

No. 3 - With the lower edge 18' 6" above the heel of the mast (excluding tenon). The uppermost point of the mainsail must not extend above this.

If the mast is stepped on any form of jacking system, then all black band measurements are to be taken from the cockpit floor and the height of the mast step added.

**RULE 10**

The boom, whether of wood or metal and excluding fittings, must be able to pass through a 3" diameter ring.

A black band shall be positioned on the boom with the inner edge 8' 0" from the aft side of the mast. The foot of the mainsail must not extend beyond this mark.

**Rule 11**

All sail materials must be woven.

The principal dimensions of the sails and battens are to be as on the official sail plan (ST plans sheet 2) except where amended by these sail rules and measurements.

The total half-height width of the mainsail, including bolt rope, is to be measured along the line of the fold formed when the top forward corner of the headboard is placed on the bottom forward corner of the tack, with the two halves of the luff coinciding and the sails smoothed out. The three-quarters height width is to be measured in a similar manner. Three battens are to be spaced to divide the leech of the mainsail into four approximately equal parts.

All Luff, Leech and Foot measurements for the main sail, jib and genoa shall be to the outside edge of the sail, including any bolt rope. The main sail Luff and Foot are also controlled by black bands on the mast and boom.

**Rule 12**

The spinnaker shall be three-cornered and symmetrical about a line joining the head to the centre of the foot. No artificial stiffening is permitted at the corners or along the edges, other than the usual fabric hems and patches required for reinforcement.

The spinnaker shall be measured when dry and all measurements shall be taken with the sail folded in half along its vertical centre line and luffs coinciding. Just sufficient tension should be applied along the luffs, foot and centre fold to smooth out the wrinkles.

The width of the spinnaker at the foot shall be measured between its mid-point and the centre of the tack and clew cringles.

The shoulder measurements shall be made by measuring around the perimeter of the sail and marking the points on the

shall be made around the perimeter of the sail from the uppermost point at the head to the centre of the tack and clew cringles.

### **Rule 13**

The measurement of the genoa jib are to be taken along the surface of the sail when laid flat, with just enough tension between measurement points to remove creases across the line of measurement.

### **Rule 14**

All sails shall be signed and dated in waterproof ink at the tack, by the measurer.

### **Rule 15**

- i) Measurers must satisfy themselves that all seams and joints are watertight, and that all the ventilation hatches are water tight.
- ii) There shall be an annual buoyancy test as follows:-  
The boat shall be floated with the mast on the surface of the water so that part of the bow tank and each side tank is immersed in turn for five minutes on each side. On completion there shall be no more than one pint of water in each tank and the Measurement certificate shall be signed and dated by a Class or Club official.

### **Rule 16**

#### **The following fittings are prohibited:-**

- i) Rule no longer applicable.
- ii) Jib or genoa sheet fittings other than on the side decks, thwart or inside edge of the cockpit.
- iii) The use of any apparatus or contrivance, outboard, or extending outboard and attached to the hull, spars or rigging, the purpose or effect of which is to assist in supporting a member of the crew outboard or partially outboard.
- iv) Spinnaker shutes.

### **Rule 17**

All materials used in the construction of the hull, centre-board and rudder blades are to be of timber or plywood. Other types of materials may only be used for the purpose of protection and repairs.

### **Rule 18**

- i) A racing crew shall consist of a minimum of two persons, and each shall wear personal buoyancy aid at all times when racing.
- ii) All boats participating at a Signet open meeting or Championships must be insured against third party claims for a minimum sum of £500,000.
- iii) No boat is entitled to race as a Signet without a valid certificate signed by the Class Secretary, which is completed and signed by a recognised Club or Class Measurer.
- iv) The certificate remains valid only so long as the boat complies with class rules and it is the owners responsibility to ensure that the certificate is not invalidated from any cause, unless it is specifically exempted and countersigned by the Class Secretary.

### **Rule 19**

#### **The following are permitted:-**

- i) Sealing strips fitted along the bottom of the centre-board slot.

Blank so measurements are on a new sheet.

### MEASUREMENT FORM

Name of Boat ..... Class Number of Boat .....

Owner's Name ..... Owner's Address .....

Owner's Yacht Club .....

Name of Builder ..... Date Built .....

Measurer's Signature ..... Date .....

Measurer's Post in SCOA .....

Class Sec's Signature ..... Date .....

The following measurements are those required to be taken by an authorised Measurer. Owners are reminded that all boats must comply with the full measurement and construction rules and are subject to challenge thereon at any time. The completed form must be forwarded to the Signet Class Hon. Secretary, who will issue a class certificate.

For further details of points of measurement, please refer to the class rules.

#### 1) MEASUREMENTS TAKEN WITH THE BOAT THE RIGHT WAY UP.

Measurement	Maximum Allowed	Actual	Minimum Allowed
1 Overall length	12'5 3/4"		12'3 3/4"
2 Transom thickness	1 1/16"		9/16"
3 Inside transom to forward face of aft bulkhead	1'6 1/8"		1'4 5/8"
4 Forward face of aft bulkhead to forward side of thwart	3'10"		3'8 1/2"
5 Inside transom to aft face of forward bulkhead	8'8 1/4"		8'6 3/4"
6 Forward bulkhead beam thickness	3/4"		5/8"
TRANSOM (outside)			
7 Beam at sheer height to outside gunwale rubbers	3'3 1/4"		3'2 3/4"
8 Beam at chine to outside skin	2'10 3/4"		2'9 3/4"
9 Depth on centreline	11 3/4"		10 3/4"
10 Depth of topsides from underside of gunwale to chine angle	9 3/8"		8 5/8"
AFT BULKHEAD (Forward side)			
11 Beam at sheer height to outside gunwale rubbers	4'3 1/4"		4'1 3/4"
12 Depth on centreline from sheer height to inside skin of bottom	1'2"		1'1"
13 Diameter of ventilation bungholes	6"		
THWART (FORWARD SIDE)			
14 Beam at sheer height to outside gunwale rubber	5'0 1/4"		4'10 3/4"
15 Depth 3 inches from centreline	1'6 3/4"		1'5 3/4"
16 Width of side deck	8 5/8"		8 1/8"
FORWARD BULKHEAD BEAM (Aft side)			
17 Beam at sheer height to	3'9"		3'7 1/2"
18 Depth at centreline	1'8"		1'7"
19 Height of mast step	11 1/2"		10"
20 Diameter of forward bunghole	6"		
21 Gunwale rubber thickness	5/8"		3/8"

**2) MEASUREMENTS TAKEN WITH THE BOAT UPSIDEDOWN**

Measurement	Maximum Allowed	Actual	Minimum Allowed
22 Stern to aft end centreboard slot	3'9"		3'7"
23 Stern to forward end centreboard slot	7'3 3/4"		7'1 3/4"
24 Length from stern to stem	11'7 5/8"		11'5 5/8"
25 Beam at 1' 6" from stern	3'5 3/4"		3'4 1/4"
<b>MEASUREMENTS AT 5'3" FROM STERN</b>			
26 Beam of bottom	3'10"		3'8 1/8"
27 Width of centreboard slot	1 1/8"		
28 Centreline keel to centreline bilge keel	1'1 1/2"		1'0 1/2"
29 Beam at 8'8" from stern	2'4 1/2"		2'3"
30 Width of keel	3 1/8"		2 7/8"
31 Thickness of keel	11/16"		9/16"
<b>BILGE KEELS</b>			
32 Width	1 1/16"		15/16"
33 Thickness	11/16"		9/16"
34 Length	7'8"		7'6"
<b>MISCELLANEOUS</b>			
35 Width of gunwale assembly	1 1/4"		1"
36 Chamfer on centreboard	Optional		
37 Chamfer on rudder	Optional		
<b>WEIGHT</b>			
38 Weight of hull			160Lbs
39 Weight of correctors	10Lbs		
<b>MAST AND SPARS</b>			
40 Unrigged weight of mast			11Lbs8oz
41 No. 1 black band above heel			2'7"
42 No. 2 black band above heel	14'10"		
43 No. 3 black band above heel	18'6"		
44 Boom black band from mast	8'0"		
45 Length of jib stick	5'1"		

### SAIL MEASUREMENT FORM

Name of Boat ..... Class Number of Boat.....

Owner's Name .....

Sail Makers Name ..... Date Made.....

Measurer's Signature ..... Date.....

Measurer's Post in SCOA .....

Rules 10 to 13 in the Class Rules and Measurements also give sail information.

Measurement	Maximum Allowed	Actual	Minimum Allowed
<b>MAINSAILS</b>			
46 Length of top batten Upper edge to extend from Luff to Leech	4' 0"		
47 Length of other battens	2' 6"		
48 Width of Mainsail headboard Measured at right angles to the Luff	5"		
49 Width of mainsail at half height	6' 2"		
50 Width of mainsail at 3/4 height Note: The top batten dimensions prevents this dimension being attained	4' 4"		
51 Length from top forward corner of headboard to top forward corner of top batten			4' 11"
52 Length from top forward corner of headboard to top edge of top batten at Leech			4' 6"
53 Length of Luff from tack to head (Also controlled by mast bands)	15' 11"		
54 Length of Foot from tack to clew (Also controlled by boom band)	8' 0"		
55 Length from upper forward corner of headboard to clew	17' 1"		
56 Height of Sail Numbers			12"
57 Mainsail nominal area	62.8 sq ft		
<b>JIB</b>			
58 Length of Luff from Tack to Head	11' 7"		
59 Length of Leech from Head to Clew	11' 0"		
60 Length of foot from Tack to Clew	4' 7"		
61 Length of Diagonal from Clew to Luff	4' 4"		
62 Nominal jib area	25.2 sq ft		
63 Total sail area	88.0 sq ft		
<b>GENOA</b>			
64 Length of Luff from Tack to Head	12' 8"		
65 Length of Leech from Head to Clew	12' 6"		
66 Length of foot from Tack to Clew	6' 11"		
67 Distance from point on luff 8" from head to any part of foot	12' 0"		
<b>SPINNAKER</b>			
67 Tack to clew	8' 9"		
68 Length of luffs	12' 4"		
69 Width between points 6' 1 3/4" from head down luff and centre fold	4' 1 1/2"		

The sails are to be signed and dated by the Measurer as specified in rule 14.