



# El Toro International Yacht Racing Association

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## Class Rules & Dimensions

### EL TORO INTERNATIONAL YACHT RACING ASSOCIATION

(also known as ETIYRA)

CLASS RULES (approved March 10, 1995)

- I. GENERAL
- II. REGISTRATION and NUMBER FEE
- III. BUILDERS
- IV. ELIGIBILITY TO RACE
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- VII. CONSTRUCTION
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- IX. SAILS, BATTENS, HEADBOARD, INSIGNIA & NUMBERS
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Specifications / Dimensions

#### I. GENERAL

##### A. ONE DESIGN

The object of these Rules is to ensure that the boats of this class are identical in: HULL, DAGGER BOARD, RUDDER, SAIL PLAN, MAST, BOOM, AND WEIGHT. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling must be obtained from the International Measurer. The basic principle of

*this website was  
created by Brandon  
Wall  
(sail #11222)  
and is now maintained  
by*

*Sandy Lowry*

**E-mail**

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maintaining the EL TORO as a one-design class shall be considered in interpreting any point not covered. If a point is not covered by the plans and/or class rules, you shall assume that it is illegal.

**B. PRINCIPAL DIMENSION**

Length over all: 7'10" minimum and 8'00" maximum

Beam (less gunwale): 45" minimum and 47" maximum

Sail area: 49 sq. feet approx.

- C. Alterations to the class rules shall require the approval of the membership as described in the By-Laws of the Association.
- D. In the event of disputes over interpretation, the language of these rules shall take precedence over the plans. The word "shall" is mandatory. The words "can" and "may" are permissive.
- E. The - ETIYRA issues Plans, Rules and Measurement Instructions but it can not be held liable for faults, errors, omissions and deviations. NOTE: Builders are required to obtain written clearance of any doubtful items from the International Measurer prior to construction of a boat.
- F. Boats built before the date (March 10, 1995) of approval of these revisions and which have a prior valid measurement certificate shall be considered legal.

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**II. REGISTRATION and NUMBER FEE**

- A. A reasonable fee will be made for issuing an official number and registering the boat with the Association.
- B. The applicant for a number will be granted a membership in the ETIYRA for the balance of the year, provided the other eligibility requirements are in order.

**III. BUILDERS**

An EL TORO can be built by any professional or amateur builder.

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**IV. ELIGIBILITY TO RACE**



- A. To be eligible to race an EL TORO in any designated championship race and/or ETIYRA sanctioned regattas, a skipper must be a member of the ETIYRA, an EL TORO owner and a member (or a member's dependent) of a recognized yacht or sailing club.
- B. An applicant for membership, received on or after October, shall, if granted, be considered effective from that date throughout the next year.
- C. "Owner" in the above rule can be "Part Owner",, a "Syndicated Representative" or a "Bona fide Charterer". A "Bona fide Charterer" is one who has had notice of charter filed for 30 days with the Association secretary, together with proof of charter from the registered owner.

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## V. MEASUREMENT CERTIFICATE

A registered boat must have a valid measurement certificate in order to take part in class races. The certificate can be obtained as follows:

- A. The boat shall be measured by a local fleet measurer in the area where either the builder or the owner resides. In case of a partially built boat, the owner shall be responsible for arranging completion of the measurement by his local fleet measurer.
- B. The fleet measurer is responsible for sending two completed copies to the Association office for verification by the International Measurer. An approved copy will be returned to the owner.
- C. When there is a Change of ownership, the old certificate shall be returned to the Association office with a written application, containing the name and address of the new owner and any re-registration fees that may be required. A new certificate will be issued to the new owner.
- D. In case of a protest as to eligibility, a boat can be remeasured at any time. In all matters pertaining to eligibility, the decision of the International Measurer shall be final. If the International Measurer can not make an eligibility determination, the boat owner shall refer the question of eligibility to the Technical Committee. If the Technical Committee can not make a determination, it shall refer the question of eligibility to the governing board for a final decision. It shall be the right of any boat owner to use this appeal procedure. The governing board will not entertain any

questions of eligibility that has not followed these procedures.

- E. Any major rebuilding or repairs to the hull shall be in conformity with the Class Rules and must be reported to the measurer.

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## VI. MEASURERS AND MEASUREMENT INSTRUCTIONS

- A. Fleet measurers and regional measures shall be sanctioned by the Governing Board
- B. The regional measurer shall guide and assist the local fleet measurers.
- C. No measurer shall measure his own boat, a boat built by himself, or one in which he is in some way an interested party.
- D. In the event of a protest at a major regatta, only the owner of the boat, the protester, the International Measurer, the measurer's assistant, members of the jury and members of the Governing Board may be present during the measurement process.
- E. Boats shall be complete in every respect with all required gear when presented for measurement, except that sails may be measured separately.
- F. The "Measuring Instructions" are guidelines for the purpose of checking conformity to "Class Rules" and "Construction Drawings". All measurements must be made. The object of the instructions is to make sure that boats are measured the same way by all measurers.
- G. Boats -shall be measured with measuring jigs as prescribed by the ETIYRA and specified in the "Measuring Instructions".
- H. When the measuring is completed to the satisfaction of the measurer, two copies of the "Measurement Certificate" shall be forwarded to the Association office for approval by the International Measurer.

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## VII. CONSTRUCTION

### A. GENERAL

Construction and material are optional. The "Construction Drawings" give a recommended method of construction only.



## B. HULL, BOW AND STERN TRANSOM

1. The hull shall conform to the lines plan, plan of section, bow and stern transom as shown on the "Construction Drawings". Adjustment of these dimensions are allowed for maximum length boats and for boats with maximum sheer heights. A self bailing hull is not allowed.
2. The keelson number is required to be displayed, that being the only identification for the hull. The numerals shall be a minimum of one inch in height and clearly visible.
3. Where the skin of the boat joins the bow and stern transom, a maximum radius of 1/8" is allowed.
4. The chines may be rounded, but not in excess of 1-1/4" radius.
5. All boats shall have adequate flotation to prevent a capsized boat from sinking. Flotation compartments are allowed.
6. No center bulkhead shall restrict the free-flow of water throughout the boat. In case of such a bulkhead, a minimum of two 2" diameter holes or tubes shall be provided.
7. Hull variations are allowed for boats built or in progress of being built prior to February 8, 1973. These variations are as follows:

Station #2 only - The thwart-wise dimension will not be required. ("Z" measurement). The maximum allowable 1/4" tolerance at the keel profile dimension may be increased by an additional 1/4". ("A" measurement on-jig #1)

## C. DECK

1. A deck is mandatory. The deck shall extend the full width of the boat at least 13" aft of the bow transom, measured at the deck line. The deck height including any crown measured vertically from the top of the deck at the forward side of the mast opening to the intersection of the bow transom and keelson (excluding keel) shall be 13 inches maximum.
2. Splash rails are mandatory. The height above the deck shall be at least 2" at the center line of the boat and 1/2" maximum at the sides.

## D. THWART

1. A center thwart is required. The width shall be 5 inches minimum, 12 maximum. An imaginary line from station #4 shall pass through the thwart. The vertical position is measured from

the top of rail to top of thwart. It shall be 5 inches plus or minus 1 inch.

**E. OUTER KEEL**

1. An outer keel is mandatory.
2. It must be continuous and contain a dagger board slot.
3. The width shall not exceed 1-1/2" and can be tapered to a minimum of 3/4" at the bow and stern transom. The height shall not be less than 3/4" nor exceed 1".
4. The corners of the keel may be rounded up to a maximum radius of 3/8".

**F. GUNWALE (Rubbing Strake) AND DECK OVERHANG**

1. Gunwales are required on all wooden boats.
2. The width shall not be less than 1/2" nor more than 1-1/4". The height shall not be less than 1" nor exceed 1-3/8". The above dimensions are to be determined from the intersecting points between the outer hull and deck line.
  - a. Fiberglass boats may substitute the deck attachment to the hull for the gunwale. dimensions specified for wooden boats.
  - b. An overhang for the deck attachment to the bow and stern transoms is allowed. The overhang shall not exceed 1-1/4". These deck overhangs shall not be part of the overall length of the boat.

**G. DAGGER BOARD AND DAGGER BOARD TRUNK**

1. Construction and materials of the board are optional. It shall be capable of floating in fresh water.
2. The fore/aft dimension of the board shall not be less than 10" nor exceed 11".
3. The board shall not be able to protrude more than 18" below the bottom of the boat (excl. outer keel), measured at the leading edge. Permanent stops above the trunk shall be installed to prevent lowering the board below this 18" dimension.
4. The profile of the lower 6" of the board is optional.
5. The thickness of the board shall not exceed 5/8"



- nor be less than 1/2". Tapering to the leading and trailing edges is optional.
6. The fore/aft dimension inside the dagger board trunk shall not exceed 11-1/4". A trunk exceeding this dimension shall require a spacer, which is not removable during the race. This spacer shall extend from the top of the trunk to the bottom of the outer keel.
  7. The width of the trunk slot shall not exceed 3/4".
  8. The dagger board shall have a suitable means of preventing it from falling out of the slot when the boat is in an inverted position.
  9. A hollow dagger board is allowed.

#### H. RUDDER

1. Construction and materials of the rudder are optional. It shall be capable of floating in fresh water.
2. The shape of the rudder shall conform to the dimensions as shown on the "Construction Drawings".
3. The thickness of the rudder shall not exceed 5/8" nor be less than 1/2". Tapering to the leading and trailing edges is optional.
4. The rudder shall have a suitable means of preventing it from falling off the boat when the boat is in an inverted position.
5. A hollow rudder is allowed.
6. A kick-up rudder is allowed, provided it can be raised to a horizontal position above the water. It shall have a painted stripe of a contrasting color, 1" wide and parallel to the water. when the rudder is down in normal position. A kick-up rudder must be secured in downward position when racing.
7. An adjustable tiller and tiller extension is allowed.

#### I. WEIGHT

1. The sailing-weight in dry condition shall not be less than 80 lbs. Sailing-weight to include: hull, mast, boom, dagger board, rudder and tiller, sail and rigging, sheets and control lines.
2. If so required, correcting weights shall be installed in the center of the boat and secured to the bottom of the thwart, or against the aft sides of the centerboard trunk and abutting the top of the centerboard trunk. Installation of correcting weights shall be noted on the "Measurement Certificate".

#### J. MAST

1. Construction and materials of the mast are

optional. The "Construction Drawings" give a recommended method of construction only. The mast must contain positive flotation and be capable of floating in fresh water.

2. Permanently bent masts are prohibited.  
"Permanently" to be defined as in excess of 1" in relaxed position.
3. The mast position is optional. It shall be stepped on the keel. The butt of the mast shall be positively retained in the mast step. The mast shall be stepped in such a way that it can not shift more than 1/8" in any direction at the step and deck while racing. The mast shall not be supported more than 13 inches above the intersection - of the bow transom and keelson excluding keel).
4. Rotating masts are prohibited.
5. The length of the mast shall not exceed 14', measured from the top of the sheave to the mast butt, or to the keelson.
6. The mast may be any size or shape, except at the deck line, where it can be a maximum of 2-1/4" and be minimum of 1-1/2" in width. The fore and aft dimension can be a maximum of 2-1/2" and be a minimum of 1-3/4".
7. Contrasting bands, not less than 1/2" wide, shall be painted around the mast to mark the extreme location of the sail during a race. The distance between the bottom edge of the upper band and the top edge of the lower band shall not exceed 10'-11". The sail can not be stretched beyond these band edges.
8. The mast shall have a slotted sail track which can be either an integral part of the mast or mounted to the surface. The sail track shall not be cut away in any manner beyond 15" above the upper edge of the lower band.
9. A halyard shall be used and led down the mast externally so that the sail can be hoisted and lowered from the inside of the boat. Use and location of a halyard lock is optional, but the halyard must be secured to the mast within 12" above the deck.

#### K. BOOM

1. Construction and materials of the boom are optional. The Construction Drawings give the recommended method of construction only. The boom shall contain positive flotation and be capable of floating in fresh water.
2. Permanently bent booms are prohibited.



"Permanently" to be defined as in excess of 1/2" in relaxed position.

3. The length of the boom shall not exceed 7'2", nor be less than 7'0", measured from the aft side of the mast.
4. The shape of the boom is optional within the following tolerances. The height of the boom shall not be less than 1-1/4" nor exceed 2-1/2" in any direction, including the slot and the track for the sail bolt rope.
5. For booms longer than 7'0", a contrasting band not less than 1/2" wide shall be painted around the boom to mark the extreme location of the sail during the race. The distance from the aft side of the mast to the forward edge of this band shall not exceed 7'0". The foot of the sail shall not be stretched beyond the forward edge of this band.
6. The boom shall have a slotted sail track which can be either an integral part of the boom or mounted to the top edge. This sail track shall not be cut away in any manner beyond 15", measured from the aft side of the mast.
7. The hardware securing the boom to the mast is optional, but it shall be installed in such a way that the top of the bolt rope track shall not be below the upper edge of the lower mast band.

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#### VIII. FITTINGS, RIGGING AND EQUIPMENT

- A. End boom sheeting is required, travelers shall not be forward more than 6 inches of transom. Materials of rigging are optional
- B. A compass is allowed, a watch or clock is permitted, but no electronic instruments are permitted.
- C. The following equipment is required when racing:
  1. One efficient paddle, not smaller in size than the ones used in table tennis.
  2. A hand held bailing device (i.e. plastic bottle or bucket). No other bailing devices are allowed.
  3. A wearable life preserver.
  4. One painter or mooring line, not less than 15' in length and secured to the boat at all times.

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**IX. SAILS, BATTENS, HEADBOARD, INSIGNIA & NUMBERS**

Download more detailed Sail Specifications & Sail Plan (1 sheet)

**A. SAILS**

1. The dimensions on the sail plan are maximum
2. Material and weight of cloth is optional.
3. The leech of the sail, when not under tension, shall in no place be convex.
4. A loose-footed sail is prohibited.
5. No intentional openings in the sail are allowed, except for grommets and headboard.
6. Reinforcing of sail cloth shall not extend more than a 12" radius measured at the three corners of the sail. Bolt ropes shall not be included in this radius.

**B. BATTENS**

1. No more than two battens shall be used.
2. The upper batten pocket shall not exceed 26" in length nor more than 2" in width. The lower batten pocket shall not exceed 30" in length nor more than 2" in width. These pockets shall be spaced so as to divide the leech into three equal parts. No stiffening of the sail, other than battens, shall be allowed.

**C. HEADBOARDS**

1. The headboard shall not exceed 4-1/2" across the top, with the top edge at right angles to the luff of the sail.
2. It shall not protrude higher than the lower edge of the upper mast band.

**D. SAIL INSIGNIA**

1. The sail insignia of the class shall be a shovel
2. Dimensions and shape grid plan.

**E. SAIL NUMBERS**

The sail numbers shall be 10" in height, clearly legible on both sides of the sail and should not be back to back, except reversible numbers.

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**X. MISCELLANEOUS**

- A. Sliding seats, hiking boards, trapeze rigs and other artificial methods of supporting the skipper's weight to balance the boat are prohibited.
- B. Use of hiking straps or any kind of line or cord attached to the boat is allowed.
- C. Sail numbers and boat numbers for North American



Championship races must be the same unless sailed as a charter. Skipper must always use his own sail number whether a charter or not.

### Specifications / Dimensions

Length: 7 Ft. 11 In.	Sail Area: 49 Sq. Ft. approx.
Beam: 3 Ft. 10 In.	Hull: Wood or Fiberglass
Weight: 60 Lbs. (hull only)	Spars: Wood, Aluminum, or Carbon Fiber
80 Lbs. (min. wt. equipped)	Crew: One

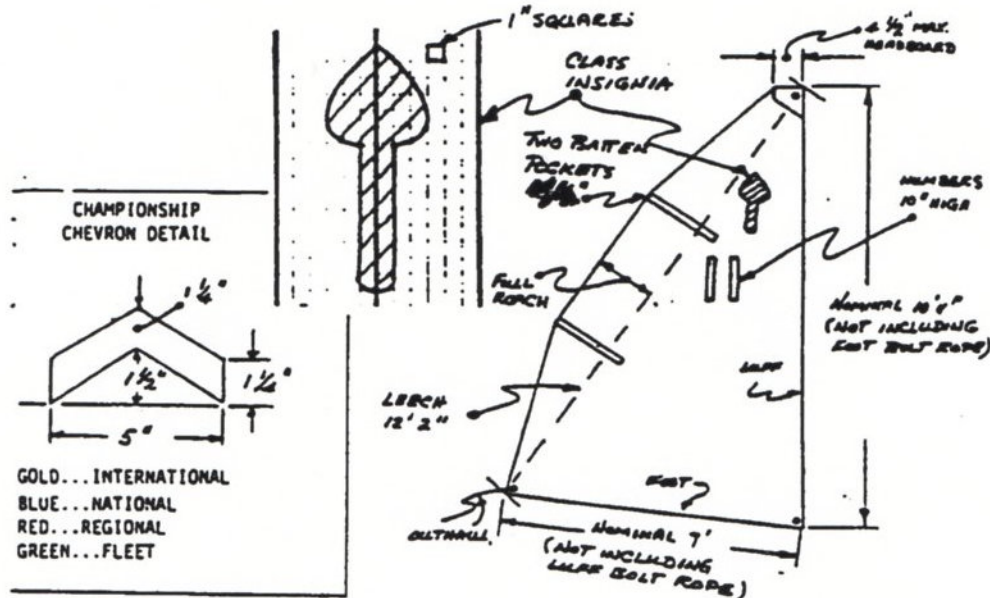
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# SPECIFICATIONS AND SAIL PLAN

## Eliminating Grommet-to-Grommet Measurement



**SAIL PLAN...**No restrictions are made on materials. Insignia shall be a shovel, the dimensions and shape as prescribed on the grid plan. Official number shall be 10" in height, to be clearly legible on both sides of the sail...should not be back-to-back. Reinforcing of sail cloth shall not extend more than a 12" radius measured from behind the bolt rope at the three corners of the sail.

**SAIL MEASURING...**Sail shall be measured by spreading out on a smooth flat surface with battens in pockets and a 3 lb. pull on the leech. The leech shall be governed by measurement in a straight line from the top of the intersection of the luff immediately behind the bolt rope with the top of the headboard to the outboard extremity of the clew immediately above the bolt rope. Said measurement shall not exceed 12 ft. 2 inches for a sail measured for the first time and 12 ft. 2-3/4 inches for a sail previously measured.

Nominal length of luff = 10 ft. 11 inches

Nominal length of foot = 7 ft. 0 inches

**HEADBOARD...**4-1/2" (shall be a right angles or less to luff and inboard extremity shall not exceed 1/2" in distance from the bolt rope).

### BATTENS

1. No more than two battens shall be used. While sailing, the leech end of each batten shall be located no further forward than one half inch from the leech. The upper batten shall be no longer than 26" and the lower batten shall be no longer than 30".
2. The batten pockets shall not exceed two inches in width and shall not extend more than one inch forward of the maximum batten length. The pockets shall be spaced so as to divide the leech plus or minus one inch. Reinforcing for batten pockets shall not extend more than three inches forward of the batten pockets. No stiffening of the sail other than battens shall be allowed.
3. The upper girth shall be no longer than 42" and the lower girth shall be no longer than 72". the girths are measured from the measurer's marks at the leech to the nearest point at the luff excluding the bolt rope. The measurer's marks are found by folding the leech into thirds: the head being defined as the upper, forward edge of the sail excluding the bolt rope and the clew being defined as the intersection of the foot and leech excluding the bolt rope.