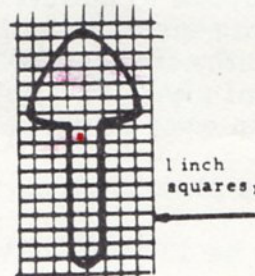
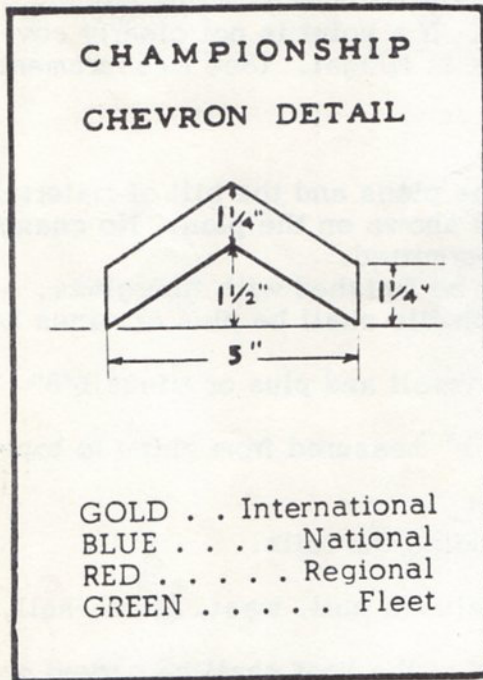
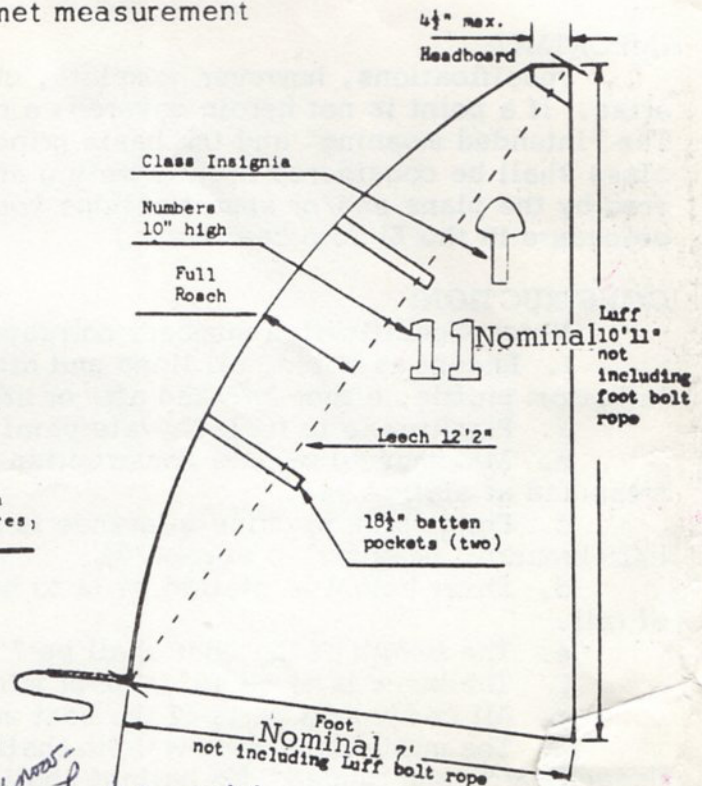


## SPECIFICATIONS AND SAIL PLAN

Eliminating grommet-to-grommet measurement



Outhaul detail:  
bolt-rope extension, 6"; plus  
16" rat-tail.



*This is a bit old fashioned now - you may want to use second grommet here in place of the rat tail.*

**SAIL PLAN** .... No restrictions are made on materials. Insignia shall be a Shovel, the dimensions and shape as prescribed on the grid plan. Official numbers shall be 10" in height, to be clearly legible on both sides of sail.... should not be back-to-back.

**SAIL MEASURING** .... Sail shall be measured by spreading out on a smooth flat surface with battens in pockets and with 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 out board 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

*not including bolt rope*

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

**BATTENS** ..... No more than 2 battens shall be used and the batten pockets shall not exceed 18-1/2" in length nor more than 2" in width and shall be spaced so as to divide the leech into 3 equal parts. No stiffening of sail other than battens is permitted.

No device other than halyard, outhaul, downhaul and optional Cunningham device shall be used to change the draft of the sail.

Loose-footed sails in existence 7-24-56 ONLY are permitted.



## EL TORO RACING DINGHY SPECIFICATIONS

## IMPORTANT:

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 Governing Board. The "intended meaning" and the basic principles of maintaining the El Toro as a one design class shall be considered in interpreting any point not covered. If a point is not clearly covered by the plans and/or specifications you must assume that it is illegal. (See measurement procedure in the El Toro Year Book.)

## CONSTRUCTION:

Note: Specification numbers correspond to numbers on the plans and the bill of material.

1. Except as noted, all lines and dimensions shall be as shown on the plan. No changes in bottom profile, either fore and aft, or athwartship shall be permitted.
  - a. Planking is to be  $1/4$ " waterproof plywood. Hull may be finished with fiberglass.
  - b. Maximum allowable construction error in the bottom profile shall be plus or minus  $1/4$ ", measured at station #4.
  - c. From chine to chine tolerance is plus or minus  $1/4$ " overall and plus or minus  $1/8$ " half-breadth, measured at station #4.
  - d. Sheer height at station #4 is to be 13" plus or minus 1" measured from chine to top of rail.
  - e. The length of the boat shall be 7'11" plus or minus 1".
  - f. The beam is to be 46" plus or minus 1 inch, not including the rails.
  - g. All component parts of the boat must float.
  - h. The minimum sailing weight shall be 80 lbs. This includes hull, mast, boom, sail, daggerboard, and rudder. No ballast shall be used.
2. Inner keel—as per plan. The official number assigned to the boat shall be carved or burned into keelson in 1" (minimum) figures abaft daggerboard trunk, per plan.
3. Outside Keel—shall be at least  $3/4$ "x  $3/4$ " with maximum  $1-1/2$ " width (thwartship) and maximum 1" depth and must be full length of bottom and faired to transom angles. Rounding of corners permitted, not to exceed a radius of  $3/8$ ".
4. Bow transom—per plan, shall be at least  $3/4$ " thick solid stock; if plywood,  $3/8$ " minimum. If plywood of less than  $3/4$ " thickness is used, cheek plates are required.
5. Stern transom—per plan, shall be at least  $3/4$ " thick solid stock; if plywood,  $3/8$ " minimum. If plywood of less than  $3/4$ " thickness is used, cheek plates are required.
6. Thwart—A center thwart is required, to be not less than 5" minimum nor more than 12" maximum in width, positioned so that station #4 will pass through some part of the thwart. Vertical position of thwart to be 5" plus or minus 1" from top of rail to top of thwart. Tilting is permitted provided tolerances are not violated. Notching of the thwart is permitted to allow for clearance of the daggerboard only.
7. Screws—optional.
8. Thwart knee—dimensions governed by width of thwart and height of daggerboard trunk.
9. Rudder—shall be of wood and have a maximum thickness of  $5/8$ " and a minimum of  $1/2$ ", rounding or fairing of rudder permitted but must measure at least  $1/2$ " thick 2" from all edges below the water-line, per plan. Less than 2" from edges, thickness is optional. The rudder when mounted on the boat shall project downward so that the lowest point is not less than 12" and not more than 14" below the intersection of the bottom planks with the stern transom, measured parallel to the stern transom, and will project aft, so that the farthest point shall be not less than 12" nor more than 15" measured at right angles from the stern transom. The lower end of the rudder shall be a semi-circle of not less than  $3-1/2$ " nor more the 4" radius, the profile of the rudder above the water-line only is optional.