BOATS BUILT STRICTLY WITHIN THE LIMITS SPECIFIED ON THIS DRAWING WHICH IS APPROVED BY THE WELLINGTON PROVINCIAL YACHT & MOTOR BOAT ASSOCIATION INC., P.O. BOX 860 WELLINGTON, N.Z. ARE ELIGIBLE FOR REGISTRATION IN THE CLASS KNOWN AS THE IDLE ALONG ONE DESIGN CLASS.

IDLE

— DESIGNED BY ....

WELLINGTON

THIS IS THE ONLY OF

S:

NC., PETONE, N.Z.

(INC.)

DRAWN 1951)

—SPECIFICATION—

A. Nothing optional in this drawing and specification unless so stated.
B. Boats must be built to the figured sizes specified, not more than $\frac{3}{8}$" tolerance allowed from half sections and plan lines, with the exception of the spring of the keel as defined hereunder in specification No.3.
C. Construction must be of N.Z. timber except spars which may be of Oregon.
D. Construction of hull and spars must be of solid timber; plywood, composition board, laminated or built up wood not allowed.
E. All hull seams must be battened with $1\frac{1}{2}$" x $\frac{1}{2}$" finished timber.
F. Not more than $\frac{1}{4}$" arris allowed on frames and planking.
G. All boats must be metal fastened.
H. Any query as to the correct interpretation of this drawing should, before construction is proceeded with, be referred to the W.P.Y.& M.B. Assn., whose ruling shall be final.
I. This drawing and specification is issued in conjunction with the hand book published by the W.P.Y.& M.B. Assn. covering rules and conditions governing the N.Z. Inter-Provincial "Idle Along" championship for Moffat Cup and I Class Measuring Instructions.

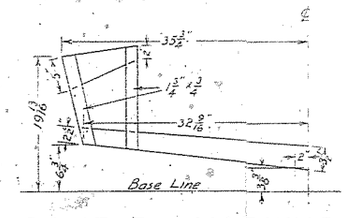
1. Length overall = 12'-8"
2. Beam = 6'-0$\frac{3}{4}$" outside of planking between No.5 & No.4 frames.
3. Keel = 6" x 1$\frac{1}{4}$" finished, or keel & keelson as per detail; $\frac{1}{4}$" tolerance only allowable in the spring of the keel in the event of the keel flattening
4. Frames $\frac{3}{4}$" thick, 3$\frac{1}{2}$" deep at keel tapered to 2$\frac{1}{2}$" at chines, side frame members 1$\frac{1}{4}$" x $\frac{3}{4}$"
5. Bulkheads - Solid type $\frac{1}{2}$" thick placed according to drawing and watertight
6. Chines & Gunwales - 1$\frac{1}{2}$" x $\frac{3}{4}$" finished.
7. Deck Beams - $\frac{3}{4}$" thick, 2$\frac{1}{2}$" moulded at each frame; short beams in cockpit 5" at side tapered to 2" at combings; Deck supports in cockpit 1$\frac{1}{4}$" x $\frac{3}{4}$" finished.
8. Decking - May be bright finished $\frac{3}{8}$" or if canvas covered $\frac{1}{4}$".
9. Planking - Sides $\frac{3}{8}$" finished, bottom $\frac{1}{2}$" finished.
10. Cockpit - Open type with bulk heads, side deck as per plan.
11. Combings - $\frac{1}{2}$" thick, showing above deck; 4" at mast, tapered to 1$\frac{1}{2}$" aft, placed substantially to either combing line on plan and carried forward or aft of mast, as shown.
12. Centre board & Case - $\frac{7}{8}$" thick as per drawing, case opening 20$\frac{1}{2}$" x 1", 2$\frac{1}{2}$" x 1" fillers.
13. Splashboards - To be of separate timber and not a continuation of deck-line, shaped substantially as shown on plan and $\frac{3}{4}$" thick.
14. Floorboards - Not less than $\frac{1}{2}$" thick, and a total timber area of not less than 9 square feet.
15. Rudder & Tiller - $\frac{3}{4}$" thick as per detail.
16. Mastbox - Must be placed where shown on drawing and watertight. Platform optional
17. Spars - No hollow spars allowed, tracks or grooves must be additional to mast.
18. Mast - Type optional Marconi 21'-0" overall, Not less than 2$\frac{3}{4}$" square at butt to fit mast box, tapering to not less than 1$\frac{3}{4}$" at top. Gunter 15'-0", 2$\frac{3}{4}$" dia, not less, square at butt to fit mast box
19. Rigging - Forestay, bobstay, and side stays compulsory, back stays, jumper stays, etc. optional; All stays employed to be not less than 3" circ. ($\frac{5}{32}$" dia) wire rope or stainless steel of equivalent breaking load.
20. Sails - Must be made in New Zealand, to dimensions given, and cut substantially to measurements (see I class measuring instruction)
21. Measurements on sail detail are fully stretched measurements
22. Silk & Nylon sails not permitted (Japara excepted)
23. Sail battens and their location, length and number, are optional.
24. No sails, other than standard mainsail, jibs and spinnaker, allowed, and only mainsail to be set higher than 15'-0" from step.

—TIMBER ORDER LIST—

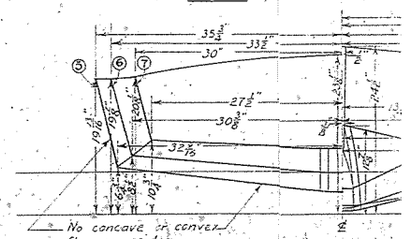
N.B. 1. The figured sizes for thickness must be adhered to.
2. Width of planking, decking, bulkhead & centre case timbers may be substituted, but all seams must be battened
3. All sizes shown are the finished measurements.

Keel	6" x 1$\frac{1}{4}$"	1	13'-0"
Transom	14" x $\frac{3}{4}$"	1	5'-6"
Bulkheads	12" x $\frac{3}{4}$"	2	12'-0"
Moulds	9" x $\frac{3}{4}$"	2	14'-0"
Deck Timbers & Splashboards	9" x $\frac{3}{4}$"	1	14'-0"
Chines & Gunwales	1$\frac{3}{4}$" x $\frac{3}{4}$"	4	14'-0"
Side & Frame Timbers in cockpit	1$\frac{3}{4}$" x 2$\frac{1}{2}$"	1	14'-0"
Combings & Floor Boards	9" x $\frac{3}{4}$"	4	10'-0"
Auxiliary Gunwales	2" x $\frac{3}{4}$"	2	9'-0"
Centre Board	18" x $\frac{7}{8}$"	1	4'-9"
$\frac{7}{8}$" Case	18" x $\frac{7}{8}$"	1	5'-0"
Rudder	14" x $\frac{3}{4}$"	1	4'-6"
Planking - Bottom	5" x $\frac{1}{2}$"	8	14'-0"
" Sides	16" x $\frac{3}{8}$"	2	14'-0"
" Deck	3" x $\frac{3}{8}$"	6	12'-0"
Seam Battens	1$\frac{1}{2}$" x $\frac{3}{8}$"	12	14'-0"
Mast Box & Knees cut from waste pieces			
Mast	3" x 3"	1	21'-0" & 15'-0"
Gaff	3"x2" or 2" x 2"	1	10'-6"
Boom	3"x2" or 2" x 2"	1	15'-6"
Spinnaker Boom	2" x 2"	1	10'-0"
Box Spirit Lvl	3" x 1"	1	5'-6"
Block for stem	6" x 3"	1	1

OREGON (Douglas Fir)

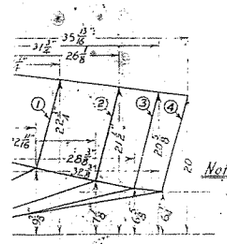


FRAME 5. - MARKING OUT.



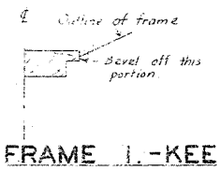
HALF SECTIONS.

(Scale - 1" = 1'-0")

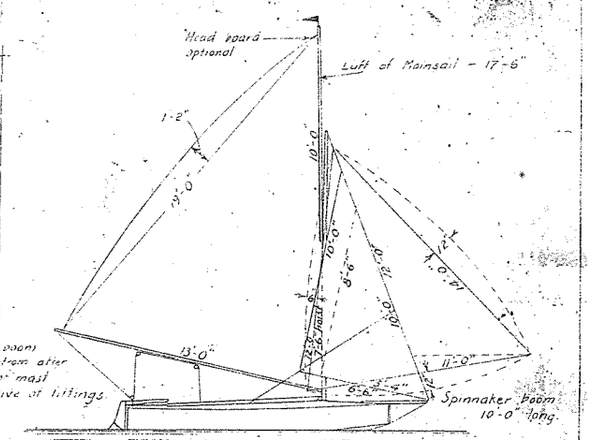


Note - 1. Section measurements do NOT include thickness of planking
2. Camber dimensions are from base line to rebate.

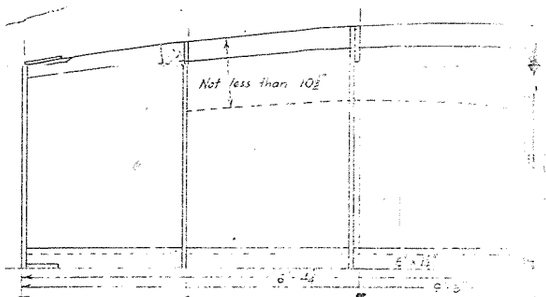
KEEL BEVELING.



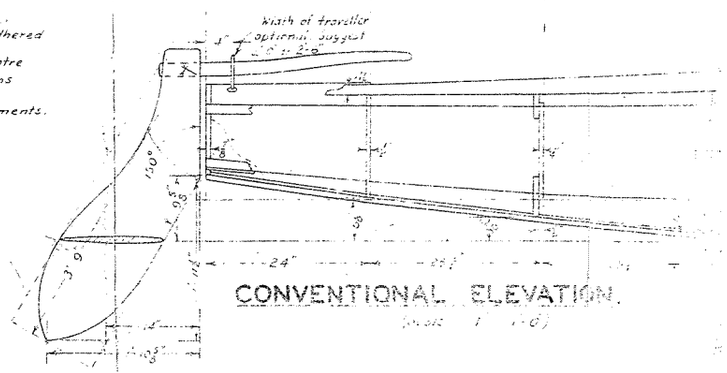
FRAME 1.-KEEL BEVELING.



SAIL AND SPAR DETAIL - GUNTER OR MARCONI RIG. (Scale - $\frac{1}{4}$" = 1'-0")

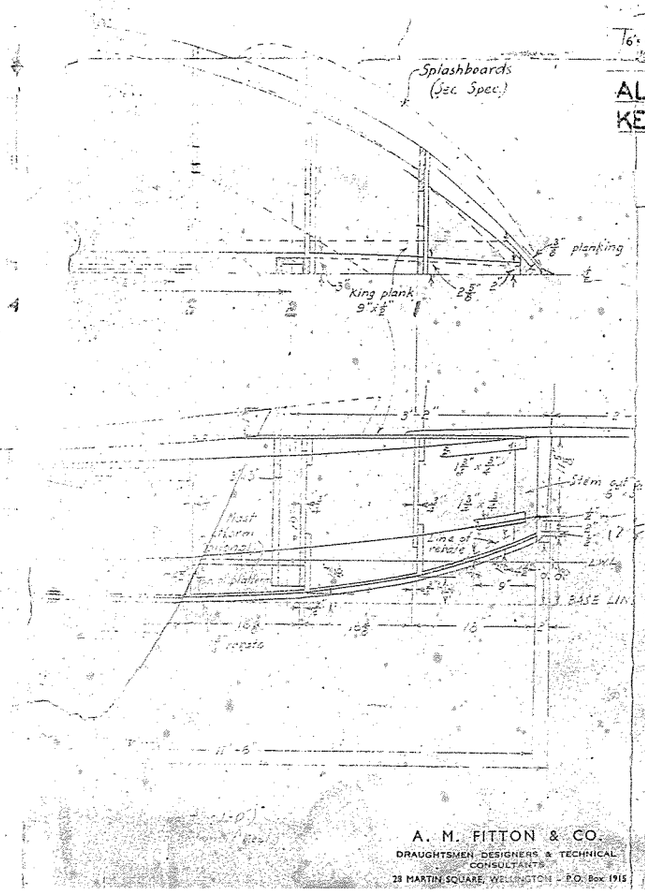


CONVENTIONAL HALF PLAN.



CONVENTIONAL ELEVATION.

(Scale - 1" = 1'-0")



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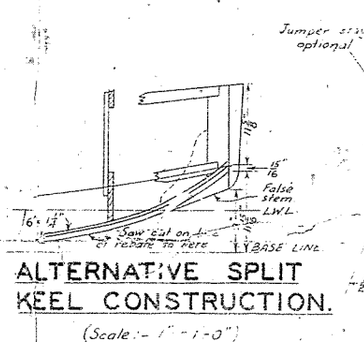
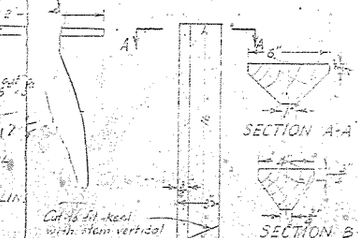


ALTERNATIVE SPLIT KEEL CONSTRUCTION.

(Scale :- 1" = 1'-0")



STEM DETAILS

(Scale - 2" = 1'-0")

MARCONI MAST.

(Scale - 5" = 1'-0")

(See Rigging Spec No. 19)

Drawn — A.M. FITTON. SEPT., 1951.

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W. F. Butler Commodore