

Specifications of a Cotuit Skiff  
Second Revision

Adopted by the Cotuit Skiff Class Association August 24, 2003 Adopted by the CMYC Race Committee  
[date]

Length overall: 14' 4<sup>3</sup>/<sub>4</sub>"  
Length Waterline: 13' 6<sup>1</sup>/<sub>2</sub>"  
Extreme Beam: 5' 3<sup>1</sup>/<sub>2</sub>"  
Waterline Beam: 4' 10"  
Hull Draft: 7<sup>1</sup>/<sub>4</sub>"

**General:** The plans and specifications cover the construction of flat bottom, centerboard skiff of the above dimensions. The boat is to be constructed of wood and/or fiberglass. The 1954 Edwin H. Mairs plans shall be followed for wooden boats. For the construction of wooden hulls, the builder shall adhere to the dimensions and offsets shown on the plans as closely as possible, with a maximum tolerance of plus or minus 1/2 inch. The boat's rocker shall be 7 3/16" (+/- 1/2 inch). Rocker is the maximum distance, measured perpendicular to the plane formed by the two waterlines, between the outside surface of the bottom and the plane formed by the two waterlines.

All skiffs built or rebuilt before September 1, 2002 are grand-fathered in. All boats subsequently rebuilt must retain their dimensions or be closer to the specifications when complete (see "Bottom Planking" for a minor exception).

Fiberglass construction is restricted to the plan and mold designed by John Kiley, NA and owned by the Association of the Cotuit Mosquito Yacht Club. Fiberglass cloth and polyester resin may be used to cover and reinforce wooden hulls; epoxy resin may also be used for that purpose, as well as bonding and surface coating. No other exotic structural materials may be used.

**Lumber:** Shall be of specific gravity (based on oven dry weight and volume at 12% moisture content) between .30 and .70. Further restrictions on three boat parts apply (see "Bottom," "Keelson," and "Centerboard Box"). The responsibility for complying with specific gravity requirements shall lie with the builder. Only solid wood shall be used, except that plywood may be used on the bottom, deck and centerboard box construction. Any species of wood may be used for any part, subject to the above restrictions. It is the responsibility of the owner and the builder to determine for each boat part the suitability of the species selected. For each boat part listed below, the species that have been commonly used are mentioned.

**Fastenings:** Shall be silicon bronze, stainless steel, or copper. Bronze or copper rivets or clenched nails are recommended for fastening the strakes.

**Resins:** Various formulations of resins and hardeners for marine applications may be used for both coating (with or without fiberglass cloth) and bonding of the component parts and the boat in its entirety. The fiberglass cloth may be either unidirectional, bi-directional, or both.

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Stem:	Clear, seasoned, white oak or mahogany, 2" x 4", rabbeted to receive side strakes. A false stem of similar material may also be used. The stem may be laminated.
Keelson:	Cedar, mahogany, or oak. 7/8" x 14" from stem to transom. Preferably one strake fore and aft. Outboard edges chamfered to meet topsides. Lumber for keelson shall not have specific gravity greater than .52.
Transom:	Seasoned white oak or mahogany, 1". A solid wood laminate may be used.
Centerboard trunk logs:	Cedar or mahogany, 1 3/8" x 8", rabbeted to receive bottom planking, if desired. Rabbeting for casing, as shown on plans, optional. May also be laminated from solid woods with a 1/8" to 1/4" plywood inner face, which should be covered with fiberglass cloth.
Centerboard head ledges:	Seasoned white oak, mahogany or fir, 1 1/4" x 2".
Centerboard case:	Three-quarter inch cedar or mahogany. A plywood/solid wood laminate may be used. Stiffeners of hardwood 1" x 2", 18" - 24" apart, optional.
Centerboard box:	The centerboard box (case and trunk logs) may be made of 3/4" marine plywood. Covering the inner face with fiberglass cloth is recommended. Solid lumber for centerboard box (not including head ledges) shall not have specific gravity greater than .52.
Chine log:	Cedar, 3/4" x 2 1/2", optional.
Clamp:	Oak or cedar, 3/8" x 1 1/4". The purpose of this member is to strengthen the deck.
Sternpost:	Oak, 1 3/4" x 1 3/4", optional.
Side Frames:	Seasoned white oak or mahogany, 1" x 1 3/4", 24" on centers, as shown on plans,
Bottom planking:	Shall be "athwart ship." Cedar or mahogany, 7/8" not to exceed 6" in width. The bottom may also be constructed of 3/4" thick marine plywood or equivalent plank and plywood combination and covered with fiberglass cloth so that total thickness of the bottom approximates 7/8". For existing skiffs being restored, bottoms may be replaced using marine plywood having a minimum thickness of 1/2 inch and covered with fiberglass cloth, to give an approximate thickness of 5/8 inch. The height of the topside may thus be 1/4" (7/8" minus 5/8") further away from spec than the original hull, and this is permissible. In this instance scarfing of plywood (8-12 to 1 ratio) is recommended rather than a butt or shiplap joint. Lumber for bottom planking shall not have specific gravity greater than .52.
Side Planking:	Cedar or mahogany. Upper strake: 5/8". Lower strake: 7/8"
Bottom Knees:	Oak, 1". May be installed at every other frame, 48" on centers, optional.
Deck Beams:	Cedar, spruce, pine, or fir, 1" x 1 3/4", 8" to 12" on center as shown on plans, secured to frames where possible and resting on clamp, if installed.

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Decking:	One-half inch cedar or 3/8" marine plywood. Canvas or fiberglass covered optional. Thinner plywood may be used to bring older boats to the minimum weight. Bulkhead cross-braces are not allowed in new boats.
Mast Step:	Seasoned white oak, mahogany or plywood, 2" x 16" x 8".
Mast Partners:	Oak, mahogany or plywood, 2".
Cockpit Coaming:	Seasoned white oak, mahogany, or other hardwood, 1/2" solid or laminated, according to plans; or 5/8" set on deck and fastened through it. Height as shown. Round shape preferred, V-shape optional.
Centerboard:	Seasoned white oak, mahogany, or marine plywood, 3/4". Weighted with 10 lbs. lead, location optional. May be chamfered 4". Pennant to be 1/4" to 3/8" line with wood block stop on rail, or block and tackle arrangement to foredeck or through deck fittings back to cockpit. May be covered with fiberglass.
Rudder:	Seasoned white oak, marine plywood, or mahogany, 7/8". Three-quarter inch marine plywood allowed. Chamfered on edges 3". Attached through transom with two gudgeons and pintles of bronze or stainless steel of equal strength. For the 2003 racing season a tolerance of +/- one inch from the current rudder dimensions is allowed.

#### SPARS AND RIGGING

Mast:	Spruce or Douglas fir. Solid or laminated construction. Wood dimensions shall be 15' 2" x 3 3/4" x 2", as shown on plans. Square or round acceptable. Shall not be hollow.
Boom:	Spruce or fir, 17' 3" in length. May be square, round, oval, octagonal, or T-shaped. If a round form is used, sizes shall be governed as shown on plans. If another shape is used, in no case shall the cross sectional area be less than those shown for round spars.
Gaff:	Seasoned spruce or fir only, 9' 9 1/2" in length. May be square, round, oval, octagonal, or T-Shaped. If a round form is used, sizes shall be governed as shown on plans. If another shape is used, in no case shall the cross sectional area be less than those shown for round spars.
Boom crutch:	Scissor, gudgeon, or through-stern-seat-to-step boom crutches may be used; the latter is most fail-safe.
Spreader:	Preferably 3/4" white oak. Secured to mast with 1/8" brass or bronze collar, or equivalent stainless steel.
Spar Fittings:	The mast shall have a gooseneck that is non-adjustable as to its vertical movement at the boom (bronze recommended but stainless steel acceptable). The luff of the sail shall have either mast hoops, slides, or lacing. Gaff to be equipped with strong straight or bent jaws (white oak preferred) or gooseneck fitting designed to operate on mast track. A bridle on the gaff for the peak halyard is recommended.

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- Blocks: Boom and gaff to have outhaul blocks and cleats (optional). Number of blocks and placement shall be in accordance with the plans, except that for boats built after July 1996 both halyards shall enter the cockpit and be cleated on the starboard side. Topping lift fittings optional.
- Halyards and Topping lift: Shall be no less than 1/4" line. Topping lift optional.
- Mainsheet: Shall be no less than 3/8" line.
- Painter: Shall be no less than 3/8" line, 16' long, optional.
- Hardware: Halyard cleats shall be at least 3 1/2"; the mainsheet cleat shall be 5 1/2". Wood, stainless steel or bronze. Bow chock: shall be bronze or stainless steel. Deck blocks: one double, single for topping lift (optional). Bronze, stainless steel or equal material. Forestay buckle shall be bronze, 5/16" or 3/8", or stainless steel of comparable strength. Forestay shall be 3/16" stainless steel. Variations among current fittings as of August 2003 permitted.
- Other: Skiffs shall be sailed from moorings and shall not be dry-sailed. Bottoms shall be painted with anti-fouling paint.
- Tiller extensions are not allowed.
- Skiffs shall achieve a minimum weight of 515 pounds, fully rigged and fitted. Skiffs of lesser weight shall be fitted with ballast to increase the weight to at least 515 pounds. The positioning of any ballast up to 50 pounds shall be at the discretion of the owner, but shall remain fixed in place once installed. For skiffs built or rebuilt after July 7, 1996 any additional ballast shall be divided into two equal parts, one of which shall be placed forward of the mast and the other of which shall be placed beneath the aft seat. All ballast shall be fixed and shall not be moved during a race. If a weighing of boats during the racing season determines that a ballasted boat exceeds 515 pounds, the owner may remove ballast to reduce the weight to not less than 515 pounds.
- As of Labor Day, 2002, the Race Committee of the CMYC requires that all sails be purchased from Squeteague Sailmakers of Cataumet, MA.
- It is the responsibility of the owner to contact the Specifications Committee if construction or design questions arise that are not clarified herein.