REGULATIONS GOVERNING THE DARING CLASS

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PART I

REGULATIONS GOVERNING THE DARING CLASS

1. General

The activities of the Daring Class shall be controlled by The Daring Committee (the Committee) as overseen by The Daring Controlling Board (the Board). It is the intention to restrict the Class to active, racing yachtsmen, so that an active Class with reasonably stable values may be created and maintained. Parts I, II and III and the appendices of this document and the Daring Class drawings make up the Rules and Regulations of the Daring Class; and all together make up the Rules.

2. Fleets

These Rules cover all fleets but are written with particular reference to the Cowes Fleet. Where there is an intention to form a fleet of Darings away from Cowes, The Board shall have the sole right to grant or refuse a franchise, the terms of which would be determined at the time. Where a franchise is granted, The Board shall have absolute control over the Rules and Regulations covering its activities.

3. Controlling Board

The Board will be re-elected every five years by the affirmative vote of 75% of the Daring Owners present or represented at the AGM (one vote per yacht). The Board shall be resident in the UK and will consist of a Class Admiral and a maximum of five Members, four of whom shall be active Owning Members of a Daring.

4. Committee

4.1 The Cowes Fleet shall be controlled by the Committee consisting of the Class Captain, the Vice Captain, the Honorary Secretary, the Honorary Treasurer and at least three other elected Members. All shall be elected in accordance with the procedure set out in 4.2 below

4.2 All members of the Committee shall be elected at the AGM by the Daring Owners (one vote per yacht). They shall all serve for a maximum of 4 years. The elected Members shall retire by rotation, with at least one retiring each year. Members retiring from the Committee shall not be eligible for re-election for 2 years after leaving office. Nominations for the Committee shall be submitted to the Honorary Secretary at least one calendar month before the AGM.

4.3 The Committee, as regulated by these Rules, has entire control of the Cowes Fleet and its decision on all matters, after approval by the Board, shall be final.

4.4 Where there is a dispute which for whatever reason is not resolvable through the application of the current ISAF or RYA rules or by these Rules, the Class Captain’s decision, after consultation with available members of the Committee and the Board, shall be final.

4.5 The Committee shall appoint a Class Naval Architect who will advise on all major structural changes and where required on the incorporation of different materials affecting new or existing Darings. The Naval Architect will also be responsible for the production and re-production of all Class Drawings. He / she will be instructed by the Committee when new drawings are required. The Committee shall ensure that at any time the following are furnished with a full set of the drawings applicable to the Rules:

The Class Maintenance Contractor
Approved Builders
The Class Secretary
The Class Captain
The Class Administrator

4.6 The Committee shall appoint a Class Measurer who may be the Naval Architect or otherwise a recognised measurer.

4.7 The Committee shall appoint a Class Maintenance Contractor annually who shall be a boat builder with premises in Cowes.

4.8 Owners of new Darings or any yacht which has been substantially altered (e.g. new keel, new deck, bulkheads) must obtain and complete a Daring Class Measurement Certificate which confirms that the yacht is built in conformance with these Rules and/or that the alterations are in conformity with these Rules. The format for the Measurement Certificate is at Appendix G. The Class Measurer must sign the Certificate confirming for existing Darings 1 to 36 that the alterations and measurements surrounding the alterations conform to the Rules, and for a new Daring that it is built and measures in accordance with the Rules.

4.9 Copies of the Class Rules and Drawings will be available to owners through the Class Administrator in electronic format and on prepayment printed copies may be obtained.

5. Class Representatives

5.1 The Committee may appoint from time to time individuals to represent The Committee in organising certain areas of the Class's affairs. Examples are: Membership, Team Racing, Rules, Social activities etc. There is no maximum or minimum permitted length of service for these positions

5.2 The Committee may appoint a Class Administrator to assist with administrative support to the Class Association.

6. Rule Changes

The Rules can only be changed by the affirmative vote of 75% of the Daring Owners (one vote per yacht) present or represented at the AGM, and a two-thirds majority vote of the Board. Changes to the Appendices may be introduced by the Committee where such changes relate to safety, updating or logical alterations for clarification purposes but must be endorsed at the next AGM.

7. Design and Construction – Appendix B

7.1 The rules for the design, construction and fitting out of the hull, spars, rigging and fittings are described in Part II and Part III of these Rules.

7.2 Any Daring, either new or substantially altered since June 2009 shall be subject to Part III of these rules and must possess a Daring Class Measurement Certificate (see Appendix G). Unaltered Darings numbered 1 to 36 are granted exemption from this requirement. Yachts built before 2009 are deemed to have "grandfather rights" for alterations made before that date.

7.3 If an Owner wishes to check the measurements of another yacht, The Committee must first give approval. Any such checking shall be overseen by the Class Measurer to ensure fair play and if the checked yacht proves to be a "DARING", the cost of measurement shall be borne by the Owner who requested the measurement.

7.4 All yachts shall be built and finished by the builder or builders specifically nominated by the Committee. No yacht which is intended to be a "DARING" shall be built by a builder who is not nominated by the Committee and approved by the Board.

8. Sails - See Appendix C

8.1 Sails shall be ordered in bulk from the sailmaker(s) approved by the Committee. Orders shall be placed by the Sails' Representative appointed by the Committee for delivery by the beginning of the next Season. The only 3 exceptions being reaching spinnakers, sails for new yachts and sails for yachts that have been out of commission and have missed a bulk purchase. In these cases, sails may only be purchased from the sailmaker, who most recently made sails under approval of the Committee.

8.2 The approved cloth and sailmaker for each sail is determined at the AGM. However where the Committee recommends that the approved sailmaker for the following year's order should not change, it may place bulk orders prior to the AGM, in order to obtain the best possible terms. In this instance, the details are to be reported to the AGM.

8.3 New sails will normally be purchased as follows:

- Mainsails every three years
- Jibs every two years
- Large spinnakers every three years
- Reaching spinnakers at owner's discretion

8.4 All sails must conform to the Class Sail Specifications in Appendix C. Approved sailmakers must comply with this and ensure that all sails made for the Class are identical, except for spinnaker colours.

8.5 Apart from routine repairs, which may be carried our by the Class Maintenance Contractor, sails may only be altered by the approved sailmaker, with the permission of the Committee, to remedy proven defects.

8.6 Irreparable sails may only be replaced with the approval of the Committee.

8.7 The mainsail may not be pulled above the lowest point of the coloured band at the masthead nor below the highest point of the coloured band in the area of the gooseneck. The clew of the main shall not extend beyond the inboard edge of the coloured band on the main boom. A safety window in the mainsail (minimum area 2 sq ft) is mandatory.

8.8 Sails which may be carried during a race shall consist of one main, two jibs and three spinnakers.

8.9 From time to time the Committee may decide to experiment with new sails or equipment. Such experimental gear may not be used for the Stug Perry Trophy, Cowes Week or the Daring Regatta, unless specifically authorised by the Committee. Experimental sails or equipment approved by the Committee may be used for other races.

9. Class Insignia

The Class Insignia shall consist of three starboard pointing red chevrons, as approved by the Committee.

10. Racing Rules

10.1 All racing shall be carried out in accordance with ISAF Rules and the RYA prescriptions unless either the Committee or the Race Organiser has issued a dispensation.

10.2 Where there is a conflict between the Sailing Instructions and Class Rules, the Class Rules shall prevail.

11. Membership Categories and Subscriptions

11.1 There are 3 categories of membership of the Daring Association.

- An Owning Member is one who is listed in the list of partners for each yacht. There may be some who are listed but do not actually own a share in the yacht. These members are still defined as Owning Members for the purposes of subscriptions.
- A Youth Member is one who is under 25 on 1st January of the year in question and is neither an Owning Member nor a regular helm.
- All other members are Non-Owning Members of the Association.

11.2 The Subscriptions for Owning Members, Youth Members and Non-Owning Members shall be determined each year at the AGM. Subscriptions are due on 1st January and there will be no pro rata payment for joining during a calendar year.

11.3.1 Partners of jointly owned yachts will nominate a “First Named Owner” who will represent the views of all the members of that yacht and be the point of contact for the Committee, Class Representatives and the Class Contractors.

12. Location and Maintenance - See Appendices D & E

All Darings racing with the Cowes Fleet shall be kept on swinging moorings in Cowes Harbour and maintained by the approved Class Maintenance Contractor. Owners are free to work on their yachts provided that the Class Maintenance Contractor carries out the minimum annual requirements as set out in the Annual Maintenance Schedule in Appendix D. Scrubbing may only be carried out as set out in Appendix E. The Class Maintenance Contractor's price guide will be approved annually by the Committee and published in The Daring Association Handbook.

13. Bottom Composition

A standard anti-fouling, as approved by the Committee, shall be applied no more than twice a year; once prior to the start of the season and once at the discretion of the Committee, having taken the advice of the Class Maintenance Contractor, before Cowes Week. No additional smoothing of the anti-fouling surface shall be permitted. For the avoidance of doubt Owners shall not rub down or otherwise improve the underwater sections of their hulls or organise others to do the same.

14. Scrubbing (below the waterline) - See Appendix E

15. Minimum Equipment Inventory - See Appendix F

15.1 All equipment on yachts shall be strictly in accordance with these Rules and the Sailing Instructions of the Club organising the racing.

15.2 Every yacht shall carry the Minimum Equipment Inventory specified in Appendix F.

16. Crews

16.1 All skippers must be members of the Cowes Daring Association except that a skipper may sail up to 4 races before becoming a member.

16.2 16.2. All Daring racing is for amateur skippers and crews. No crew member may be paid, directly or indirectly, to race a Daring; although they may be given hospitality, accommodation and transportation by their skipper. If there is any doubt about the amateur status of a competitor, an owner may apply in writing to the Committee for a ruling. The Committee in reaching a decision may use the categorisation adopted by World Sailing (Cats 1&3) as a guide to that person's status. The Committee's decision on status is final.

17. Annual Maintenance Schedule - See Appendix D

17.1 To be eligible to race, every yacht shall have undergone the preventative and remedial work as defined in the Annual Maintenance Schedule detailed in Appendix D. This work shall be carried out by the approved Class Maintenance Contractor together with any additional items agreed by the Class at the previous Annual General Meeting.

17.2 The cost of such work shall be to the account of the current owner(s) of the yacht.

18. Communications Devices and Electronic Equipment

18.1 Mobile telephones, Smartphones, Marine Band VHF radios and radio receivers may be carried for safety purposes. Whilst racing, the use of any such electronic communication device is expressly forbidden, except for safety or emergency purposes or as specifically permitted by the Sailing Instructions.

18.2 Whilst racing, the use of electronic equipment for measuring depth, wind angle/speed/direction, boat speed, tidal strength/direction or geographical position is expressly forbidden. Electronic compasses may be used but only to show boat heading, not for any other purpose. Solar powered electric pumps are also permitted, see Appendix F, para 2.

18.3 Timing devices, mounted or on the wrist (a watch), which measure countdown and/or elapsed time, are permitted. But as stated in 18.2 above, they may not be used for any purpose other than time keeping.

19. Advertising

In accordance with ISAF Regulation 20.5.2, the Daring Class does not permit any form of advertising whatsoever on the hull, spars or sails of a Daring or flying from the rigging, except for builders' and sail makers' marks as defined in the ISAF regulations para 20.9. In accordance with ISAF Regulations para 20.1 to para 20.4, the only exception to this rule is when the organisers of a regatta or race specify that a decal, sticker or flag be affixed to a competing boat and the Committee agrees to this prior to the event. The name of the yacht may not reflect any commercial interest.

20. Sitting out

Whilst racing both helm and crew shall position themselves such that their torso below the waist and legs remain wholly inside a vertical line passing through the outermost part of the hull. No yacht shall be rigged with toe straps or any other temporary arrangement to assist sitting out.

21. Season's Points Championship and other Trophies

21.1. The method of scoring shall be determined at the AGM prior to the season in question. If no specific resolution is passed, the system used in the previous season shall apply.

21.2 The Season's Points Championship will consist of all Daring Class races appearing in the Class schedule published at the beginning of each season.

21.3 The scoring system currently in use is the ISAF Low Point System (Appendix A).

21.4 In the Season's Points Championship, each yacht's series shall be the total of her race scores excluding her worst 40% of scores rounded up or down to the nearest whole number and rounding 0.5 upwards.

21.5 The Cowes Keelboat Championship scoring system will include no discards up to 12 races, 1 if 13, 2 if 14, 3 if 15, 4 if 16 to 20, 5 if 21, 6 if 22, 7 if 23 and 8 if 24, meaning that 16 races will count if there are 20 or more races.

21.6 In monthly series, if fewer than 4 races are sailed, a yacht's series score shall be the total of her race scores. If 4 races are sailed, a yacht's series scores shall be the total of her race scores excluding her worst score. If 5 or more races are sailed, a yacht's series scores shall be the total of her race scores excluding her worst two scores.

21.7 In other series, if fewer than 4 races are sailed, a yacht's series score shall be the total of her race scores. If 4 or more races are sailed, a yacht's series scores shall be the total of her race scores excluding her worst score.

21.8 In Cowes Week if fewer than six races are sailed there will be no discards. If six or seven races are sailed a yacht's series score shall be the total of her races excluding her worst score. If eight races are sailed a yacht's series score shall be the total of her race scores excluding her two worst scores.

21.9 The **Clare Lallow Trophy** will be awarded to the yacht which at the end of the season ranks highest in the Daring Season's Points Championship but which has not won any of the races which qualify for the Championship.

21.10 The **Ratsey and Lapthorn Trophy** will be awarded to the yacht which at the end of the season has improved its score in the Season's Points Championship by the largest amount compared with the previous year. With the ISF Low Points System, the phrase "improved its score... by the largest amount" means "reduced its score by the largest number of points". To be eligible, the yacht must have competed in at least 30 races that qualify for the Seasons Points Championship in both the current and previous years.

21.11 The **Demon Bowl** (most improved young sailor's award) will be awarded to the young sailor who in the opinion of the Committee has shown the greatest improvement since the previous season. The definition of young is intended to be under 30, but is at the discretion of the Committee.

21.12 The **Ladies Trophy** for female helms will normally be held during the Daring Regatta.

21.13 The **Novice Helmsman's Cup** for helms that have never won a Daring race (as a helm) before will be held on a day nominated by the Committee.

21.14 The **Division Belle Trophy** will be awarded to the best yacht in Cowes Week helmed by at least three different people.

21.15 The **Darling Trophy** is to emphasise the importance of competing rather than winning. It will be awarded to the Yacht that starts more often than any other, as recorded in the Season's Points, irrespective of whether it finishes or not. In event of a tie races other than the Season's Points may be included and if there is still a tie, at the discretion of the Committee.

21.16 The **Vision Trophy** will be awarded to the yacht with an original hull (ie built before 2009) with the best results in the Season's Points Championship.

21.17 The '**Bitter Ends' Cup** will be awarded to the yacht with the best results after discards (under Rule 21.6) for all races in the first and last weekend of the Season's Points.

21.18 The **John Dibben Memorial Trophy** will be awarded to the yacht with the best results after discard under Rule 21.7 for all races in the second May Bank Holiday

21.19 **The Royal Thames Yacht Club 50th Anniversary Decanters** will be awarded to a yacht as nominated at the discretion of the Committee.

PART II

RULES FOR THE DESIGN, CONSTRUCTION, AND FITTING OUT OF A DARING CLASS YACHT

(Part II of these Rules together with Part III and relevant appendices govern the construction of new Darings built during or after 2009 and the substantial alteration of an existing Daring numbered 1 to 36.)

1. General – Appendix B

1.1 The Class shall consist of yachts as designed by Arthur Robb and covered by his plans and specifications. Each yacht shall be issued with a certificate stating that the yacht is a "DARING" to the lines given and that its dimensions are within the Rule tolerances.

Lines	1961	
Working Drawing	1961	(revised 1989 & 2009)
Sails and Rigging	1961	(as revised)
Specifications	1961	(as revised)

1.2 There shall be no restriction on hull colour.

1.3 Nothing herein contained shall prevent an owner from making changes to the position of the deck fittings, seats, the design of the Samson post and centre console to the extent that such changes are not specifically prohibited by these Rules and do not conflict with the Class Drawings. The replacement of blocks, cleats and purchase arrangements is permitted providing the replacement of these items does not introduce a significant performance enhancement. The Committee has the power to veto any changes and/or replacements. Owners are advised to apply to the Committee in writing before introducing replacement gear which is unlikely to be allowed. If there is any doubt, any changes not specifically authorised by the Committee will not be deemed to be within these Rules. The Class Drawings contain specific placement measurements for items such as jib tracks and an Owner should conform with the relevant drawing.

1.4 A breakwater shall be fitted by the builder at the time of building and shall not be removed.

1.5 Yachts built before 2009 may retain their existing decks. All decks manufactured since 2009 must conform to Part III of these rules.

1.6 Mainsheet tracks may not be mounted on samson posts.

1.7 Sheet and halyard winches shall be permitted as required with no limitation on number or position. All winches shall be mechanical single speed; winches shall rotate with the handle with no additional mechanical advantage being permitted. Self-tailing winches are allowed.

1.8 Holes in the cockpit sole shall be allowed.

1.9 The yacht shall be built in mould(s) approved by the Committee.

1.10 If a new mould is required, the Committee shall decide which yacht will be used, after consultation with the approved Class Maintenance Contractor and relevant owner(s). Moulds shall be produced by a manufacturer approved by the Board and the Committee. All drawings, moulds and patterns will remain the property of the Daring Class Association.

1.11 Before construction commences, the mould(s) shall be inspected by a person appointed by the Committee to ensure that the mould(s) are in good condition and have not been altered or modified in any way and have not been damaged or misused in such a way as to make them unsuitable for the construction of a "DARING".

1.12 The GRP mouldings shall be produced by a manufacturer approved by the Board and Committee.

1.13 The outfitting or completion of the yacht shall be undertaken by the Class Maintenance Contractor or another company approved by the Committee.

1.14 Yachts shall be built in accordance with Drawings at Appendix B which must be approved by the Board and the Committee and held in accordance with Part 1 rule 4.5. These Drawings are as follows:

Sail & Rigging Plan	-	2011
GRP Construction	No 1693	2010
Keel Insert	No 1714	2011
Fore and Back Stay Position	No 1715	2011
Rudder Stock	No 1716	2011
Ballast Keel	No 1720	2011
Hull and Deck Fittings	No 1739	2013
Rudder Fittings	No 1740	2011
Rudder Blade	No 1785	2011
Jib Tracks and Shroud Positions	No 1815	2011
Mast	IA198/R	Issue R 1995
Main Boom	OD304B	Issue C 1995

1.15 As the construction scantlings of the "DARING" were established in 1961 prior to Lloyd's Rules for Construction (1978), it is no longer possible for yachts to be built to Lloyd's Class (Hull Release Certificate).

1.16 The original Hull and Construction Drawing (No 1693), having been submitted to Lloyd's Register of Shipping (Yacht and Small Craft Department), has been noted and stamped by them. Lloyd's Register holds a copy of this Drawing.

1.17 The hull and deck shall be constructed under the supervision of an authority approved by the Board, to ensure compliance with the Drawings, Specifications and Rules authorised by the Board and the Committee.

2. GRP Construction

2.1 The GRP construction shall be carried out in accordance with Construction Drawing No 1693 and in accordance with the methods and conditions required by Lloyd's Register for a vessel building to Class.

2.2 Materials used for the construction shall be of types approved by Lloyd's Register for a vessel of this type and shall be in normal or general use in boatbuilding.

2.3 The resins shall be polyester of the orthothalic or isothalic type and the matts shall be of powder or emulsion bonded 'E' or 'S' glass. Matts of the combination type may be used provided that the laminates laid up comply with the laminate weights specified on the Drawing.

2.4 No 'Exotic' or other special materials shall be used in order to produce a structure that has better strength or weight characteristics than those of existing yachts.

2.5 GRP laminates shall be consolidated to give Glass Contents by weight of

Chopped Strand Matt	0.33
Woven Roving	0.50

2.6. The first laminate complex of the hull moulding after the gel coats, i.e.:

1 x 300 csm, 2 x 600 csm, 1 x 600 wr + 300 csm
shall extend overall from the centreline to the edge of the sheer flange.

The second laminate of 1 x 600 csm shall extend from the centreline to a point 6" above the datum waterline.

The third complex of

1 x 600 wr + 300 csm, 1 x 600 csm
shall extend from the centreline to a point at the top of the deep floors in way of the keel and 150mm each side of the centreline on the stem and counter.

The final laminate of 1 x 600 csm shall extend overall from the centreline to sheer flange.

2.7 The hull shall be laid up in two sections with the laminates tapered to ensure that the required lay-up is achieved when the two halves are joined.

2.8 The laminates shall be overlapped 150mm each side of the centreline to give a total lay-up increased by 1800 g/m2 over the basic shell laminate.

2.9 All resin used for laminating may be pigmented or only the final layers may be made using pigmented resin.

2.10 When the hull is removed from the mould, 'gel protecting' resins or paints may be applied to the hull surface below the waterline. All other surfaces of the moulding may also be painted if required by the owner.

2.11 Changes in thickness of the laminate shall be made by a gradual taper of not less than 25 mm per 600 g/m2.

2.12 Where the construction changes from sandwich laminate to single skin laminate, the thickness of the core material shall be reduced by a gradual taper.

2.13 The laminate of stiffening members shall form a flange of the hull/deck shell of not less than 75mm.

2.14 The keel insert shall be made in accordance with the Drawing and shall be fitted without altering the longitudinal dimensions.

2.15 Frames shall be positioned as shown on the Drawing and care shall be taken particularly with Frame No 5 as this helps to define the position of the chain plates.

2.16 The cambered deck, to be constructed as shown on the Drawing, will be of GRP and foam.

2.17 It is intended that fittings will be placed within the monolithic GRP areas of the deck. Fittings should be mounted on backing plates or otherwise as required. If loaded fittings are placed in way of the foam core that should be quilted back to monolithic or otherwise treated to prevent local core compression.

2.18 Upon completion of the GRP construction of the hull, deck, stiffening and sole moulding, the weight of the entire structure (including the hull complete with all framing, stringers, deck, coamings, bulkheads, sole etc but excluding the rudder or any other item not specifically included) shall be measured and a weight certificate supplied to the Committee.

2.19 The complete GRP structure shall not weigh less than 640 kg (1410 lb).

2.20 The weight of the complete GRP structure should be checked before the keel is fitted and a weight certificate supplied to the Owner, copy to the Committee.

3. Ballast Keel

3.1 The ballast shall be cast by a foundry, and from a pattern, both approved by The Committee, in accordance with Drawing 1720.

3.2 The weight of the ballast keel shall be checked before it is fitted and faired to the hull and a weight certificate shall be supplied to the Owner, copy to the Committee.

3.3 The weight of the keel shall be 1315 kg +/- 35kg (to allow for normal casting tolerances).

3.4 The keel shall be attached to the hull as shown on the Drawing and care shall be taken to ensure a good fit. All fastenings, plates, washers etc. shall be of stainless steel A4 or equivalent.

3.5 The keel shall be well bedded and the minimum amount of lead shall be planed off to ensure a fair fit to the GRP keel.

4. Position of Critical Fittings – Appendix B

4.1 The Fittings that must be manufactured in accordance with Drawings 1715, 1739 & 1815 and positioned accurately are:

Mast Step
Forestay fitting
Backstay fitting
Mast Ring
Shroud Plates

4.2 The position of the Mast Step and Forestay and Backstay fittings shall be as shown on Drawing No 1715.

4.3 The hull shall be set up level and the position of the centre of the mast hole shall be 3.50m +/- 0.01m from the forward most part of the GRP hull (top of stem).

4.4 The Mast Ring shall be positioned with its centre at this point. If the upstand on the deck mould has been moulded-in, this may be cut away to allow the Mast Ring to sit on the deck.

4.5 The Mast Step shall be fitted with its centre point plumb below the centre of the mast hole.

4.6 The centre of the hole in the Forestay attachment plate shall be 3.00m +/- 0.02m from the centre of the Mast Step when measured in a straight line and the slot in the deck (through which the forestay passes) shall be protected by rubber flanges to limit the ingress of water. Alternatively a deck fitting, with centre of its forestay attachment 0.700m (+/- 0.025m) from the forward most part of the GRP hull (top of stem) at deck level, may be secured through the deck to the forestay attachment plate on the stem, in which case the forestay will be attached at deck level with a suitable swaged bottle screw

4.7 The centre of the Backstay attachment point shall be 5.08m +/-0.03m from the centre of the Mast Step when measured in a straight line.

4.8 The Shroud Plates shall be fitted between Frame No 5 and cant Frame No 41/2, the plates shall be bolted through the knees and fitted as far outboard as possible.

4.9 The Shrouds shall pass through the deck within reference lines formed by lines square across the vessel at the fore and aft sides of the Mast Hole as shown on Drawing No 1815 and no more than 0.06m inboard of the deck edge. Alternatively deck fittings, similarly placed, will be attached to the shroud plates through the deck, in which case shrouds shall be attached at deck level with a suitable swaged bottle screw. In either option the chain plate structure within the hull will conform to the Class Drawings.

4.10 The Jib Sheet Tracks shall be not greater than 0.775m in length (excluding end stops) and shall be positioned as shown on Drawing No 1815. The forward end stop shall be positioned no further forward than an arc formed by a radius of 3.56m from the stemhead.

4.11 At the forward end, the centres of the Jib Sheet Tracks shall be 1.07m+/-0.01m apart and spaced equally about the centre line. The aft ends of the tracks at their centres shall be 1.28m+/-0.01m apart and spaced equally about the centre line.

4.12 If a yacht is fitted with Jib Sheet Tracks shorter than 0.775m, they shall be fitted on a line defined in 4.11 above.

4.13 The height of the turning point of the jib sheet shall be no more than 75mm from the top of the jib sheet track.

5. Deck Fittings

5.1 The positions of deck fittings, other than those related to the Forestay and Backstay, Shrouds, Jib Sheet Tracks and Main Sheet Track, are not critical. However, care should be taken to ensure that they are fitted to the deck as shown on Drawing No 1693.

5.2 For reference, the normal positions of other deck fittings are:

Aft Bollard	1.39m aft of the Cockpit Coaming
Boom Support	0.73m aft of the Cockpit Coaming
Forward Bollard	0.48m aft of the Forestay
Spinnaker Boom Support	Optional, fitted at owner's discretion either side of the forestay to prevent forward end of boom falling overboard when stowed on deck.

6. Rudder Arrangement

6.1 The Rudder shall be constructed as shown on the Drawings for Stock (No 1716), Blade (No 1785) and Fittings (No 1740).

6.2 The position of the Rudder is determined by the centre of the moulded recess at the back of the keel and the rudder tube is fitted to suit. The rudder tube is screwed directly onto the chock moulded into the hull, although this may need some packing to achieve the correct angle.

6.3 The Rudder shall be formed by four sections of 15 mm plywood screwed to rudder stock plates and glued together and then faired as shown on Drawing No 1785. The blade may be sheathed with GRP.

6.4 The lower bearing, as shown on Drawing No 1740, is screwed into the base of the Rudder Blade. The keel shoe which carries the lower bearing is fitted and screwed to the ballast keel.

7. Mast

7.1 Masts shall be of constant section and design and conform to the Atlantic Spars Drawing IA198/R Issue R 1995, as shown in Appendix B. The alloy specification is 608276.

7.2 All Masts shall be made by Atlantic Spars (and any other manufacturer the Class may appoint). A weight certification will be issued with each Mast, weighing to be done with rigging attached.

7.3 The distance from the heel of the Mast to the goose neck track shall be included on the weight certificate.

7.4 Masts shall not be altered in their rake or position beyond the limitations allowed by the opening in the mast partner and/or step nor shall the opening be altered.

7.5 There shall be no mast chocking at deck level.

8. Main Boom

8.1 The Main Boom shall be made by Atlantic Spars Ltd (or any other manufacturer the Class may appoint) and conform to the Proctor Masts Main Boom Drawing OD304B Issue C 1995 as shown in Appendix B.

8.2 Older booms which conform to earlier standards are permitted but shall be replaced only by booms made to the new standard.

8.3 A black band shall be fitted in a position measured 3.683m from the flat part at the aft side of the mast to the forward side of the black band.

9. Spinnaker Pole

9.1 The Spinnaker Pole shall be a minimum outside diameter of 51mm and a maximum overall length (including end fittings) of 2.725m. Existing tapered poles are permitted but no new tapered poles are allowed after 2012.

9.2 Only one Spinnaker Pole shall be permitted.

9.3 The Spinnaker Pole shall be made by Selden Masts (and any other manufacturer the Class may appoint) and shall not exceed the specified length in 9.1 above. Carbon fibre poles are permitted.

10. Rigging – See also Appendices A & F

10.1 There shall be no hydraulically powered mechanism whatsoever.

10.2 The method of adjusting the kicking strap shall be at the owner's discretion.

10.3 In accordance with Appendix F para 6, a quick release main sheet jamming cleat shall be fitted which can easily be released when under heavy load.

10.4 Shroud, forestay and jumper tensions shall not be adjusted during the course of a race.

11. Weight

11.1 When completed, the yacht shall be weighed. The condition of the yacht for weighing shall be complete but with all loose gear removed and without mast and spars.

11.2 The yacht shall be weighed by suspension from a fixed point with a weighing device approved by the Committee. In the condition defined in 11.1 above, for yachts built or modernised after 2009, a "DARING" shall weigh not less than 2,100 kgs and no more than 2250 kgs.

PART III

NEW AND SUBSTANTIALLY ALTERED DARINGS

(Part III governs the construction of new Darings after 2009 and the substantial alteration of an existing Daring.)

1. General.

1.1 It is recognised that some existing Darings require structural changes to ensure their continued safe use and also the Rules should be updated for the construction and layout of new build Darings. Structural alterations to old Darings (numbers 1 to 36) and the construction of new Darings are to be carried out in such a way that new and altered Darings can race on level terms with old (unaltered) Darings. The Board after taking advice from the Naval Architect and / or Measurer and the Committee shall have the power to introduce temporary measures to ensure that new, altered and old Darings can compete on level terms. Such temporary measures may only last for 12 months before requiring ratification by the AGM or an EGM as appropriate.

1.2 All the requirements set out in Part II of the Rules apply except those requirements that are no longer capable of being applied due to changes in regulation or obsolescence. Where necessary, Part III sets out alternative regulations in respect of change in regulation or obsolescence, and lays down additional regulations to cover permitted changes to the original layout and construction of the Daring.

2. New decks fitted to old Darings.

2.1 Any old Daring shall be permitted to replace its deck, in which case the size, shape and construction of that deck will conform to current Class Drawings. In addition any old Daring on changing decks shall incorporate fore and aft bulkheads to give a minimum estimated buoyancy of 2000kg. They may be constructed in GRP or marine plywood (or a combination of both) and as far as possible comply with the position and construction of bulkheads on a new Daring.

2.1 It is recognised that the frame positions and general construction of old Darings may dictate some deviation from the fixed positions in a new Daring.

3. Old Daring options.

3.1 When new decks and bulkheads are fitted to old Darings the Owner may adopt where practical any of the updating features of new Darings. Such updates must first be approved by the Committee with reference to the Class Naval Architect. These features are:

Raised or partially raised floors
Water resistant lockers
Revised seating / crew seats

Centre Console in place of Samson Post
On deck shroud & forestay attachment points
Two sling points

3.2. All design and measurement fees associated with updating of an old Daring will be borne by the Owner. Before being re-admitted to the Class as a Daring the Owner must obtain a certificate from the Class Measurer confirming that all the changes are within the Rules and that all materials used in the fabrication of the changes conform.

3.3. In addition the Committee may require the Daring to be re-weighed and if outside the prescribed weight limit correctors shall be added at the Direction of the Class Measurer. The weighing and the addition of correctors shall be for the account of the Owner.

4. New Daring.

Part II of these Rules and this Part shall govern the construction of all new Darings built from 2009 onwards. All the other requirements set out within the Rules and Appendices shall also apply.

5. Builder.

Only a Builder approved by the Board may construct a new Daring.

6. Layout.

The new Daring shall be built with the deck layout and bulkheads in accordance with the Class Drawings.

7. Option Layout.

The options for old Darings as set out in 3.1 above may be adopted in the new Daring. Otherwise the new Daring shall comply with the fitting out requirements as laid out in Part II of these Rules.

8. Drawings.

The Drawings which govern the construction and layout of a new Daring are the current Class Drawings.

9. Key measurements.

The new Daring shall have fittings and apertures such that it complies with measurements as set out in the measurement certificate at Appendix G.

10. Keel Weight and shape.

Keels from old Darings may be transferred to new Darings. The transferred keel must be weighed and any additional material added must be declared to the Class Measurer. New keels will be produced by a Committee approved foundry and comply with the keel Drawings.

11. New Daring handover.

The new Daring will be handed over by the builder only after it has been weighed dry in the presence of the Class Measurer and the main dimensions checked to ensure they are as per the Drawings. Responsibility for ensuring that the yacht as built complies with the Daring Class Rules rests with the Owner. The Owner must take all sensible contractual precautions when ordering a new Daring from the Approved Class Builder. Approval by the Class does not extend to a warranty as to the builder's ability nor financial stability.

12. Fit out.

If the fit out of the new Daring is to be carried out by the Class Maintenance Contractor, only check measurements need be taken at the Approved Builder with final weighing and measurement occurring once ready at Class Maintenance Contractors's premises.

13. Correctors.

If the dry weight of a new or altered old Daring is less than 2,100 kgs then the amount underweight should be noted, the yacht then rigged and launched and as far as possible the correctors shall be applied to get the yacht to a similar trim condition as an average yacht in the existing fleet. This trimming shall be done in the presence of the Class Measurer. Corrector weights shall not be attached any lower then 150mm below the deck. If there is any dispute about the positioning of correctors the Committee's decision after consulting the Class Measurer will be final.

14. Conversions.

To permit the use of existing Drawings in the fitting out of new Darings or the alteration of old Darings, the following conversions will be used to convert where required metric to Imperial measurement or vice versa:

1 metre = 3.281 feet
1 kg = 2.2046 lbs

Daring Class Rules - Appendix A

Rigging Specifications

1. Cap Shrouds (5mm, 1 x 19 s/s)

1.1 Mast fixing. Copper talurit to be used. Eye to be secured to double tang (1999 design) with a 3/8th diameter pin, clearly etched on the outside with the year of fitting.

1.2 Lower end to be fixed to the chain plate using a copper talurit and stainless steel thimble or to the deck fitting using a swaged bottle screw.

2. Lower Shrouds (5mm, 1 x 19 s/s)

2.1 Mast fixing. Toggle Fork Swage terminal (Norseman Gibb ref: 551) and tang to Spencers Rigging design to be used clearly etched on the outside with the year of fitting.

2.2 Lower end to be fixed to the chain plate using a copper talurit and stainless steel thimble or to the deck fitting using a swaged bottle screw.

3. Forestay (5mm, 1 x 19 s/s)

3.1 Mast fixing: Swage or copper talurit.

3.2 Lower end:

- Yachts with plate adjusters: Copper talurit and stainless steel thimble
- Yachts with bottle screw: As above, but bottle screw to be secured to the hull plate with toggle
- or to the deck fitting with a suitable swaged bottle screw

3.3 Wire to be straight and capable of full fore and aft movement as it passes through the deck.

4. Backstay (main 5mm, 1 x 19 s/s)

4.1 Top and bottom fixings to be copper talurit. Both backstay legs are to be renewed annually.

4.2 The method used for adjusting the backstay shall be at owner's discretion.

4.3 An additional security leg (6mm, 7 x 19 s/s) shall be fitted with a direct connection from the main backstay to the hull. The security leg must be short enough, in the event that the working leg breaks, to prevent the mast at deck level from striking the forward edge of the mast collar.

5. Jumpers (4mm, 1 x 19 s/s)

5.1 Jumpers shall be fitted with chain plates.

5.2 A roller, outside diameter 12mm, is to be fitted to the lower part of the jumper stays to prevent chafing of the spinnaker halyard.

5.3 Struts and stays have no fixed life.

5.4 A turn buckle on the lower end of the jumper stays to enable adjustment (though not during racing) is optional.

6. Standing rigging

6.1 The lower shrouds are to be changed automatically after two seasons of use, unless attached to chain plates above deck in which case they are to be changed after 3 seasons**.**

6.2 All the remaining standing rigging is to be renewed automatically after five seasons of use.

6.3 The approved Class Maintenance Contractor is to keep a written record, open to inspection by owners, of all yacht's rigging changes.

6.4 All standing rigging shall be made of commercially available stainless steel wire, as specified above. Dy-form or other high strength wire is not to be used.

7. Black bands

7.1 The mast (see 7.2 below) and main boom (see Part II section 8.3 above) are to be permanently marked with coloured bands in positions as specified in the Mast and Main Boom Drawings.

7.2 The coloured band at the top of the mast to incorporate an alloy stop, diameter approx. 0.5 inch across the groove to prevent over hoisting of the mainsail.

8. Halyards

The recommended rope for all halyards is 8mm 'Spectra'.

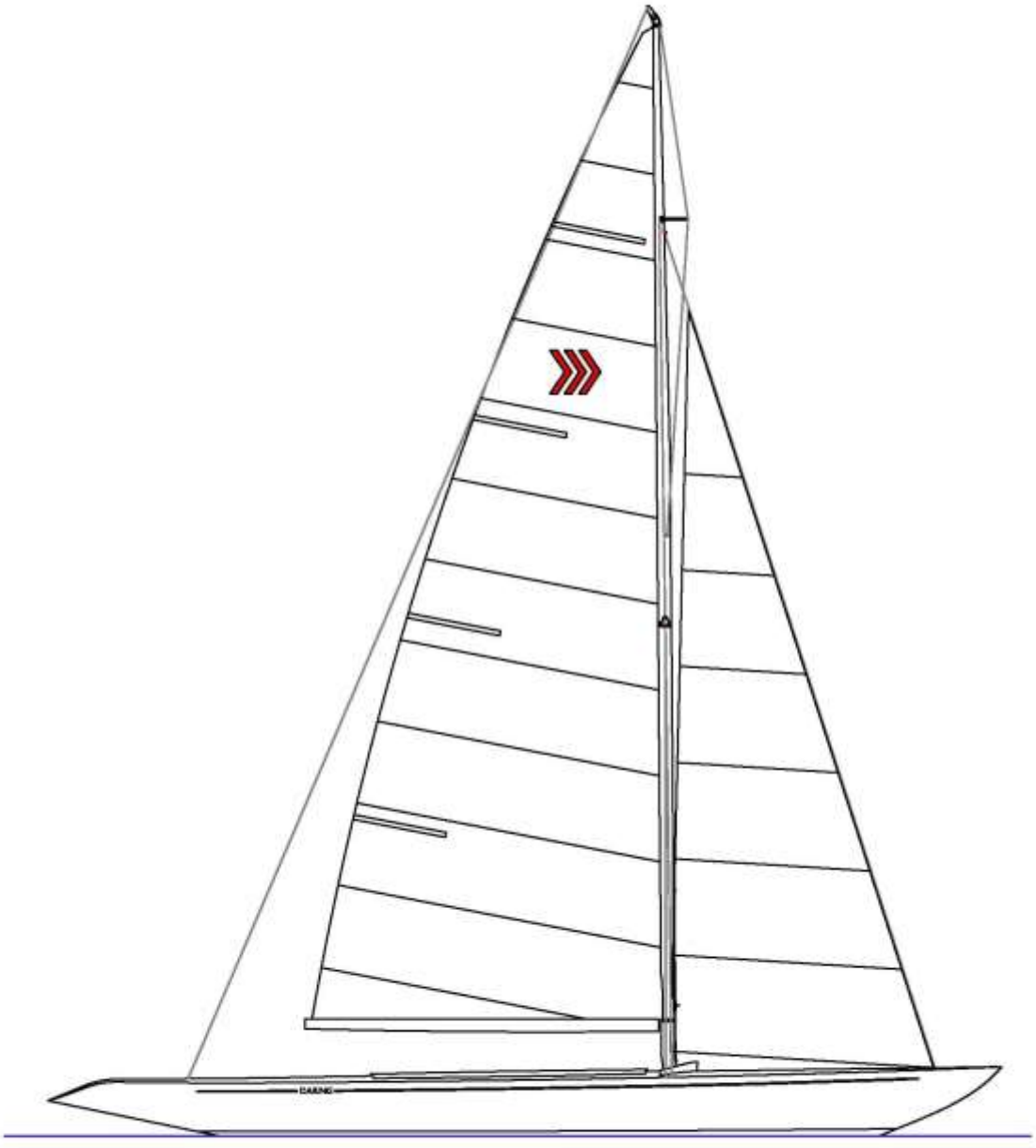
9. All Other Specifications and Equipment

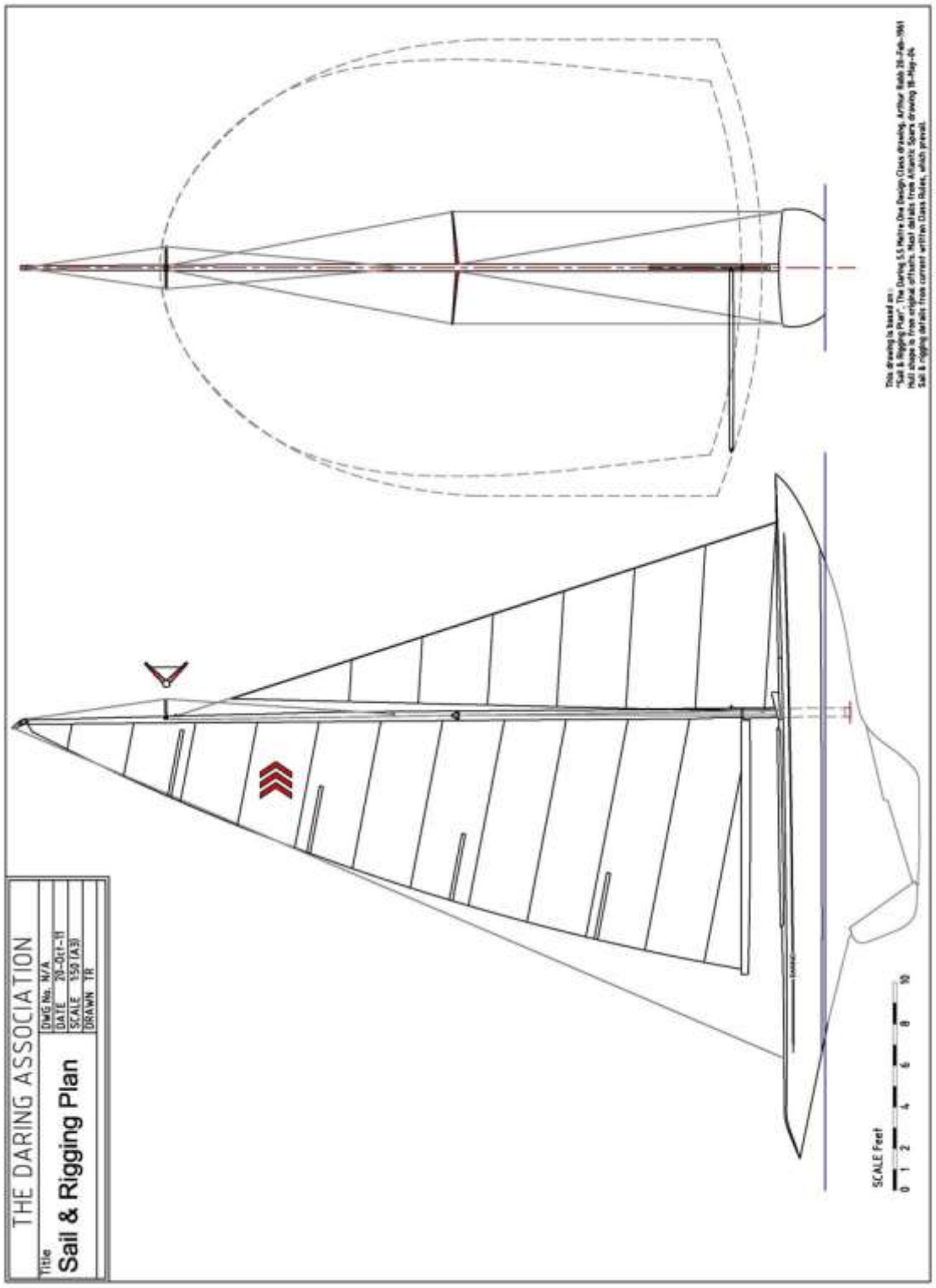
9.1 In the case of anything not mentioned in this document, it can be assumed that most recent practice is satisfactory.

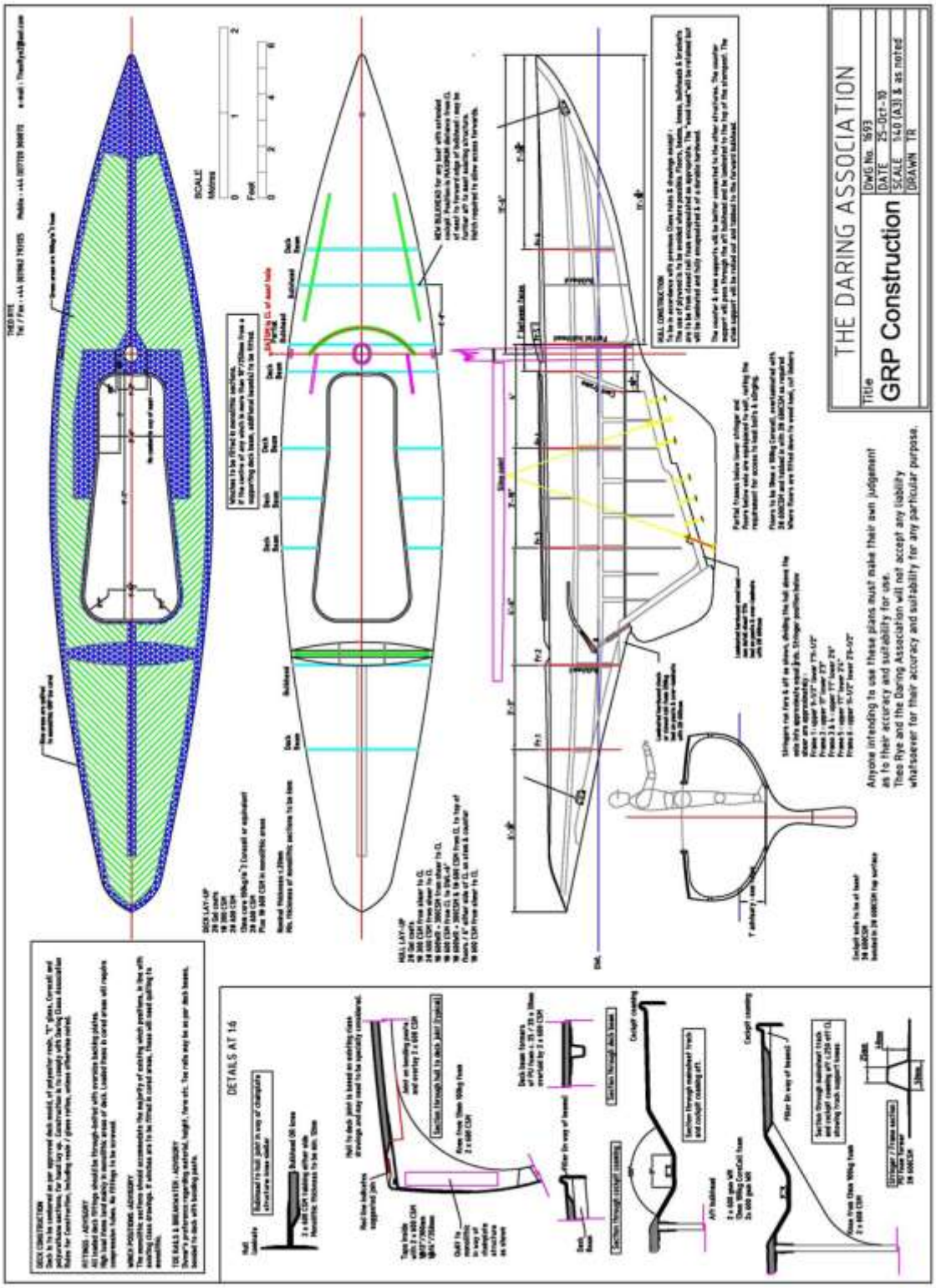
9.2 All split pins should be renewed annually. They should be divided and the ends bent back fully round each side of the clevis pin.

Daring Class Rules - Appendix B

Class Drawings (amended 2013)

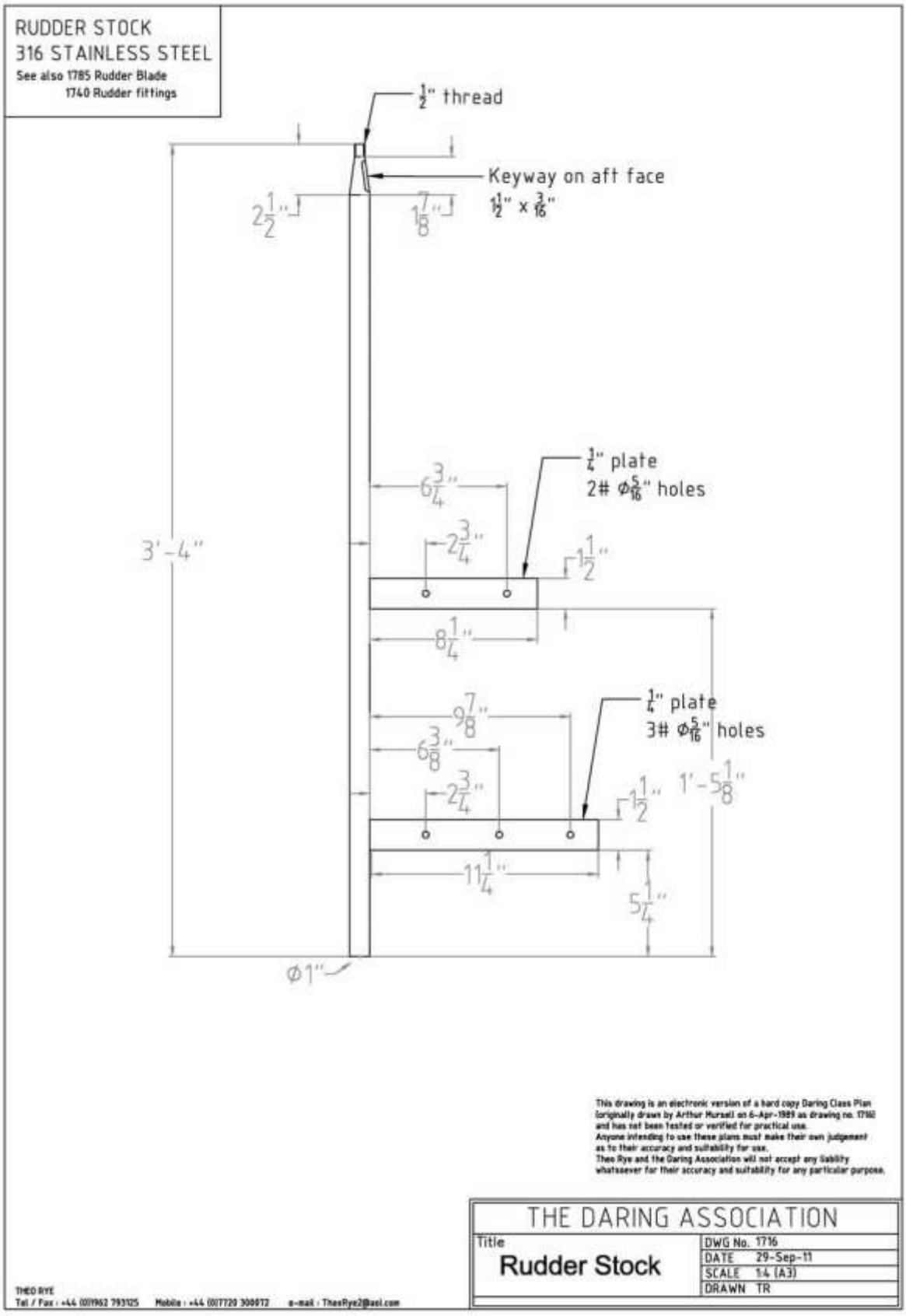


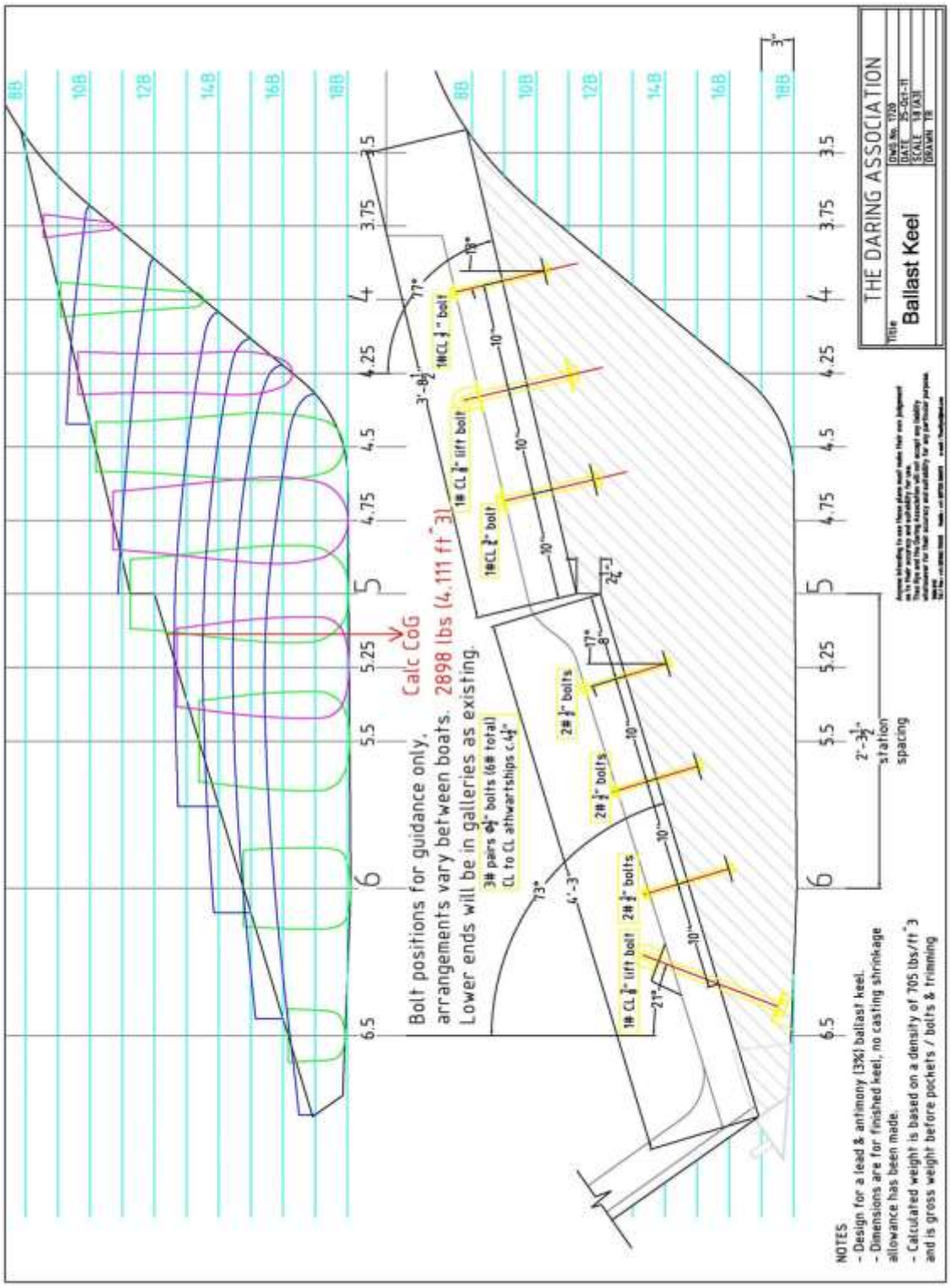

THE DARING ASSOCIATION
Title
Sail & Rigging Plan
Dwg No. N/A
DATE 20-Oct-11
SCALE 1:50 (A3)
DRAWN TR
This drawing is based on :
"Sail & Rigging Plan", The Daring 5.5 Metre One Design Class drawing, Arthur Robb 28-Feb-1961
Hull shape is from original offsets. Most details from Atlantic Spars drawing 18-May-04.
Sail & rigging details from current written Class Rules, which prevail.
SCALE Feet
0 1 2 4 6 8 10

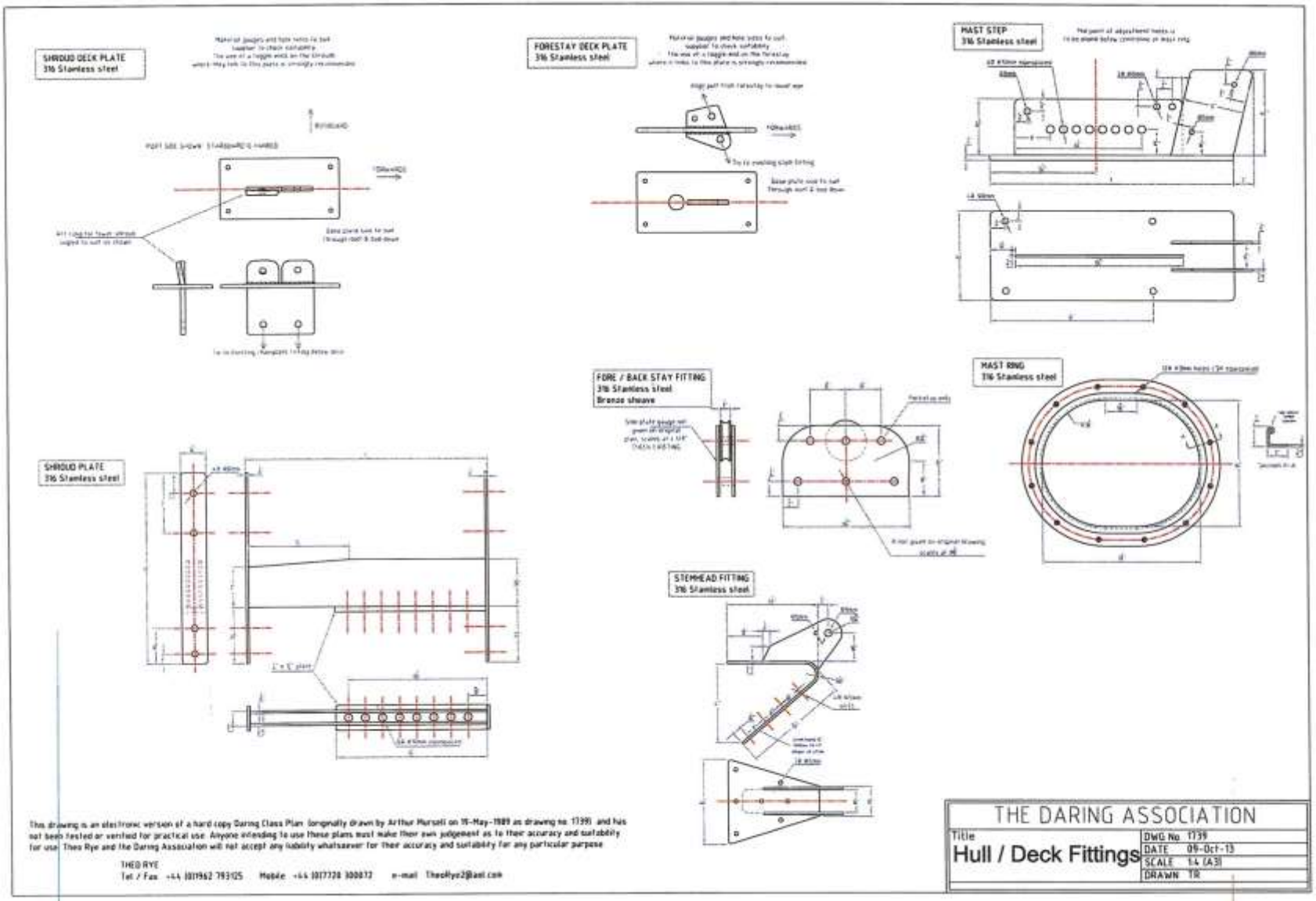

THE DARING ASSOCIATION
GRP Construction
DWG No. 1693
DATE 25-Oct-18
SCALE 1:10 (A3) & as noted
DRAWN TR
DETAILS AT 1:6
Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.

THE DARING ASSOCIATION
Keel Insert
NOTES
Keel insert is to be laminated mahogany or other durable hardwood, nominally 4" sided but to suit hull.
Dimensions given are approximate and updated to corrected top of ballast keel & hull shape from Robb's offsets, but ALL DIMENSIONS SHOULD BE VERIFIED BEFORE CONSTRUCTION as variations exist across the class.

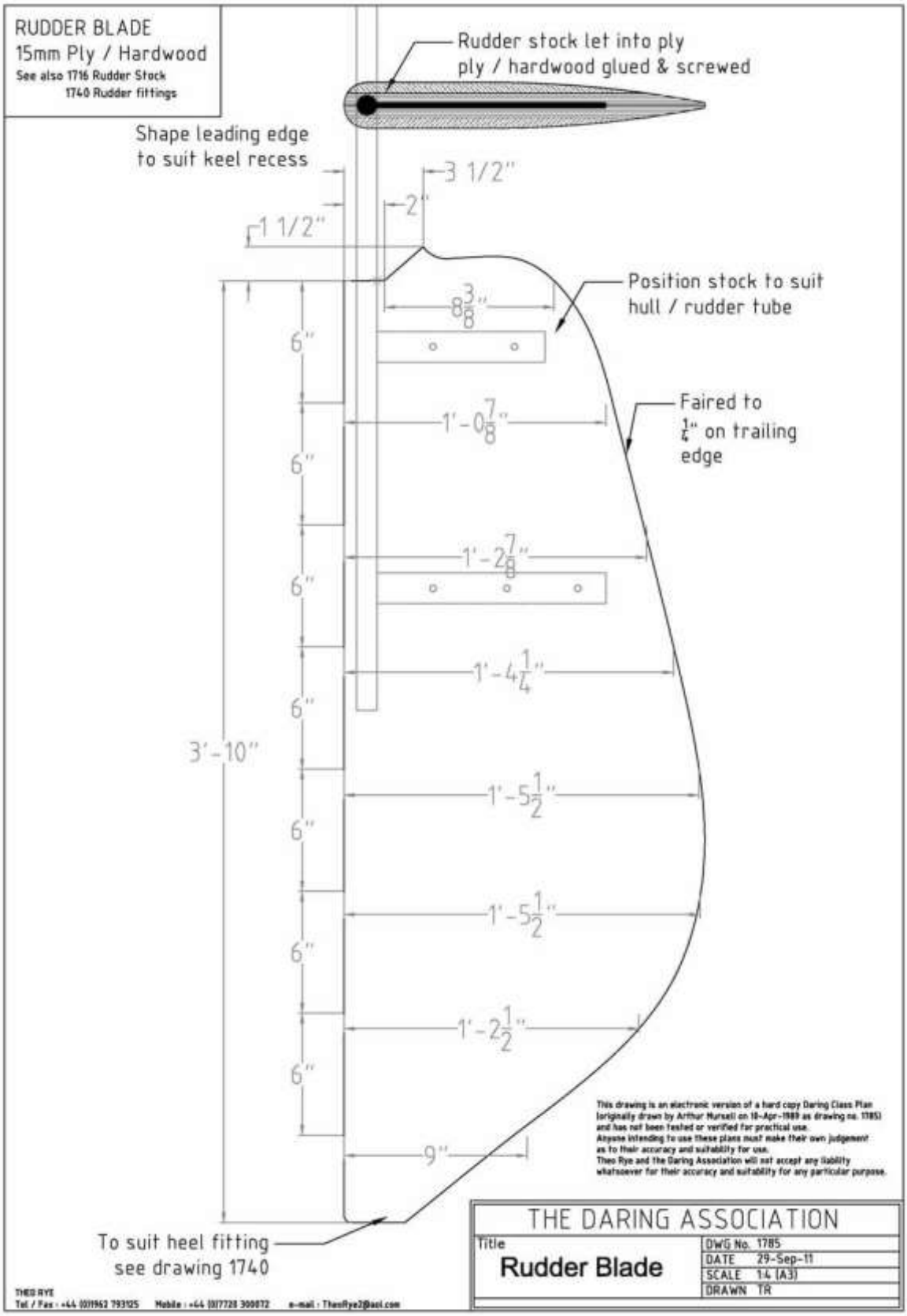
FORWARD MOST POINT OF GRP
CENTRE OF MAST PINS
THE DARING ASSOCIATION
Title Fore/Back Stay Positions
DWG No. 1715
DATE 30-Sep-11
SCALE 1:30 (A3)
DRAWN TR
Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.
THEO RYE
Tel / Fax : +44 (0)1962 793125 Mobile : +44 (0)7720 300372 e-mail : TheoRye2@aol.com


RUDDER STOCK
316 STAINLESS STEEL
See also 1785 Rudder Blade
1740 Rudder fittings
½" thread
Keyway on aft face
½" x 3/16"
2 1/2"
1 7/8"
3'-4"
¼" plate
2# Ø5/16" holes
6 3/4"
2 3/4"
1 1/2"
8 1/4"
¼" plate
3# Ø5/16" holes
9 7/8"
6 3/8"
2 3/4"
1 1/2"
1'-5 1/8"
11 1/4"
5 1/4"
Ø1"
This drawing is an electronic version of a hard copy Daring Class Plan originally drawn by Arthur Mursell on 6-Apr-1989 as drawing no. 1716) and has not been tested or verified for practical use.
Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.
THE DARING ASSOCIATION
Title
Rudder Stock
DWG No. 1716
DATE 29-Sep-11
SCALE 1:4 (A3)
DRAWN TR
THEO RYE
Tel / Fax : +44 (0)1962 793125 Mobile : +44 (0)7720 300872 e-mail : TheoRye2@aol.com


THE DARING ASSOCIATION
Title
Ballast Keel
Dwg. No. 1128
DATE 15-Oct-11
SCALE 1/4"=1'
Drawn TR
Calc CoG
2898 lbs (4.111 ft^3)
Bolt positions for guidance only,
arrangements vary between boats.
Lower ends will be in galleries as existing.
3# pairs ø¾" bolts (6# total)
CL to CL athwartships c.44"
1# CL ¾" lift bolt
2# ¾" bolts
1#CL ¾" bolt
1# CL ¾" lift bolt
1#CL ¾" bolt
2# ¾" bolts
2# ¾" bolts
1# CL ¾" lift bolt
2# ¾" bolts
station spacing
NOTES
- Design for a lead & antimony (3%) ballast keel.
- Dimensions are for finished keel, no casting shrinkage allowance has been made.
- Calculated weight is based on a density of 705 lbs/ft^3 and is gross weight before pockets / bolts & trimming

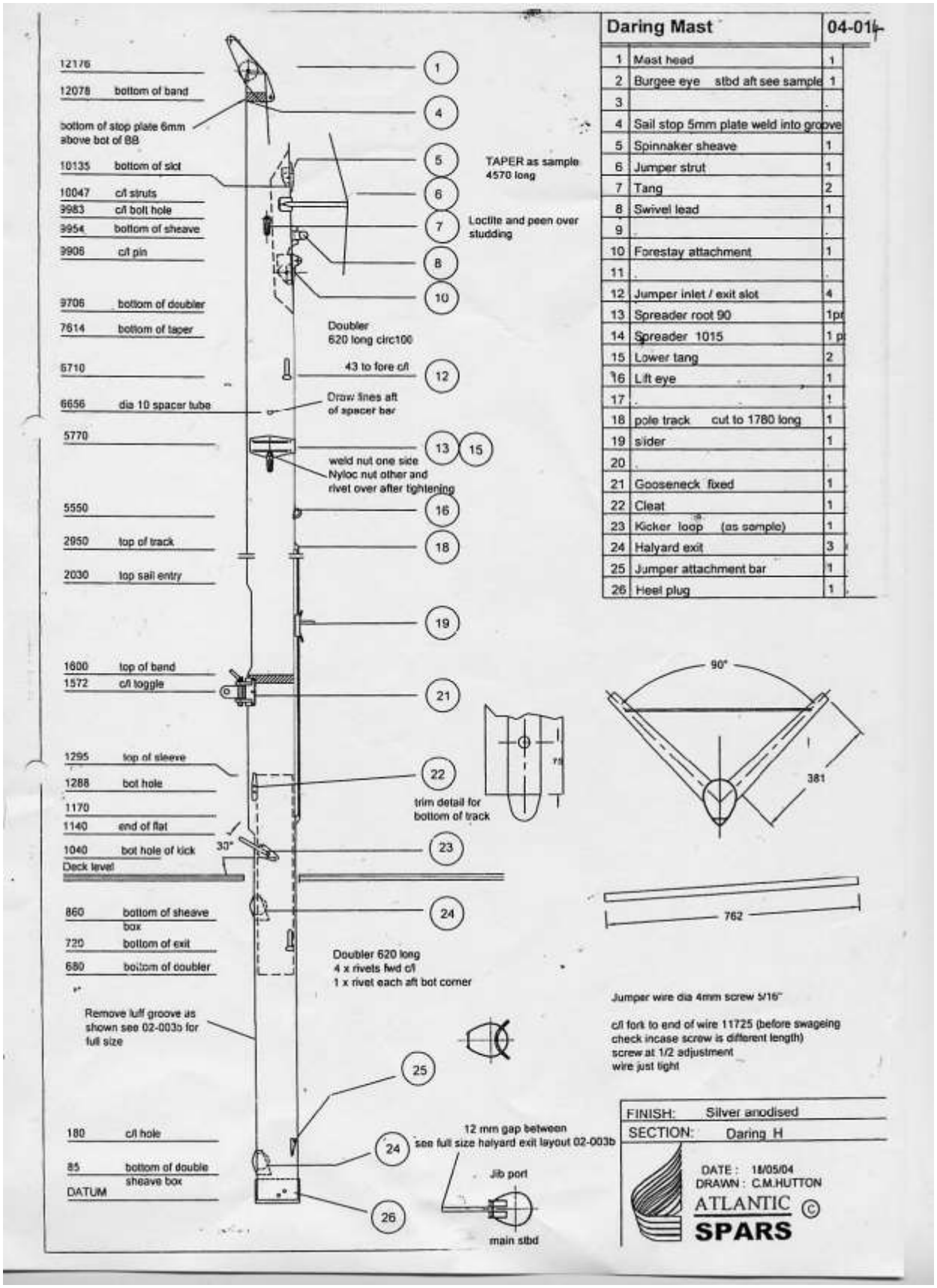

SHROUD DECK PLATE
316 Stainless steel
FORESTAY DECK PLATE
316 Stainless steel
MAST STEP
316 Stainless steel
FORE / BACK STAY FITTING
316 Stainless steel
Bronze sheave
MAST RING
316 Stainless steel
SHROUD PLATE
316 Stainless steel
STEMHEAD FITTING
316 Stainless steel
This drawing is an electronic version of a hard copy Daring Class Plan (originally drawn by Arthur Mursell on 16-May-1989 as drawing no. 1739) and has not been tested or verified for practical use. Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use. Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.
THEO RYE
Tel / Fax +44 (0)1962 793125 Mobile +44 (0)7720 300872 e-mail TheoRye2@aol.com
THE DARING ASSOCIATION
Title
Hull / Deck Fittings
DWG No. 1739
DATE 09-Oct-13
SCALE 1:4 (A3)
DRAWN TR

RUDDER TUBE & GLAND / BEARING
316 stainless steel
HULL PLATE
316 stainless steel
(Size given should be treated as a minimum and increased if possible to spread load)
LOWER RUDDER BEARING
316 stainless steel
to fit over pin on keel shoe
RUDDER PINTLE - KEEL SHOE
316 stainless steel
May need alterations as hulls & keels vary
This drawing is an electronic version of a hard copy Daring Class Plan (originally drawn by Arther Hurwell on 25-May-1989 as drawing no. 1740) and has not been tested or verified for practical use.
Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.
THE DARING ASSOCIATION
Title
Rudder Fittings
DWG No. 1740
DATE 29-Sep-11
SCALE 1:3 (A3)
DRAWN TR
THEO RYE
Tel / Fax : +44 (0)1962 793125
Mobile : +44 (0)7720 300072
e-mail : TheoRye2@aol.com

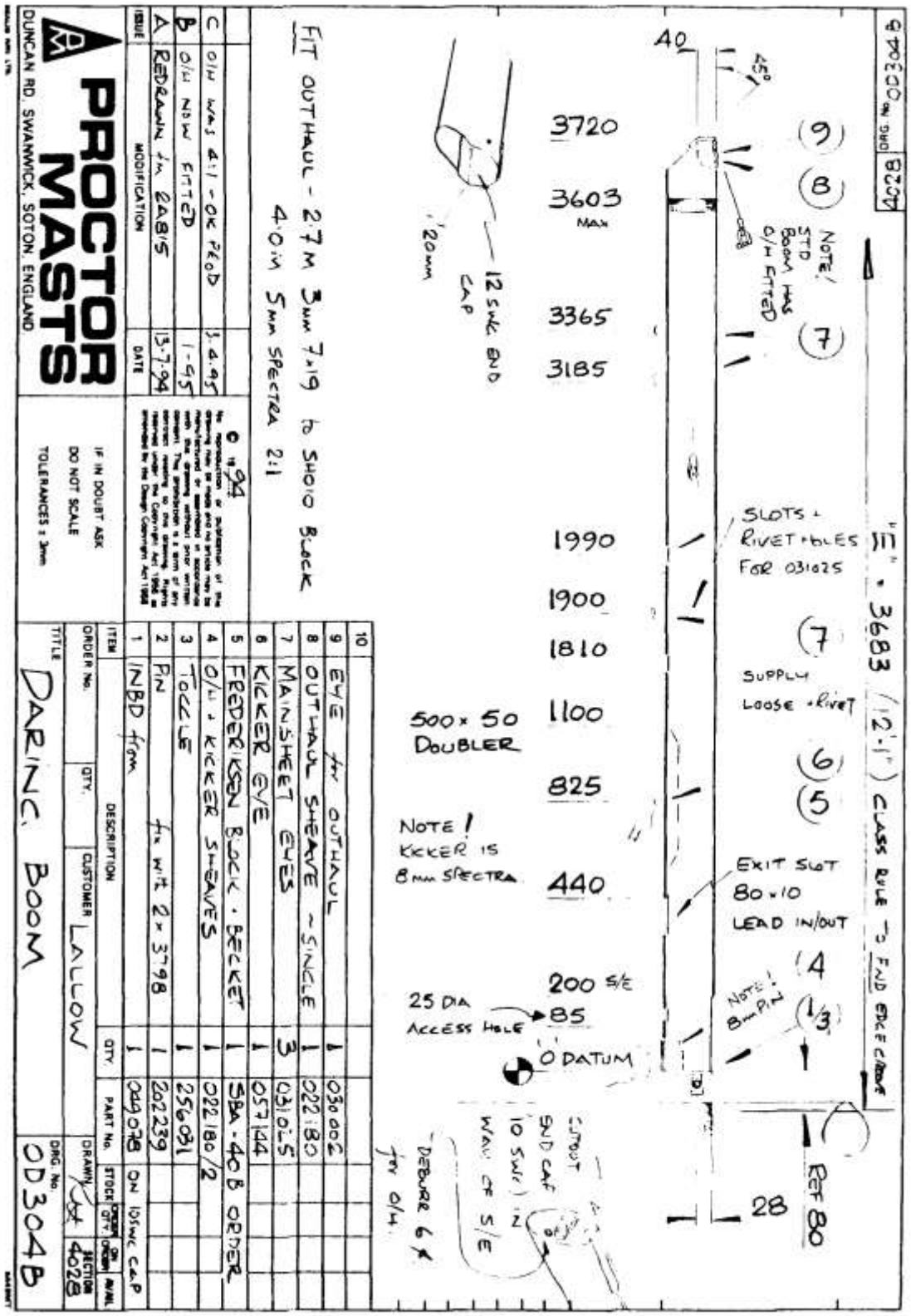

RUDDER BLADE
15mm Ply / Hardwood
See also 1716 Rudder Stock
1740 Rudder fittings
Rudder stock let into ply
ply / hardwood glued & screwed
Shape leading edge
to suit keel recess
3 1/2"
2"
1 1/2"
Position stock to suit
hull / rudder tube
8 3/8"
6"
1'-0 7/8"
Faired to
1/4" on trailing
edge
1'-2 7/8"
1'-4 1/4"
3'-10"
1'-5 1/2"
1'-5 1/2"
1'-2 1/2"
9"
This drawing is an electronic version of a hard copy Daring Class Plan
(originally drawn by Arthur Mursell on 18-Apr-1989 as drawing no. 1785)
and has not been tested or verified for practical use.
Anyone intending to use these plans must make their own judgement
as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability
whatsoever for their accuracy and suitability for any particular purpose.
To suit heel fitting
see drawing 1740
THEO RYE
Tel / Fax : +44 (0)1962 793125 Mobile : +44 (0)7728 300872 e-mail : Theorye2@aol.com
THE DARING ASSOCIATION
Title
Rudder Blade
DWG No. 1785
DATE 29-Sep-11
SCALE 1:4 (A3)
DRAWN TR

THE DARING ASSOCIATION
Title
Jib track / Shroud positions
DWG No. 1815
DATE 30-Sep-11
SCALE NTS
DRAWN TR
FORWARD MOST POINT OF GRP
11'-6"
11'-8"
SHROUDS TO BE POSITIONED WITHIN THESE LINES
3'-6"
DATUM is CL of mast hole
2'-6½"
max length of track
4'-2½"
Anyone intending to use these plans must make their own judgement as to their accuracy and suitability for use.
Theo Rye and the Daring Association will not accept any liability whatsoever for their accuracy and suitability for any particular purpose.

Mast


Daring Mast 04-01
1 Mast head 1
2 Burgee eye stbd aft see sample 1
3 .
4 Sail stop 5mm plate weld into groove
5 Spinnaker sheave 1
6 Jumper strut 1
7 Tang 2
8 Swivel lead 1
9 .
10 Forestay attachment 1
11 .
12 Jumper inlet / exit slot 4
13 Spreader root 90 1pr
14 Spreader 1015 1 pr
15 Lower tang 2
16 Lift eye 1
17 .
18 pole track cut to 1780 long 1
19 slider 1
20 .
21 Gooseneck fixed 1
22 Cleat 1
23 Kicker loop (as sample) 1
24 Halyard exit 3
25 Jumper attachment bar 1
26 Heel plug 1
12176
12078 bottom of band
bottom of stop plate 6mm above bot of 88
10135 bottom of slot
10047 c/l struts
9983 c/l bolt hole
9954 bottom of sheave
9906 c/l pin
9706 bottom of doubler
7614 bottom of taper
6710
6656 dia 10 spacer tube
5770
5550
2950 top of track
2030 top sail entry
1600 top of band
1572 c/l toggle
1295 top of sleeve
1288 bot hole
1170
1140 end of flat
1040 bot hole of kick
Deck level
860 bottom of sheave box
720 bottom of exit
680 bottom of doubler
180 c/l hole
85 bottom of double sheave box
DATUM
TAPER as sample 4570 long
Loctite and peen over studding
Doubler 620 long circ100
43 to fore c/l
Draw lines aft of spacer bar
weld nut one side Nyloc nut other and rivet over after tightening
trim detail for bottom of track
30°
Doubler 620 long
4 x rivets fwd c/l
1 x rivet each aft bot corner
Remove luff groove as shown see 02-003b for full size
12 mm gap between
see full size halyard exit layout 02-003b
Jib port
main stbd
90°
381
762
Jumper wire dia 4mm screw 5/16"
c/l fork to end of wire 11725 (before swageing check incase screw is different length)
screw at 1/2 adjustment
wire just tight
FINISH: Silver anodised
SECTION: Daring H
DATE : 18/05/04
DRAWN : C.M.HUTTON
ATLANTIC ©
SPARS

Main Boom


PROCTOR MASTS
DUNCAN RD. SWANWICK, SOTON. ENGLAND
DARING BOOM
DRG. No. OD304B
SECTION 4028
TITLE
ORDER No.
CUSTOMER LALLOW
QTY.
DESCRIPTION
ITEM
PART No.
STOCK QTY.
ON ORDER
AVAIL.
1 INBD from 1 099028 ON 105mm CAP
2 PIN for W/T 2 x 3798 1 202239
3 TOGGLE 1 256031
4 O/H + KICKER SHEAVES 1 022180/2
5 FREDERIKSEN BLOCK - BECKET 1 SBA-40B ORDER
6 KICKER EYE 1 057144
7 MAINSHEET EYES 3 031015
8 OUTHAUL SHEAVE ~SINGLE 1 022180
9 EYE for OUTHAUL 1 030006
10
FIT OUTHAUL - 2.7M 3mm 7x19 to SHOIO BLOCK
4.0M 5mm SPECTRA 2:1
IF IN DOUBT ASK
DO NOT SCALE
TOLERANCES ± 2mm
MODIFICATION
DATE
A REDRAWN fm 20815 13-7-94
B O/H NOW FITTED 1-9-95
C O/H WAS 4:1 - OK PROD 3.4.95
3720
3603 MAX
3365
3185
1990
1900
1810
1100
825
440
200 S/E
85
0 DATUM
500 x 50 DOUBLER
NOTE! KICKER IS 8mm SPECTRA
25 DIA ACCESS HOLE
12 SWG END CAP
120mm
45°
NOTE! STD BOOM HAS O/H FITTED
SLOTS + RIVET HOLES FOR 031025
SUPPLY LOOSE + RIVET
EXIT SLOT 80 x 10 LEAD IN/OUT
CUTOUT END CAP TO 10 SWG IN WALL OF S/E
DEBURR & R for O/H
REF 80
28

Daring Class Rules - Appendix C

Sail Specifications

1. The following are the key measurements (at the time of manufacture) and specifications for Daring sails. Detailed specifications are held by the approved sailmaker for each sail, as approved by The Committee.

2. From time to time the detailed specifications may be altered by The Committee for safety and/or performance reasons.

Mainsail

Area	226 sq ft approximately
Luff	34’ 4.5”
Leech	36’ 5”
Foot	12’ 1”
Cloth	6.52 US oz per sq m

A safety window 3’ 6” by 7”, (minimum area 2 sq ft) shall be fitted in the bottom panel, positioned with the fore edge of the window 4’ 5” from the luff. The top of the window is positioned 2” at the fore end and 8.5” at the aft end from the join between the first and second panels.

Jib

Luff	27’ 7”
Leech	25’ 8”
Foot	9’ 2”
Cloth	Genesis PLATINUM

Large Spinnaker

Area	638 sq ft approximately
Luffs	29’
Foot	22’
Max width	22’
Cloth	1.1 US oz per sq m. Nylite
Cut	Tri-Radial

Reaching Spinnaker

Area	474 sq ft approximately
Luffs	28’
Max width	19’
Foot	18’
Cloth	1.5 US oz per sq m
Cut	Tri-Radial

Daring Class Rules - Appendix D

Annual Maintenance Schedule

1. Inspect Standing Rigging, especially at swages, and renew if unsound.

2. Inspect Cross Trees and Jumpers and remedy as required. Tape Spreader ends and Lower Shroud split pins under spreaders ensuring that fitting still has full and free movement.

3. Carefully inspect Halyards and renew if unsound.

4. Renew backstay leg and backstay security leg. See appendix A para 4.

5. Remove, inspect and grease Halyard Sheaves and backstay leg Spindles and replace if damaged or distorted.

6. Inspect Chain Plates and Stay Connections to hull for soundness and repair as required. Inspect Rudder and Fittings and repair as required.

7. Open Winches, oil/grease as required and check for sound operation.

8. Check condition of drain plug and renew if necessary.

9. Apply Anti-fouling as standard.

10. Ensure that correct length drop-nose pins are fitted to Bow Fairlead and Jib Tack (if appropriate). These are to be secured to the hull with a 4mm plaited terylene lanyard or 2mm stainless FSTWR as appropriate.

11. Remove double action pump to allow access for servicing. Dismantle and replace two inlet non return valves, two outlet non return valves, two main diaphragms together with associated screws, seals and circlips. Reassemble, refit and check operation of both pumping chambers.

12. Check and rectify if necessary the forestay, backstay and shroud rubber deck flanges (if fitted).

Note: Time allowed for this maintenance check, excluding anti-fouling item 9, is 10 hours assuming all is OK. Minor works to be carried out at time of inspection, major works to be referred to the First Named Owner (FNO) before execution.

Appendix D will be reviewed annually by the Committee and any additional requirements will be communicated to FNOs by letter or e-mail. On the next revision of the Rules the extra requirement(s) will be incorporated. A revision of Appendix D which is intended to prescribe the safe level of maintenance of a Daring shall not require the approval of 75% of Owners.

Daring Class Rules - Appendix E

Standing Arrangements for Scrubbing (below the waterline)

The maximum number of times a yacht may be hauled out or scrubbed by underwater swimmers during the racing season is once every two weeks, in accordance with the following:

1. If a yacht is hauled out for repairs, she is not to be scrubbed unless due for one. Owners may opt to miss a scrub in which case they must wait for their next turn. Yachts may not be scrubbed out of turn.

2. Before Cowes Week the top half of the Class is scrubbed the week immediately preceding Cowes Week and the bottom half the previous week. This is defined by the previous season's Championship results. Yachts which compete in Cowes Classics Week and are entered for Cowes Week shall be scrubbed after Cowes Classics Week and before Cowes Week.

3. After Cowes Week, the Class is divided according to those going to a remote venue (e.g. East or West Wight) and the rest. Those going away must be scrubbed between the end of Cowes Week and the following Thursday. The rest will be scrubbed during the week immediately preceding the fleet's return from remote regattas.

4. Scrubbing shall only be carried out by a firm, or firms, nominated each year by the Committee. The nominated firm(s) shall keep an accurate record of when each yacht is scrubbed and this will be available for inspection.

Daring Class Rules - Appendix F

Minimum Equipment Inventory

1. All yachts shall carry the following anchoring and safety equipment:

    - One Anchor weighing at least 6kgs (14lb) and 5 metres (16.4ft) of 6.4mm (0.25 inch) chain.

    - An Anchor Warp of minimum length 30 m (100 ft) and minimum breaking strength of 450 kg (1000 lb).

    - One Level 150 Personal Flotation Device (PFD) per crew member. The Class strongly recommends that all PFDs are serviced before the start of the season and before Cowes Week*.

    - Two paddles suitable for propelling a Daring.

    - One life ring or horseshoe life ring in reach of the helmsman.

    - Two red distress flares and two orange smoke flares, which must be within the manufacturer's expiry date. They must be contained within a waterproof pack.

    - Two sturdy buckets measuring at least 215mm deep by 250mm diameter.

* The RYA strongly recommends that PFDs are worn at all times when sailing a Daring.

2. All yachts shall be fitted with a large capacity double action hand operated bilge pump, as approved by the Committee. Existing single action pumps are permitted but, as they wear out, must be replaced by double action pumps. A solar powered electric pump may be fitted in addition to the hand operated pump.

3. All yachts shall be fitted with at least one compass.

4. All yachts shall be fitted with a fixed or removable stern seat (or seats).

5. A post is fitted to a transverse in the floor to carry the mainsheet block. A drawer is fitted under the aft deck.

6. Mainsheet

    - The jammer must be on a fixed arm and release upwards.

    - The block must be able to swivel fully (360 degrees) so that the middle man or helm can operate it easily.

- The rope used must be appropriate size (max. 12mm in the blocks) so that it can run off easily.

- Free running double or single ball bearing blocks must be used.

7. All yachts shall carry a Red Ensign and staff capable of being fitted at the stern.

8. Detachable tiller extensions are permitted, fitted at least 6" from the end of the tiller.

9. All other aspects of the outfit of the yacht shall be as required by the owner.

Appendix F will be reviewed annually by the Committee and any additional equipment will be communicated to Owners by letter or e-mail. On the next revision of the Rules the extra requirement(s) will be incorporated. A revision of Appendix F which is intended to prescribe the safe level of equipment for a Daring shall not require the approval of 75% of Owners.

Daring Class Rules - Appendix G

The Daring Association

Measurement Certificate

Yacht Name:	
Sail Number:	
Year built:	

In accordance with the Daring Class Rules and the Racing Rules of Sailing, Measurement Certificates must be completed for all Darings manufactured or substantially altered after 1st June 2009. Owners are responsible for arranging for the production of Measurement Certificates and for arranging for any remedial work to be undertaken to bring the yacht in Class. The limits and tolerances for each measurement are indicated in bold italics.

This certificate comprises four pages (including this cover sheet) and, in addition, should include the certified weight of the keel provided by the foundry, if a new keel has been fitted.

Original Measurement Certificates should be retained by First Named Owners. A second copy should be sent to the Administrator of the Daring Association for filing. Failure to produce a completed Measurement Certificate for Darings built or substantially altered after 1st June 2009, when required by the Daring Class Committee, could result in disqualification from racing with the Cowes Fleet.

OWNER'S DECLARATION (to be completed last)

As the First Named Owner of:

Yacht Name:	
Sail Number:	

I declare that I will race my yacht strictly in accordance with the Daring Class Association Rules.

Signed		Date:	
Full name:			

Blank Measurement Certificate Forms are available from the Class Administrator

1. Hull, Deck and Inner Mouldings

To be completed by the company authorised by the Daring Class Committee to manufacture Daring Yacht mouldings.

Name and address of Company:

This is to certify that this company has a copy of the latest version of approved Daring Class Rules. The hull and deck for this yacht were manufactured using moulds owned by the Daring Association and were laid up in accordance with current Daring Class Rules. The bulkheads, cockpit sole and all other fitted internal mouldings were also manufactured and installed in accordance with current Daring Class Rules.

Signed		**Date:**	
Full name:		**Management Position**	

2. Standing Rigging and Jib Tracks

To be completed by the company authorised by the Daring Class Committee to finish and fit out Darings.

Name and address of Company:

This is to certify that this company has a copy of the latest version of approved Daring Class Rules. All standing rigging: including termination points for shrouds, stays, jib sheet tracks, mast collar and mast step were positioned in accordance with current Daring Class Rules.

Signed		**Date:**	
Full name:		**Management Position**	

3. Approved Class Measurer.

To be completed by the person appointed by the Daring Class Committee as the approved Daring Class Measurer.

Name and Address:

I have inspected this yacht and confirm the following measurements:

Yacht Name:	
Sail Number:	

The distance between the forward most point of the GRP deck moulding and the centre of mast ring is ***(3.50m +/- 0.01m):***					**m**
The distance between the horizontal face of the mast step moulding and the underside of the deck is ***(1.050 +/- 0.01m)***:					**m**
The shrouds pass through or are attached to the deck within reference lines formed by lines square across the yacht at the fore and aft sides of the mast ring.					**YES / NO**
The shrouds pass through or are attached to the deck ***no more than 0.06m*** from the edge of the deck moulding.					**YES / NO**
The distance between the foremost point of the GRP deck moulding and the forestay at deck level is ***(0.700m +/- 0.025)***					**m**
The distance from the forward most point of the GRP deck moulding to the centre of the forward ends of the jib tracks is ***(min 3.56m)***:	**Stbd:**	**m**	**Port:**	**m**	
The length of each jib sheet track (not including end stops) is ***(max 0.775m)***:	**Stbd:**	**m**	**Port:**	**m**	
The distance between the centre of the forward ends of the jib sheet tracks is ***(1.07m +/- 0.01m)***					**m**
The distance between the centre of the aft ends of the jib sheet tracks is: ***(1.28m +/- 0.01m)***: (or, if the tracks are less than 0.775m in length, on the line so defined):					**m** **YES / NO**
The weight of the keel (if new) as fitted, less bolts with galleries, is ***(1315kgs +/- 35kgs)*** : (N/A if transferred from an old boat).					**kgs**
The weight of the complete yacht less spars and loose equipment[1] is ***(2100-2250kgs)***:					**kgs**

Signed | Date:

[1] This is defined as: All mouldings (hull, deck & internal), keel, tiller, winches, fixed fittings and attached blocks. Not including spars, standing rigging, loose equipment, cordage & flying blocks.

4. Approved Class Naval Architect.

To be completed by the person appointed by the Daring Class Committee as the approved Daring Class Naval Architect.

Name and Address:

I have reviewed this certificate and in my opinion:

Yacht Name:	
Sail Number:	

can be classified as a Daring.

Signed		Date:	

Completed Measurement Certificate to be retained by the First Named Owner

One copy is to be held by the Daring Association Class Administrator