

Class Rule 2.7.3 – Identification plate on hull

A submission from the IODA Technical Committee

Purpose or objective

To modify the class rule for identification on hulls to comply with current practice

Proposal

Change Class Rule 2.7.3 as follows:

2.7.3 All hulls, ~~may~~ **shall** have the sail number and National Letters clearly ~~shown on a plate firmly fixed to~~ **identified on** the starboard side of the aft face of the mast thwart bulkhead in figures not less than 10 mm high.

Current position

As above

Reason

Despite being in the Class Rules for many years, several cases have been found in which no identification was present or in which the identification was applied in another way for example by means of a sticker or with paint marker.

As some members indicated those alternative ways of identification were easier to apply/remove in case a boat was leaving or coming into the country, IODA proposes to relax the rule so that members using the identification still can do so, but that it shall no longer necessarily be by means of a plate.

Class Rule 3.2.6 – Fittings
Class Rule 3.5.3 - Boom

A submission from the IODA Technical Committee

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| <p>Purpose or objective</p> |
| <p>To clarify the authorised number of sheaves in mainsheet blocks</p> |
| <p>Proposal</p> |
| <p>Change Class Rules 3.2.6.1 & 3.5.3.8 as follows:</p> <p>3.2.6.1 (a) 2 Mainsheet blocks (excluding those on the boom; each with a maximum of 2 sheaves) shall be attached to the hull inner bottom. The centre of their fixing points shall be at 786 mm +/- 5 mm and 894 mm +/- 5 mm from the forward face of the aft transom.</p> <p>3.5.3.8 The method of attachment of the mainsheet or mainsheet block(s) to the boom is optional (provided they cannot slip along the boom, and the maximum clearance between the span and the boom shall be not more than 100 mm, at any position along the boom). The position of the blocks or the length of boom strops shall not be adjusted while racing. Each block shall not have more than 2 sheaves.</p> |
| <p>Current position</p> |
| <p>As above</p> |
| <p>Reason</p> |
| <p>During the last years, questions were regularly asked about the authorised number of sheaves in mainsheet blocks. To avoid further discussions at different events around the world, IODA proposes to add a clarification to the existing rules, to reflect current practice.</p> |

CHANGE PROPOSAL - CLASS RULES Reference: 017-TC03

Class Rule 3.5.3.8 – Mainsheet attachment arrangement

A submission from the IODA Technical Committee

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| Purpose or objective |
| To clarify the authorised number of rings on the bridle / span. |
| Proposal |
| <p>Change Class Rule 3.5.3.8 as follows:</p> <p>3.5.3.8 The method of attachment of the mainsheet or mainsheet block(s) to the boom is optional (provided they cannot slip along the boom, and the maximum clearance between the span and the boom shall be not more than 100 mm, at any position along the boom).</p> <p>The position of the blocks or the length of boom stops shall not be adjusted while racing. Provided they cannot slip along the span, the use of multiple rings on the span is permitted.</p> |
| Current position |
| As above |
| Reason |
| During the last years, questions were regularly asked about the authorised number of rings on the span. To avoid further discussions at different events around the world, IODA proposes to add a phrase to the existing rule. |

CHANGE PROPOSAL - CLASS RULES Reference: 017-TC04

Class Rule 3.2.6 – Fittings

A submission from the IODA Technical Committee

| Purpose or objective | |
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| To clarify the situation with regard to unauthorised “personal electronical equipment” | |
| Proposal | |
| Change CR 3.2.6.1 (d) as follows: 3.2.6.1 (d) A compass and associated fixings, which shall all be removable for weighing the hull. A compass may include a timing device. No electronic devices other than those required by an Organizing Authority and/or IODA to be carried by boats shall be permitted on board when racing. Mobile phones, digital compasses and/or devices memorising, correlating or transmitting data relative to wind direction or speed, or boat speed or direction and location are not permitted, unless these devices are supplied by the Organising Authority for the sole purpose of providing event tracking. | |
| Current position | |
| As above | |
| Reason | |
| 1. | The current wording of 3.2.6.1 (d) regularly leads to confusion when it comes to digital/electronic compass types (like for example Raymarine®/Tacktick®) and recording media (like for example GoPro) |
| 2. | IODA recognizes the value recording media might have for training purposes but unless it is required for a specific event as part of the media coverage (including tracking, onboard cameras,...) they shall not be on board for racing. |

Class Rule 4.2 (b) – Total weight of clothing and equipment worn

A submission from the IODA Technical Committee

| Purpose or objective | |
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| Review of the current Class Rules has shown that CR 4.2 (b) contains an incorrect reference to the related RRS Appendix. | |
| Proposal | |
| Change CR 4.2 (b) as follows: | |
| 4.2 (b) | With reference to the Racing Rules of Sailing the total weight of clothing and equipment worn or carried by a competitor, excluding footwear shall not be capable of exceeding 8 kg when weighed as provided in Appendix H ↓ of the Racing Rules. |
| Current position | |
| As above | |
| Reason | |
| Correction of reference | |

CHANGE PROPOSAL - CLASS RULES Reference: 017-TC06

Class Rule 4.3 (a) – Bailers - Method of attachment to the hull

A submission from the IODA Technical Committee

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| Purpose or objective | |
| To clarify that each bailer shall be individually attached to the hull. | |
| Proposal | |
| Change CR 4.3 (a) as follows: | |
| 4.3 (a) | One or more bailers which shall each be individually and securely attached to the hull by a lanyard(s) or elastic cord(s). One bailer shall have a minimum capacity of one litre. |
| Current position | |
| As above | |
| Reason | |
| <p>During recent IODA events, there were occasionally discussions whether or not an arrangement in which bailers are attached to each other by means of a lanyard or elastic cord (going through an eyelet or an opening in the hull) is acceptable and complying with the Class Rules.</p> <p>Such an arrangement, in which each bailer is not individually securely attached to the hull, is considered non-compliant. If the lanyard or elastic cord between the two bailers becomes disconnected on either side, there is a risk of losing both bailers.</p> <p>The Class requires at least one bailer aboard, but if there are two they shall each be individually attached so that the loss of one doesn't automatically lead to a potential loss of the other.</p> | |

Class Rule 2.5.4 – Number of boats per sailor

A submission from the IODA Technical Committee

| Purpose or objective | |
|---|--|
| To remove the rule that limits the number of registered boats per sailor. | |
| Proposal | |
| Change CR 2.5.4 as follows: | |
| 4.3 (a) | <p>For wood and wood/epoxy hulls, see Appendix A. All GRP hulls shall comply with the current rules or the rules current at the time the boat was first measured and registered with the National Authority as the bona fide property of a current Optimist sailor or his family, (with no family being permitted to register more than two Optimists per sailor) or a sailing club/school recognised by the national authority or national Optimist association . GRP hulls first so measured and registered between 1 March 1995 and 1 March 1996 shall conform either to the class rules in force from 1 March 1994 or to the class rules in force from 1 March 1995. Hulls first so measured and registered after 1 March 1996 shall conform to the class rules then current. Fittings, spars, sails and other equipment shall comply with the current rules, unless otherwise stated in the specific class rule referring to such equipment.</p> |
| Current position | |
| As above | |
| Reason | |
| 1/ | it is not feasible in some areas of the world where a larger number of boats is used to cover a number of training sessions and regattas over a large geographical area; |
| 2/ | it is not workable for a class association and its measurers / equipment inspectors. |

Class Rule 6.3.3.12 – “luff mid point”, “leech mid point” & “foot mid point”

A submission from the IODA Technical Committee

| Purpose or objective | |
|---|--|
| To update the wording of the rules taking into account the publication of the 2017-2020 edition of the Equipment Rules of Sailing | |
| Proposal | |
| Change CR 6.3.3.12 items 4 and 5 as follows: | |
| 6.3.3.12 | <ul style="list-style-type: none"> 4 Distance between luff mid point half luff point and leech mid point half leech point 5 Throat point to foot mid point mid foot point |
| Current position | |
| As above | |
| Reason | |
| Editorial – keeping the wording consistent as the sails section of the Class Rules is referring to the ERS. | |