| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC01** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| *To help with the longevity of masts.* | |
| Proposal: | |
| Amend Class Rule: 3.5.2.9 | |
| | The mast shall have, in a suitable position, for the sprit, either a cleat and one hole or eye (which need not be permanently fixed), or a toothed rack. A method of reinforcement of max size 60mm x 15 mm – may be used around the hole. |
| Current Position | |
| | The mast shall have, in a suitable position, for the sprit, either a cleat and one hole or eye (which need not be permanently fixed), or a toothed rack. |
| Reason | |
| | Some Masts have reinforcement around the attachment for the longevity of the mast. There is no performance gain for this. This rule will also allow the reinforcement of masts where corrosion has occurred. |

**Change Proposal – Optimist Class Rules**

**Reference: 2025 – TC02**

Class Rule Change
A proposal from the Technical Committee

Purpose or objective:

To allow the use of a low friction ring system instead of a block on the sprit halyard system.

Proposal:

Amend Class Rule: 3.5.5.3 (b)

3.5.5.3 (b)

A halyard consisting of not more than two parts of rope or rope/wire combination, with no more than two single sheave blocks, or one block and one low friction ring to obtain no more than a double "Purchase" plus one hole or one eye, and one cleat which are fastened on the mast. The way of attaching the blocks on the lower end of the sprit or on the mast is optional. The sprit shall not be adjustable from aft of the mid-ship frame.

Current Position

(b) A halyard consisting of not more than two parts of rope or rope/wire combination, with no more than two single sheave blocks, to obtain no more than a double "Purchase" plus one hole or one eye, and one cleat which are fastened on the mast. The way of attaching the blocks on the lower end of the sprit or on the mast is optional. The sprit shall not be adjustable from aft of the mid-ship frame.

Reason

To allow for a low friction ring to be used on the sprit halyard system.

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC03** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To allow blocks on the inner hull bottom to be held upright by an arrangement if required. | |
| Proposal: | |
| Amend Class Rule: 3.2.6.1 | |
| | 3.2.6.1.<br><br>(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 +/- 5mm and 894 mm+/- 5mm from the forward face of the aft transom. An arrangement to keep the blocks upright is optional |
| Current Position | |
| (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 +/- 5mm and 894 mm<br>+/- 5mm from the forward face of the aft transom | |
| Reason | |
| | To allow the blocks to be help upright if needed. |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC04** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To allow the use of low friction rings or a combination of low friction rings and blocks to no more than a 5:1 purchase system. | |
| Proposal: | |
| Amend Class Rule: 3.5.5.1 | |
| | 3.5.5.1<br><br>The mainsheet arrangement is optional except as controlled by CR3.2.6.1 and CR 3.5.2.8 *A combination of blocks and low fiction rings can be used to obtain no more than a 5:1 Purchase system, which may be adjustable while racing. Each block shall not have more than 2 sheaves.* |
| Current Position | |
| The mainsheet arrangement is optional except as controlled by CR 3.2.6.1 and CR 3.5.3.8. | |
| Reason | |
| | This removes any ambiguity with regards to the current rule and allows for the use of low friction rings. |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC05** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To simplify the class rule | |
| Proposal: | |
| Amend Class Rule: 3.5.5.2 | |
| | 3.5.5.2<br><br>Downhaul. A single part downhaul of rope and/or wire shall be fitted to the boom as controlled by CR 3.5.3.7. ~~It shall be secured to a cleat on the mast.~~ The downhaul shall not be adjustable from aft of the midship frame. |
| Current Position | |
| Downhaul. A single part downhaul of rope and/or wire shall be fitted to the boom not more than 200 mm from the inner edge of the boom jaws. It shall be secured to a cleat on the mast. The downhaul shall not be adjustable from aft of the midship frame. | |
| Reason | |
| | To simplify the class rule. |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC06** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To clarify the position of the strips of non-metallic material | |
| Proposal: | |
| Amend Class Rule: 3.2.6.1 (i) | |
| | Continuous strips of non-metallic material may be fitted to each side of the daggerboard case slot within 30 mm of the top and/or bottom of the daggerboard case slot. These strips must run the full length of the daggerboard slot to achieve a uniform opening of 16 mm +/- 2 mm at the top and bottom of the daggerboard case slot . Additional non-metallic material may be placed within 30 mm in any direction of each end of the top and bottom of the daggerboard case slot to act as positioning and protection of the daggerboard. This additional material shall be removed upon request of the measurer, for the measurement of the daggerboard case slot.(See also CR 3.2.2.11) |
| Current Position | |
| | Continuous strips of non-metallic material may be fitted to each side of the daggerboard case slot within 30 mm of the top and/or bottom of the daggerboard case slot to achieve a uniform opening of 16 mm +/- 2 mm at the top and bottom of the daggerboard case slot. Additional non-metallic material may be placed within 30 mm in any direction of each end of the top and bottom of the daggerboard case slot to act as positioning and protection of the daggerboard. This additional material shall be removed upon request of the measurer, for the measurement of the daggerboard case slot.(See also CR 3.2.2.11) |
| Reason | |
| | To clarify the position of the strips of non-metallic material |

## Change Proposal – Optimist Class Rules

**Reference: 2025 – TC07**

Class Rule Change
A proposal from the Technical Committee

### Purpose or objective:

To clarify the class rule

### Proposal:

Amend Class Rule: 3.5.3.8

3.5.3.8
The method of attachment of the mainsheet or mainsheet block(s) to the boom is optional (provided the attachment points cannot slip along the boom). The Position of the blocks shall not be adjusted while racing.
The following arrangements, or any combination of attachments, are permitted

(a) A span may be attached to the boom by use of lacing eyes in a fixed position at the upper and/or lower side of the boom. The maximum clearance between the span and the boom shall be not more than 100 mm, at any position along the boom. Provided they cannot slip along the span, the use of multiple rings on the span is permitted.

(b) Strop(s) may be attached to the boom by use of lacing eyes in a fixed position attached to the upper side of the boom. The length of the boom strops shall not be adjusted while racing.

### Current Position

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. Provided they cannot slip along the span, the use of multiple rings on the span is permitted. Each block shall not have more than 2 sheaves

### Reason

To clarify the class rule

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC08** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the date of implementation of the RFID Tag date | |
| Proposal: | |
| Amend Class Rules: | |
| | 2.4.8<br>For all GRP boats built from the 1st of September 2025 an IODA equipment label (integrated with the building plaque) shall be placed on the hull.<br><br>2.7.4<br>(a)<br>The sail shall carry identification marks indicated in rule 6.5 and each sail manufactured or measured after 1st of January 1990 shall have permanently fixed near its tack an officially numbered sail button or label. No sail shall be accepted for first measurement without a sail button or label. Buttons or labels shall not be transferred from one sail to another.<br>(b)<br>Labels on sails manufactured before the 1st of September 2025 shall be permanently glued to the sail with two lines of stitching across the label. Alternatively, labels shall be permanently glued to the sail and further secured with the ICA supplied rivet.<br>(c)<br>Sails manufactured from the 1st of September 2025 shall carry an IODA equipment label glued to the body of the sail under the reinforcement at the tack.<br>(d)<br>Buttons / Labels shall be obtained from the International Optimist Dinghy Association (IODA) by the sailmakers<br><br>3.3.1.5<br>(a)<br>Daggerboards manufactured from the 1st of September 2025 shall carry an IODA equipment label. This label shall be placed between 50 mm and 100 mm from the top of the daggerboard; on the starboard side.<br>(b)<br>For epoxy daggerboards, the label shall be placed within the laminate. |

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| | For wooden daggerboards, the label shall be embedded in the daggerboard.<br><br>3.4.1.6<br>(a)<br>Rudders manufactured from the 1st of September 2025 shall carry an IODA equipment label. This label shall be placed between 50 mm and 100 mm from the top of the rudder; on the starboard side.<br>(b)<br>For epoxy rudders, the label shall be placed within the laminate.<br>For wooden rudders, the label shall be embedded in the rudder.<br><br>3.5.1.6<br>Spars manufactured from the 1st of September 2025 shall carry an IODA equipment label. |

Current Position

2.4.8
For all GRP boats built from the 1st of July 2025 an IODA RFID Tag shall be placed in the hull. Data including the Measurement Certificate will be stored in these tags

2.7.4
The sail shall carry identification marks indicated in rule 6.5 and each sail manufactured or measured after January 1st 1990 shall have permanently fixed near its tack an officially numbered sail button or sail label. No sail shall be accepted for first measurement without a sail button or sail label. Buttons or labels shall not be transferred from one sail to another. Sail labels shall be permanently glued to the sail with two lines of stitching across the label. Alternatively, labels shall be permanently glued to the sail and further secured with the ICA supplied rivet. Buttons / Labels shall normally be obtained from the International Optimist Dinghy Association (IODA) by the sailmakers but may also be obtained, if necessary, by National Class Associations

3.3.1.5
Daggerboards manufactured from the 1st of July 2025 shall carry an IODA equipment label. This label shall be placed beside the identification number on the starboard side as per CR 3.3.1.4.

3.4.1.6
Rudders manufactured from the 1st of July 2025 shall carry an IODA

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| equipment label. This label shall be placed beside the identification number on the starboard side as per CR 3.4.1.5.<br><br>3.5.1.6<br>Spars manufactured from the 1st of July 2025 shall carry an IODA equipment label. |

| Reason | |
|---|---|
| | To clarify the class rule and to implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC09** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the measurement certificate to a digital one | |
| Proposal: | |
| Amend Class Rules: | |
| | 2.4.1<br><br>No boat is permitted to race in the class unless it has a valid measurement certificate. From 1st of September 2025, this measurement certificate shall be digital.<br><br>This rule may be suspended in the case of charter boats at any event with the permission of the IODA Executive Committee. |
| Current Position | |
| No boat is permitted to race in the class unless it has a valid measurement certificate.<br>This rule may be suspended in the case of charter boats at any event with the permission of the IODA Executive Committee. | |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC10** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the measurement certificate to a digital one | |
| Proposal: | |
| Amend Class Rules: | |
| | 2.4.3 (d)<br><br>From the 1st of September 2025, the digital Registration Book with the builder's declaration and all measurement form sections completed will be accessible through the IODA digital system and the IODA equipment label.<br><br>Upon request of the owner, the National Authority shall complete in the IODA digital system the measurement certificate section of the Registration Book and inform the owner subsequently.<br><br>Note that where a National Authority prefers to issue its own certificate, they shall upload a pdf version into the IODA digital system. |
| Current Position | |
| N/A | |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC11** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the process for a replacement Registration Book to cover the digital one | |
| Proposal: | |
| Amend Class Rules: | |
| | 2.4.5<br><br>If a replacement Registration Book is required, it may be obtained from IODA. This replacement Registration Book will be digital with the same plaque number as previously issued. In the case of hulls produced before Registration Books were introduced, where the Measurement Certificate has been lost a National Authority may, after consultation with IODA, issue a replacement Measurement Certificate, valid for all events other than IODA championships, without evidence of measurement provided that the World Sailing/ISAF/IYRU/ plaque remains affixed to the hull. (Note that such plaques have numbers lower than 92000). |
| Current Position | |
| | If a replacement Registration book is required, it may be obtained from IODA. The new Registration book shall be printed with the same plaque number as the old Registration book. In the case of hulls produced before Registration Books were introduced, where the Measurement Certificate has been lost a National Authority may, after consultation with IODA, issue a replacement Measurement Certificate, valid for all events other than IODA championships, without evidence of measurement provided that the World Sailing/ISAF/IYRU/ plaque remains affixed to the hull. (Note that such plaques have numbers lower than 92000). |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC12** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the way serial numbers are assigned to the mast, boom, sprit, daggerboard and rudder. | |
| Proposal: | |
| Amend Class Rules: | |
| | 2.7.3.3<br><br>The serial numbers for sail, mast, boom, sprit, daggerboard and rudder are automatically assigned by the IODA digital system.<br><br>If a replacement IODA equipment label is required, it may be obtained from IODA. |
| Current Position | |
| Manufacturers shall allot a serial number to the mast, boom, sprit, daggerboard and rudder. These serial numbers shall be reported on the appropriate Measurement Form by the measurer and shall be clearly and indelibly marked by the builder on the rudder, daggerboard and spars. | |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC13** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the way serial numbers are placed on epoxy daggerboards | |
| Proposal: | |
| Amend Class Rules: | |
| | 3.3.1.4<br>For daggerboards manufactured before the 1st of September 2025, the manufacturer's name, the serial number, a manufacturer generated mould identification number and the year of manufacture shall be laminated into the daggerboard in characters 10 mm+/-2 mm high on the starboard side. The area below the stop battens shall contain laminated the manufacturer and daggerboard model names, and /or logos.<br>For wooden daggerboards, the manufacturer`s name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size. |
| Current Position | |
| | The manufacturer's name, the serial number, a manufacturer generated mould identification number as well as the year of manufacture shall be laminated into the daggerboard in characters 10 mm+/-2 mm high on the starboard side. The area between the stop battens shall contain laminated the manufacturer and daggerboard model names, and /or logos. For wooden foils, the manufacturer` s name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC14** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the way serial numbers are placed on epoxy rudders | |
| Proposal: | |
| Amend Class Rules: | |
| | 3.4.1.5<br>For rudders manufactured before the 1st of September 2025, the manufacturer's name, a manufacturer generated mould identification number, and serial number, and the year of manufacture shall be laminated into the rudder in characters 10 mm+/-2 mm high on the starboard side.<br>For wooden rudders, the manufacturer's name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size |
| Current Position | |
| | The manufacturer's name, a manufacturer generated mould identification number, and serial number, as well as the year of manufacture shall be laminated into the rudder in characters 10 mm+/-2 mm high on the starboard side. For wooden foils, the manufacturer's name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size |
| Reason | |
| | To implement the IODA digital system |

| **Change Proposal – Optimist Class Rules** | |
|---|---|
| **Reference: 2025 – TC15** | |
| Class Rule Change<br>A proposal from the Technical Committee | |
| Purpose or objective: | |
| To change the position of the IODA equipment labels on spars | |
| Proposal: | |
| Amend Class Rules: | |
| | 3.5.2.13<br><br>The IODA equipment label as per class rule 3.5.1.6 shall be placed on the forward side of the mast below band number 2, within 80mm of the lower edge.<br><br>3.5.3.10<br>The IODA equipment label as per class rule 3.5.1.6 shall be placed on the lower side of the boom, between 100 mm and 150 mm from the inner end of the boom excluding the boom jaws. |
| Current Position | |
| 3.5.3.13 The IODA equipment label as per class rule 3.5.1.6 should be placed between 150 mm and 250 mm below Band No 2 (as per class rule 3.5.2.6 (b)) on the forward side of the mast.<br><br>3.5.3.10 The IODA equipment label as per class rule 3.5.1.6 should be placed between 450 mm and 550 mm from the fore end of the boom on the top side, when the boom is set at 90 degrees from the mast. | |
| Reason | |
| | To implement the IODA digital system |

**Change Proposal – Optimist Class Rules**

**Reference: 2025 – TC16**

Class Rule Change

A proposal from the Technical Committee

Purpose or objective:

*To allow masts that have this system to be class-compliant.*

Proposal:

Amend Class Rule: 3.5.2.6

3.5.2.6 (i) The mast shall have either

- two holes, in any direction in the horizontal plane, or
- two eyes,
- or one eye and one hole
- or two through-holes which shall be in a horizontal plane.

Non-metallic reinforcement (bushing) may be used around these holes. For through-holes, the bushing may be continuous.

If eyes are used, they shall be permanently fixed. The upper edge of one of the upper hole(s) or eye shall be not less than 20 mm from the top of the mast and the upper edge of the lower hole(s) or eye not less than 120 mm from the top of the mast. Lacing lines shall pass through these eyes or holes and shall be lashed through the eyelet at the throat of the sail, see also CR. 6.6.3.1. A wind indicator or wind indicator fittings (CR. 3.5.2.11) may secure, or be secured by these lacing lines, but this does not release the lines from the obligation of passing through the holes or eyes.

3.5.2.6 (ii) Distinctively coloured bands, clearly visible while racing, and each not less than 10 mm wide shall be marked on the mast as follows:

(a) Band No. 1, the lower edge of which shall be not less than 610 mm from the top of the mast.

(b) Band No. 2, the upper edge of which shall be not more than 635 mm from the top of the mast.

The lower edge of Band No. 1 and the upper edge of Band No. 2 shall be permanently marked by a scribed line or not less than two marks made with a centre punch

Current Position

3.5.2.6 The mast shall have either two holes, in any direction in the horizontal plane, or two eyes, or one eye and one hole. If eyes are used, they shall be permanently fixed. The upper edge of one of the holes or eyes shall be not less than 20 mm from the top of the mast and the upper edge of the other not less than 120 mm from the top of the mast. Lacing lines shall pass through these eyes or holes and shall be lashed through the eyelet at the throat of the sail, see also

| | |
|---|---|
| | CR. 6.6.3.1. A wind indicator or wind indicator fittings (CR. 3.5.2.12) may secure, or be secured by these lacing lines, but this does not release the lines from the obligation of passing through the holes or eyes. Distinctively coloured bands, clearly visible while racing, and each not less than 10 mm wide shall be marked on the mast as follows:<br>(c) Band No. 1, the lower edge of which shall be not less than 610 mm from the top of the mast.<br>(d) Band No. 2, the upper edge of which shall be not more than 635 mm from the top of the mast.<br>The lower edge of Band No. 1 and the upper edge of Band No. 2 shall be permanently marked by a scribed line or not less than two marks made with a centre punch |
| Reason | |
| | There does not seem to be advantage gained by using these masts in comparison to other masts on the market. This rule is now split to separate (i) how the sail is attached to the top of the mast and (ii) the measurement bands. |