

Class Rule Changes

International Optimist Dinghy Association

Effective date:

Status: Draft



Amendment One

1 GENERAL

Delete:

~~1.4 In the event of discrepancy between these rules, the measurement form and/or the plans the matter shall be referred to World Sailing.~~

Reasons: Covered by WS Regulations

Amendment Two

2 ADMINISTRATION

Delete:

~~2.1.4 The "National Class Association" is the International Optimist Class Association in the country concerned.~~

Reasons: This is part of NCA Definition

Amendment Three

2 ADMINISTRATION

Old:

2.2.1 The Optimist may be built by any professional or amateur builder.

Amend to read:

2.2.1 The Optimist may be built by **Registered Manufacturers**.

Reasons: See also new class rule D.2.4 (a)

Amendment Four

2 ADMINISTRATION

Delete:

~~2.3.1 The amount of the World Sailing Class Fee is determined by World Sailing in consultation with IODA. The Executive Committee may alter this amount following such consultation.~~

Reasons: This needs to be defined in the Articles not in the Class Rules

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Amendment Five

2 ADMINISTRATION

Delete:

~~2.4.1 No boat is permitted to race in the class unless it has a valid measurement certificate. For boats built from 1st of January 2026, the measurement certificate shall be digital. This rule may be suspended in the case of charter boats at any event with the permission of the IODA Executive Committee.~~

Reasons: This is covered by RRS and in the Notice of Race

Amendment Six

2 ADMINISTRATION

Old:

2.4.5 If a replacement Registration Book is required, it may be obtained from IODA. This replacement Registration Book will be digital as defined in 2.4.3(d) 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).

Amend to read:

2.4.5 If a replacement Registration Book is required, it may be obtained from IODA. This replacement Registration Book will be digital as defined in 2.4.3(d) 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). **For a GRP hull built before 1 January 2026, an IODA RFID tag may be carried next to the ISAF/WS Building Plaque.**

Reasons: To allow for replacement tags on boats.

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Amendment Seven

2 ADMINISTRATION

Delete:

~~2.5.5 — It is the owner's responsibility to ensure that his hull, spars, sails and equipment are maintained in accordance with the Class Rules so that the measurement certificate is not invalidated. Alterations or replacements to the hull, sails, spars and equipment shall comply with the current rules.~~

Reasons: The first part of this rule is covered in the RRS. The second part of the rule is dealt with in more detail in the new rules for replacements and for modifications/maintenance and repair.

Amendment Eight

2 ADMINISTRATION

Delete:

~~2.6 — Measurement Instructions
Except where varies by these rules the World Sailing Measurement Instructions shall apply.~~

Reasons: Obsolete

Amendment Nine

2 ADMINISTRATION

Delete:

~~2.7.3 — All hulls, may have the sail number and National Letters clearly identified on the starboard side of the aft face of the mast thwart bulkhead in figures not less than 10 mm high.~~

Reasons: To remove a rule that has not been enforced.

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Amendment Ten

2 ADMINISTRATION

Old:

- 2.7.3.3 The serial numbers for sail, mast, boom, sprit, daggerboard and rudder are assigned by the IODA digital system. If a replacement IODA equipment label is required, it shall be obtained from IODA

Amend to read:

- 2.7.3.3 The serial numbers for sail, mast, boom, sprit, daggerboard and rudder are assigned by the IODA digital system. If a replacement IODA equipment label is required, it shall be obtained from IODA. **From January 1st 2027, RFID tags are mandatory for boats and equipment participating in Worlds and Continentals**

Reasons: To support and ensure the implementation of the IODA digital system

Amendment Eleven

2 COSNTRUCTION AND MEASUREMENT RULES

Old:

- 3.1.1 All boats shall be built according to the Class Rules (see also CR 2.1.3). The dimensions and shape of the hull shall be as shown on the plans and as given in these rules, diagrams and measurement forms and shall conform with the tolerances stated therein. Materials shall be as specified in these Class Rules except that titanium and carbon fibre or other exotic materials are prohibited.

Amend to read:

- 3.1.1 All boats shall be built according to the Class Rules (see also CR 2.1.3). The dimensions and shape of the hull shall be as shown on the plans and as given in these rules, diagrams and measurement forms and shall conform with the tolerances stated therein. Materials shall be as specified in these Class Rules except that titanium and carbon fibre **reinforced polymers** or other exotic materials are prohibited.

Reasons: to complete the description of carbon fibre-related components

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Amendment Twelve

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.2.6.1 (e) Retaining clip(s) for a paddle.~~

~~3.2.6.1 (g) Retaining clips for water bottles, food container or other personal equipment, which shall be removable for weighing the hull.~~

~~3.2.6.1 (h) Retaining clip for fastening the tiller extension to the tiller.~~

Reasons: obsolete

Amendment Thirteen

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.2.6.5 The following items, and others not specifically permitted by these rules, are prohibited:~~

~~(a) Mainsheet cleats, mainsheet horse, track or traveller.~~

~~(b) Suction bailers and bilge pumps.~~

~~(c) Decking or spray covers of any sort.~~

~~(d) Any apparatus or contrivance outboard, or extending outboard, which is, or may be used to assist in supporting the helmsman outboard.~~

~~(e) Any fittings constructed in part or whole of titanium.~~

Reasons: Covered by principle of closed Class Rules

Amendment Fourteen

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.2.7.4 The owner is responsible at all times for the buoyancy and for ensuring that at intervals of not more than 12 months, the buoyancy is tested and the measurement certificate endorsed by a measurer or a responsible club officer. The measurement certificate shall not be valid until so endorsed.~~

Reasons: This is covered under new Class Rule C.7.3

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Amendment Fifteen

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.2.7.5 — The measurer shall witness a buoyancy test as follows:
The boat shall be swamped with water and with iron weights of not less than 60 kg placed aft of and within 100 mm of the midship frame, it shall float with the gunwales clear of the water. The measurer shall make sure that the buoyancy and its fastening are sound, and that inflatable buoyancy shows no visible signs of deflation, deterioration or damage.
As an alternative, the measurer shall have the buoyancy bags removed from the hull, fully inflated, and then check for deflation, deterioration or damage. The measurer shall then check each strap for deterioration, damage or fraying and then check each strap individually by lifting the side of the boat (or the transom in the case of the aft straps) off the ground. Finally, the bags should be replaced in the boat, re-inflated and the straps checked to ensure that the bag is held securely in place.~~

Reasons: This is covered under new Class Rule C.7.3

Amendment Sixteen

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.2.7.6 — The first buoyancy test shall normally be completed at the time of the first measurement of the boat. However, if the measurer certifies that the buoyancy test could not be taken at that time, but in all other respects the Class Rules are satisfied, the measurement certificate may be issued but with the endorsement "Not valid until a buoyancy test has been passed."~~

Reasons: This is covered under new Class Rule C.7.3

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Amendment Seventeen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.3.1.1 Boats shall use epoxy daggerboards as specified below. Wood or wood epoxy boats may use either wood or epoxy daggerboards. Daggerboards presented for first measurement before 28 February 2005 and used on boats measured before that date may conform to the rules valid before 1st March 2004.

WOOD:

Plywood	A single sheet of commercially available plywood shall be used. Manufacturers shall, upon request, supply a sample and specification sheet of plywood used.
Glue	Epoxy, for bonding battens to the daggerboard only.
Paint	Clear varnish or clear epoxy, suitable for marine use.
Wood	Any type, for battens only

EPOXY:

Resin	Epoxy resin for EPOXY lamination (shall not be coloured)
Foam Core	Durable, non-absorbent closed cell PVC foam, 13mm (+/- 10%), 60 Kg/m3 (+/- 10%)
Unidirectional 600	Unidirectional mat of E glass fibres, 600 gr/m2 (+/- 10%)
Woven cloth 280	Cloth of woven or otherwise biaxial applied skins of continuous E glass fibres 280 gr/m2 (+/- 10%). Pre-impregnated cloth is not permitted.
Mat 100	Chopped strand mat of E glass fibres, 100 gr/m2 (+/- 10%) (shall not be coloured)
Glue	Epoxy, for bonding battens to the daggerboard only.
Gelcoat	Shall be clear
Wood	Any type, for battens only

Manufacturers shall, upon request, supply a laminated sample and specifications of all materials used.

Amend to read:

3.3.1.1 Boats shall use epoxy daggerboards as specified below. Wood or wood epoxy boats may use either wood or epoxy daggerboards. Daggerboards presented for first measurement before 28 February 2005 and used on boats measured before that date may conform to the rules valid before 1st March 2004.

WOOD:

EPOXY:

Plywood	A single sheet of commercially available plywood shall be used. Manufacturers shall, upon request, supply a sample and specification sheet of plywood used.
Glue	Epoxy, for bonding battens to the daggerboard only.
Paint	Clear varnish or clear epoxy, suitable for marine use.
Wood	Any type, for battens only

Foam Core	Durable, non-absorbent closed cell PVC foam, 13mm (+/- 10%), 60 Kg/m3 (+/- 10%)
Unidirectional 600	Unidirectional mat of E glass fibres, 600 gr/m2 (+/- 10%)
Woven cloth 280	Cloth of woven or otherwise biaxial applied skins of continuous E glass fibres 280 gr/m2 (+/- 10%). Pre-impregnated cloth is not permitted.
Mat 100	Chopped strand mat of E glass fibres, 100 gr/m2 (+/- 10%) (shall not be coloured)
Glue	Epoxy, for bonding battens to the daggerboard only.
Gelcoat	Shall be clear
Wood	Any type, for battens only

Manufacturers shall supply a laminated sample and specifications of all materials used.

Reasons: Obligation to provide samples and no longer on request.

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Amendment Eighteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.3.1.5 (a) Daggerboards manufactured from the 1st of January 2026 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.

Amend to read:

3.3.1.5 (a) Daggerboards manufactured from the 1st of January 2026 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. **The area below the stop battens shall contain laminated the manufacturer and daggerboard model names in characters 10 ± 2 mm high on the starboard side. It may contain a logo, provided it complies with the World Sailing Advertising Code.**

Reasons: to enable manufacturers to provide a minimum of information visible to customers

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Amendment Nineteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.4.1.1 Boats shall use epoxy rudders as specified below. Wood or wood epoxy boats may use either wood or epoxy rudders. Rudders presented for first measurement before 28 February 2005 and used on boats measured before that date may conform to the rules valid before 1st March 2004.

WOOD:

Plywood	A single sheet of commercially available plywood shall be used. Manufacturers shall, upon request, supply a sample and specification sheet of plywood used.
Paint	Clear varnish or clear epoxy, suitable for marine use.

EPOXY:

Resin	Epoxy resin for EPOXY lamination (shall not be coloured)
Foam Core	Durable, non-absorbent closed cell PVC foam. 13 mm (+/- 10%), 80 Kg/m3 (+/- 10%)
Unidirectional 600	Unidirectional mat of E glass fibres, 600 gr/m2 (+/- 10%)
Woven cloth 280	Cloth of woven or otherwise biaxial applied skeins of continuous E glass fibres 280 gr/m2 (+/- 10%). Pre-impregnated cloth is not permitted.
Mat 100	Chopped strand mat of E glass fibres, 100 gr/m2 (+/-10%) (shall not be coloured)
Gelcoat	Shall be clear

Manufacturers shall, upon request, supply a laminated sample and specifications of all materials used.

Amend to read:

3.4.1.1 Boats shall use epoxy rudders as specified below. Wood or wood epoxy boats may use either wood or epoxy rudders. Rudders presented for first measurement before 28 February 2005 and used on boats measured before that date may conform to the rules valid before 1st March 2004.

WOOD:

Plywood	A single sheet of commercially available plywood shall be used. Manufacturers shall, upon request, supply a sample and specification sheet of plywood used.
Paint	Clear varnish or clear epoxy, suitable for marine use.

EPOXY:

Resin	Epoxy resin for EPOXY lamination (shall not be coloured)
Foam Core	Durable, non-absorbent closed cell PVC foam. 13 mm (+/- 10%), 80 Kg/m3 (+/- 10%)
Unidirectional 600	Unidirectional mat of E glass fibres, 600 gr/m2 (+/- 10%)
Woven cloth 280	Cloth of woven or otherwise biaxial applied skeins of continuous E glass fibres 280 gr/m2 (+/- 10%). Pre-impregnated cloth is not permitted.
Mat 100	Chopped strand mat of E glass fibres, 100 gr/m2 (+/-10%) (shall not be coloured)
Gelcoat	Shall be clear

Manufacturers shall supply a laminated sample and specifications of all materials used.

Reasons: Obligation to provide samples and no longer on request

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Amendment Twenty

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

- 3.4.1.5 For rudders manufactured before the 1st of January 2026, 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. For rudders manufactured after 1st January 2026, the manufacturers name shall be laminated into the rudder in characters 10 mm +/- 2 mm high on the starboard side. For wooden rudders, the manufacturer's name shall be indelibly marked in the same position and with characters of the same size.

Amend to read:

- 3.4.1.5 For rudders manufactured before the 1st of January 2026, 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. For rudders manufactured after 1st January 2026, **the manufacturer's name and rudder model name shall be laminated into the rudder in characters 10 ± 2 mm high on the starboard side. It may contain a logo, provided it complies with the World Sailing Advertising Code.** For wooden rudders, the manufacturer's name shall be indelibly marked in the same position and with characters of the same size.

Reasons: to enable manufacturers to provide a minimum of information visible to customers

Amendment Twenty-one

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

- ~~3.5.2.5 Standing rigging of any sort is prohibited.~~

Reasons: Covered by principle of closed Class Rules

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Amendment Twenty-two

3 CONSTRUCTION AND MEASUREMENT RULES

Delete:

~~3.5.3.9 — There shall not be any fitting, rigging or device the purpose of which is, or may be, to control the position of the boom on the mast except for items specifically required or permitted by these rules.~~

Reasons: Covered by principle of closed Class Rules

Amendment Twenty-three

4 ADDITIONAL RULES

Old:

4.2 (a) The helmsman shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50) or equivalent. All fastening devices supplied by the manufacturer shall be used in the manner intended. A whistle shall be carried securely attached to the personal flotation device. If a close fitting bib or vest is worn outside the personal flotation device, the whistle shall be carried securely attached to the personal flotation device and easily accessible.

Amend to read:

4.2 (a) The helmsman shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50) or equivalent. All fastening devices supplied by the manufacturer shall be used in the manner intended. A whistle shall be carried securely attached to the personal flotation device. If a close fitting bib or vest is worn outside the personal flotation device, the whistle shall be carried securely attached to the personal flotation device and easily accessible. **Inflatable personal flotation devices are not permitted.**

Reasons: explicitly excluding inflatable PFDs

Amendment Twenty-four

4 ADDITIONAL RULES

Delete:

~~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.~~

Reasons: Covered by RRS

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Amendment Twenty-five

4 ADDITIONAL RULES

Delete:

~~4.4 An anchor need be carried only when specifically prescribed in the sailing instructions.~~

Reasons: obsolete – no need to cover regional requirements in the Class Rules

Amendment Twenty-six

4 SAILS

Delete:

~~6.1.2 Anything not specifically permitted by these rules is prohibited, see also CR. 1.2.~~

Reasons: Covered by principle of closed Class Rules

Amendment Twenty-seven

4 SAILS

Delete:

~~6.3.3.7 Primary reinforcements shall be made of woven ply of any thickness. The ply fibres shall be made of polyester or cotton.~~

Reasons: Covered by ERS definition

Amendment Twenty-eight

4 SAILS

Delete:

~~6.3.3.9 Tabling shall be either by folds of the body of the sail, or of separate polyester or cotton material not thinner than the body of the sail.~~

Reasons: Covered by ERS definition

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Amendment Twenty-nine

NEW B.1.1

The boat shall:

(d) have as its owner:

- (1) a person who is current member of an NCA or, when there is no NCA in his nation, of the MNA; or
- (2) a club affiliated with its MNA; or
- (3) an MNA

Reasons: To have the Class Rules match the situation as found in reality in which boats are sometimes also owned by a club or an MNA

Amendment Thirty

NEW C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Unless approved by the TC, the surface of the **hull, hull appendages** and other equipment may be **cleaned** with water only and wiped down manually.
- (b) **Lubricating** the mainsheet blocks is permitted.
- (c) The use of adhesive tape is in general unrestricted, except that such material shall not be used in such a way as to create a fitting or extend a function of a permitted fitting.

Reasons: (a) creating uniformity with regard to cleaning activities
(b) to allow for common practice
(c) to allow the use of adhesive tape for securing and repairing, provided no new fitting or function is created (for example to avoid creation of a retaining ring on the boom).
See also the new C.1.2 that specifies that function of permitted fittings shall not be added to.

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Amendment Thirty-one

NEW C.7.3 FLOTATION

It is the crew's / owner's responsibility to ensure that:

- (a) the buoyancy units and their straps do not show deterioration or damage
- (b) the buoyancy units remain inflated while racing
- (c) the straps provide a tight fit for the inflated buoyancy units

Reasons: The buoyancy test is nowadays hardly performed and its added value can be questioned with a buoyancy unit – strap system, hence the removal from the class rules.
In order to provide a minimum set of requirements this new rule is added.
(a) provides in general terms the expected condition of the equipment to provide a safe set-up
(b) from time to time sailors go on the water without properly inflating the units
(c) on the market there are currently units with two volumes available, both complying with the class rules. Due to the volume involved, some straps sit only loosely around the units. In such a case the straps need to be tightened/shortened.

Amendment Thirty-two

NEW C.9.7 RUNNING RIGGING

- (a) USE

(1) The mainsheet purchase may be adjusted while racing.

Reasons: To accommodate the request to be able to adjust the mainsheet purchase while racing and to avoid discussions regarding the type of attachment and the ease of detaching / modifying it (soft shackle or others).

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Amendment Thirty-three

NEW D.2.4 BUILDERS

- (a) Hulls shall be built and assembled only by registered builders.

Builders become registered :

- (1) for GRP hulls

following successful completion of the prototype measurement for mould approval (see D.2.4 (e)(3))

- (2) for wood and wood/epoxy hulls

at the moment they order traditional wood plans or wood/epoxy plans and a WS plaque.

Reasons: Following the introduction of the IODA Digital System it is useful and necessary to register each builder. As this is a new term, this Class Rules attempts to clarify the term to candidate builders.

Amendment Thirty-four

NEW D.12.1 FITTINGS

- (b) MANDATORY

The following fittings are mandatory:

- (5) 3 buoyancy units, including straps and associated backing and fixing plates:

- (ii) Straps

Buoyancy units shall be secured to the hull by three straps, made of synthetic polymer, either webbing or laminated ply with additional ply or folded ply overlap at the end for screw placement. Each straps shall be 45 +/- 6 mm wide.

Reasons: Nowadays, in addition to webbing straps, manufacturers give the option to choose laminate straps that absorb less water