

1997

**INTERNATIONAL OPTIMIST****CLASS RULES**

including 1998 changes in RED type.

Authority\*: International Sailing Federation (ISAF)

\* The ISAF is not a National Authority as described in these rules

These online Class Rules are *not* official and may contain errors. In case of doubt, refer to the official printed Class Rules available from the secretariat.

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## 1. GENERAL

### 1.1

The object of the class is to provide racing for young people at low cost.

### 1.2

The Optimist is a One-Design Class Dinghy. Except where these rules specifically permit variations, boats of this class shall be alike in hull form, construction, weight and weight distribution, rigging spars and sail plan.

Note: In deciding whether an item is permitted it should be noted that, in a One-Design Class, unless the rules specifically state that something is permitted it shall be assumed to be prohibited.

### 1.3

These rules are complementary to the plans, measurement forms and measurement diagrams. Any request for interpretation and resolution thereof shall be made in accordance with current ISAF regulations.

### 1.4

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

## 2 ADMINISTRATION

### 2.1 English Language

#### 2.1.1

The official language of the class is English, and in the event of a dispute over interpretation the English text shall prevail.



**2.1.2**

The word "shall" is mandatory and the word "may" is permissive.

**2.1.3**

Wherever in these rules the words "class rules" are used they shall be taken as including the plans, diagrams and the measurement forms.

**2.1.4**

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

**2.2 Builders****2.2.1**

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

**2.2.2**

Professional builders shall be responsible for supplying boats complying with the class rules. The builder shall at his own expense correct or replace any boat which fails to pass measurement, due to an omission or error by the builder, provided that the boat is submitted for measurement within twelve months of purchase.

**2.2.3**

Manufacturers of kits or parts shall be responsible for supplying parts, which, when assembled in accordance with the manufacturer's instructions (if any), will produce boats complying with the class rules. The manufacturer of the kit or parts which is shown not to do this shall, at his own expense, replace the parts of the kit which are incorrect provided that the error is made known to the manufacturer not more than twelve months from the date of purchase.

**2.2.4**

A builder shall issue with each hull a written builders declaration, stating that the hull complies with the relevant Class rules.

**2.3 International Class Fee****2.3.1**

The International Class fee is US \$16.50 or its equivalent in other currencies, of which \$5.85 is due to ISAF, \$7.45 to IODA and \$3.20 to the National Association.

**2.3.2**

The amount of the International Class Fee is determined by the ISAF in consultation with IODA. The Executive Committee may alter this amount following consultation with the ISAF.

**2.3.3**

The International Class Fee shall be paid by the builder on each hull as soon as building or moulding commences or as each kit is manufactured. For wood and wood/epoxy hulls the plaque shall be supplied at the time of measurement.

**2.3.4**

The builder shall buy the building plaque and Registration Book

(a) for GRP hulls, from IODA

(b) for wood and wood/epoxy hulls, from IODA or the national Optimist association

**2.3.5**

(a) IODA is responsible for collecting the International Class Fee on behalf of the ISAF.

(b) IODA will buy from ISAF building plaques at \$5.85 each.

(c) IODA or the National Association shall sell the plaques to the builder for \$16.50 each. If IODA sells the plaque to the builder, IODA shall then remit \$3.20 to the National Association.

Each plaque shall, at every stage, be sold with the official International Class Fee receipt and the builders declaration form. The International Class Fee receipt shall be sent to the appropriate National Authority when the boat's sail number is applied for.

**2.3.6**



**For each International Class Fee paid IODA or the National Class Association shall issue a builders declaration, ISAF International Class Fee receipt and an ISAF plaque, which the builder shall deliver with the hull to the owner. Builders declarations and International Class Fee receipts are only valid if they are made out on the official forms issued by IODA. The building fee receipt and builders declaration is incorporated in the Registration Book.**

## **2.4 Registration and Measurement Certificate**

### **2.4.1**

**No boat is permitted to race in the class unless it has a valid measurement certificate.**

### **2.4.2**

**Each National Authority shall issue sail numbers which shall be consecutive and the number shall be preceded by the national letters. Numbering may restart at 1 on reaching number 9999. A National Authority shall issue a sail number only on receipt of evidence that the building fee has been paid.**

### **2.4.3**

**The certificate is obtained as follows:**

#### **2.4.3 (a)**

**The builder shall have the hull measured by a measurer officially recognised by his National Authority. The Registration Book with the ISAF International class fee receipt, builders declaration and hull measurement form section completed shall be supplied to the owner of the boat.**

#### **2.4.3 (b)**

**The owner shall apply to the appropriate National Authority for a sail number enclosing their Registration Book with builders declaration and building fee receipt. The National Authority shall enter the sail number in the Registration Book.**

#### **2.4.3 (c)**

**The owner is responsible for sending the Registration Book with the builders declaration and all measurement form sections completed to his National Authority, together with any registration fee that may be required. On receipt of this the National Authority shall complete the measurement certificate section of the Registration Book and return it to the owner. Note that where a National Authority prefers to issue its own certificate this shall be firmly fixed to, and mentioned in the Registration Book.**

### **2.4.4**

**Change of ownership invalidates the measurement certificate but shall not necessitate remeasurement. The new owner shall apply to his National Authority for endorsement of the certificate/ Registration book returning it with any re-registration fee required and stating the necessary particulars. The measurement certificate/ Registration book shall then be returned to the owner. If a replacement Registration book is required, it may be obtained from IODA by returning the old Registration book. The new Registration book shall be printed with the same plaque number as the old Registration book.**

### **2.4.5**

**Notwithstanding anything contained in these rules, the ISAF or the National Authority shall have the power to refuse to grant a certificate to, or withdraw, a measurement certificate from any boat, giving written reasons for taking such action.**

### **2.4.6**

**In countries where there is no National Authority or in which the National Authority does not wish to administer the class, its functions as stated in these rules shall be carried out by IODA or its delegated representatives (i.e. National Class Association).**

## **2.5 Measurement**

### **2.5.1**

**Only a measurer officially recognised by a National Authority shall measure a hull, spars, sails and equipment, and sign the declaration on the measurement form that they comply**



with the class rules. Hulls shall be measured in accordance with the appropriate hull measurement instructions.

For wood and wood/epoxy hulls see Appendix A.

#### 2.5.2

The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature or design of the boat or to be against the general interest of the class. A measurement certificate may be refused, even if the specific requirements of the rules are satisfied.

#### 2.5.3

A measurer shall not measure a hull, spars, sails, or equipment owned or built by himself, or in which he is an interested party or has a vested interest.

#### 2.5.4

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.

#### 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.

#### 2.5.6

New or altered sails shall be measured by a measurer who shall stamp or sign and date the sails near the tack. The details shall be recorded on the certificate and the entry signed by the measurer or the secretary of the National Authority.

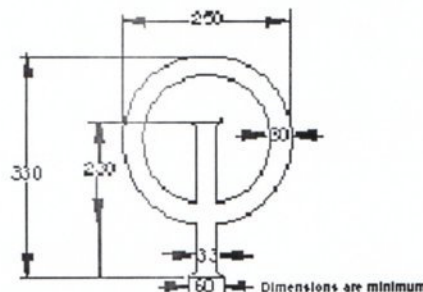
### 2.6 Measurement Instructions

Except where varied by these rules the ISAF Measurement Instructions shall apply.

### 2.7 Identification Marks

#### 2.7.1

The Class Emblem shall be the letter I and O and shall conform in shape and size to the pattern held by the ISAF. Copies may be obtained from the National Class Associations, IODA or National Authority.



#### 2.7.2

The building fee plaque shall be legible, clearly shown and permanently glued on the starboard side of the aft face of the mast thwart bulkhead.



**2.7.3**

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

**2.7.3.1**

GRP Hulls shall have an identification number, in figures not less than 10 mm high, moulded in each hull component:

Component 1: Hull shell: the forward face of the forward transom (within 60 mm of the centre of this transom).

Component 2: Gunwale - Mast Thwart assembly: the starboard bottom flange of the mast thwart bulkhead.

Component 3: Daggerboard Case - Midship Frame assembly: the forward bottom flange of the daggerboard case.

This identification number shall consist of : code number of builder and code number of mould, both allocated by IODA to each mould and builder following approval of each prototype. This number may be invalidated if it is established that hulls have deviated from class rules after prototype measurement.

Example of a possible hull identification no.: ( this example no. is not valid)

**004N9022804 H**

**2.7.3.2**

On GRP hulls the builder shall engrave on the forward transom, 15mm below the identification number a registration mark, in figures not less than 6 mm high. This registration mark shall consist of:

Year	IYRU plaque fee number
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**2.7.3.3**

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.

**2.7.4**

The sail number and National Letters shall be clearly marked on the rudder, daggerboard and spars.

**2.7.5**

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. No sail shall be accepted for its first measurement without a sail button. Buttons shall not be transferred from one sail to another. Buttons 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.

**2.7.6**

All emblems, plaques, marks and numbers shall be clearly legible, of durable material and shall be securely attached.

**2.8 Sponsorship**

Advertising is allowed in accordance with current Racing Rules of Sailing. In World and Continental events, a competitor may be required or induced to display advertising on a yacht, clothing or equipment, and the IODA Executive Committee may authorise

**categories of advertising as permitted by Appendix G.**

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