

Seadog One Design Rules – DRAFT –

Wickford Frostbite Fleet #166

Sachems Head Frostbite Fleet

1. Seadog One Design Rules

1.1 Mission and Purpose

Racing shall be strictly one design in intent and the following rules shall be enforced and modified over time to achieve this objective.

The Seadog One Design Rules are guided by three fundamentals:

1. To keep racing fair
2. To make racing safe and fun
3. To promote the growth of the class

1.2 Application of the Rules

Class members have the responsibility to ensure that they adhere to the Seadog Racing Rules.

Any active class member may notify the Race Committee at any time of any suspected violations to these rules.

An official Class Measurer shall determine the validity of the violation; however, if the Class Measurer position is vacant then the majority opinion of the fleet sailing that day shall make that determination.

The Race Committee will retain the responsibility to determine the penalty, and/or prohibition from racing.

2. Hull Specifications

2.1 Hull

The external shape of a hull shall conform to the original design of the Seadog.

A hull shall be deemed in compliance with the rules if it has been built from approved builder's molds, or if it has been built using an existing compliant hull as a plug to create a mold, and the hull has not been altered to change its shape or dimensions.

The general dimensions of the Seadog:

Length: 9' 5" Beam: 4'

2.2 Construction materials

1. Hulls may be constructed of any commonly used GRP materials.
2. Primary laminates of hull, and tanks shall use polyester resin only. Epoxy resin may be used for bonding and joining purposes only.
3. Exotic materials, such as, but not limited to carbon fibre may not be used as a primary building material.

2.3 Approved Boat Suppliers

2.3.1 Boat Builders

Jibetech Marine

Portsmouth, RI

2.3.2 Builders Specifications

Builders specifications shall not take precedent over, or invalidate, the Seadog One Design Rules contained herein.

2.4 Hull Weight

The hull of the boat including fixed fittings and lines, correction weight affixed to the boat, buoyancy tanks and flotation bags shall weigh at least 105 lbs.

This weight is meant to exclude spars, daggerboard, rudder, lines fitted to spars, sail, paddle, tools and any other personal effects

2.5 Mast Partner Measurements.

1. The Mast Partner shall be between 7' 6" and 7' 7" measured from the top of the outer surface of the transom amidships (meant to exclude rub-rail) to the aft end of the partner hole.
2. The Mast Partner shall not have a fore and aft opening larger than 1/8" more than the size of the mast.
3. The upper bearing surface of the mast partner shall not exceed 12.5" from the mast bearing surface of the mast step (the mast heel location of the mast step).
4. The position of the mast partner shall not be adjustable, but may be re-positioned during a commissioning period or retrofit period.

2.6 Mast Step Measurements

1. The Mast Step shall be a minimum of 16" from the Mast Step's contact surface with the heel of the mast and gunwale centerline point (measured vertically from

- a point established by a straight edge placed athwartships from gunwale to gunwale above the mast step and partners).
2. The Dwyer D-212, DH-211, or any other molded or fabricated mast step may be used.
 3. The position of the mast step shall not be adjustable, but may be re-positioned during a commissioning period or retrofit period.

2.7 Permissible reinforcements

2.7.1. Gunwale

The gunwale of a boat may be stiffened by the addition of any material or combination of material. Functioning rub rails are not required, but may be installed and may be made of any material and any fastenings.

2.7.2. Thwart

The thwart may be of any material, and may be of any size or shape.

2.7.3. Permanent Molded Tanks

No restrictions to the size and shape of molded tanks.

2.7.4. Mast Partner Reinforcement

Any method or materials are permissible to reinforcing the mast partner, provided it does not violate the mast partner measurement rules.

2.8 Rigging and Controls

2.8.1 Traveler

The traveler may be fitted as desired.

2.8.2 Boom Vang

The boom vang may be rigged as desired.

2.8.3 Other

Cunningham, outhaul, hiking straps, floorboards, etc. may be fitted as desired.

3 Buoyancy

All boats shall have air tight tanks and/or flotation bags to equal or exceed the minimum buoyancy requirement.

3.1 Minimum Buoyancy

Effective January 8, 2012, the minimum buoyancy shall be three (3) Optimist Class flotation bags (approximately 43 – 48 liters each); or two (2) Optimist Class flotation bags and one (1) aft flotation tank provided that the aft flotation tank provides at least the equivalent flotation as an Optimist Class flotation bag.

3.2 Valid Buoyancy for Measurement

Flotation bags and/or flotation tanks shall be a minimum of 5" below the gunwale.

Buoyancy tanks and flotation bags shall be properly secured to the boat.

Flotation tanks and buoyancy bags shall have functioning plugs.

3.3 Buoyancy Distribution

The location of the buoyancy should be distributed in such a way that a swamped boat maintains a level attitude fore and aft so she may be more easily be assisted.

4. Daggerboard Specifications

4.1 Construction

The construction materials allowed or prohibited are under consideration. The spirit and intention of the rule is that uniform use of high-tech materials will not be acceptable.

4.2 Dimensions and Sailing Position

4.2.1 Daggerboard Dimensions

The daggerboard shall conform to the dimensions herein (variables not yet specified).

1. The maximum cord length, as measured at 90 degrees from either the leading or trailing edges, shall be a maximum of 9 ½" with a maximum tolerance of 1/8".
2. The leading edge and trailing edge shall be parallel.
3. The angle of the leading edge to the bottom of the daggerboard shall be 118° (degrees) within a 3° (degree) of tolerance.
4. The maximum thickness of the daggerboard shall be ¾".

4.2.2 Daggerboard Depth Measurement

1. A stopper shall be so affixed to prevent the daggerboard from exceeding the maximum depth measurement while racing.
2. The distance from the intersection of the trailing edge of the daggerboard with the hull to the bottom of the daggerboard shall be a maximum of 22".

3. Method of measurement: Establish the furthest distance for the measurement point by swinging a 22" arc from the hull at the trailing edge of the daggerboard. At that furthest point, the bottom of the daggerboard board, or the forward extension of the bottom of the board, shall be no more than 22". (See diagrams in the appendix to compare how this measurement effects the differences in the daggerboard well angle of old and new boats.)

5. Rudder Specifications

5.1 Construction

The construction materials allowed or prohibited are under consideration. The spirit and intention of the rule is that uniform use of high-tech materials will not be acceptable.

5.2 Dimensions and Sailing Position

Dimensions and measurements of the rudder are under consideration. The spirit and intention of the rule is that the "classic" profile and the new profile shape are acceptable.

The maximum rudder blade thickness shall be $\frac{3}{4}$ ".

5.3 Tiller and Rudder Fittings

Rudder head fittings, tiller, and tiller extension may be rigged out as desired.

6. Mast

6.1 Construction and Measurement

1. The mast length shall be a maximum of 14' 7" as measured from the heel of the mast to the top of the mast section (so as to exclude the mast head fitting and sheave).
2. Masts may be stiffened. If so, it shall be a 4' maximum aluminum Dwyer splicing section inserted 2" above the heel of the mast (so as to not interfere with the Dwyer D-212 or DH-211 mast step).
3. The main halyard may be either internal or external.
4. The halyard sheave is not restricted.

6.2 Approved Mast Suppliers

Dwyer Aluminum Mast Company (14' 7" Dwyer DM-1 aluminum mast with 4' splicing sleeve)

7 Boom

7.1 Construction and Measurement

1. The boom shall not exceed 7' 6".
2. Booms may be stiffened.

7.2 Boom Suppliers

Dwyer Aluminum Mast Company (7' 4" Dwyer round 1¼" aluminum DH-841 section)

8. Sail Specifications

8.1 Dimensions and Materials

The sail shall be a maximum of 48.6 square feet, and shall conform to the following dimensions:

1. Luff 3.54m (11 feet, 7 and 3/8 inches)
2. Leach 3.88m (12 feet, 8 and ¾ inches)
3. Foot 2.08m (6 feet, 9 and 57/64 inches)
4. Mid Girth 1.28m (4 feet, 2 and 25/64 inches)

Smaller sail dimensions and sail area is permissible.

The use of experimental sails may be used only at the discretion of the Race Committee.

8.2 Battens and Materials

The sail shall have no more than three battens, and no batten shall exceed a length of 38cm, and battens shall be perpendicular to the leach.

No square top sails or full battens.

No laminate fabrics allowed, no carbon, aramid, or string sails allowed.

8.3 Measurement

1. Sails made by approved sail maker do not need to be measured. Approved sail makers are: North Sails, and others TBD.
2. Sails from any other source are permissible, provided they are measured and proven to comply with the sail dimensions contained herein.

8.4 Sail Numbers

1. All sails shall have sail numbers.

2. Multiple boats using the same sail number may be used only at the discretion of the Race Committee.

9. Painter

9.1 Painter

Each boat shall have a painter rigged, and of adequate strength and length for assistance to be rendered. The painter shall not be secured, other than at the bow, so that it can float free of the hull in the event of a capsize.

9.2 Painter specifications

The Painter shall be at least $\frac{1}{4}$ " diameter line and a minimum of 15' in length.

The Painter shall be a material that floats.

The Painter shall be rigged with a minimum 6" loop tied within 12" of the bow.

The line and fitting on the bow of the boat shall have a safe working load that exceeds the weight of the boat and all equipment and rigging.

9.3 Purpose and Intent

The Painter shall be rigged and stowed, and of necessary strength so as to not prohibit using the Painter to hoist a fully swamped boat clear of the water.

10. Safety

10.1 Wet Suits and Dry Suits

10.1.1 Wetsuits or Dry Suits shall be worn between December 1st and March 31st.

10.1.2 Wetsuits shall be of proper fit, have a minimum of 3/16" thick insulating material, and provide coverage of at least a shortie wet suit (full torso, short sleeves, and short pant legs) or farmer john wet suit (full torso, sleeveless, and long pant legs).

10.1.3 Dry Suits shall be water tight and zippered while sailing.

10.2 Race Committee Discretion

Race Committee for any race, or series of races, may require that Wet Suits or Dry Suits be worn regardless of the date or weather condition.

10.3 Life Jackets

USCG approved personal floatation devices shall be worn.

11. Rule Changes

11.1 The Rules Committee

One or more individuals elected or appointed by any fleet that may propose changes to the Seadog One Design Rules. A fleet may change their nominees/volunteers at any time.

11.2 Rules Change Proposals and Adoption

11.2.1 Proposals

Proposals to change existing rules shall be submitted to all class members in writing with adequate time for consideration prior to vote.

11.2.2 Adoption

A majority of all votes cast by class members within each fleet shall determine the number of fleets in favor of, or against, a Rule Change Proposal. A majority of active fleets (5 or more active class members) shall be required for a Rule Change Proposal to be adopted.

Approved Rule Change Proposals shall take effect immediately, unless the Rule Change Proposal has specified otherwise.

11.3 Corrections and Edits to Rules

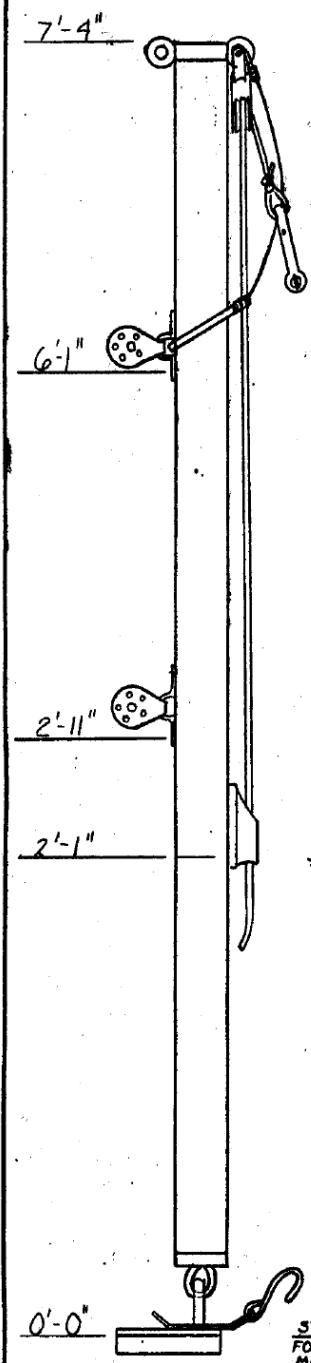
Corrections and minor edits of the One Design Rules may occur without a vote, provided there is no material change, addition, or deletion to the rules approved by the class; and provided that a revision history of corrections and edits is recorded.

I. Appendix – **Reference Diagrams**

The following diagrams and drawings are for reference only, and are not to scale. Written Seadog One Design Rules shall take precedent over reference drawings in the event of conflict or contradictions.

DWYER ALUMINUM MAST CO.

TITLE	BOOM	SEC	1 1/4"
CUSTOMER	SACHEM'S HEAD FROSTBITERS	FIN	CLEAR
BOAT	SEADOG	REC	
DWN BY	SGC	DATE	10-3-86



OUTHHAUL CAP D6510
SHACKLE DH 855
BLOCK DH 911

1/8 7X19 WIRE

SHACKLE 180306

PLASTIC TUBING
EYESTRAP DH 921
BLOCK DH 911

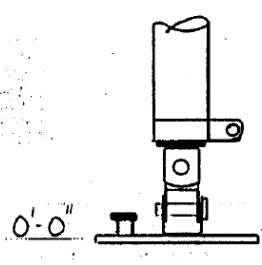
3/16 BRAID

EYESTRAP DH 921
BLOCK DH 911

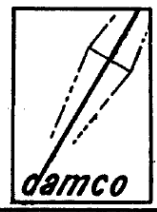
CLEAT CL 203

GOOSENECK ASS'Y

STYLE A
FOR INTERNAL
MAST GROOVE



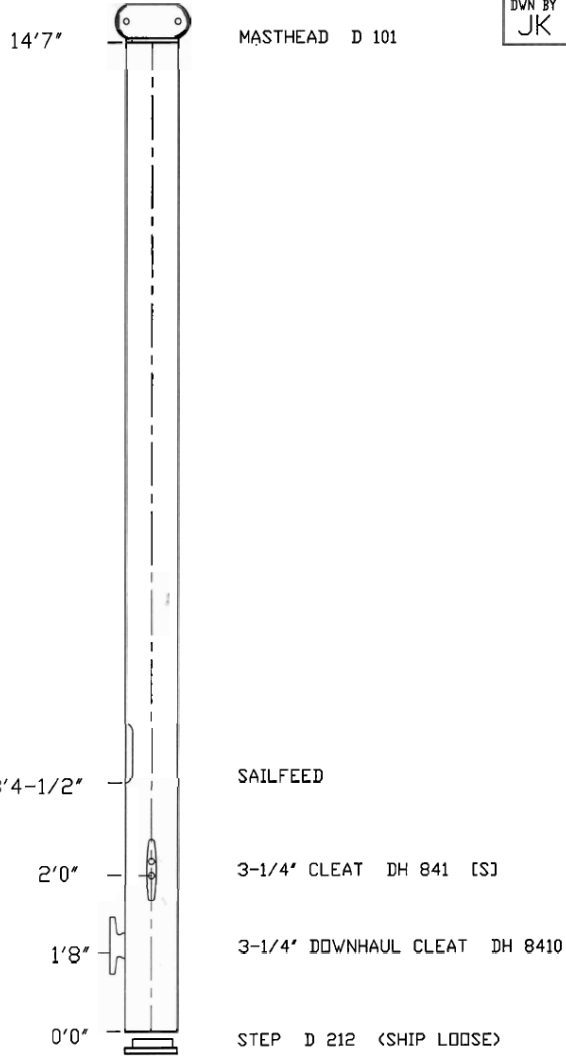
STYLE B
FOR 5/8" EXTERNAL
TRACK



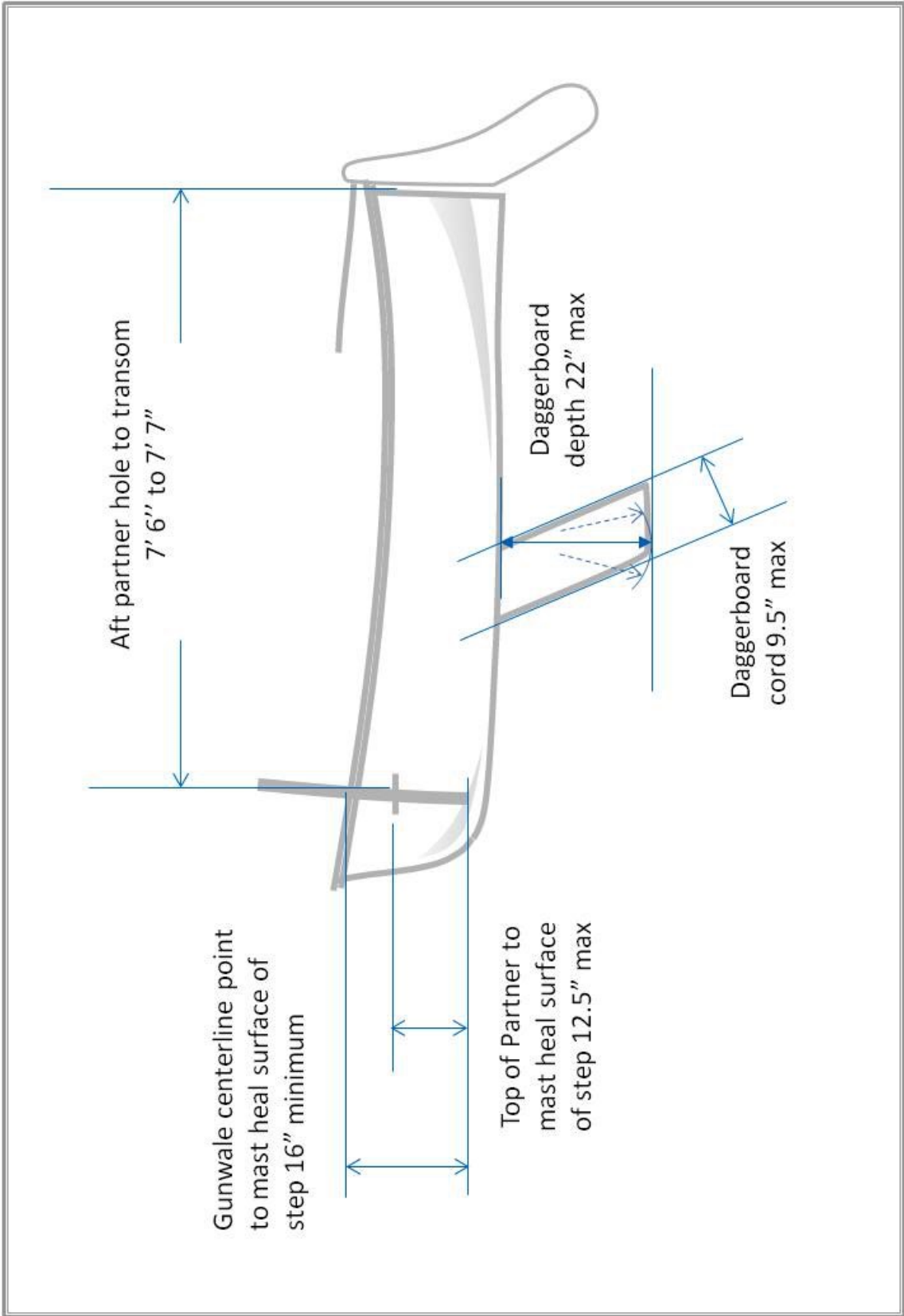
NOT TO SCALE

DWYER ALUMINUM MAST CO.

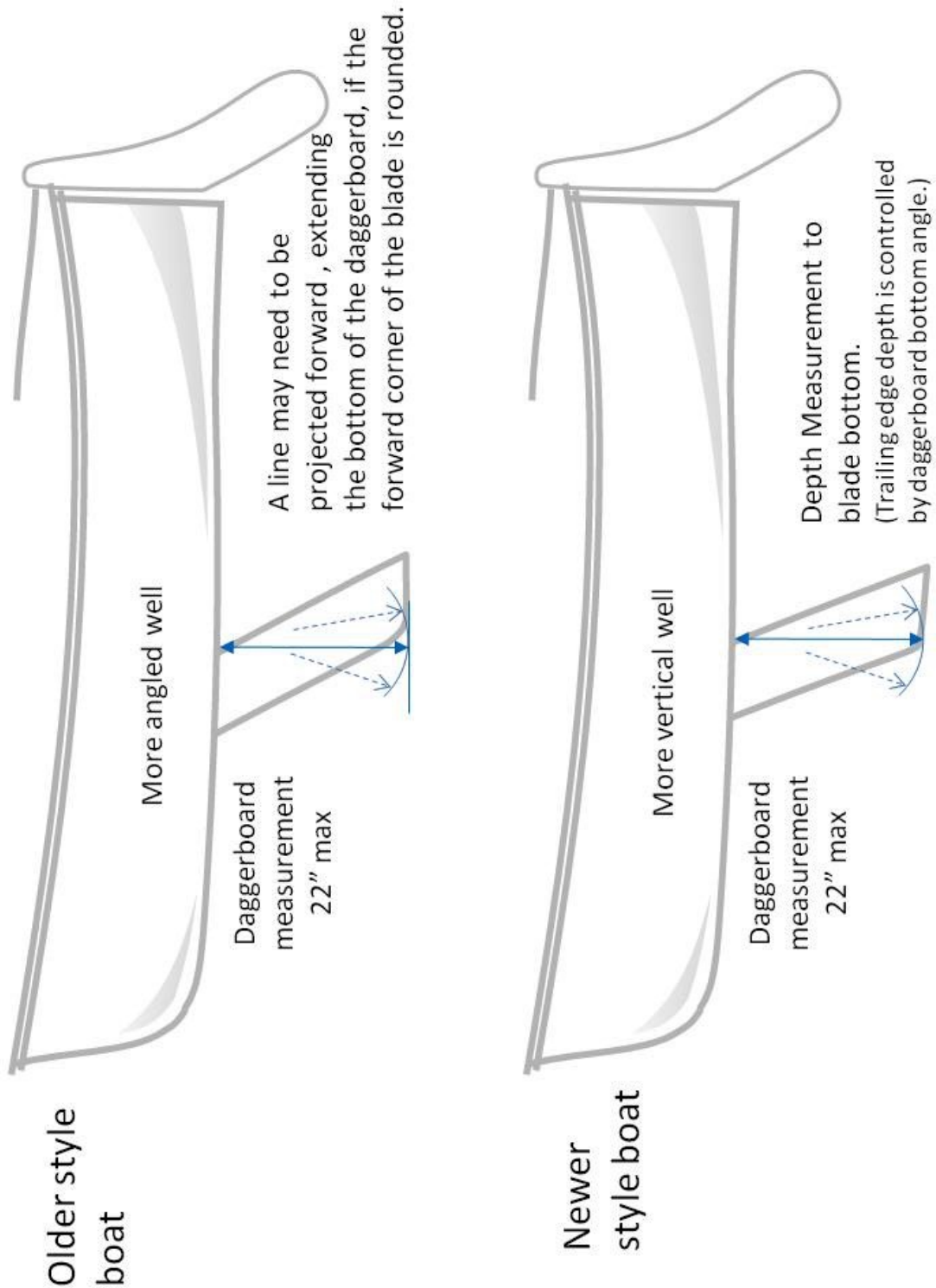
CUSTOMER		CAD FILE SEADOGM NO SPLICE	
BOAT/ASS'Y SEADOG MAST NO SPLICE		SEC DM-1	
DNV BY JK	DATE 9/28/09	LAYER	FIN ANODIZE



INSERT 4' OF SPLICE MATERIAL
2" UP FROM BOTTOM OF MAST



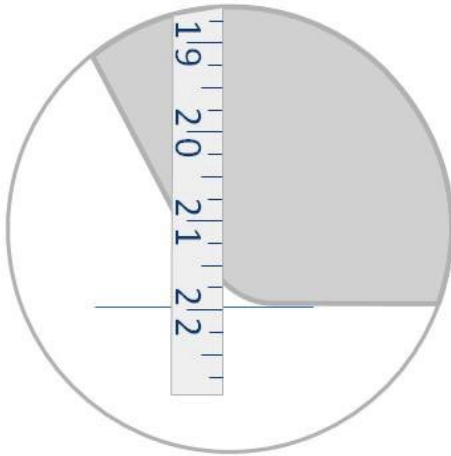
DAGGERBOARD MEASUREMENT DETAIL



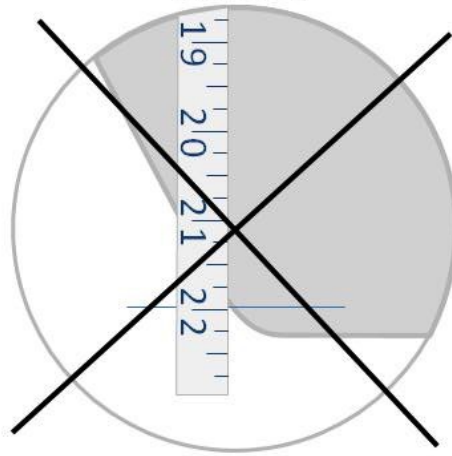
DAGGERBOARD MEASUREMENT EXAMPLES

Older style boat

Correct

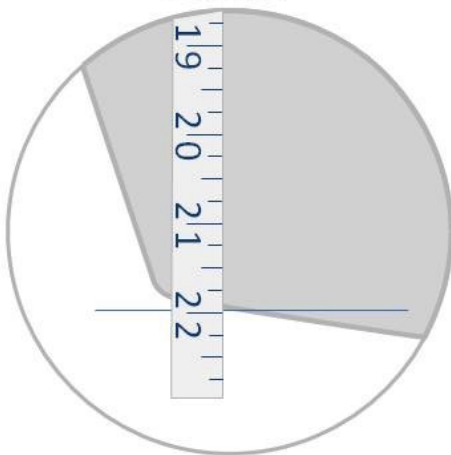


Violation

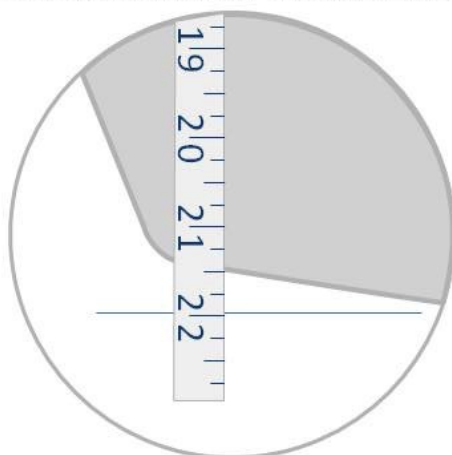


Newer style boat

Correct



No Violation
(but board is shorter than necessary)



DAGGERBOARD DETAIL

