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INTRODUCTION

The D-One has been created as a one design racing dinghy where the true test is between helms and not boats and equipment. The fundamental objective of these class rules is to ensure this concept is maintained.

Equipment is required to comply with the D-One Building Specification and these class rules.

D-One hulls, hull appendages and rigs shall only be manufactured by Devoti Sailing – in the class rules referred to as licensed manufacturers.

D-One sails shall only be manufactured by a licensed manufacturer – in the class rules referred to as licensed manufacturers.

D-One hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the D-One Class Rules properly begin on the next page.

**PLEASE REMEMBER:
IF THESE RULES DO NOT SAY YOU CAN –
THEN YOU CANNOT!**

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA D-One International Class Association
- NCA D-One National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- LIC Licensors – Devoti Sailing and Copyright Holder

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the ICA which shall co-operate with the LIC. The ICA may delegate part or all of its administrative functions to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in cooperation with the NMA, or by the NMA in co-operation with the ICA.

A.5 ICA (ISAF) RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 88.1.d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these class rules shall only be made subject to approval of the ICA, LIC and ISAF in accordance with the ISAF Regulations. ICA approval shall require a majority vote by the then current members of the ICA, either by a postal vote, email vote or a vote made in person at a nominated event that has been advertised to class association members by the ICA.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretations of class rules shall be made by the ICA and LIC subject to ratification by ISAF in accordance with the ISAF Regulations.

A.8.2 Interpretations of class rules that are required during an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ICA, LIC and ISAF of the event ruling.

A.9 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the ICA.

A.10.2 Sail numbers shall be issued in consecutive order starting at “001”.

A.10 HULL CERTIFICATION

A.11.1 **Certificates** will not be issued.

A.11 CLASS CHAMPIONSHIPS

A.11.1 The D–One world championships will be referred to as the ‘D–One Gold Cup’.

A.11.2 All races counting towards an overall championship will be sailed on a windward – leeward course.

A.11.3 The final race of a championship will carry double the points of the finishing position and will be non-discardable.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

B.1.1 The boat shall be in compliance with the **class rules**.

B.1.2 In the event of a dispute alleging non-compliance with these **class rules**, the following procedure shall be adopted:

a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.

b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.

c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10% of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to ICA.

B.2 CLASS ASSOCIATION

B.2.1 The crew shall be a current member of their NCA.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RRS Appendix G.1.3(c) & (d) shall not apply. C.1.2 The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 The **crew** shall consist of 1 person.

C.2.2 Crews of 86 kg or greater shall mount their wings on the inside fitting point. Crews of less than 86 kg shall attach their wings on the outboard setting.

C.2.3 Crews shall be weighed during the registration period if required by the notice of weight. RRS 43.1 shall apply. Crews shall be weighed wearing a minimum of underwear.

C.3 PERSONAL EQUIPMENT

C.3.1 The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.3.2 The use of inflatable personal flotation devices is not permitted when racing.

C.3.3 No clothing or equipment of the crew shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, or any other method.

C.4 ADVERTISING

C.4.1 Advertising for ICA events shall be displayed in accordance with the ISAF Advertising Code. There shall be no restriction on the number or coverage of advertiser's logos or slogans except for the front 25% of the hull and bottom 10% of the mainsail are reserved for event and circuit sponsors

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

- (1) Electronic or mechanical timing devices
- (2) One magnetic or electronic compass showing only information relating to heading, current or elapsed time.
- (3) Maps charts and means of recording courses and compass headings.

- (4) Items on deck which function as storage for food, drink, clothing, safety or relevant tools.
- (5) One GPS unit that only shows current heading, speed and time.
- (6) Any additional equipment required for safety purposes may be fitted.
- (7) A mooring/towing line.

C.6 HULL

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of minor damage and scratches which does not alter the shape or weight distribution of the item as originally supplied is permitted without re-measurement.
- (b) Non-skid tape or patches made from a flexible material not greater than 3mm thick may be attached to the deck moulding.
- (c) Calibration marks are permitted.
- (d) The watertight integrity of the **hull** shall be maintained.

C.6.2 FITTINGS

- (a) Drainage plugs shall be kept in place at all times.
- (b) Cleats, blocks and fittings supplied by any manufacturer may be replaced in the same position as the standard fitting or as close as structurally possible. Replacement cleats shall be substantially the same size and design. Replacement blocks have no sheave restrictions but shall not alter the weight distribution of the boat.
- (c) Packing wedges no thicker than 10mm may be fitted under the vang, cunningham and spinnaker halyard cleats.
- (d) Replacement non-skid tape or patches made from a flexible material of no more than 3mm may be used on the wings.
- (e) There is no restriction on elastic, rope, rings and blocks or the routing to tidy the sheets, halyards and control lines so long as no new holes are drilled in the hull.
- (f) Additional blocks can be added to any control system to increase purchase so long as it does not change the function of the control and no new holes are drilled in the hull.
- (g) The rear toestraps eyes can be repositioned outboard on the wings to suit the leg length of the helm.
- (h) A set of rear toestraps can be fitted so long as no new hull fittings are created.

C.7 RUDDER AND DAGGERBOARD

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as polishing and the repair of minor damage and scratches which does not alter the shape or weight distribution of the item as originally supplied is permitted without re-measurement.
- (b) The head of the rudder may be sanded or packed to maintain a good fit in the rudder slot.

- (c) The head of the daggerboard may be sanded or packed to maintain a good fit in the daggerboard slot.
- (d) The supplied rudder stock lining material may be replaced by not more than one layer of webbing, not more than 25mm width.

C.7.2 FITTINGS

- (a) The rudder and daggerboard may be secured to the boat with shock cord or rope and can utilise a snap hook.

C.7.3 LIMITATIONS

- (a) Only one **daggerboard** and one **rudder** blade shall be used during an event of less than 7 consecutive days, except when a **hull appendage** has been lost or damaged beyond repair.

C.7.4 DAGGERBOARD

- (a) When in use the holes in the top of the daggerboard for the lifting handle shall not be below the top edge of the daggerboard case.

C.7.5 RUDDER

- (a) The holes in the top of the rudder blade for the handle shall not be below the top edge of the rudder stock casting.
- (b) The tiller extension material and supplier are optional.

C.8 RIG

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted without re-measurement.
- (b) Calibration marks are permitted.
- (c) Painting of the mast is permitted, which may be either varnish or paint.
- (d) One number mechanical wind indication device may be fitted.
- (e) Padding can be added to the end of the boom to prevent it from damaging the hull.

C.8.2 LIMITATIONS

- (a) Only one set of **spars** shall be used during an event of less than 7 consecutive days, except when an item has been lost or damaged beyond repair.

C.8.3 MAST

- (a) Masts may not be modified from the supplied specification, except that cleats, blocks and fittings from any manufacturer may be replaced in the same position as the standard fitting or as close as structurally possible. Replacement cleats shall be substantially the same size and design. Replacement blocks have no sheave restrictions but shall not alter the weight distribution of the mast.

C.8.4 BOOM

(a) Booms may not be modified from the supplied specification, except that an elastic line and hook may be used to secure the clew strap from coming off the boom.

C.8.5 RETRACTING BOWSPRIT

(a) Bowsprits may not be modified from the supplied specification.

C.8.6 RUNNING RIGGING

(a) Standard supplied ropes may be replaced and/or tapered.

(b) There is no restriction on elastic, rope, rings and blocks or the routing to tidy the sheets, halyards and control lines so long as no new holes are drilled in the rig.

(c) There is no restriction on elastic to prevent the spinnaker falling between the hull and the wings.

(d) There is no restriction on elastic as a release line behind the spinnaker halyard cleat.

(e) Plastic tape and protective covering are unrestricted so long as their use does not impact on the boats performance.

(f) Additional blocks can be added to any control system to increase purchase so long as it does not change the function of the control and no new holes are drilled in the hull or rig except for one hole at the outboard end of the boom no greater than 6mm to dead-end the outhaul.

C.9 SAILS

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.

(b) Routine maintenance such as minor repairs that do not alter the shape of the sail is permitted without re-measurement.

(c) Additional tufts and ribbons are permitted.

(d) The spinnaker may be modified to include cut in graphics which do not alter the original shape of the sail. The graphics shall not be closer to the head point or tack point than 800mm, and not closer to the luff, leech or foot than 600mm.

C.9.2 LIMITATIONS

(a) Not more than 1 mainsails and 1 spinnaker shall be carried aboard when racing.

(b) Not more than 2 mainsail and 2 spinnakers shall be used during an event of less than 7 consecutive days, except when a **sail** has been lost or damaged beyond repair.

C.9.3 MAINSAIL

(a) A halyard shall be used to hoist the **sail**. The arrangement shall permit hoisting and lowering of the **sail** at sea.

(b) The **luff** bolt rope shall be in the **spar** groove.

C.9.4 IDENTIFICATION

(a) The national letters and sail numbers shall comply with the RRS Appendix G1.2 except where prescribed otherwise in these **class rules**. The National Letters shall be displayed on each side of the mainsail between the 2nd and 3rd batten down from the head of the sail, with the upper numbers on the starboard side. The Sail Numbers shall be displayed between the 3rd and 4th battens, with the upper numbers on the starboard side.

(b) The Class Insignia shall be the D-One class logo as prescribed by the Build Specification and shall be displayed between the 1st and 2nd batten from the head of the sail on the starboard side of the main sail.

(c) There is no requirement to carry sail numbers and national letters on the spinnaker.

Section D – Hull

D.1 GENERAL

D.1.1 The **hull** and wings shall comply with the **class rules** and Build Specification in force at the time of manufacture.

D.2 BUILDERS

D.2.1 The hull shall be built by a manufacturer licensed by the LIC to the D-One Build Specification.

D.2.2 All moulds shall be approved by LIC.

D.3 HULL FITTINGS

D.3.1 Hull fittings shall comply with the builder's specification and current class rules.

D.4 MODIFICATIONS, MAINTENANCE AND REPAIR

D.4.1 The hull shell, deck and other structures shall not be altered in any way except as permitted in Section C of these **class rules**.

D.4.2 If any hull moulding is repaired in any other way than described in C.6.1, an **official measurer** shall verify that the external shape, construction and fittings are the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.

Section E – Daggerboard and Rudder

E.1 GENERAL

E.1.1 The daggerboard, rudder, rudder stock and tiller shall comply with the **class rules** and Build Specification in force at the time of manufacture.

E.2 MANUFACTURERS

E.2.1 The rudder and daggerboard shall be made by manufacturers licensed by the LIC to the D-One Build Specification.

E.3 MODIFICATIONS, MAINTENANCE AND REPAIR

E.3.1 Hull appendages shall not be altered in any way except as permitted in Section C of these **class rules**.

Section F – Rig

F.1 GENERAL

F.1.1 The **spars** and their fittings shall comply with the **class rules** in force at the time of manufacture.

F.1.2 The running **rigging** shall comply with the Build Specification and the **class rules**.

F.2 RIG MANUFACTURER

F.2.1 The **spars** shall be made by manufacturers licensed by the LIC to the D-One Build Specification.

F.3 MODIFICATIONS, MAINTENANCE AND REPAIR

F.3.1 **Spars** shall not be altered in any way except as permitted in Section C of these **class rules**.

Section G – Sails

G.1 GENERAL

G.1.1 **Sails** shall comply with the **class rules** and Build Specification in force at the time of **manufacture**.

G.2 SAIL MANUFACTURE

G.2.1 The Sails shall only be produced by a manufacturer licensed by the LIC to the D-One Build Specification.

G.3 MODIFICATIONS, MAINTENANCE AND REPAIR

G.3.1 Sails shall not be altered in any way except as permitted in Section C of these **class rules**.

Effective: 1st April 2012