

MiniOpti Optimist RC Dinghy CLASS RULES

1. GENERAL - CLASS

The Mini-Optimist as in the full sized Optimist Dinghy class is a One-Design Class. The objective being that the sailing skills of the skipper shall determine who wins races. These rules control sailing performance, cost and simplicity. A MiniOpti violating these rules shall not compete in official races until all violations are corrected.

Unless the class rules specifically permit a modification to the boat as the boat is defined by the kit, an owner shall assume it is not permitted. Interpretations by the Class Secretary of the legality of a modification shall be binding until overruled by a class vote changing the rules.

In these rules the word *shall* means mandatory and *may* means permissive.

1.1 During local events a skipper while racing shall be permitted to have a co-skipper or assistant to help with such things as coaching, tactical advice, wind spotting, etc. if he or she is under 11 years of age but may not take over the controls during *Racing* is defined as the period from one minute before the start of a heat to the finish of that heat. He may accept any assistance, including the maintenance or repair of his boat, while not racing. A handicapped skipper may request assistance while racing to be approved by the Regatta Director. Older than 11 and they must not use a crew to help with the coaching, tactical advice, wind spotting, etc. Age is determined by a birthday during the year where they would turn 12 years of age.

2. GENERAL – YACHT

2.1 The hull, keel fin, bulb, rudder, mast, boom & sprit and sail shall be those provided by the kit manufacturer.

2.2 Profile tolerances for keel fin, bulb and rudder shall not exceed +/- 1/16 inch overall from the stock kit parts.

2.3 Thickness tolerances for keel fin or rudder must not exceed +/- 1/32 inch overall from the stock kit parts.

3. HULL

3.1 Alterations to the hull shape shall not be permitted. Hull surface imperfections, including the mold seam at the bow, may be removed by sanding and filling or by sanding alone. Final hull finish may be: 1) conventional painting or, 2) sanding and polishing of the hull using no paint.

4. DECK

- 4.1 The deck shall not be lightened by sanding or substituting another deck.
- 4.2 The clear waterproof cover may be removed for racing if so desired.
- 4.3 Hatch cover material and design are optional.
- 4.4 The mast step shall be located at the positions defined by the hull molding.
- 4.5 The mast step shall be the one provided in the kit.
- 4.6

5. Dagger Board

- 5.1 Dagger board position shall not be altered.
- 5.2 Dagger board thickness and profile shall not be altered. Tolerances are given in Rule 2.
- 5.3 Dagger board shall not be modified to change its flexibility or for any other reason.
- 5.4 There is a small degree of adjustment up and down that is permitted

6. Dagger Board BULB

- 6.1 The bulb is a two piece plastic bulb it may be filed smooth, sanded, shined or painted. Imperfections may be filled.
- 6.2 The Shape shall not be altered. Tolerances are given in Rule 2.
- 6.3 Attachment geometry of the bulb to the dagger board shall not be altered from that defined by the kit.
- 6.4 The bulb may only be filled with shot weight or zinc and epoxy

7. RUDDER

- 7.1 Rudder position shall not be altered.
- 7.2 Rudder thickness and profile shall not be altered. Tolerances are given in Rule 2.

8. BUMPERS

- 8.1 The rub rail and cover shall be mandatory for regional and national championship regattas.

8.2 Only rub rail from the manufacturer are approved by the Class Secretary and shall be legal.

8.3 The approved rub rail shall not be modified.

9. SPARS

9.1 Mast, boom, and sprit lengths shall not be altered.

9.2 The mast is free standing and supplied in the kit. The sprit and boom shall be used as supplied in the kit, or a comparable replacement to specification. All fittings shall be located within +/- 1/4 inch of the locations specified in the kit instructions.

10. STANDING RIGGING

10.1 Standing rigging shall be braided non-metallic fiber (such as nylon, polyester, Spectra, Kevlar, etc.) and shall have a minimum thickness of 0.018 inches. Line thickness shall be measured at one location with the line under 2.0 lbs. tension. (If the one thickness measurement is less than the specification, the thickness shall be determined as the average of ten measurements spaced at 2 inches along the line.)

10.2 Wire stays and shrouds are prohibited.

11. RUNNING RIGGING

11.1 The common sheet exit pulley and the sail servo arm pulley may be modified or substituted. Any modification or substitutions shall have equivalent function and similar dimensions.

11.2 The main sheet fairlead ring shall have a maximum inside diameter of 0.25 inches. The ring position shall be controlled by an adjustable string bridle as defined by the kit assembly instructions.

11.3 The method used to attach a sheet to a boom and the method used on a boom to adjust the length of a sheet are optional.

11.4 Boom vang shall be of braided non-metallic line. Adjustment may be bowser, cleat or equivalent.

11.5 Manual sail adjustment details are optional. Main topping lifts, jumper tension adjusters, etc., are permitted. The use of bowsers, cleats or equivalent devices, is optional.

11.6 The choice of line for running rigging is optional.

12. RADIO EQUIPMENT

12.1 The maximum number of channels shall be two.

12.2 The remote control functions shall be for rudder and sail trim only.

12.3 The choice of a radio system, the sail servo and the rudder servo are optional.

12.4 Receiver batteries shall be four or five cell AA size disposable or rechargeable cells. The weight of batteries or number of cells shall not be changed during any regatta or series of races.

13. SAILS

13.1 The δMINI OPTI SAIL PLANö and its dimensions shall define the maximum size of the mainsail. Reefing the mailsail shall be permitted for all races of a regatta or series. If sail is damaged, replacement sails of the same size is required, but they may of may not have reefing points installed allowing the skipper to use a sail with or without reef points.

13.2 The same set of sails shall be used for all races of a regatta or series. If sails are damaged, replacement sails of the same type shall be used.

13.3 Corners of the sails may be reinforced. The reinforcement patch shall not exceed a radius of 2 1/2 inches measured from the corner of the sail.

13.4 Sails shall be those provided in the kit. Replacement sails shall be those supplied by the kit manufacturer.

PUT SCHEMATIC OF SAIL HERE

Mainsail

13.7 No foot round is permitted.

13.8 Two battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within 1/4 inch. Batten size shall not exceed 0.200 inch wide by 3.500 inches long.

13.9 Battens used shall be from the kit or equivalent replacement.

13.10 The luff of the main sail shall be attached to the mast by rigging line thru the eyelets.mThe spacing and quantity of these attachments shall be the same as the stock kit

sails. The sail shall be free to rotate about the mast. The boom and sprit attach points are loose footed.

Sail Numbers and Class Insignia

13.12 Sail numbers shall be 3 inches high and use a design that is easily read at distance. The smaller numbers existing on older sails are permitted. Recommended number proportions are as follows:

<u>Height</u>	<u>Width</u>	<u>Stroke Thickness</u>	<u>Number Spacing</u>
3"	1.8"-2.0"	0.4"-0.5"	0.6"-0.75"

13.13 The sail numbers shall be applied on both sides of the mainsail. The starboard side sail numbers shall be higher. Symmetrical numbers (such as 181 or 808) may be placed back-to-back on both sides of the sail. Location of the numbers is suggested by the Sail Plan.

13.14 The class insignia shall be located on both sides of the main sail with the starboard emblem being higher. Location is defined by the Sail Plan.

Country Designation

13.15 The designation of the owners country may be displayed above the numbers.

14. WEIGHT

14.1 Minimum allowable weight shall be X pounds X ounces for a complete boat ready to sail, including radio receiver batteries. Weight shall not be changed during a regatta or series of races.

14.2 No ballast weight inside the hull shall be permitted.

14.3 Correction weights to an underweight boat shall be located on the either side of the dagger board trunk.

15. YACHT REGISTRATION

15.1 The yacht registration and sail number shall be assigned by the Class Secretary. No yacht shall be properly registered until the class insignia and the assigned number have been affixed to the main sail. The registration number shall also be affixed to the inside of the hull in a readily visible location.

16. GRANDFATHER CLAUSES

16.1 There shall be no expressed or implied "grandfather" clauses relative to performance enhancing aspects of a boat. Interpretations of cosmetic or aesthetic aspects shall be liberal.

17. EFFECTIVE DATE - May 15, 2011.

RULES INTERPRETATIONS

Criteria for Rule Interpretations

(Wording modified by Advisory Committee for clarification, March, 2006)

The answer to these questions shall be "no":

1. Is the interpretation inconsistent with the letter and intent of the class rules?
2. Does the interpretation offer the potential of improved boat speed?
3. Does the interpretation that improves reliability also improve boat speed?

1. Boat Battery Legal Size and Type -

Interpretation of Rule 12.4

- a. Boat battery cells shall have a minimum diameter of 9/16 inch (AA size) and a maximum diameter of 11/16 inch (A size).
- b. Cell length shall be 2 inches maximum (AA length) and 1 11/16 inch minimum (4/5AA length).
- c. Battery packs are limited to four or five cells in a flat or square arrangement.
- d. Cell chemistry is limited to nonrechargeable (such as alkaline), NiCd or NiMH.

2. Boom Fittings -

The design and location of boom fittings are not controlled by the rules. Rule 9.2 reads, "All mast fittings", and therefore does not apply to boom fittings.

3. Correction Weights - Rule 14.3

Correction weights shall be attached to the side of the dagger board trunk as specified in Rule 14.3.

4. Drum Type Sail Servos -

Only drum sail servos are permitted in Regional and National regattas.

6. Halyards -

Halyards or other rigging controls cannot be routed internal to mast or booms.

8. Keel Fillet and Dagger Board

Interpretation: The Mini Opti is designed to have an easily removable dagger board. If the dagger board cannot be removed there can be no additional changes that result in differences from a boat with a removable dagger board.

1. Intersection of the dagger board with the outside bottom of the hull There shall clearly be a gap between the dagger board and the sides of the trunk recess molded into the hull bottom. This gap would be present for a removable dagger board. Obviously, there can be no streamline fillet at this point between the hull and dagger board.

2. Internal Structure All the original dagger board/hull structure required for a removable dagger board shall remain in place.

9. Mast Material -

Only the mast and boom materials supplied in the kit are legal.

10. Rudder Linkage -

Pull-pull rudder linkage systems, using two wires to connect the servo to the rudder, is not legal. Only the Push-Pull single rod system is legal.

11. Reefing and Storm Sails -

An owner may choose to reduce sail area as permitted by Class Rule 13. The class rules permit reducing the area of the stock sails for heavy winds. However, that smaller area shall be used for the entire regatta or series of races. Additionally, if a sail is reefed, the same limitation is in effect. The reef shall be used for the entire regatta.

12. Sail Modifications -

Any alteration to the sails risks making them illegal, such as removing the luff tapes that are installed on the stock sails. Eyelets are optional and allowed.

13. Sail Number Location -

Location of Sail Numbers and Emblems will be liberally interpreted. The location does not affect boat speed.

14. Topping Lifts - Advisory Committee Decision

Boom topping lifts made of string connected to the aft end of a boom are permitted.

15. Keel Bulb -

The keel bulb must be installed on the fin as defined in the Assembly Instructions and the geometry of the fin and bulb geometry. No sloping of the axis of the bulb is permitted. Some owners have done this in an effort to improve performance.

16. Hull Sheet Exit -

The sheet exit block must be located as defined by the hull molding and building instructions. The sheet must exit the hull at that point. The common sheet from the sail servo arm may terminate beneath the deck so that the jib and main sheets both exit at the stern exit turning block.

17. Rudder Push-rod -

The use of carbon fiber for the rudder push rod is not permitted.

18. Boom Vang -

The use of an offset elliptical vang as described on pp20-22 of Issue 135 of *Model Yachting* (Spring, 2004) is not permitted

19. Petroleum Jelly Keel Fillet -

Some boats have used Vaseline at the keel fin/hull gap to control leaking. Petroleum jelly can close that draggy gap and may improve boat speed. Thus this practice is prohibited.

20. Elastic Sheet Puller -

The use of an elastic cord or similar device to pull out the common sheet can improve boat speed in very light air and is not permissible.

21. Gooseneck Reinforcement

Goose neck may not be substituted for the stock plastic gooseneck.

22. Mast Holes

A mast rake adjustment is not legal.