

DIAM 24 One Design

CLASS RULES

2016

Edition effective as of March 1st, 2016



The DIAM 24 One Design was developed in 2013 by Vianney ANCELLIN on behalf of ADH INOTEC.

The French DIAM 24 OD Association is affiliated with the FFV since 2015.

Preamble: Philosophy of Class Rules of DIAM 24 One Design

The DIAM 24 OD is a strictly one-design trimaran sport boat : When racing, the real competition will be between the Teams and not between the boats and their equipment.

The concept of DIAM 24 OD is a strict one-design: the whole boat shall remain as the shipyard has built and delivered her.

The DIAM 24 OD shall race in accordance with the Class Rules detailed here after.
The hulls, beams, trampoline, rigging, fittings, sails and appendages of DIAM 24 OD are manufactured or supplied by the shipyard ADH INOTEC.

The principle of Class Rules DIAM 24 OD is that no change to the boat is allowed unless it is permitted by these rules.

All changes and updates not specified by these Class Rules are prohibited.

These rules aim at ensuring equity between competitors using boats with similar performance.

These rules come into force on March 1st, 2016.

In case of dispute, the French text prevails over any translation.

If a rule of interpretation of these rules was to arise in the future, it would systematically be interpreted in the sense of this preamble.

Reminder on legislation, extract from the Category C design regulations:

Directive 2013/53/UE 11/2013

“A watercraft given design category C is considered to be designed for a wind force up to, and including, 6 and significant wave height up to, and including, 2 m”

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PART 1 - ADMINISTRATION

Section A - General

A.1 LANGUAGE

- A.1.1 The official language of the DIAM 24 OD class rules is French and in case of dispute over translation the French text shall prevail.
- A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.2 ABBREVIATIONS

ISAF	International Sailing Federation
FFVoile	Fédération Française de Voile
ND24od CA	National DIAM 24 OD Class Association
MNA	ISAF Member National Authority
RRS	Racing Rules of Sailing
ERS	Equipment Rules of Sailing
DIAM 24 OD	DIAM 24 One Design

A.3 DESIGNER

He is the regulator of the rights, the boat, the concept, the brand, the database and the agreement writer.

A.4 MANUFACTURER

The right to build the DIAM 24 OD belongs exclusively to ADH INOTEC shipyard or any manufacturer that could be specially authorized by the designer.

A.5 DATABASE

The designer creates a database.

It contains all the information enabling the identification of each boat such as:

- The serial numbers of the main parts of the boat and sails,
- The weight and center of gravity of each part with a serial number,
- Weights of platforms and masts,
- The geometry of the platforms and their center of gravity,

It is updated with each change of serialized parts and every repair other than that named minor (i.e. maintenance).

Some of this information is reported on the Certificate DIAM 24 OD of the boat.

Persons qualified to be contradictory to information collected during inspections can consult them.

A.6 CLASS RULES MANAGEMENT

The designer manages the Class Rules. He can be seized by any person or entity to modify them.

A.7 RULES

- A.7.1 These rules should be read in conjunction with the ERS.

- A.7.2 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 *"italic"* the definition of the RRS applies.

A.8 CLASS RULES CHANGES

In events RRS 87 applies.

A.9 CLASS RULES AMENDMENTS

- A.9.1 They shall be published as a single annual endorsement except under emergency driven by A.9.4.
- A.9.2 They are subject to the approval of the FFVoile in accordance with the ISAF regulations.
- A.9.3 They shall be ratified annually by the General Assembly of the ND24odCA.
- A.9.4 If it is necessary to act urgently to prevent or penalize unwanted particular point, changes may result in a change of rules that can intervene at any time. These changes will be effective immediately upon posting on the website DIAM24 OD.
<http://www.diam24onedesign.com/la-classe-2/reglement-de-classe>

A.10 CLASS RULES INTERPRETATION

- A.10.1 The interpretation shall be made according to the ISAF regulations.
- A.10.2 Any Class Rules interpretation shall be asked to the designer or his representatives.
- A.10.3 Any essential interpretation required during an event shall be requested by the jury, in accordance with RRS 64.3(b). Such an interpretation should be valid during the event only. This interpretation can then lead to a change of Class Rules stipulated in A.9.4.

A.11 CLASS FEE AND ISAF BUILDING PLATE

Reserved.

A.12 "DIAM 24OD CERTIFICATE": CERTIFICATE OF CONFORMITY OF THE BOAT

- A.12.1 The designer will edit for each boat a **Certificate of Conformity** upon request of the owner or skipper named "DIAM24 OD Certificate".
- A.12.2 The "DIAM24 OD Certificate" allows the boat to take part in events organized under the aegis of Class Rules for the current season.
- A.12.3 This certificate shall be renewed:
- At each change or repair of a piece with a serial number,
 - At each change of ownership,
 - At a minimum, every calendar year.
- A.12.4 It contains the following information:
- (a) Extract of information contained in the database for all the parts of the boat.
 - (b) Her CIN number, date of initial issuance, renewal dates and updates.
 - (c) Serial numbers of different parts of the boat.
 - (d) Repair history.
 - (e) Details of the owner(s) and commitment on the honor to respect the conformity of his boat.
 - (f) Manufacturer's compliance commitment after inspection: weights, geometry, mast angle, original parts marking.
 - (g) The list of original parts with marking.
 - (h) The list of mandatory safety equipment.
 - (i) A reference to the annual membership to ND24odCA.
 - (j) The serial number of the sails attached to the boat.

A.13 CERTIFICATION AUTHORITY

The initial **certification authority** of the boats is the designer. He may delegate this authority.

A.14 INITIAL ISSUANCE OR RENEWAL OF CERTIFICATION AFTER DISABLING OF THE "DIAM24 OD CERTIFICATE"

- A.14.1 To issue the **certificate** for a **boat** not previously **certified**:
The boat shall be measured by the or one of the manufacturers or by an **Official Measurer** trained for this purpose.
The information gathered from these measures will be reported in the database.
The certification authority, after examining this information, will authorize the issue of the DIAM 24 OD certificate.

A14.2 In case of a boat whose certificate has been invalidated, correction is performed by the or one of the manufacturers or by an **Official Measurer** trained for this purpose. The information collected during these measures will be reported in the database established by the designer (A3)

The certification authority after examination of the information will authorize the issue of the DIAM 24 OD certificate.

A.15 RENEWAL OF "DIAM 24 OD CERTIFICATE"

Renewal of the DIAM 24 OD certificate shall be requested by the owner in case of breakage and replacement of a part of his boat with serial number.

The authorized repairer transmits information to the designer who updates the database, allows the renewal of the certificate and transmits an updated certificate to the owner or skipper who requested it.

A.16 CERTIFICATE VALIDITY

A.16.1 A DIAM 24 OD certificate is valid for a calendar year and is renewable upon request of the owner or skipper.

A.16.2 A DIAM 24 OD certificate loses its validity in the following cases:

- (a) No renewal application from the owner or skipper,
- (b) Lack of annual fee to the association,
- (c) One or more serial number not matching those of the certificate,
- (d) Loss of one or more original parts marking that have not been declared,
- (e) A certificate annotated during the previous event and not renewed,
- (f) Boat not consistent with her DIAM 24 OD certificate and/or information from the database (lower weights, advantageous geometry, etc.)
- (g) More generally, for any non-compliance with these Class Rules.

A.17 INSPECTION

A.17.1 The inspection can be a simple comparison between the DIAM 24 OD certificate and the boat to which it is attached.

A.17.2 This inspection is achieved:

- By the owner or user of the boat,
- By other owners,
- By an **official measurer**,
- By an **event measurer** upon request of the Race Committee or the Jury.

A.17.3 The inspection can be a formal check performed:

- Before, during or after a competition,
- Ashore or afloat,
- Each time the boat is at an approved shipyard.

A.17.4 The inspection is carried out with the equipment authorized by the designer, according to a predetermined protocol (see Appendix 1: Weighing Protocol and Appendix 2: Measurement Protocol).

A.17.5 The boats are likely to be **inspected** at the initiative of a Jury or a Race Committee.

A.18 ARCHIVING OF DOCUMENTS AND DATA CERTIFICATION

A.18.1 The designer shall:

- (a) Archive the original documents and the data on which the current DIAM 24 OD certificate is based.
- (b) Upon request, transfer them to the authorized persons.

A.19 SAIL NUMBER

A.19.1 Only sail numbers validated by the designer are allowed.

A.19.2 The designer shall record and archive the status of assigned sail numbers.

A.19.3 The sail number is free, the owner or skipper submits one number of his choice, after consulting the sail numbers already assigned. Then the designer validates. For consulting the list see: <http://www.diam24onedesign.com/>

Section B - Boat Eligibility

No boat will participate in a class event if she is not complying with these rules and owning a valid DIAM 24 OD certificate (conformity) and updated annual membership in the DIAM 24 OD Class Association (ND24odCA).

To be eligible to *race*, a **boat** shall comply with this section's rules.

B.1 CLASS RULES AND DIAM 24 OD CERTIFICATE

B.1.1 The **boat** shall:

- (a) Comply with these **Class Rules**.
- (b) Have a valid DIAM 24 OD certificate.
- (c) Be a current member of the ND24odCA.

B.2 CONFORMITY MARKING: SERIAL NUMBER AND ORIGINAL PART MARKING

B.2.1 The serial numbers can be found on the main parts of the boat. These serial numbers are shown on the DIAM 24 OD certificate.

Marks on original parts are external marks affixed on:

the shrouds, the forestay loop, the corrector weight, the boom, the gennaker luff, the sail battens (Appendix drawing of conformity marks in progress). These marks allow a visual inspection.

B.2.2 Any loss of a serial number or original part mark invalidates the certificate, unless this loss occurs during an event.

In this case, it shall be written on the DIAM 24 OD certificate.

- (a) Ashore: it shall be declared to the **official measurer** (if present) and officials of the event who may, after checking the part, allow the competitor to race.
- (b) In the absence of **official measurer** and/or race officials, self-regulation between competitors may be practiced to determine if the boat is allowed to race without these marks.

B.2.3 Afloat: it shall immediately be reported to the Race committee.

This loss causes a handwritten correction on the DIAM 24 OD certificate during the event. Then, after the event, this certificate shall be renewed after reinstalling marks on original parts of the boat.

PART 2 - REQUIREMENTS AND LIMITATIONS

The purpose of these **Class Rules** is to ensure that the boats are as similar as possible to:

- Ensure that the building of the boats guarantee equivalent potentials between them.
- Ensure that the building, equipment and use of boats remain in limited costs.
- Ensure that measures are easily controllable.

The **crew** and the **boat** shall comply with rules of this Part 2 - when *racing*. In case of conflict, Section C "General" shall prevail.

The Class Rules of this Part 2 are **closed Class Rules**, where everything that is not specifically allowed by the **Class Rules** is prohibited.

Certification control and **equipment inspection** shall be performed in accordance with the ERS except where varied in this Part 2.

Section C - Conditions for racing

C.1 GENERAL

C.1.1 RULES

- (a) ERS apply.
- (b) RRS 49.1 applies.
- (c) RRS 50.4 does not apply.
- (d) RRS G.1.3 (c) and (d) do not apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Unless the Notice of Race and Sailing Instructions specify a particular advertising rule, the advertising shall only be displayed in accordance with ISAF Regulation 20 "Advertising Code" and advertising regulation of the FFVoile.

C.3 CREW

C.3.1 COMPOSITION

Unless an event Notice of Race defines a different composition, the **crew** shall consist of 3 or 4 people.

- (a) Upon registration of the boat in the event, the skipper or captain shall specify the number of onboard crewmembers, including the skipper or captain.
- (b) For the whole duration of the event (from the first race sailed through the last one), the number of onboard crewmembers, skipper or captain included, may not be changed.
- (c) The **crew** shall be weighed in isothermal underwear or swimsuit.

C.3.2 CREW POSITION

- (a) Only parts of the bust/torso can be outside the gunwale.
In hiking position, buttocks or thighs of the crew shall be in contact with the platform.
- (b) No crewmember shall stand outside of the grey area, except briefly to perform a necessary task. This area includes the anti-slip on floats, on the central hull, cockpit and trampolines. For the purposes of this rule, the crew is allowed to stand in the cockpit of the central hull.
- (c) The hiking can only be performed with the hiking straps without any other help.
- (d) The hiking is limited by the length and location of the straps.

The hiking straps are fixed and cannot be moved or changed (see Additional Descriptive Document entitled Position and Tension of the Hiking Straps).

C.3.3 MASS OF THE CREW

- (a) The mass of the **crew** shall be at least 220kg with a maximum of 260kg.
- (b) **Crewmembers** can be weighed at any time.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

Each **crew member** shall wear a **personal floatation device** answering at least the minimum standards EN 393, ISO 12402-5 (Level 50 Newton), USCG Type III, or AUS PFD 2.

C.4.2 OPTIONAL

- (a) RRS 43 applies as amended as follows: replace in the RRS 43.1.b, "8kg" with "10kg".
- (b) D24odNCA recommends wearing a suitable helmet and a dry or isothermal suit.

C.5 PORTABLE SAILING EQUIPMENTS

C.5.1 MANDATORY

- (a) The safety kit provided by ADH INOTEC (see Appendix 6: Safety Equipment Kit and Drying Kit), its location on the boat is free.
- (b) The mooring kit and drying kit provided by ADH INOTEC (see Appendix 5: Mooring Kit and Appendix 6 Safety Equipment Kit and Drying Kit) must be placed in the rear locker of the central hull.
- (c) The engine in good working condition and battery charged must be placed in the rear locker of the central hull.
- (d) Four fenders provided by ADH INOTEC, their location on the boat is free.
- (e) If mentioned in the notice of race and sailing instructions, the *organizing authority* may impose additional equipment.
- (f) Each crewmember must carry a knife in proper cutting condition.
- (g) Two aluminum paddles exclusively provided by ADH INOTEC.

C.5.2 OPTIONAL

- (a) Only completely autonomous navigation devices without connection between them or an external battery are authorized.
- (b) These devices may be attached to removable holding devices of Velcro type or may be worn by the crew.
- (c) It is possible to create a holding device using the fixing points (screws) already existing on the boat, provided it is removable in case of weighing.
- (d) Only the wind indicator is authorized on the masthead: its fixing and/or holding system shall be removable and mounted on a preexisting screw. The whole mounting system must not block – even partially – the mast opening.

C.5.3 LIMITATIONS

- (a) These devices cannot be fixed with new screws on the boat.
- (b) They can connect with information, wind, speed or temperature sensors.
- (c) Except for the GPS and a mobile phone, any outside help to navigation through data reception is prohibited. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive external communications not available to all boats.
- (d) It is forbidden to connect the devices together by wire or any other means.

C.6 OTHER OPTIONAL EQUIPMENT

Spare parts and tools are allowed on board, they shall be removed from the boat in case of weighing.

C.7 DIAM 24 ONE DESIGN

A DIAM 24 OD shall race in accordance with the present Class Rules. Only hulls, beams, spars and sails manufactured by the one or authorized designers are allowed. A DIAM 24 OD shall race with fittings and standard equipment defined in these Class Rules.

No additions or changes may be made to the shape of the hulls, construction, equipment, type and location of the equipment, fittings, type and location of the fittings, spars, sails, battens provided by the manufacturer(s) except when a modification or change is required or authorized in Sections or Parts below.

In case of breakage to any part with a serial number or original part mark and requiring a change or repair, Article A.15 will apply.

C.7.1 AUTHORIZED CHANGES

C.7.1.1 The following changes are permitted:

- (a) Rope: The change of all the ropes of the boat, except forestay loop, shrouds and the rope of the mooring kit.
- (b) Shock cord: of a maximum diameter of 5mm provided they do not alter the use of the existing fitting or create a new fitting.
- (c) Friction rings provided they do not affect the use of the existing fitting or create a new fitting.
- (d) Adhesive tape provided it does not change the use of existing fitting or create a new fitting.
- (e) Laying a vinyl film or other material onto the surface of the **hull** and floats is allowed only for advertising or decorative purposes. Pursuant and in addition to RRS 53, the materials used shall not improve the flow of water or air on the parts and profile of the boat.
- (f) It is permitted to drill two holes in each float, so as to install one trapdoor per float. Such trapdoors shall be installed in accordance with the designer's technical instructions (see Additional Descriptive Documents: Installation Instructions for the Float Trapdoors).

C.7.1.2 LIMITATIONS

- (a) It is prohibited to replace gel coat by paint.
- (b) No additional hole is permitted on and in the boat.

C.7.1.3 MAINTENANCE AND REPAIRS

- (a) Some parts of the boat fittings specified in Appendix 3: Fittings, Ropes and Sails may be replaced freely, provided they strictly respect the dimensions, functions and fixing method of the initial fitting.
- (b) It is allowed to:
 - (1) Make small repairs gel-coat: scratches, chips on the bows, daggerboard and rudder.
 - (3) Routine maintenance of the central hull, floats and finishing of mating surfaces such as buffing or polishing is permitted without re-measurement or **re-certification**, provided that the purpose and the result consists in glossing of hull and/or floats only.

C.8 PLATFORM

C.8.1 CONSTITUTION OF THE PLATFORM

- (a) The platform includes the following parts and their standard permanent fittings: the central hull, starboard and port floats, both trampolines, front and rear cross beams, steering system (rudder blades, castings, rod, tiller bar and tiller extension) and daggerboard.

The parts identified by their serial number are: the central hull, starboard and port floats, the front and rear cross beams, rudders, castings and daggerboard (See Appendix 3: Fittings, Ropes and Sails).

- (b) The platform is exclusively provided by ADH INOTEC.

C.8.2 AUTHORIZED CHANGES IN THE PLATFORM

- (1) Put a shock cord at both ends of the jib track.
- (2) Develop a system to keep the gennaker on the front deck of the central hull.
- (3) Change the route of the gennaker furler-line.
- (4) Set up a diverting system for the furler-line route to and from the furler, using exclusively friction rings.
- (5) Add a remote control to open the constrictor.
- (6) And/or add a cam cleat to keep the constrictor open without screwing it.
- (7) Such cleat must be screwed in a preexisting hole. If a jaw cleat is used, such cleat must be equivalent to the following references: Harken "cam matic micro ref 468" or "carbo carn ref 471". The cleat may be screwed on a plate which is itself screwed in a preexisting hole. Use of such cleat must be exclusively dedicated to the opening of the constrictor.
- (8) Add anti-slack shock cords.
- (9) Add shock cord to prevent the control ropes to hang.
- (10) Add shock cords to hold in their place the blocks of gennaker clew.
- (11) Remove one strand of the mainsail track.
- (12) Add a net in front of the poppet to prevent the ropes from getting behind the poppet.
- (13) Replace with a block the friction ring of the mast, mainsail halyard returns and gennaker.
- (14) Change the incline of cleat of the jib sheet.
- (15) Add 2 clips for storing the gennaker halyard.
- (16) Add a halyard bag to be attached less than one meter from the mast.
- (17) Add a light rope with a maximum length of 1 m (and a maximum diameter of 3 mm) on each shroud to allow their adjustment by means of visual markings.
- (19) Replace the 2 stainless steel anti-slack rings on the course of the mainsail traveler line by 2 blocks (having a maximum diameter of 30 mm) to be sewn on the trampoline or fastened with a light rope having a 1.80 m length maximum (and a maximum diameter of 3 mm).
- (20) Add a shackle (stainless steel or textile) at the end of the mainsail traveler line for an easy removal.
- (21) Add a wedge on both cleats of the mainsail traveler.
- (22) Add non-slip cover on the front and rear beams. Such non-slip tape will not be deemed to be part of the grey area referred to under C.3.2.

C.8.3 PLATFORM LIMITATIONS

- (a) All gridding of the hull, floats or appendages is prohibited for purposes other than maintenance according to C.7.1.3(b)(3).
- (b) Any torn open or pierced elements of the platform will be repaired or replaced by ADH INOTEC or by a shipyard authorized by ADH INOTEC.
- (c) The length of the tiller extension is fixed.
- (d) The location of tiller extension on the tiller bar is fixed. It cannot be changed.
- (e) The installation of the gennaker sheet lead strap and its related block may not be modified and must comply with the Additional Descriptive Document entitled Installation Instructions for the Gennaker Sheet Lead Strap).

C.8.4 MAINTENANCE AND REPAIRS OF THE PLATFORM

- (a) Some fittings parts of the boat specified in Appendix 3: Fittings, Ropes and Sails, may be replaced freely, provided they strictly respect the dimensions, functions and fixing method of the initial fitting.
- (b) It is allowed:
 - (1) To make small gel coat repairs: scratches, chips on the bows.
 - (2) Maintain the anti-slip cover by applying a new coat respecting the initial area. The following paint reference shall be used: INTERDECK grey paint.
 - (3) Maintain the contact area of the daggerboard on the well by changing the protection strips. Such strips must be strictly provided by the designer or the partner shipyards.

- (4) To improve the sealing of lockers: addition of a screw on the corners of the frame of the locker cover, replace the seal hatch, the shock cord.
- (5) Clean the wall holes to remove water from the central hull.
- (6) Maintain the interlocking between the cross beams and the floats by putting a light seal attached at the entrance of the first cone to prevent hard dust to collide.
- (7) To change the plastic part K of the crossbeam cone: 2 layers of 1.8mm or 2mm.
- (8) A routine maintenance of the central hull, floats, cross beam, daggerboard, rudders and assemblies finishing strips (flat finishing seal) of construction such as glazing or polishing is allowed, provided that the purpose and the result consist in glossing only.
- (9) In all cases, the hull and floats construction assembly finishing line shall remain visible. The requirements defined in Additional Descriptive Document entitled Finishing Line Sealing shall be carefully followed.

C.8.5 MASS

- (a) The mass of the platform is set at minimum 455kg.
- (b) The platform shall be weighed assembled (see Appendix 1: Weighing Protocol).

C.8.6 MEASUREMENTS

- (a) The platform dimensions must be consistent with the measurements recorded upon release from shipyard.
- (b) During inspections, the platform shall be measured again in accordance with the relevant protocol (see Appendix 2: Measurement Protocol).

C.8.7 CORRECTOR WEIGHTS

A corrector weight may be affixed on the platform if necessary; it will be fixed and sealed by ADH INOTEC at a fixed location on the boat.
It will be marked with an original part mark and recorded in the boat's Certificate of Conformity.

C.8.8 FITTINGS

The deck map, as defined and provided by ADH INOTEC, cannot be changed (see Appendix 3: Fittings, Ropes and Sails).

C.8.9 TRAMPOLINES

- (a) They are provided and, when necessary, replaced by ADH INOTEC. They are equipped with hiking straps provided by ADH INOTEC. Such straps must be attached to points 2 and 5 of the rear rod, in accordance with the Additional Descriptive Document entitled Position and Tension of the Hiking Straps
- (b) It is allowed:
 - (1) To paint them with a anti-slip painting.
 - (2) To repair them.
 - (3) To adjust the knots.
 - (4) To tight them.
 - (5) To add a system to store the security stairs so if necessary (capsize) this system is instantly reversible to allow the use of stairs.
 - (6) To sew, splice or tie two winch handle bags on the trampolines.
 - (7) To sew a maximum of 4 attachment points per trampoline for purposes of holding the gennaker behind the front beam and storing the sheets exclusively.
 - (8) To glue/sew protections on the trampoline chafing areas around the winches.

C.9 APPENDAGES

C.9.1 PARTS

- (a) The appendages consist of the steering system (rudders, castings, rods, tiller extension and tiller bar) and daggerboard.
- (b) Rudders, castings and daggerboard are identified by their serial number and their weight.

- (c) The sizes and shape of both rudders and the daggerboard shall conform to original drawings provided by ADH INOTEC.
- (d) The daggerboard must be equipped with a stop set. The axis of this stop set must be fixed and consistent with the Additional Descriptive Document entitled Definition of the Daggerboard Stop Set.

C.9.2 LIMITATIONS

- (a) (1) The use of paint is not allowed.
- (2) It is forbidden to remove the lower stop of the daggerboard.

C.9.3 MAINTENANCE AND REPAIRS

- (a) Daggerboard and rudders. Are allowed:
 - (1) Minor repairs such as recovery or gel-coat polishing, only if the result is to polish the appendages.
 - (2) The leading edges and trailing edges can be repaired but the general profile of appendages shall remain conform to the original drawings provided by ADH INOTEC.
- (b) Daggerboard. It is allowed to:
 - (1) Change the rope handle, its length, its diameter.
 - (2) Use various intermediate positions blocking their depth.
- (c) Rudders. It is allowed to:
 - (1) Repair friction areas of the rudders on the castings. This maintenance shall not allow the rudder to be trimmed.
 - (2) Adjust the compensation of the rudders.
 - (3) Set the release system.
 - (4) Adjust the parallelism, change tendons.

C.10 RIG

C.10.1 FITTINGS

No modification of the fitting provided by ADH INOTEC for setting the sails, the mast and the boom is permitted.

C.10.2 LIMITATIONS

Only the rig provided by ADH INOTEC can be used.

C.10.3 THE MAST

C.10.3.1 CONSTITUTION

- (a) The **mast** is composed of: a top tube and a down tube and its sleeve, the spreaders, the mast base, its permanent standard fittings and of its anti UV coating.
- (b) The **mast** is identified by its serial number and its weight.
- (c) The **mast** is supplied exclusively by ADH INOTEC, and shall be used in its original compliance, in accordance with Appendix 10: Mast and Boom.

C.10.3.2 CHANGES

It is allowed to:

- (1) Set the diamond on one of the three positions of the spreaders.
- (2) Adjust the pressure of the diamond.
- (3) Decorate the mast with a vinyl sticker.
- (4) Repaint or coat the spreaders.
- (5) On the mast step, file the anchor points of the mainsail Cunningham.
- (6) Lock the spreaders on the cable of the diamond, by setting a stop above the anti-chafing washer.
- (7) Put a feed end of the spreaders.
- (8) Place a conical feed on the gennaker halyard above the swivel.
- (9) Set the shock cord constrictor.
- (10) Set on the mainsail halyard knot for the head hook.

- (11) Put a collar or a slider to tack the mainsail.

C.10.3.3 LIMITATIONS:

It is forbidden to:

- (1) Paint the mast.
- (2) Modify the angle.
- (3) Change the constrictor with a longer or larger size one.
- (4) Put one end or shock cord to pre-tension the constrictor before releasing the gennaker halyard from the winch.
- (5) Glue the sleeve.
- (6) Increase the power of the mainsail Cunningham.
- (7) Bring the mainsail head above the attachment point of the gennaker halyard when the mainsail is reefed (see Additional Descriptive Document entitled Definition of the Attachment Point of the Gennaker Halyard).
- (8) Drill holes.
- (9) Create housings on the mast.
- (10) Close even partially the top of the mast by a cap or plug.
- (11) Modify the original installation of the friction ring used for attaching the gennaker halyard to the mast, in accordance with the Additional Descriptive Document entitled Definition of the Attachment Point of the Gennaker Halyard.

C.10.3.4 MAINTENANCE AND REPAIRS

- (a) Some fitting parts of the boat, set out in Appendix 3: Fittings, Ropes and Sails, may be replaced freely, provided they strictly respect the dimensions, functions and fixing method of the initial fitting.
- (b) The maintenance, repair or change of protective film are allowed.
- (c) Any repair on the tube **mast** shall be made by ADH INOTEC or an authorized shipyard.

C.10.3.5 MAST MASS

- (a) The mast mass is 47kg (+/-2kg).
- (b) The weighing carried out before to leave the shipyard is the reference. The mass of the mast cannot be less than this reference.

C.10.4 THE BOOM

- (a) The boom will only be the one provided by ADH INOTEC (see Appendix 10: Mast and Boom).
- (b) It is allowed to:
 - (1) Change the orientation and inclination of the following tabs: mainsheet of the mainsail, final sheet of the mainsail.
 - (2) Modify the end of the fixed-point hoist by shortening or lengthening the tip.
- (c) No other changes are permitted.

C.10.5 STANDING RIGGING

- (a) The standing rigging consisting of the forestay, the forestay loop and the shrouds, is exclusively provided by ADH INOTEC. They carry an original part marking.
- (b) It is authorized to adjust the tension of the shrouds when racing.
- (c) It is forbidden to:
 - (1) Adjust the standing rigging when racing: The forestay shall be fixed on the forestay chain plate of the central hull,
 - (2) Tilt the mast laterally.
 - (3) Modify the height of the forestay chain plate.
 - (4) Modify the assembly of the forestay and its fittings as defined by the manufacturer.

C.10.6 RUNNING RIGGING

- (a) The **running rigging** shall comply in number and use with the configuration defined in Appendix 3: Fittings, Ropes and Sails.
- (b) The running rigging supplied by the manufacturer can be changed freely.

- (c) All materials are allowed.
- (d) It is allowed to:
 - (1) Put a stop between the forestay and the headsail swivel hook.
 - (2) Put a rope to open constrictor remotely.

C.11 SAILS

C.11.1 CONSTITUTION

- (a) The boat is equipped with a set of one-design sails exclusively provided by the manufacturer.
- (b) The sail set consists in:
 - (1) a mainsail,
 - (2) a jib,
 - (3) a gennaker.
- (c) Only one-design sails supplied by the manufacturer can be used when *racing*.
- (d) The **sails** have a unique serial number assigned by the manufacturer of sails (See Appendix 3: Fittings, Ropes and Sails).
These numbers are recorded on the DIAM 24 OD certificate of the boat.
- (e) The gennaker provided for the 2015 Tour de France à la Voile is deemed to be a one design sail.

C.11.2 RENEWAL OF SAILS

Yearly for each boat, the acquisition of new sails is allowed as follows:

1 mainsail, 1 jib and 1 gennaker.

In 2016, it will be possible to acquire, in addition, 1 mainsail, 2 jibs, 2 gennakers.

C.11.3 CHANGE OF SAILS

- (a) Several sails sets can be registered on the DIAM 24 OD certificate.
- (b) The boat is allowed to participate in an event only with one of the sails mentioned on her DIAM 24 OD certificate.
- (c) In the case of consecutive damage during an event, and if all the sails of the certificate are damaged, it is then possible to use a second-hand sail of another boat. The number of this replacement sail will be written on the DIAM 24 OD certificate.
- (d) Any change of sail owner shall be reported to the designer to update the database and DIAM 24 OD certificate.
- (e) Any sail destroyed shall be reported to the designer to update the database.
- (f) The certificate will then be renewed before the next event, as described in A15.

C.11.4 MODIFICATION

- (a) The decoration is allowed. It shall be in accordance with ISAF Regulation 20: Advertising Code, but it should not mask the one-design marks of seams which shall remain visible. The notice of race and sailing instructions can change this article.
Pursuant and in addition to RRS 53, the materials used to decorate the sails shall not improve airflow over the parts and the sails profile.
- (b) It is allowed to:
 - (1) Change the telltales and their location.
 - (2) Change the color of the Class logo.
 - (3) Adjust batten tension.
 - (4) Set the rotation preload in the luff of the gennaker.
 - (5) Adjust, using the holes, the point of the jib draw.
 - (6) Add a shackle to the jib clew.

C.11.5 LIMITATIONS

- (a) The sails are marked on all major seams, this marking ensures the integrity of the shape of the sails according to the Additional Descriptive Document Sails and One-Design Marks
- (b) It is not permitted to disassemble, modify or overlap one design sails.
- (c) Only **sails** mentioned on the DIAM 24 OD certificate of the boat should be used

during event, except loss or damage.

- (e) The replacement of **sails** damaged or lost, by sails which are not listed on the boat's Certificate of Conformity, cannot be done, unless approved by the Race Committee.

C.11.6 MAINTENANCE AND REPAIR:

- (a) Routine maintenance is permitted.
- (b) In case of repair, minor damages and major damages:
 - (1) In case of minor damages: addicted, small tears, breakpoint defective seam, more generally all damages for which repair may not modify or alter the shape of the sail, the repairs made with adhesive fabric, the isolated stitches, can be made freely.
 - (2) In the event of major damages, the repair may affect and/or change/alter the shape of the sails or any damages on one-design marks of seams the sail shall be repaired by the manufacturer or authorized sail loft. These repairs will be declared by the owner and/or Skipper and/or sail designer.
- (c) When racing in the case of repairs of major damage, declaration to the Race Committee is mandatory.

C.11.7 MAINSAIL

- (a) IDENTIFICATION
 - (1) The national letters and sail numbers shall be in accordance with Appendix G of RRS as amended in Article C.1.1 (d) and placed under the third batten from the top of the mainsail.
 - (2) If the sail is decorated or painted, Class logo, national letters and sail numbers shall remain clearly visible.
- (b) USE
 - (1) Mainsail shall be raised using a **halyard**. Its layout shall allow raising and lowering on the water.
 - (2) The border is free.
 - (3) From an average steady wind speed ranging from 20 to 22 knots, i.e. an average of 20 knots, reefing is mandatory.
- (c) RESTRICTIONS
 - (1) Only the battens provided by ADH INOTEC are permitted.
 - (2) The battens shall not be modified.
 - (3) In the case of a reefing, the top of the mainsail shall always be below or flush with the attachment point of the gennaker halyard.

C.11.8 JIB

- (a) USE

The jib shall be raised on the forestay with a **halyard**. The arrangement shall allow raising and lowering on the water.
- (b) RESTRICTIONS
 - (1) Only the battens provided by ADH INOTEC are permitted.
 - (2) The battens shall not be modified.

C.11.9 GENNAKER

- (a) USE

The gennaker shall be established between the **mast** and the gennaker furler located on the front end of the central hull and raised using a non-sheave halyard. Its layout should allow raising and lowering on the water.

PART 3 – APPENDICES

APPENDIX 1: WEIGHING PROTOCOL

APPENDIX 2: MEASUREMENT PROTOCOL OD

APPENDIX 3: FITTINGS, ROPES AND SAILS

APPENDIX 4: EXAMPLE OF DIAM 24 OD CERTIFICATE

APPENDIX 5: MOORING KIT

APPENDIX 6: SAFETY EQUIPMENT KIT AND DRYING KIT

APPENDIX 7: ENGINE

APPENDIX 8: CLASS LOGO AND IDENTIFICATION ON SAILS

APPENDIX 9: NON-EXHAUSTIVE LIST OF PROHIBITED ACTIONS

APPENDIX 10: MAST AND BOOM

APPENDIX 11: DEFINITION OF THE HEIGHT OF THE MAINSAIL HEAD WHEN REEFING

ADDITIONAL DESCRIPTIVE DOCUMENTS:

- 1/ Finishing Line Sealing,
- 2/ DIAM 24 OD Decoration,
- 3/ Sails and One-Design Marks,
- 4/ Position and Tension of the Hiking Straps,
- 5/ Length and Place of Tiller Extensions,
- 6/ Definition of the Daggerboard Stop Set,
- 7/ Definition of the Attachment Point of the Gennaker Halyard,
- 8/ Definition of the Daggerboard Well
- 9/ Installation Instructions for the Gennaker Sheet Lead Strap,
- 10/ Installation Instructions for the Float Trapdoors.

APPENDIX 1:

WEIGHING PROTOCOL

Preamble: no boat shall weigh less than 455 kg, i.e. all boats are delivered with a minimum weight of 455 kg and their weighing is carried out once the construction is completed, without moisture or additions...

Thus, any subsequent weighing will necessarily show a weight exceeding 455 kg. Upon any new weighing, the owner of a boat equipped with corrector weights fitted pursuant to the conformity control performed before release from the shipyard, shall not be authorized to remove such weights.

In such case, a new boat certification may be requested pursuant to a new weighing process in accordance with the applicable weighing protocol (see Appendix 1: Weighing Protocol). Following such new weighing, the corrector weights may be adjusted, if necessary, in light of the results so recorded.

Conditions:

The platform is assembled on its ramp trolley and the mast is unstepped and removed.

Flat ground.

Tools:

3 weighing tripods,

3 portable scales with a capacity of 300 kg and a readability of +/- 100 g.

1- Weighing of the Assembled Platform:

The platform includes all the following parts and has its own CIN Number:

- ✓ central hull (as defined below),
- ✓ starboard float (as defined below),
- ✓ port float (as defined below),
- ✓ front cross beam (as defined below),
- ✓ rear cross beam (as defined below),
- ✓ steering system: one coverless rudder placed on each side of the trampoline, with the tiller bar centered along and in contact with the rear cross beam, the rudder blade on the trampoline pocket with its trailing edge along the cockpit base, the tiller extensions centered along the rear cross beam, with the upper part facing inwards,
- ✓ coverless daggerboard lying flat in the cockpit, aligned with central hull, with the lower part of the daggerboard touching the companionway hatch cover.

Each part must be equipped with its standard permanent fittings and the trampoline must be in place and taut.

The following items are excluded from the weighing: sails, sheets, boom, mast, electronic devices and related holders and mounts, winch handles, covers, engine, mooring kit, safety kit, righting kit, all optional fittings, shock cords and ropes...

The weighing is carried out using 3 portable scales:

Bow: 1 portable scale is fixed on the gennaker spool clevis,

Stern: 2 portable scales are fixed on the starboard and port upper gudgeons.

The portable scales must be strictly vertical during the weighing process. The following information are recorded: platform CIN Number, masses expressed in kg (readability: 1/10th) => Bow, Starboard Stern and Port Stern.

2- Central Hull:

The central hull must solely be equipped with its standard permanent fittings, **without any decoration and addition authorized by these rules.**

- ✓ gennaker clevis and furler, furler-line and related system, jib furler and related furling rope, jib running sheet, turret, cleat and piano fairlead, 2 front nets, companionway hatch cover, hook for lowering the daggerboard and related shock cord, daggerboard well protection strips, trampoline pockets and 2 anti-slack shock cords, Dknot, rod and light ropes, mounting system of engine bracket, rear locker cover,
- ✓ the trampoline pockets, locker, companionway and peak must be empty, the corrector weights (if any) are in place.

The following items are excluded from the weighing: safety equipment, engine, fenders, all optional ropes and fittings.

The weighing is carried out using 2 portable scales: one is fixed on the gennaker spool clevis, and the other one is fixed on the engine mounts.

The portable scales must be strictly vertical during the weighing process (average).

The following information are recorded: serial number of central hull, masses expressed in kg (readability: 1/10th) => Bow & Stern.

3- Floats:

The floats must solely be equipped with their standard permanent fittings, **without any decoration and addition authorized by these rules.**

- ✓ beam locking bolt, trampoline hooks, shroud chain plate, winch and related winch plate, lower and upper gudgeons, gudgeon rod, (and trapdoor, as the case may be).

The weighing is carried out using 2 portable scales: one is fixed on the upper gudgeon, and the other one is fixed on the hole in the float bow.

The portable scales must be strictly vertical during the weighing process.

All water must be removed from each float/beam interlocking recess (and from the float).

The following information are recorded:

Serial number of starboard float, masses expressed in kg (readability: 1/10th), => Bow & Stern,

Serial number of port float, masses expressed in kg (readability: 1/10th), => Bow & Stern.

4- Front and Rear Cross Beams:

The front beam must solely be equipped with its standard permanent fittings, **without any decoration and addition authorized by these rules.**

- ✓ Front Beam : its 2 K pads for the beam ends and related screws, beam locking bolt, trampoline fixing hooks, self-tacking rail and related traveler car, block, end stops and installation kit, mast foot (without return block), 2 centering dowels and 4 related installation screws,
- ✓ Rear Beam : its 2 K pads for the beam ends and related screws, beam locking bolt, trampoline fixing hooks, gennaker sheet lead straps and related blocks, mainsail traveler rail and related traveler car, blocks, end stops, installation kit and traveler rope, 2 centering dowels and 4 related installation screws.

All water must be removed from the beam.

The weighing is carried out using 2 portable scales fixed on the top of the curved part of the cross beam, 55 cm far from the beam ends.

The portable scales must be strictly vertical during the weighing process.

The following information are recorded:

Serial number of front beam, masses expressed in kg (readability: 1/10th), => Starboard & Port,

Serial number of rear beam, masses expressed in kg (readability: 1/10th), => Starboard & Port.

5- Daggerboard:

- ✓ daggerboard equipped with its lifting handle and its stop set: it is weighed using a scale and its weighing bag.

The following information are recorded: Serial number, masses expressed in kg (readability: 1/10th).

6- Rudder: Casting + Blade:

- ✓ Rudders are equipped with the casting, blade and adjustarm lifting kit (the gudgeon rod is excluded from such weighing).

Rudders are weighed using a portable scale and its weighing bag.

The following information are recorded:

Starboard Rudder: Serial number of casting and blade, masses expressed in kg (readability: 1/10th),

Port Rudder: Serial number of casting and blade, masses expressed in kg (readability: 1/10th).

7- Mast Weighing:

- ✓ The mast is sleeved and equipped with its standing and running riggings.
- ✓ The diamond cables are in place, the complete forestay is coiled and placed over its tang, the complete shrouds are coiled and placed over their tangs, the mainsail halyard is placed along the mast and attached to the mast rotator, the gennaker halyard is fixed to its attachment point and coiled over the mast foot, the cunninghams are stored and coiled over the mast foot.

The weighing is carried out using 2 portable scales: one is fixed on the sheave cage of the mainsail halyard, and the other is fixed on the mast foot.

The following information are recorded: Serial number, masthead and mast foot masses expressed in kg (readability: 1/10th),

8- Weight Inspection:

Checking the weight of the platform and mast, as defined upon leaving the shipyard.

If the weighing reveals that the platform is lighter or the center of gravity has shifted, the boat is disassembled and weighed, one item at a time, so as to determine the cause of such discrepancy.

The following parameters may modify the results of the weighing:

Water possibly trapped inside the hulls, moisture on surfaces and trampolines,

Wind,

Platform's horizontality,

Something inside the central hull,

Scales' verticality,

Additions authorized by these class rules (decoration, additional equipment...).

APPENDIX 2: MEASUREMENT PROTOCOL

MEASURING THE GEOMETRY OF THE DIAM 24 OD

Conditions:

The platform is assembled on its ramp trolley, and the mast is unstepped and removed.

Flat ground.

Tools:

6 plumb lines, 2 spirit levels, 3 jig tools (rear angle of the starboard and port floats, center of central hull transom),

6 floor marking graduated wooden blocks,

3 weighing tripods,

1 decameter in millimeters.

Level the boat:

Place 1 spirit level on the mainsail traveler rail and 1 spirit level on the central hull, lying on the bottom of the recess, before and in contact with the front beam.

Lock the trolley wheels.

Make sure the boat is horizontal, both longitudinally and laterally, using the 2 spirit levels and then use chocks to prevent displacement.

Install the plumb lines:

On the 3 bows, on the central hull transom at the center of the joining line of the 2 half hulls (jig tools), on the outer rear angles of the floats (jig tools).

Stabilize the plumb lines:

Drop the plumb lines onto the 6 floor marking graduated wooden blocks and then slide these blocks onto the ground so as to position them adequately under the plumb lines.

Measure the distance between the center of each floor marking graduated wooden block:

- Width: 6 measurements, i.e.:

Bow: from float to float + from starboard float to central hull + from port float to central hull.

Stern: from float to float + from starboard float to central hull + from port float to central hull.

- Diagonals: **6** measurements, i.e.:

- * from starboard float stern to port float bow + from port float stern to starboard float bow +

- * from starboard float stern to central hull bow + from central hull stern to starboard float bow +

- * from port float stern to central hull bow + from central hull stern to port float bow.

- Length : 3 measurements, i.e.:

From float stern to float bow x 2.

From central hull bow to central hull stern.

i.e. a total of 15 measurements.

See the diagrams for the first two measurements.

Inspection:

The measurements recorded in case of an inspection are to be compared with those listed in the database setting forth the measurements recorded upon release from the shipyard.

APPENDIX 3: FITTINGS, ROPES AND SAILS

Nomenclature Voiles DIAM 24od					
Qté	Non Pièce et descriptif	Fournisseur 1er	Type One Design		
1	Grand Voile	ADH inotec	N° identification	1 renouvellement saison	Suivi Réparations
7	Lattes carbone	ADH inotec	Etiquette P.O.		Déclaration perte
1	Foc	ADH inotec	N° identification	1 renouvellement saison	Suivi Réparations
2	Lattes plates	ADH inotec	Etiquette P.O.		Déclaration perte
1	Gennaker	ADH inotec	N° identification	1 renouvellement saison	Suivi Réparations
1	Gindant textile antitorsion	ADH inotec	Etiquette P.O.		Déclaration perte

	Nomenclature accastillage DIAM 24od				
	Qté	Non Pièce et descriptif	Fournisseurs	Ref	
1	1	Coque Centrale	ADH inotec	N° identification	Suivi Réparations
2	1	Emagaseur Genak, KF1	Karver	1410322	
3	1	Enrouleur foc	Facnor	70054000001	
4	1	Poulie Double Violon 57mm , H 2673	Harken	2673	
5	1	Poulie Double 40mm, H2642	Harken	2642	
6	1	Panneau Descente en PHED blanc	ADH inotec	Pièce P.O.	Déclaration perte
7	1	Tourelle 360° , H240	Harken	240	
8	1	Taquet à machoire alu (ou carbo) Micro, enrouleur de foc H468	Harken	468	
9	1	Filoir dessus taquet enrouleur foc H424B	Harken	424B	
10	1	Filoir Micro Enrouleur Foc H339	Harken	339	
11	2	Crochet plastic fixation dérive base pour sandow 8 mm	ADH inotec	Pièce P.O.	
12	1	Trappe Etanche pour coffre fond de cocpit	ADH inotec	Pièce P.O.	
13	1	Dérive	ADH inotec	N° identification	Suivi Réparations
14	1	Trampo Tribord, avec rod inox, sangles rappel	ADH inotec	Pièce P.O.	
15	1	Trampo Babord, avec rod inox, sangles rappel	ADH inotec	Pièce P.O.	
16	1	Clapet arrière	ADH inotec	Pièce P.O.	Déclaration perte
17	2	Flotteur T et B	ADH inotec	N° identification	Suivi Réparations
18	4	Tige à œil verrou bras M8	ADH inotec	Pièce P.O.	
19	4	Ecrou long Tige à œil verrou bras M8	ADH inotec/FD		
20	4	Rondelle Large Ecrou long Tige à œil verrou bras, LU8	ADH inotec/FD		
21	4	Pontet Fixation tige à œil verrou bras Forge 6mm	Wichard		
22	2	Crochet Fixation Trampo, angle avant	ADH inotec	Pièce P.O.	
23	2	Oeil Fileté M12 pour Cadène Hauban	ADH inotec	Pièce P.O.	
24	2	Manivelle Winch Courte, 203 mm avec Pommeau 1 main	Harken	B8ASGLP	
25	2	Platine Winch, tole inox pliée, percé tarodé	ADH inotec	Pièce P.O.	
26	2	Winch Genak, 20.2PTP	Harken	20.2PTP	
27	2	Crochet Fixation Trampo, angle ar	ADH inotec	Pièce P.O.	
28	2	Femelot Haut	ADH inotec	Pièce P.O.	
29	2	Femelot Bas	ADH inotec	Pièce P.O.	
30	2	Axe Castin diamètre 8	ADH inotec	Pièce P.O.	
31	1	Bras avant	ADH inotec	N° identification	Suivi Réparations
32	2	Verrou	ADH inotec	Pièce P.O.	
33	19	Crochet Rod Trampoline	ADH inotec	Pièce P.O.	
34	2	Crochet Filet Avant	ADH inotec	Pièce P.O.	
35	2	Crochet Trampo Transverse Avant	ADH inotec	Pièce P.O.	
36	2	Embout Finition Rail Foc	Harken	MP/1809	
37	2	Butée Rail Foc 22mm	Harken	2755	
38	1	Chariot Rail de Foc, 22mm, 1,2	Harken	2727	
39	1	Rail foc autovireur, 22mm	Harken	2725.1.2	
40	1	Poulie Chariot Rail Foc, Poulie Simple 40 à 90°	Harken	2659	
41	1	Ensemble de 4 Pattes Fixation Rail Foc	ADH inotec	Pièce P.O.	

42	1	Pied de Mat embase	ADH inotec	Pièce P.O.	
43	2	Pion Centreur Equerre bras	ADH inotec	Pièce P.O.	
44	4	Goujon Equerre VMTHFP12*50	ADH inotec	Pièce P.O.	
45	1	Bras Arrière	ADH inotec	N° identification	Suivi Réparations
46	2	Calle en K, callage du Cone inférieur, en PE 18noir ou 20 blanc	ADH inotec	Pièce P.O.	
47	2	Verrou	ADH inotec	Pièce P.O.	
48	2	Crochet Trampo Transverse Arrière	ADH inotec	Pièce P.O.	
49	24	Vis et Entretoise Fixation Trampoline	ADH inotec/FD		
50	2	ClamCleave Plat Babord	ADH inotec/FD		
51	2	ClamCleave Plat Tribord	ADH inotec/FD		
52	2	Extrémité Rail Gv 27mm, Point Fixe + Réa 40mm	Harken	1632.1/2SET	
53	1	Rail GV, Longueur 2,5m	Harken	R27.2.5M	
54	1	Chariot rail de GV, 1x4	Harken	T2701B.HL	
55	2	Poulie 40 à 90° Chariot GV	Harken	2659ASSY	
56	1	Platine Support Poulie Chariot Rail GV	ADH inotec	Pièce P.O.	
57	2	Poulie 40mm à plaquer Chariot Rail GV H2644	Harken	2644	
58	2	Taquet à Machoire	Harken	150NP	
59	2	Poulie Genak 75mm	Harken	2660NP	
60	2	Sangle fixation poulies point d'écoute genaker	ADH inotec	Pièce P.O.	
61	2	Pion Centreur Equerre bras	ADH inotec	Pièce P.O.	
62	4	Boulon Bras Equerre CC VMTHFP12*50	ADH inotec/FD		
63	2	Stick Alu Longueur 1850 Diam 20	ADH inotec	Pièce P.O.	
64	2	Range Stick	ADH inotec	Pièce P.O.	
65	1	Barre Liaison, en Carbon, en 2partie collée ensemble	ADH inotec	Pièce P.O.	
66	2	Tendon articulation barre de liaison Castin	ADH inotec	Pièce P.O.	
67	2	Castins Td et bd, têtes de safran, barre aluminium	ADH inotec	N° identification	Suivi Réparations
68	2	Lame de safran	ADH inotec	N° identification	Suivi Réparations
69	2	Adjustarm, levier entre safran et castin	ADH inotec	Pièce P.O.	
70	2	Chape d'adjustarm	ADH inotec	Pièce P.O.	
71	1	Tube haut	ADH inotec	N° identification	Suivi Réparations
72	1	Tube bas	ADH inotec	Pièce P.O.	
73	1	Film vinyl autocollant anti UV	ADH inotec/FD		
74	1	Hook de Gv, sur plan	ADH inotec	Pièce P.O.	
75	1	Réa tête de Mât	Harken	945 ASSY	
76	1	Axe de réa tête de mat GV, boulon M8	ADH inotec/FD		
77	1	Ecrou axe de réa tête de mat GV	ADH inotec/FD		
78	1	Cabillot blocage Drisse de GV point fixe	ADH inotec/FD		
79	1	Manille drisse de GV, Droite de 8 HR	ADH inotec/FD		
80	1	Cage réa drisse gennaker, spi	ADH inotec	Pièce P.O.	
81	2	Réa drisse gennaker et drisse de spi	Harken	945 ASSY	
82	2	Axe de cage réa drisse gennaker et spi 8, boulon M8	ADH inotec/FD		
83	2	ecrou d'axe de cage réa drisse gennaker, spi	ADH inotec/FD		
84	4	Vis fixation cage de réa VTTRCC M6X16 cage réa drisse gennaker, spi	ADH inotec	Pièce P.O.	
85	4	Ecrou de fixation cage réa drisse gennaker, spi M6x16	ADH inotec/FD		

86	2	Rondelles collier point de drisse gennaker	ADH inotec/FD		
87	1	Anneau de friction collier point de drisse genaker, diam 14	ADH inotec	Pièce P.O.	
88	1	Emerillon drisse gennaker	Karver		
89	1	Axe caplage Etai Haubans	ADH inotec	Pièce P.O.	
90	2	Vis vixation axe caplage M5	ADH inotec/FD		
91	22	Hauban textile 11m X 2	ADH inotec	Etiquette P.O.	Déclaration perte
92	2	Anneau de friction hauban textile 20 mm	ADH inotec/FD		
93	1	Loops textile étai	ADH inotec	Etiquette P.O.	Déclaration perte
94	1	Manille liaison loops capelage / émerillon étai, Droite de 8 HR	Wichard	11204	
95	1	Emérillon étai	Facnor	FX2500	
96	1	Hook de foc	ADH inotec	Pièce P.O.	
97	1	Anneau hook drisse de foc diam inté 30 épaisseur 5 mm	Wichard	W0118L	
98	1	Manille droite, anneau hook drisse de foc, droite de 5	Wichard	1202	
99	1	Etai, Cable 6 mm, Embouts à sertir œil oeil, 1 avec maillon soudé, autre	ADH inotec	Pièce P.O.	Déclaration perte
100	1	Cable de losange sans ridoir, Latte ancrage losange haut	ADH inotec	Pièce P.O.	
101	1	Cable de losange avec ridoir, Latte ancrage losange haut	ADH inotec	Pièce P.O.	
102	2	Rondelle PEH pour protection foc / BF	Wichard	4107	
103	1	Barre de fleche la paire, collées sur le tube	ADH inotec	Pièce P.O.	
104	1	Vit mulet tôle dcoupée pliée	ADH inotec	Pièce P.O.	
105	1	Axe vit mulet, Axe rapide ou vis avec écrou	ADH inotec/FD		
106	1	Rotateur mât, rond de 12 mm plié soudé platine	ADH inotec	Pièce P.O.	
107	2	Renfort Axe rotateur mât platine inox + tube 12X10	ADH inotec	Pièce P.O.	
108	1	Entretoise renfort axe rotateur mât, platine inox et tube alu 20 mm, chute	ADH inotec	Pièce P.O.	
109	1	Axe M10 Rotateur mât, Vis tête hexa, Fil partiel, 150 mm	ADH inotec	Pièce P.O.	
110	1	Ecrou Nylstop axe M10 rotateur mât	ADH inotec	Pièce P.O.	
111	1	Crochets ancarge Rangement cunningham/GV	Facnor	2520014005	
112	1	Semelle nylon pied mat	ADH inotec	Pièce P.O.	
113	1	Pied mat laiton	ADH inotec	Pièce P.O.	
114	3	Réa Poulies cunningham GV, 29 mm	Harken	160	
115	3	Vis Tete fraise 6 x 25 fixation réa Cunni	ADH inotec/FD	Pièce P.O.	
116	2	Tourelle cunningham (sans fixation)	Harken	395W/base	
117	2	Vis fixation tourelle cunningham dans la semelle PDM	ADH inotec/FD		
118	2	Ecrou Nylstop Vis fixation tourelle cunningham dans la semelle PDM	ADH inotec/FD		
119	1	Tendeur Losange, V en tôle inox découpe pliage et viage	ADH inotec	Pièce P.O.	
120	1	Ecrou Tendeur Losange	ADH inotec	Pièce P.O.	
121	1	Vis tendeur de losange M10 longueur 170 mm	ADH inotec/FD		
122	2	Rondelles Vis tendeur de losange M10 longueur 170 mm et Semelle	ADH inotec/FD		
123	2	Poulies cunningham GV double 29 mm à transfiler	Harken	2147	
124	1	Constrictor	COUSIN	Constrictor CTCN308P001	
125	2	Vis fixation Constrictor/ Equerre	ADH inotec/FD		
126	2	Ecrou Vis fixation Constrictor/ Equerre	ADH inotec/FD		
127	1	Equerre fixation constrictor	ADH inotec	Pièce P.O.	

128	1	Bôme, Tube aluminium Diam 60 Ep 2mm Longueur 3000	ADH inotec	Pièce P.O.	Déclaration perte
129	1	Vit Mulet Oeil Fileté Inox M10	ADH inotec/FD	IS40310	
130	1	Embout Bome Vit Mulet Pom C, noir	ADH inotec	Pièce P.O.	
131	4	Vis Fixaction Embout Bome Vit Mulet PomC VTTCLP 4X12	ADH inotec/FD		
132	1	Clam Cleat Vertical à pont pour rotateur	ADH inotec/FD		
133	1	Poulie 57, violon, taquet Winch Palan Fin Avant,	Harken	2675	
134	1	Poulie 40 ringot, avec manille Palan Fin Arrière,	Harken	2637NP	
135	1	Poulie 57 simple, Ecoute palan GV, renvoi d'angle,	Harken	2600	
136	1	Manille longue de 5 mm	Wichard		
137	1	Haut de palan, Triple 75 mm,	Harken	2664	
138	1	Manille droite 8 mm liaison Point d'écoute, estrope GV avec tibone + palan	Harken		
139	1	Poulie 57 simple, Bas de Palan sur ringot	Harken	2600	
140	1	Bas de Palan, triple ratchet ringot taquet 75mm	Harken	2686	
141	1	Manille droite de 6 mm HR	Wichard		
142	1	Embout Bome Bordure	ADH inotec	Pièce P.O.	

	Liste des Bouts autorisés sur le Diam 24 one design	
	Emplacement sur le bateau	Nombre
	Bras Avant	
1	Estrope fixation anneau friction ou poulie PDM	1
2	Bras Arrière	
3	Chariot GV	1
4	Génaker Td et Bd	2
5	Garcette fixation sngle point écoute Génak	2
6	Mat et géement	
7	Drisse GV	1
8	Drisse Foc	1
9	Drisse Genak	1
10	Collier point drisse Genaker(mat)	1
11	Fixation anneau friction drisse génak sur Collier(mat)	1
12	Loops Capelage Etai (Pièce Origine)	1
13	Commande Hook gv	1
14	Poigné commande Hook GV	1
15	Cuni courantGV	1
16	Cuni gv dormant (mat) X2	2
17	Elastique Constrictor	1
18	Tirette ouverture constrictor	1
19	Haubants (Pièce Origine)	2
20	Transfillage Hauban X2	2
21	Bome	
22	Estrope palan GV Point d'écoute	1
23	Bordure GV	1
24	Elastique Palan GV / bome	1
25	Elastique Palan GV fin/ bome	1
26	Rotateur (courrant)	1
27	Ecoute rapide GV	1
28	Ecoute GV Palan Fin	1
29	Point de fixation Poulie Winch Ecoute fine GV	1
30	Loop fixation Poulie 57 renvoi Palan fin / Palan	1
31	Loop fixation Palan Fin GV/vit mullet	1

32	Coque Centrale et flotteur	
33	Estrope fixation poulie écoute foc	1
34	Ecoute de Foc1 (dormant)	1
35	Ecoute de Foc2 (courrant)	1
36	Enrouleur Tambour Foc	1
37	Cuni et amure de foc	1
38	Sadow capot descente	1
39	Furler Line Génak	1
40	Furler Line Génak	
41	Clapet	1
42	Garcette renvoi poulie furler line sous trampo ar	3
43	Sadow ratrappe mou furler line	1
44	Garcette fixation poulie sadow furler line 2 x 0,4	
45	Sadow Blocage Hauteur Dérive	1
46	Poigné Dérive	1
47	Sadow rangement verrou bras 4 x ,2	4
48	Poigné avant flotteur 2 x 0,5	2
49	Sadow fixation remote / batterie moteur	1
50	Système de barre	
51	Elastique rangement Sticks / Barre de Liaison	1
52	Elastique Blocage Axe Castin 2x 0,2	1
53	Trampoline	
54	Dnoeuds ou bout fixation	10
55	Popigné Dnoeuds	10
56	Gacette Rod avant trou 1	2
57	Point fixe sangle	2
58	Fixation sangle de rappel arrière	4
59	Garcette tension trampoline arrière	4

APPENDIX 4: EXAMPLE of DIAM 24 OD CERTIFICATE

Certificat DIAM 24od (version 2016 - 003)			N° du certificat :	
N° CIN du bateau :		Propriétaire :		Engagement sur l'honneur à maintenir ce bateau conforme aux règles
Delivré par : Chantier ADH Inotec		Tel :		
Date d'émission :		Email:		
Durée validité :		Adresse :		Signature propriétaire ou de son représentant
Annule & remplace certificat N°:		Locataire :		
Adhésion Association Classe		Tel :		Signature locataire ou de son représentant
Propriétaire :		Email:		
Locataire :		Adresse :		
Déclaration des problèmes, Suivi des réparations				
Pièces soumises à un contrôle en cas de changement				
Coque Centrale N° Série:				
Flotteur tribord N° Série:				
Flotteur bâbord N° Série :				
Bras avant N° Série:				
Bras arrière N° Série :				
Mât N° Série:				
Eléments avec N° de série				
N° série	Année	N° série	Année	N° série
Dérive :				
Castin tribord :				
Safran tribord :				
Castin bâbord:				
Safran bâbord:				
Grand voile :				
Foc :				
Gennaker :				
Conformité géométrique				
Conformité des masses	Plate forme : C G			
Plate forme :	Quête : 9 à 10 °			
Mât :	47 Kg +/- 2kg			
Marque sur Pièce d'Origine				
Poids correcteur (N, P, M, G):	Guindant de gennaker : Oui			
Haubans : Oui	Lattes de Gv 7p : Oui			
Loop étai : Oui	Lattes de Foc 2p : Oui			
Etai : Oui	Clapet : Oui			
Sangles écoute gennaker : Oui	Ancrage sangles de rappel : Oui			
Bôme : Oui	Couteaux Equipage : Oui			
Equipements obligatoires				
Kit mouillage : Oui				
Kit sécurité : Oui				
Pare battage : Oui				
Pagaies : Oui				
Moteur : Oui				
Kit Asséchement : Oui				

APPENDIX 5: MOORING KIT

A.5.1 Mooring kit is provided by ADH INOTEC.

A.5.2 When racing, it shall be on board, in the locker of the central hull.

A.5.3 Composition:

- 1 anchor locker,
- 18kg flat anchor (Length 650mm x Width 320mm),
- 4.3m of chain 8mm (6kg),
- 22m diameter 8mm, Equinox COUSIN, polyester rope.



APPENDIX 6: SAFETY EQUIPMENT KIT AND DRYING KIT

A.6.1 The safety kit is provided by ADH INOTEC.

A.6.2 When racing, it shall be on board.

A.6.3 Items in the safety kit:

- 1 waterproof bag,
- 1 flashlight per crewmember on board,
- 3 red hand flares,
- 3 portable navigation lights,
- 1 compass,
- 1 waterproof light,
- 1 mirror,
- 1 bag containing 3 regulatory flags,
- 1 foghorn,
- 1 waterproof floating VHF,
- 1 knife,
- 2 paddles to be placed in the central hull front locker.

A6.4 Items in the drying kit:

- 1 scoop,
- 1 hand pump.



APPENDIX 7: ENGINE

Trolling motor: 1 shaft fitted with 1 propeller, 1 battery, 1 remote control, 1 power cable, 1 control cable, 1 magnetic key.

The trolling motor is mounted on a stainless steel bracket supplied by ADH INOTEC.

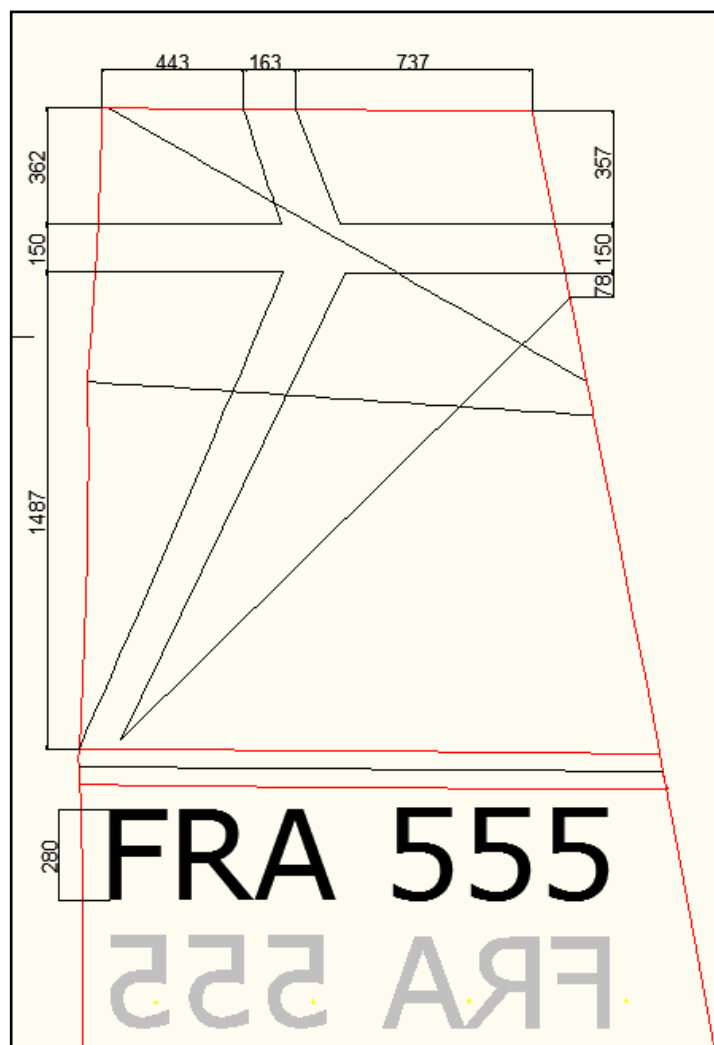


APPENDIX 8: CLASS LOGO AND IDENTIFICATION ON SAILS

Top of the mainsail D24OD starboard view,

Class logo is mandatory.

Mainsail Identification number: minimum height 280 mm, recommended height 300 mm



- starboard view -

APPENDIX 9: NON-EXHAUSTIVE LIST OF PROHIBITED ACTIONS

PLATFORM

Central hull, floats, cross beams:

Reduce the thickness of the gel coat.
Remove finishing strip joints plans.
Drill holes for attaching additional fittings.
Reduce or enlarge (grey) areas of anti-slip.
Open the hull or floats.
Repair a hull (according to C.8.4).
Sail without valve.
Change the position and angle of the winches.
Change the place of gudgeons.
Put the anchor or the motor in the companionway hatch.
Modify, move the additional mass of the platform.
Modify weight, width, and length of the central hull, floats, cross beams.

DAGGERBOARD AND DAGGERBOARD WELL:

Change the shape, thickness, profile or the length of the daggerboard.
Modify lowering system, lock in a low position and ascent.
Modify the impact on the daggerboard, and/or foils.

STEERING SYSTEM:

Change the shape, thickness, profile or length of rudder.
Modify the impact on the rudders, and/or foils.
Modify or change the original fixing of tiller extension on the tiller bar.

TRAMPOLINE:

Modify the original installation, location and length of the hiking straps bending.
Add shims foot or any system to improve the hiking position.
Modify lashing between the ends of the straps and the back rod.
Change strap tension and / or have a system allowing adjustment of the straps.

MAST:

Change the power ratio of the hoist Cunningham provided by ADH INOTEC.
Modify rotator provided by ADH INOTEC.
Change the height of the reef and the head point.
Modify the raket.
Modify the original installation of the forestay.
Drill holes.
Modify or replace the constrictor provided by ADH INOTEC.
Add a rope of pre-tender for the constrictor before releasing the halyard winch.
Replace the shrouds provided by ADH INOTEC (see Appendix 3: Fittings, Ropes and Sails).
Glue the sleeve.
Add gear ratios on the rotator of the mast.
Add systems allowing to remotely adjust the rotator.

BOOM:

Modify the fixing of the mainsail sheeting point (mandatory knot).

Modify the fixing of the mainsail tackle on the boom.

Replace or modify the boom (see Appendix 3: Fittings, Ropes and Sails).

SAILS (MAINSAIL, JIB, GENNAKER):

Change and / or modify the battens (see CR C.11.7 (c) and C.11.8 (b)).

Modify the location of the batten boxes.

Modify position, size and / or window surfaces.

Hide one-design marks of the seams.

Modify the original shape of the sails.

Modify gennaker luff.

Add systems allowing to remotely adjust the jib Cunningham.

ROPES AND FITTINGS:

Add ropes that would act on the sail trim.

Add a rope between chain plate shroud and gennaker halyard (high position).

Double the constrictor.

Modify clew and tack of the mainsail.

Move sheeting positions of gennaker and/or change the length of the strap.

Modify fixing of head of gennaker halyard, and/or modify the fixing of the friction ring on the collar.

Use other handles not provided by ADH INOTEC.

Use winch handles not complying with Appendix 3: Fittings, Ropes and Sails.

Use winches not complying with Appendix 3: Fittings, Ropes and Sails.

ELECTRONICS:

Attach equipment by means other than that specified in RC.C.5.3 (a).

Interconnect electronic devices.

Being in possession of spare batteries.

Getting to any means onboard battery charging (solar panels, etc).

USING THE BOAT AND MANEUVERS:

Set the gennaker using a "human barber."

Having a hiking position in which the buttocks or thighs are not in contact with the platform.

Stand outside the areas of anti-slip except briefly to perform a necessary task.

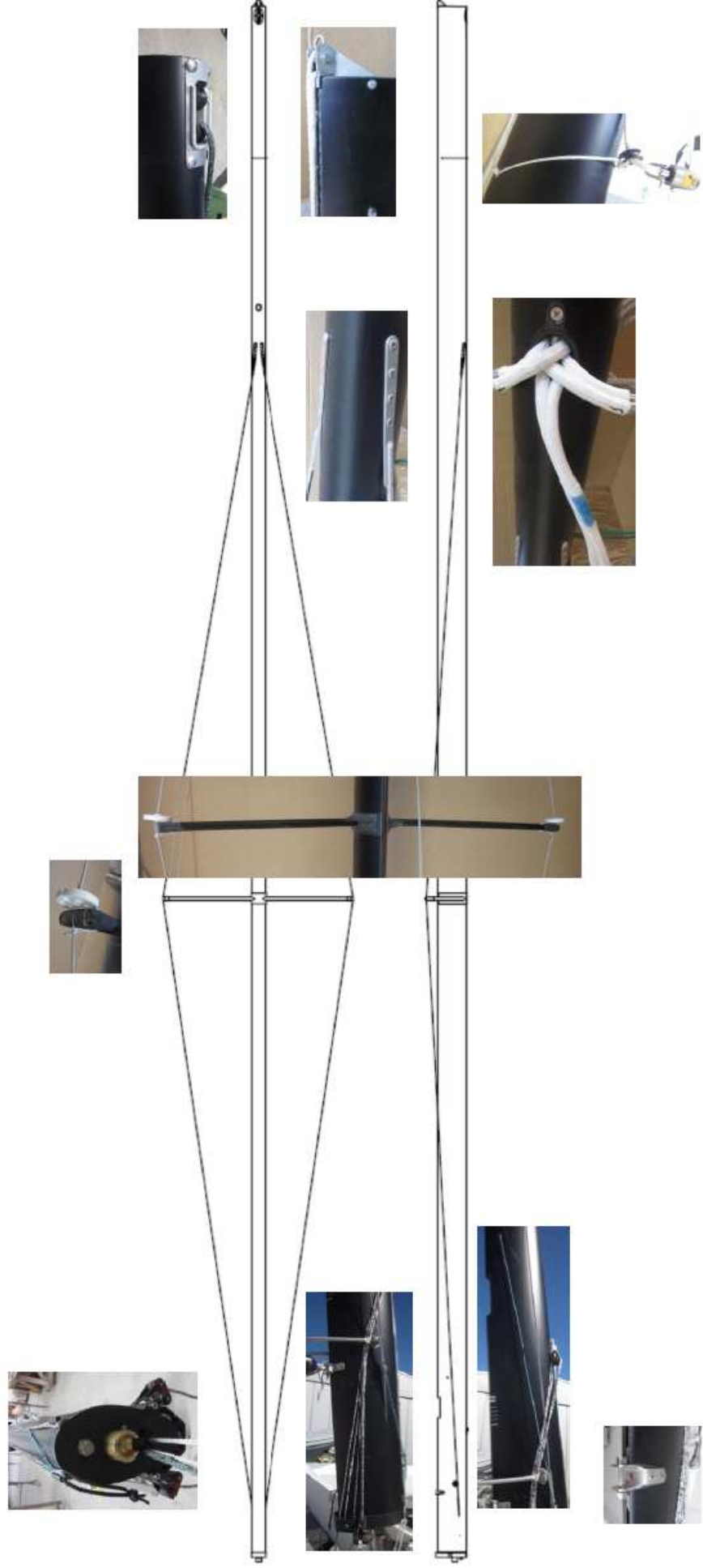
APPENDIX 10: MAST AND BOOM

Définition de la bôme Diam 240d

C'est tube aluminium de longueur 3035 mm, avec à l'arrière un embout percé pour recevoir le bout de bordure et à l'avant un embout portant une tige à œil (vit mullet), sur son de dessus un clamcleat est fixé pour régler le rotateur de mât.



Définition du mat du Diam 24od : Le mat est en carbone avec une ralingue intégrée, il est en 2 parties, elles se manchoignent au niveau des barres de flèches. Sa section est 200 x 100 mm et d'une longueur de 11.5 m. Le numéro de série peut se lire dans la partie haute



APPENDIX 11: DEFINITION OF THE HEIGHT OF THE MAINSAIL HEAD WHEN REEFING

Inspection at sea:



Attachment point
of the gennaker
halyard

Mainsail head

When the boat is sailing with one reef, the height of the mainsail head may not be above the attachment point of the gennaker halyard. On the above picture, all the boats comply with such rule.

Inspection ashore:

The place of the knot on the mainsail halyard is measured as follows:

From the masthead: $245 < X < 250$ cm

From the diamond batten: $5 < X < 10$ cm

The mast of the boat must be unstepped.



ADDITIONAL DESCRIPTIVE DOCUMENTS:

1/ Finishing Line Sealing

[English Translation in progress – See French version of the 2016 Diam 24 OD Class Rules under Additional Descriptive Document entitled “Finition des Plans de Joints”]

2/ Decoration of Diam 24 One Design

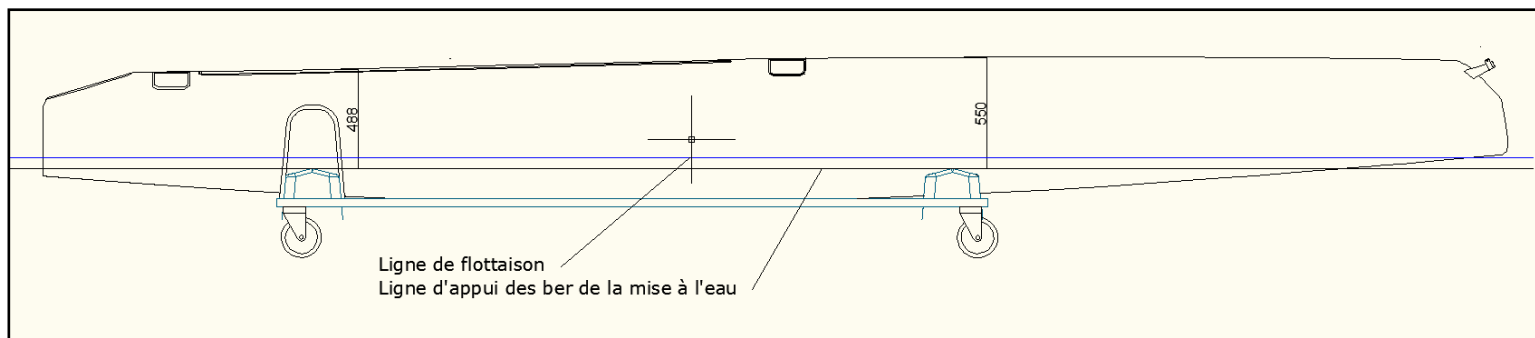
The decoration is free on Diam 24 One Design. It can completely cover the boat, with the following exceptions:

Caution! It is prohibited by the Class Rules to use materials that can improve the glide, such as painting, etc.....

Reminder: Article C7.1: *“Laying a vinyl film or other material onto the surface of the hull and floats is allowed only for advertising or decorative purposes. Pursuant to and in addition to RRS 53, the materials used shall not improve the flow of water or air on the parts and profile of the boat.”*

Central hull

The use of Diam 24 One Design has shown that if decoration is set too low, it will be deteriorated by friction of the launch trailer



On the cover of the central hull, the following marks are mandatory: VPLP, Diam 24 One Design.

The grey area on the foredeck (anti-slip) shall remain as the shipyard has defined on delivery. (These are the areas allowed to stand on the boat).

- Keep the label of serial number

Float

The grey area on deck (anti-slip) shall remain as the shipyard has defined on delivery.
(These are the areas allowed to stand on the boat).

-Keep label Serial No.

Mast

It can be decorated or not.

3/ Sails & One-Design Marks

Jib and gennaker:

- One-design seams mark: they shall remain visible. The decoration cannot hide them.
- Keep the label of serial number.



Mainsail:

The decoration is possible on the entire sail, within the following obligations:

- Class logo: mainsails are delivered with their logo in black, it can be retained or replaced.

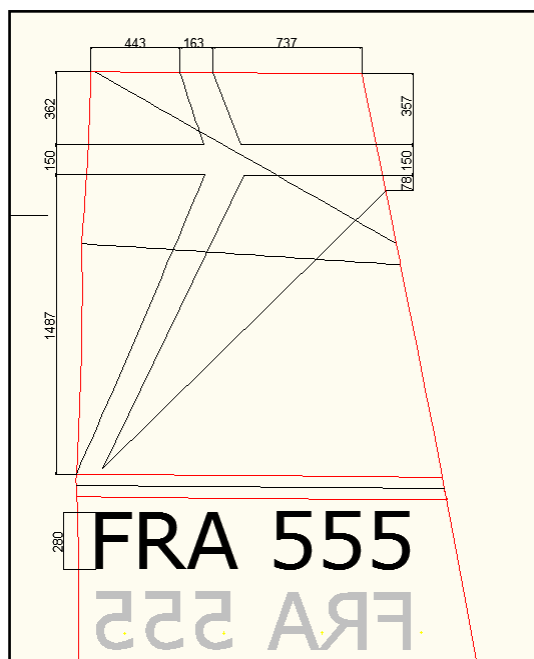
It can be in reserve, that is to say, of the color of the mainsail.

Sail number: letters 280 mm high are positioned below the third batten from the top.

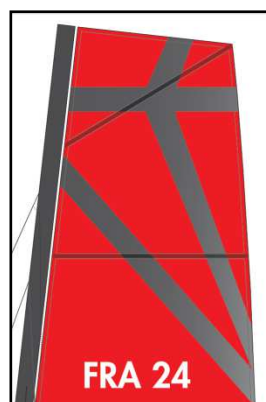
- One-design seams marks: they shall remain visible. The decoration cannot hide them
- Keep the label of serial number readable.



Diagram from the top of the mainsail:



- View starboard -



- View port -

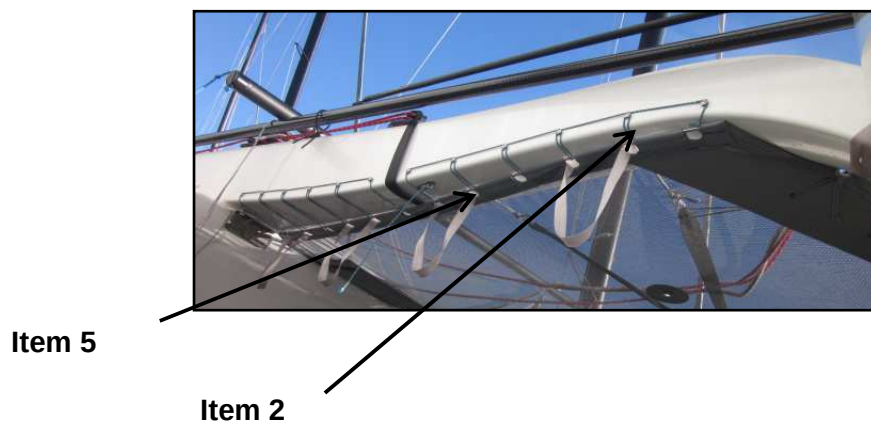
4/ Position and Tension of the Hiking Straps

The front straps shall be sewn as built by ADH INOTEC.
The fixed point at the middle should be in place.



The two fixing points on the back shall be fixed in points 2 and 5 on the rear of the trampoline rope (lashing).

It is forbidden to have a quick adjustment system. Only knots are allowed.



Strap tensions are not controlled by these class rules, but should not allow excessive hiking.

5/ Length and Place of the Tiller Extensions

Inspection of the length and position of the tiller extensions on the tiller bar.

The boat is equipped with 2 tiller extensions attached to the tiller bar.

The inspection is carried out in crossing the tiller extensions along the tiller bar



Tiller extension length: 185 cm





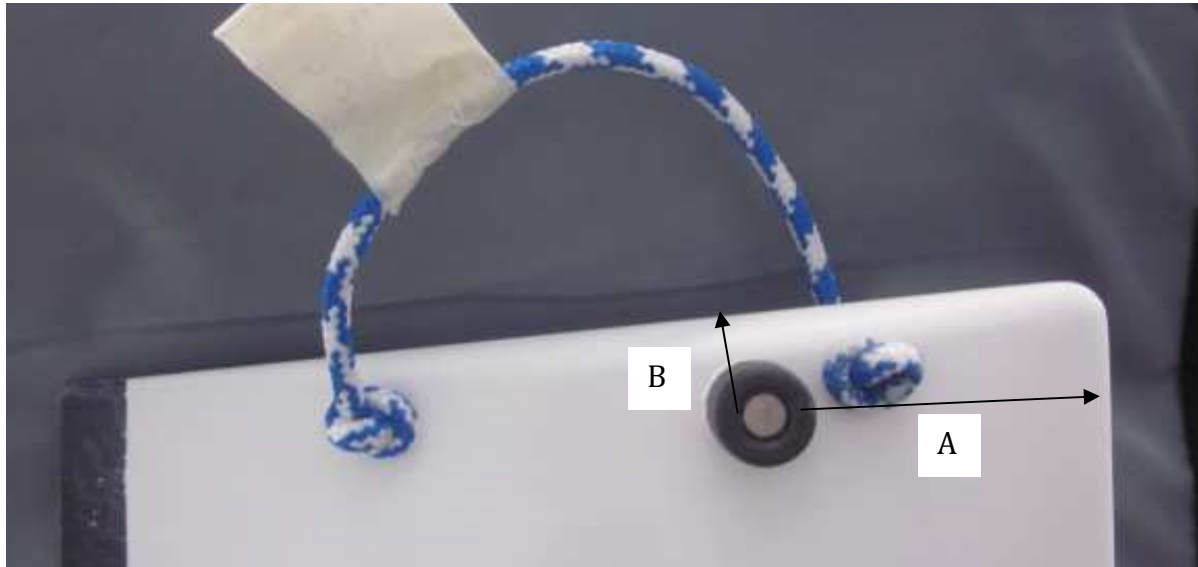
Tiller extension position: The measurement is made from the center of the tiller bar to the center of the tiller extension swivel: 100 cm, or from the center of the tiller extension swivel to the end of the tiller bar.



6/ Definition of the Daggerboard Stop Set

Rubber stop set with a 30 mm diameter and a 25 mm length, filled with hot glue and held by a M8 screw or a nut.

Position of screw hole: from the forward edge = A 115 mm, top = B 32.5 mm



Details of a lowered daggerboard resting on the cockpit bottom, the stop set just behind the hook of the daggerboard shock cord.



7/ Definition of the Attachment Point of the Gennaker Halyard

Installation of the textile collar and the friction ring attached thereto:

The collar is made of a piece of spectra or dyneema rope which passes through a hole drilled in each side of the luff groove on aft face of the mast.

Its installation is not controlled by these rules.

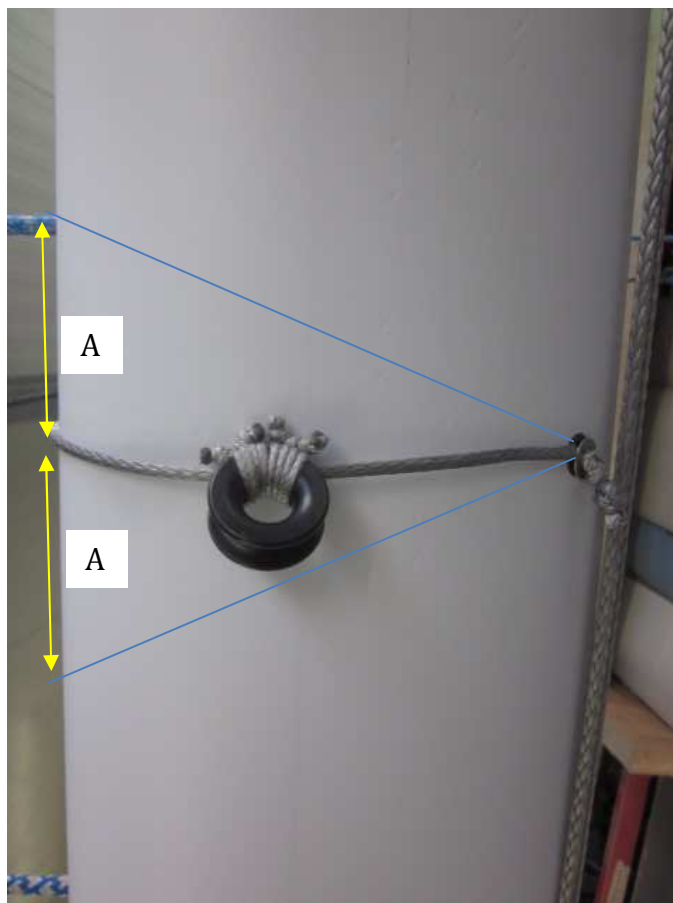
The collar length is limited so that, once installed, the loose part of the collar may not reach a point that is higher or lower than 100 mm from its horizontal position (A).

Installation of the friction ring on the collar:

The friction ring must be the same as the one delivered by the shipyard. It is fastened by a piece of 2 mm spectra or dyneema rope wrapped around it.

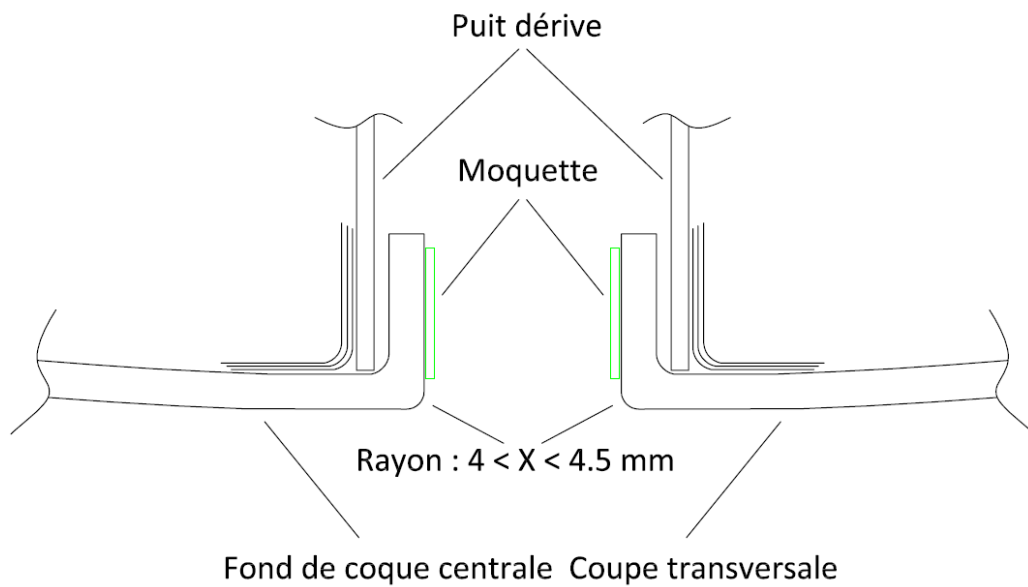
It may consist of two items.

It must not allow the gennaker head to go any higher.

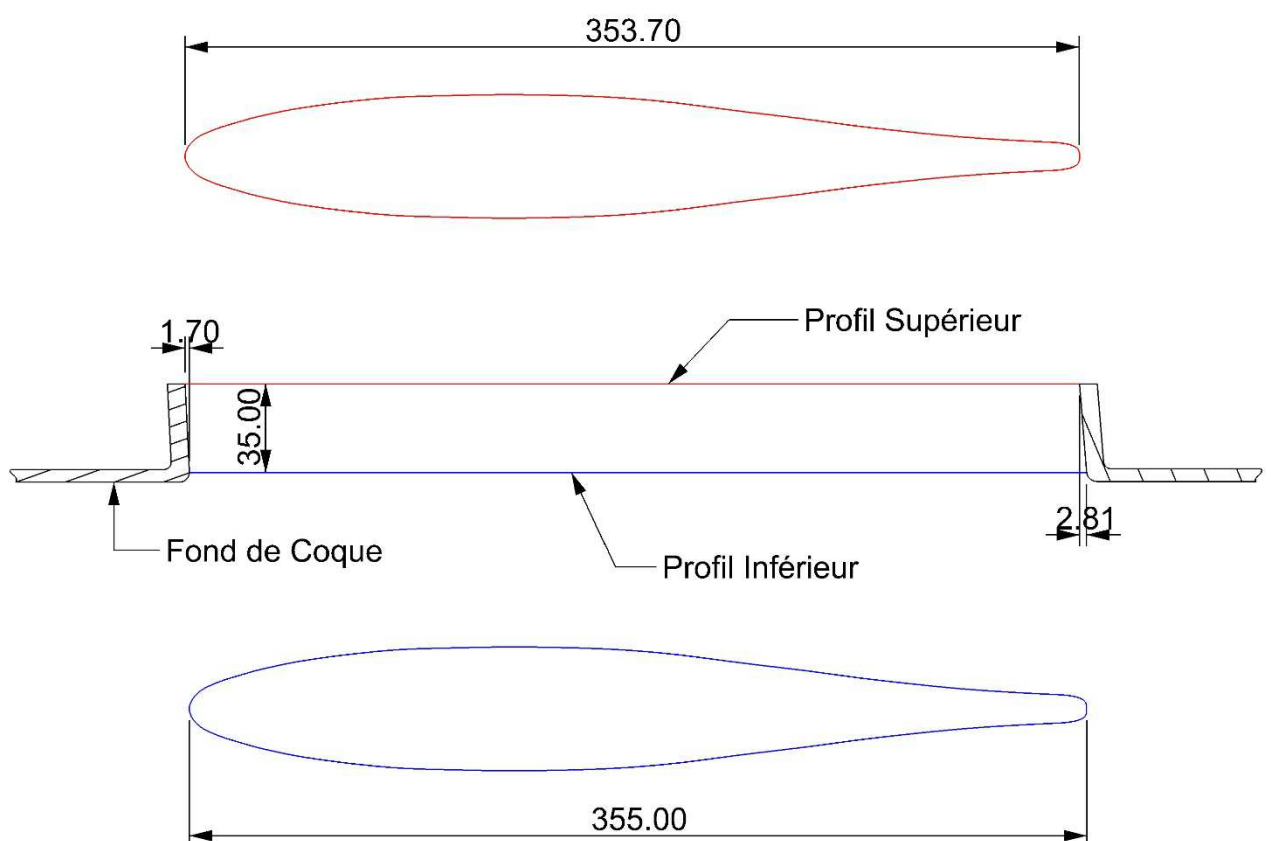


8/ Definition of the Daggerboard Well

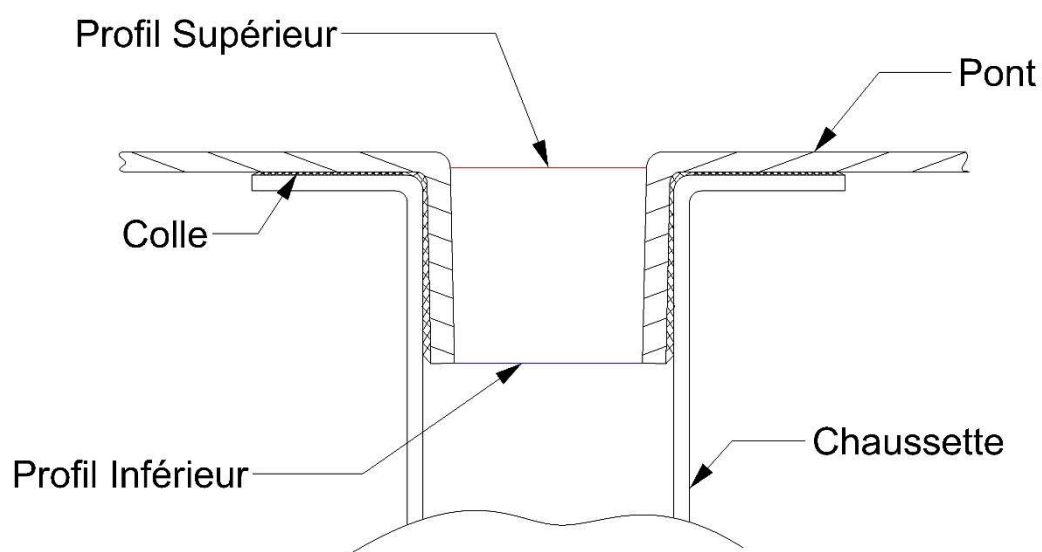
Cross section of the daggerboard well, hull bottom, lower part:



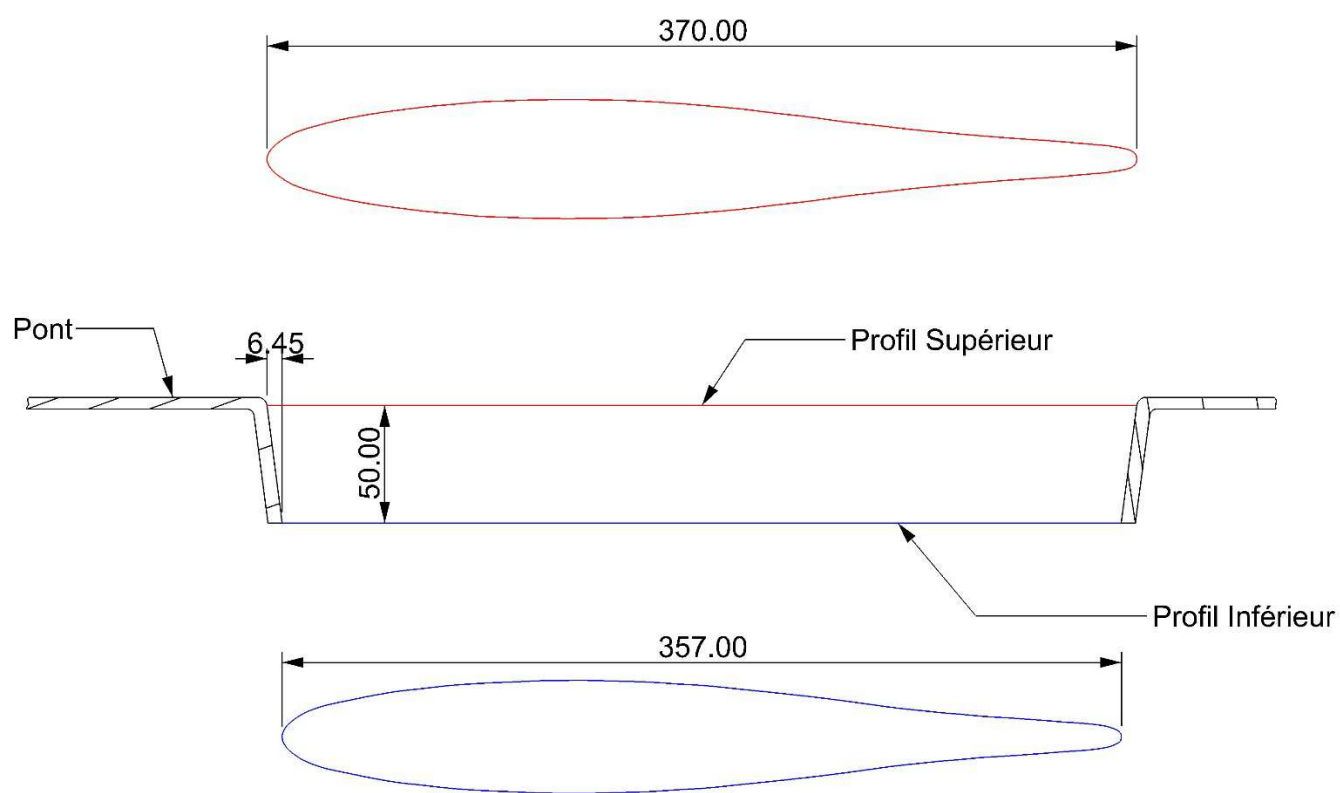
Section plane of the well, lower part:



Cross section of the daggerboard well, cockpit bottom, upper part:



Section plane of the well upper part:



9/ Installation Instructions for the Gennaker Sheet Lead Strap



Supplies:

The following items are delivered with the gennaker: 1 pair of straps (original part) + 2 light ropes + 2 shock cords.

Length of a strap when folded in half: 525 mm min / 535 mm max.

Place:

The strap must be wrapped twice on the curved part of the cross beam, it being specified that in order to keep it flat and prevent the strap from twisting, such strap is pre-twisted.

When in place and before disassembly:

Securing light rope:



Control measurement

Distance between the forward part of the beam and the top of the sheave when the strap is taut (perpendicularly):

170 mm max

160 mm min



10/ Installation Instructions for the Float Trapdoors

In order to address watertightness problems and at the request of some boat owners, we offer to add an inspection trapdoor with a 100 mm diameter access opening and a 108 mm diameter cut-out.

This trapdoor is better suited than the drain hole as it enables to check for water when the boat is afloat.

Model: Rwo R4040, white.

Place: in the outer upper quarter of the transom, A 110 mm x B 80 mm

Tools: measuring tape, pencil, hole saw (from 100 mm to 108 mm) or jigsaw, drill, manual or electric screwdriver, sandpaper, cartridge applicator gun.

Supplies: 2 trapdoors with their seal, silicone sealant, 12 A4 stainless steel screws for sheet-metal 3.9 mm or 4 mm x 15 mm or 20 mm.

