Le Diam 24 One Design a été développé en 2013 par Vianney ANCELLIN pour la Société ADH inotec
L’Association Française Diam 24 OD a été affiliée à la Fédération Française de Voile en 2015.

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 "Fédération Française de Voile" since 2015.
Preamble

Philosophy of the Class Rules
of the 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 hereafter. 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, 2017.

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 on November 20th, 2013 “A watercraft given design category C is considered to be designed for a wind force up to, and including, Force 6 on the Beaufort Scale 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 CONCEPTOR
He is the regulator of the rights, the boat, the concept, the brand, the database and deliverer of any accreditations/or authorisations.

A.4 MANUFACTURER
The right to build the DIAM 24 OD belongs exclusively to ADH INOTEC shipyard or any manufacturer that could be specially authorised by the conceptor.

A.5 DATABASE
The conceptor 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.
The database can be consulted by authorized persons to compare and validate any measurements gathered during a measurement check.

A.6 CLASS RULES MANAGEMENT
The conceptor manages the Class Rules. He can be approached 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.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 edition 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 at the Annual General Meeting of the ND24odCA.
A.9.4  If it is necessary to act urgently to prevent or penalize a particularly undesirable event, the rules may be modified at any time. These changes will be effective immediately upon posting on the website DIAM24 OD.

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 conceptor 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 FOR FUTURE INCLUSION

A.12  "DIAM 24OD CERTIFICATE": CERTIFICATE OF CONFORMITY OF THE BOAT
A.12.1  The conceptor will edit for each boat a Certificate of Conformity upon request of the owner or skipper named the "DIAM24 OD Certificate".
A.12.2  The "DIAM24 OD Certificate" allows the boat to take part in events organized under the umbrella of Class Rules during the validity of the certificate.
A.12.3  This certificate shall be renewed:
- At each change or repair of a part with a serial number,
- At each change of ownership,
- At a minimum, every calendar year.
A.12.4  It contains the following information:
(1)  Extract of information contained in the database for all the parts of the boat.
(2)  Her CIN number, date of initial issuance, renewal dates and updates.
(3)  Serial numbers of different parts of the boat.
(4)  Repair history.
(5)  Details of the owner(s) and commitment on the honor to respect the conformity of his boat.
(6)  Manufacturer's compliance commitment after inspection: weights, geometry, mast angle, original parts marking.
(7)  The list of original parts with marking.
(8)  The list of mandatory safety equipment.
(9)  A reference to the annual membership to ND24odCA.
(10) The serial number of the sails attached to the boat.
(11) The serial number of daggerboard and the rudders attached to the boat.
A.13 CERTIFICATION AUTHORITY
The initial certification authority of the boats is the conceptor. 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 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 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 conceptor (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 any part with a serial number, or in the case of change of ownership.
In the case of damage requiring an authorized repairer, the authorized repairer transmits information to the conceptor 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:
(1) No renewal application from the owner or skipper,
(2) Lack of annual fee to the association,
(3) One or more serial number not matching those of the certificate,
(4) Loss of one or more original parts marking that have not been declared,
(5) A certificate annotated during the previous event and not renewed,
(6) Boat not consistent with her DIAM 24 OD certificate and/or information from the database (lower weights, advantageous geometry, etc.)
(7) 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 conceptor, according to a predetermined protocol (appendix 1 & appendix 2).
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 conceptor shall:
   (1) Archive the original documents and the data on which the current DIAM 24 OD certificate is based.
   (2) Upon request, transfer them to the authorized persons.

A.19 SAIL NUMBER
A.19.1 Only sail numbers validated by the conceptor are allowed.
A.19.2 The conceptor 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 conceptor 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 of conformity and have a valid 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:
   (1) Comply with these Class Rules.
   (2) Have a valid DIAM 24 OD certificate.
   (3) 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. Identification on original parts are external marks affixed on:
   the shrouds, the forestay loop, the forestay, 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 identification invalidates the certificate, unless this loss occurs during an event. In this case, it shall be written on the DIAM 24 OD certificate.
   (1) 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.
   (2) 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:

- Ensuring that the building of the boats guarantee equivalent potentials between them.
- Ensuring that the building, equipment and use of boats remain in limited costs.
- Ensuring that rules and measurements 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.

Checking of Certificates 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
      (1) ERS apply.
      (2) RRS 49.1 applies.
      (3) RRS 50.4 does not apply.
      (4) 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.
      (1) Upon registration of the boat in the event, the skipper or captain shall specify the number of onboard crewmembers, including the skipper or captain.
      (2) 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.
      (3) The crew shall be weighed in isothermal underwear or swimsuit.
C.3.2  CREW POSITION
(1) 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.
(2) No crewmember shall stand outside of the grey area, except briefly to perform a necessary task. This area includes the anti-slip on floaters, 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.
(3) Hiking can only be performed with the hiking straps without any other help.
(4) Hiking is limited by the length and location of the straps. 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
(1) The mass of the crew shall be at least 220kg
(2) Crewmembers can be weighed at any time.

C.4  PERSONAL EQUIPMENT
C.4.1  MANDATORY
Each crew member shall wear a personal floatation device conforming to at least the minimum standards EN 393, ISO 12402-5 (Level 50 Newton), USCG Type III, or AUS PFD 2.

C.4.2  OPTIONAL
(1) RRS 43 applies as amended as follows: replace in the RRS 43.1.b, "8kg" with "10kg".
(2) D24odNCA recommends wearing a suitable helmet and a drysuit or isothermal suit.

C.5  PORTABLE SAILING EQUIPMENT
C.5.1  MANDATORY
(1) The safety kit provided by ADH INOTEC (see Appendix 6: Safety Equipment Kit), Position on the boat is free.
(2) The mooring kit and drying kit provided by ADH INOTEC (Appendix 5: Mooring Kit) must be placed in the rear locker of the central hull.
(3) The engine in good working condition and battery charged must be placed in the aft locker of the central hull.
(4) Four fenders provided by ADH INOTEC, their location on the boat is free.
(5) If mentioned in the notice of race and sailing instructions, the organizing authority may impose additional equipment.
(6) Each crewmember must carry a knife in proper cutting condition.
(7) Two aluminum paddles exclusively provided by ADH INOTEC.

C.5.2  OPTIONAL
(1) Only completely autonomous navigation devices without connection between them or an external battery are authorized.
(2) These devices may be attached to removable holding devices of Velcro type or may be worn by the crew.
(3) 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.
(4) Only the wind indicator is authorized on the masthead: it’s 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.
(5) If mentioned in the notice of race and sailing instructions, the organizing authority may authorize additional equipment.
C.5.3 LIMITATIONS
(1) These devices cannot be fixed with new screws on the boat.
(2) They cannot connect with sensors that measure, wind, speed or temperature
(3) 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.
(4) 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 a manufacturer authorized by the conceptor 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 with an identification tag mark, requiring a change or repair, Article A.15 will apply.

C.7.1 AUTHORIZED CHANGES
The following changes are permitted:
(1) Rope: The change of all the ropes of the boat, except forestay loop, shrouds and the rope of the mooring kit.
(2) Shock cord: of a maximum diameter of 5mm provided they do not alter the use of the existing fitting or create a new fitting.
(3) Friction rings provided they do not affect the use of the existing fitting or create a new fitting.
(4) Adhesive tape provided it does not change the use of existing fitting or create a new fitting.
(5) Laying a vinyl film or other material onto the surface of the hull and floaters 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.
(6) It is permitted to cut two holes in each floater, so as to install one circular hatch per floater. Such hatches shall be installed in accordance with the conceptor’s technical instructions (Additional Descriptive Documents: Installation Instructions for the Floater Hatches).
C.7.2 LIMITATIONS
(1) It is prohibited to replace gel coat by paint.
(2) Application of antifouling paint is permitted.
(3) No additional hole is permitted on and in the boat except as provided above (7.1.6).

C.7.3 MAINTENANCE AND REPAIRS
(1) 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.
(2) It is allowed to:
   (a) Make small repairs gel-coat: scratches, chips on the bows, daggerboard and rudder.
   (b) Routine maintenance of the central hull, floaters and finishing of mating surfaces such as buffing or polishing is permitted without re-measurement or recertification, provided that the purpose and the result consists in glossing of hull and/or floaters only.

C.8 PLATFORM
C.8.1 CONSTITUTION OF THE PLATFORM
(1) The platform includes the following parts and their standard permanent fittings: the central hull, starboard and port floaters, both trampolines, front and rear cross beams, steering system (rudder blades, castings, rudder pin, tiller bar and tiller extensions) and daggerboard. The parts identified by their serial number are: the central hull, starboard and port floaters, the front and rear cross beams, rudders, castings and daggerboard (Appendix 3: Fittings, Ropes and Sails).
(2) 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 cam 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-sack shock cords.
(9) Add shock cord to prevent the control ropes to hang.
(10) Add shock cords to hold in their place the gennaker turning blocks.
(11) Remove one purchase of the mainsail traveler car control line.
(12) Add a net in front of the transom flap to prevent the ropes from being washed out beyond the transom flap.
(13) Replace the friction ring at the mast base for the main and gennaker halyards by a block.
(14) Change the inclination 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.
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.

Replace the 2 stainless steel rings of the mainsail traveler line slack take up system, 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).

Add a shackle (stainless steel or textile) at the end of the mainsail traveler line for an easy removal.

Add a wedge on both cleats of the mainsail traveler.

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

All sanding of the hull, floaters or appendages is prohibited for purposes other than maintenance according to C.7.1.3 (b)

Any torn open or pierced elements of the platform will be repaired or replaced by ADH INOTECA or by a shipyard authorized by ADH INOTECA.

The length of the tiller extension is fixed.

The location of tiller extension on the tiller bar is fixed. It cannot be changed.

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

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.

It is allowed:

To make small gel coat repairs: scratches, chips on the bows.

Maintain the anti-slip cover by applying a new coat respecting the initial area. The following paint reference shall be used: INTERDECK grey paint.

Maintain the contact area of the daggerboard on the casing by changing the protection strips. Such strips must be strictly provided by the conceptor or the manufacturer or authorized shipyards.

To improve the water tightness of the compartments: sealing of central cockpit floor hatch by the addition of a screw on the corners of the hatch frame, replacing the seal and/or elastic of the fwd. compartment hatch cover. Frame of the locker cover; replace the seal hatch, the shock cord.

Clean/unblock the bilge drain holes to remove water from the central hull.

To add a bead of silicone /or other product to the beam floater connection joint to avoid dust/small particles/water entering the beam socket.

To change the K shaped plastic shim at the extremity of the beams –2 choices of thickness 1.8mm or 2mm.

Routine maintenance of the central hull, floaters, cross beam, centerboard, rudders and assemblies as well as the finishing strips along the glue lines, such as glazing or polishing is allowed, provided that the purpose and the result consist in glossing only.

In all cases, the hull and floater construction assembly finishing strips along the glue lines shall remain visible. The requirements defined in supplementary descriptive document named "Finishing lines sealing & Decorations" shall be carefully followed"

C.8.5 MASS

The mass of the platform is set at minimum 455kg

The platform shall be weighed assembled (Appendix 1: Weighing Protocol).
C.8.6 MEASUREMENTS
(1) The platform must be dimensionally consistent with the measurements recorded upon release from shipyard.
(2) During inspections, the platform shall be measured again in accordance with the relevant protocol (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 layout, as defined and provided by ADH INOTEC, cannot be changed (Appendix 3: Fittings, Ropes and Sails).

C.8.9 TRAMPOLINES
They are supplied 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”
It is allowed:
(1) To paint them with an anti-slip painting.
(2) To repair them.
(3) To adjust the knots.
(4) To tighten them.
(5) To add a system to stow/store the webbing safety strops (stairs) - so if necessary in the event of a capsize - this system is instantly reversible to allow the use of the safety strops/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
(1) The appendages consist of the steering system (rudders, castings, rods, tiller extension and tiller bar) and daggerboard.
(2) Rudders, castings and daggerboard are identified by their serial number and their weight.
(3) The sizes and shape of both rudders and the daggerboard shall conform to original drawings provided by ADH INOTEC.
(4) 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
(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
(1) Daggerboard and rudders. Are allowed:
   (a) Minor repairs such as recovery or gel-coat polishing, only if the result is to polish the appendages.
   (b) The leading edges and trailing edges can be repaired but the general profile of the appendages shall remain conform to the original drawings provided by ADH INOTEC.
(2) Daggerboard. It is allowed to:
   (a) Change the rope handle, its length, its diameter.
   (b) Use various intermediate positions blocking their depth.

(3) Rudders. It is allowed to:
   (a) Repair friction areas of the rudders on the castings. This maintenance shall not allow the rudder to be trimmed.
   (b) Adjust the compensation of the rudders.
   (c) Set the release system.
   (d) Adjust the parallelism, change rubber universal joints.

C.10 RIG
C.10.1 FITTINGS
   No modification to the fittings 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 bottom 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:
   (a) Set the diamond on one of the three positions of the spreaders.
   (b) Adjust the tension of the diamond wires.
   (c) Decorate the mast with a vinyl sticker.
   (d) Repaint or coat the spreaders.
   (e) On the mast step, file the anchor points of the mainsail Cunningham.
   (f) Lock the spreaders on the cable of the diamond, by setting a stop above the anti-chafing washer.
   (g) Put spreaders protections/tip covers.
   (h) Place a conical stopper on the gennaker halyard above the swivel.
   (i) Set the tension of the shock cord of the constrictor.
   (j) Set the position of the mainsail halyard knot.
   (k) Put a restraining lashing or a track slider to the tack the mainsail.

C.10.3.3 LIMITATIONS:
   It is forbidden to:
   (a) Paint the mast.
   (b) Modify the rake of the mast.
   (c) Change the constrictor with a longer or larger size one.
   (d) Add a shock cord to pre-tension the constrictor before releasing the gennaker halyard from the winch.
   (e) Glue the mast together at the sleeve.
   (f) Increase the power of the mainsail Cunningham.
   (g) 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).
   (h) Drill holes.
   (i) Create any housings/fairings on the mast.
   (j) Close even partially the top of the mast by a cap or plug.
(k) 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

(1) The boom will only be the one provided by ADH INOTEC (see Appendix 10: Mast and Boom).

(2) It is allowed to:
   (a) Change the orientation and inclination of the following cleats: mainsheet gross tune system, fine tune system of the main sheet.
   (b) Modify the length of the fixation strop of the mainsail fine tune system.

(3) No other changes are permitted.

C.10.5 STANDING RIGGING

(1) 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.

(2) It is authorized to adjust the tension of the shrouds when racing.

(3) It is forbidden to:
   (a) Adjust the forestay length when racing: The forestay shall be fixed on the forestay chain plate of the central hull,
   (b) Tilt the mast laterally.
   (c) Modify the height of the forestay chain plate.
   (d) Modify the assembly of the forestay and its fittings as defined by the manufacturer.

C.10.6 RUNNING RIGGING

(1) The running rigging shall comply in number and use with the configuration defined in Appendix 3: Fittings, Ropes and Sails.

(2) The running rigging supplied by the manufacturer can be changed freely.

(3) All materials are allowed.

(4) It is allowed to:
   (a) Put a strop between the forestay and the headsail swivel hook.
   (b) Put a rope to open constrictor remotely.

C.11 SAILS

C.11.1 CONSTITUTION

(1) The boat is equipped with one set of one-design sails exclusively provided by the manufacturer.

(2) The sail set consists of:
   (a) a mainsail,
   (b) a jib,
   (c) a gennaker.

(3) Only one-design sails supplied by the manufacturer can be used when racing. Appendix 3
(4) The sails have a unique serial number assigned by the manufacturer of sails (Appendix 3: Fittings, Ropes and Sails). These numbers are recorded on the DIAM 24 OD certificate of the boat.

(5) 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 one new set of sails is allowed. The set of sails delivered with new boats are regarded as the authorized set of sails for the year. If necessary, an amendment to the class rules will determine for each year, the number of additional sets of sails allowed over and above the one new authorized set.

C.11.3 CHANGE OF SAILS

(1) Several sails sets can be registered on the DIAM 24 OD certificate.

(2) The boat is allowed to participate in an event only with one of the sails mentioned on her DIAM 24 OD certificate.

(3) 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.

(4) Any change of sail owner shall be reported to the conceptor to update the database and DIAM 24 OD certificate.

(5) Any sail destroyed shall be reported to the conceptor to update the database.

(6) The certificate will then be renewed before the next event, as described in A15.

C.11.4 MODIFICATION

(1) 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.

(2) It is allowed to:
   (a) Change the telltales and their location.
   (b) Change the color of the Class logo.
   (c) Adjust batten tension.
   (d) Set the rotational preload in the luff of the gennaker.
   (e) Adjust the sheeting position on the jib clew using the holes on the clew plate
   (f) Add a shackle to the jib clew.

C.11.5 LIMITATIONS

(1) 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

(2) It is not permitted to disassemble, modify or overlap one design sails.

(3) Only sails mentioned on the DIAM 24 OD certificate of the boat should be used during event, except in the case of loss or damage.

(4) 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:

(1) Routine maintenance is permitted.

(2) In case of repair, minor damages and major damages are defined:
(a) Minor damages: Like small tears, loose stitching on seams, more generally all damages for which repair doesn't modify or alter the shape of the sail. These repairs can be made freely with adhesive fabric and or with isolated stitching.

(b) In the event of major damages, where 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 to the conceptor.

(3) When racing in the case of repairs of major damage, declaration to the Race Committee is mandatory.

C.11.7 MAINSAIL

(1) IDENTIFICATION

(a) The national letters and sail numbers shall be in accordance with Appendix G of RRS as amended in Article C.1.1 (4) and placed under the third batten from the top of the mainsail.

(b) If the sail is decorated or painted, Class logo, national letters and sail numbers shall remain clearly visible.

(2) USE

(a) Mainsail shall be raised using a halyard. Its configuration shall allow raising and lowering on the water.

(b) The mainsail is loose-footed.

(c) From an average steady wind speed ranging from 18 to 22 knots, i.e. an average of 20 knots, reefing is mandatory.

(3) RESTRICTIONS

(a) Only the battens provided by ADH INOTEC are permitted.

(b) The battens shall not be modified.

(c) In the case of a reefing, the top of the mainsail shall always be below or flush (no higher) than the attachment point of the gennaker halyard.

C.11.8 JIB

(1) USE

The jib shall be raised on the forestay with a halyard. The arrangement shall allow raising and lowering on the water.

(2) RESTRICTIONS

(a) Only the battens provided by ADH INOTEC are permitted.

(b) The battens shall not be modified.

C.11.9 GENNAKER

(1) USE

The gennaker shall be attached between the mast and the gennaker furler located on the front end of the central hull and hoisted using a simple 1:1 (non-purchased) halyard. Its configuration 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 DOCUMENT:

• 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 Floater Inspection Hatches
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, and in the case where the weight exceeds the minimum, 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 this case, a re-certification of the boat may be requested in accordance with the applicable weighing protocol (see Appendix 1: Weighing Protocol). Following such recertification, the corrector weights may be adjusted, if necessary, considering the results and 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 floater (as defined below),
✓ port floater (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 are 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 additions 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, central cockpit storage compartment, the fwd locker, fwd. peak must be empty, and 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 are expressed in kg (readability: 1/10th) => Bow & Stern.

3- Floaters
The floaters must solely be equipped with their standard permanent fittings, **without any decoration and additions authorized by these rules.**

- beam locking bolt, trampoline hooks, shroud chain plate, winch and related winch plate, lower and upper gudgeons, gudgeon rod, (and inspection hatch, 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 floater bow.
- The portable scales must be strictly vertical during the weighing process.
- All water must be removed from each floater/beam interlocking recess (and from the floater).

The following information is recorded: Serial number of starboard floater, masses are expressed in kg (readability: 1/10th), => Bow & Stern - Serial number of port floater, masses are 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 additions authorized by these rules.**

- Front Beam: its 2 K shaped shims for the beam ends and related screws, beam locking bolt, trampoline fixing hooks, self-tacking jib track and related traveler car, block, end stops and support structure, mast foot (without halyard return blocks), 2 locating pins and 4 related fixation screws,
- Rear Beam: its 2 K shaped shims 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, support structure and traveler rope, 2 locating pins and 4 related fixation 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 in from the beam ends.
✓ The portable scales must be strictly vertical during the weighing process.

The following information is recorded: Serial number of front beam, masses are expressed in kg (readability: 1/10th), => Starboard & Port - serial number of rear beam, masses expressed in kg (readability: 1/10th), => Starboard & Port.

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

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

6- Rudder: Casting + Blade
✓ Rudders are equipped with the casting, blade and locking arm kit (the gudgeon rod is excluded from such weighing).
✓ Rudders are weighed using a portable scale and its weighing bag.

The following information is 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 rigging.
✓ The diamond wires are in place, the complete forestay is coiled and placed over forestay hound, the complete shrouds are coiled and placed over their side stay hound, 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 Cunningham's 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 are 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, 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 floaters, center of central hull transom),
- 6 floor marking graduated wooden blocks,
- 3 weighing tripods,
- 1 x 10 m tape measure with millimetric rule.

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 in the deck, forward of the front beam. End of level hard up against the 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 floaters (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:
  - Bow: from floater to floater + from starboard floater to central hull + from port floater to central hull.
  - Stern: from floater to floater + from starboard floater to central hull + from port floater to central hull.
- **Diagonals:** 6 measurements:
  - From starboard floater stern to port floater bow + from port floater stern to starboard floater bow.
  - From starboard floater stern to central hull bow + from central hull stern to starboard floater bow.
  - From port floater stern to central hull bow + from central hull stern to port floater bow.
- **Length:** 3 measurements:
  - From floater stern to floater bow on each floater.
  - From central hull bow to central hull stern.

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.
These measurements shall be taken as per the measurement protocol - Appendix 2
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<th>Description</th>
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<td><strong>Coque Centrale et flotteur</strong></td>
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<td>Garcelle jauge réglage longueur hauban max 3 mm x 1m</td>
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<td>Platine Winch, tête inox pliée, percé taraudé</td>
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ANNEXE 4 : EX. CERTIFICAT DIAM 24od / EXAMPLE of CERTIFICATE

### Certificat DIAM 24od [version 2017 - 004]

<table>
<thead>
<tr>
<th>N° CIN bateau / N° CIN Boat :</th>
<th>REF1</th>
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<tr>
<td>Délivré par/filled by :</td>
<td>Chantier ADI Boatec</td>
</tr>
<tr>
<td>Date d'émission/Date of issue :</td>
<td>REF1</td>
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<tr>
<td>Date fin valide / Valid until :</td>
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<td>Annexe &amp; remplacement certificat N°:</td>
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<tr>
<td>Propriétaire / Owner :</td>
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<tr>
<td>Adhésion Association Classe / Class Membership :</td>
<td>REF1</td>
</tr>
<tr>
<td>Locataire / Renter :</td>
<td>REF1</td>
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</tbody>
</table>

**Pièces soumises à un contrôle en cas de changement / Parts requiring control in case of replacement :**

- Capote Central / Central Pill | REF1 |
- Poulie 1 / Hoist #1 | REF1 |
- Poulie 2 / Hoist #2 | REF1 |
- Bras avant / Front beam | REF1 |
- Bras arrière / Rear beam | REF1 |

| Mât / Mast : | REF1 |

**Éléments avec N° de série / Components with Serial N°**

- Dérive / Daggerboard : | REF1 |
- Casting tribord / Rudder Head Stb : | REF1 |
- Sartine tribord / Rudder Elbow Stb : | REF1 |
- Casting bord / Rudder Port : | REF1 |
- Sartine bord / Rudder Starboard : | REF1 |

| Grand voile / mainsail : | REF1 |
| Foc / Jib : | REF1 |
| Général / Genakker : | REF1 |

**Conformité des masses / Weight Check**

- Plateforme / Platform : 3455 Kg

**Conformité géométrique / Geometry Check**

- Plateforme / Platform : CG

**Marque sur Pièce d’Origine / Stamped original parts**

- Points correcteurs / Corrector weights : REF1
- Harnais / Side stays : oui
- Loop de / Forestay loop : oui
- Tête / Foredeck : oui
- Sangles gen. / Webbing strap gen. block : oui
- Sendlu / Boom : oui

**Équipements obligatoires / Compulsory equipment**

- Kit moorings / Mooring Kit : oui
- Kit sérène / Safety Kit : oui
- Pare sauts / Fenders : oui
- Pegs / Saddles : oui
- Container bord / Crow rafter : oui

**Moteur / Motor :** oui

**Kit assouplissement / Drying Kit :** oui

**Capot coffre ails / Alu hatch cockpit :** oui

---

Note: The document includes various details related to a boating certificate, including serial numbers, dimensions, and components, all of which are placeholders for actual data.

---

**Français / English**

**N° du certificat / Certificate Number**

#REF1
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 bag
   - 1 flat anchor (8kg) (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 fwd. locker.
A6.4 Items in the drying kit:
   - 1 bailer
   - 1 hand pump.

APPENDIX 7: ELECTRIC MOTOR

1 shaft fitted with 1 propeller, 1 battery, 1 remote control, 1 power cable, 1
Control electric 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
APPENDIX 9: NON-EXHAUSTIVE LIST OF PROHIBITED ACTIONS

PLATFORM
Central hull, floaters, beams:
Reduce the thickness of the gel coat.
Remove finishing strip along glue lines.
Drill holes for attaching additional fittings.
Reduce or enlarge (grey) areas of anti-slip.
Open the hull or floaters.
Repair a hull (according to C.8.4).
Sail without a transom flap..
Change the position and angle of the winches.
Change the place of gudgeons.
Put the anchor or the motor in the fwd. companionway hatch.
Modify, move the additional mass of the platform.
Modify weight, width, and length of the central hull, floaters, beams.

DAGGERBOARD AND DAGGERBOARD WELL:
Change the shape, thickness, profile or the length of the daggerboard.
Modify the lowering system, or the system locking it into position (both in the down or up position).
Modify the sweep angle or the angle of attack of the daggerboard or the angles on any of the bearing surfaces of the daggerboard.

STEERING SYSTEM:
Change the shape, thickness, profile or length of rudder.
Modify the angle of attack of the rudder, or the angles on any of the bearing surfaces of the rudder.
Modify or change the original fastening of tiller extension on the tiller bar.

TRAMPOLINE:
Modify the original installation, location and length of the hiking straps.
Add foot supports or any system to improve the hiking position.
Modify lashing between the ends of the straps and the back rod.
To add or have a system allowing adjustment of the straps while sailing.

MAST:
Change the power ratio of the Cunningham provided by ADH INOTEC.
Modify the mast rotation system provided by ADH INOTEC.
Modify the position of the reefing knot in the halyard to achieve a higher mainsail position than prescribed in these rules.
Modify the rake
Modify the original installation of the forestay.
Drill holes.
Modify or replace the constrictor provided by ADH INOTEC.
Add a pre tensioning system/rope/elastic to pretension the constrictor before releasing the halyard.
Replace the shrouds provided by ADH INOTEC (see Appendix 3: Fittings, Ropes and Sails).
Glue the sleeved ends of the mast together.
Increase the purchase ratios on the rotator of the mast.
Add systems allowing to remotely adjust the rotator.
**BOOM:**
Modify the fixing of the mainsail clew to the mainsheet system (mandatory knot).
Modify the fixing of the mainsheet system to the boom.
Replace or modify the boom (see Appendix 3: Fittings, Ropes and Sails).

**SAILS (MAINSAIL, JIB, AND 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 the position, size or surface of the sail windows.
Hide the 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.

**ROPE AND FITTINGS:**
Add any strops/or lines that would allow to change the sail trim.
Add a strop/line between the shroud chain plate and gennaker halyard (in high position).
Double the constrictor.
Modify the clew and/or tack of the mainsail.
Move sheet lead positions of gennaker and/or change the length of the strap.
Modify gennaker head point, and/or modify the fastening of the friction ring on the spinnaker bale line around the mast.
Use winch 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/carrying spare batteries while sailing.
To have aboard any means of recharging batteries (solar panels, etc).

**USING THE BOAT AND MANEUVERS:**
To set the gennaker using a "human barber hauler."
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.
Définition de la bôme Diam 240d

C’est un tube aluminium de longueur comprise entre 2990 et 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 mulet), sur son de dessus un clamcleat est fixé pour régler le rotateur de mât.

It is an Aluminium tube between 2990 and 3035 mm long, with a machined insert at both ends. The aft insert receives the foot control line and the fwd. insert receives the threaded eye which connects to the goosneck fitting. It has a single clamcleat fitted to its upper side to control the mast rotation.
Definition of the Diam24od mast. The mast is carbon with an integrated track. It is supplied in 2 sections which fit together at the spreaders by means of a sleeve. It has a 200mm x 100mm cross section and a length of 11.5 m. The serial number is on the top section.

Model 2017, 6 mm hole on each side of tube, reserved for the “lake rig”, spinnaker bale/collar.
APPENDIX 11: DEFINITION OF THE HEIGHT OF THE MAINSAIL HEAD WHEN REEFING

1/ Inspection at sea

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.

2/ Inspection ashore

The mast of the boat must be un stepped. The place of the knot on the mainsail halyard is measured as follows:
- From the masthead: $245 < X < 250$ cm
- From the bottom of the diamond wire fixation plate: $5 < X < 10$ cm
ADDITIONAL DESCRIPTIVE DOCUMENTS:

1/ Finishing Line Sealing

Definition of the “Finishing Line Sealing”

It is a gel coat band, sprayed on over the construction joints /glue lines.
Its width is between 18mm and 22mm
Its thickness is between 0.3mm and 0.5 mm
This is measured using a mechanical feeler guage.
The minimum allowable thickness is 0.25 mm (measurement tolerance is zero)
The finishing bands are located on

- Central Hull: from the end of the grey area on the fwd. deck to the bow, on the bow, on the keel line, on each side of the daggerboard casing. It finishes at the transom/hull intersection.

- Floaters: from the end of the grey area on the fwd deck to the bow, on the bow, on the keel line, on the transom and finishes at the aft end of the grey nonskid on the aft deck.

- Beams: on the bottom of the beams between the rear face and fairing from one cone to the other.

Decoration of these bands

The decorations are done in adhesive film. It is possible to cover the finishing bands as far as they are still visible and measurable under the film.

Underside of the floaters
Bow of the floater
2/ Decoration of the Diam 24 One Design

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

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

Reminder: Article C7.1: “Laying a vinyl film or other material onto the surface of the hull and floaters 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

During use of the Diam 24 One Design it has been shown that if decoration is set too low, it will be damaged and deteriorate due to the friction on the cradles of the launching dolley. On the transom flap 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).

The serial number is to be maintained and should not be covered.

Floater

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).

The serial number is to be maintained and should not be covered.

Mast

It can be decorated or not.

The serial number is to be maintained and should not be covered.
3/ Sails & One-Design Marks

Jib and gennaker

One-design stamps/marks on the seams shall remain visible. The decoration cannot hide them.

The serial number is to be maintained and should not be covered.

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 by a different colour matching any decoration of the mainsail.

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

One-design stamps/marks on the seams shall remain visible. The decoration cannot hide them.

The serial number is to be maintained and should not be covered.
4/ Position and Tension of the Hiking Straps

The fwd end of the hiking straps shall be stitched as supplied by ADH INOTEC.

The fixed point at the middle should be in place.

The two fixing points on the aft end shall be fixed on Points 2 and 5 on the rear of the trampoline lacing.

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

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

Point 5

Point 2
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 by 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 by measuring from the center of the tiller extension swivel to the end of the other tiller bar.
6/ Definition of the Daggerboard Stop Set

Rubber stop set with a 30 mm diameter and 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 spinnaker Bale line/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 than it.

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8/ Definition of the Daggerboard Well

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

![Diagram of Daggerboard Well]

- **Puit dérive**
- **Moquette**
- **Rayon : 4 < X < 4.5 mm**
- **Fond de coque centrale Coupe transversale**
• Longitudinal Cross section of the well, lower part
• Transverse section of the daggerboard well, cockpit bottom, upper part

- Profil Supérieur
- Pont
- Colle
- Profil Inférieur
- Chaussette

• Longitudinal Cross Section of the daggerboard well – UPPER part

- Pont
- 6.45
- 50.00
- Profil Supérieur

- Profil Inférieur
- 357.00
9/ Installation Instructions for the Gennaker Sheet Lead Strap

**Components**
The following items are delivered with the gennaker: 1 pair of straps (original part) + 2 small diameter lines + 2 shock cords.

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

**Position:**
The strap must be wrapped twice on the curved part of the cross beam out board of the D knot hook, Straps are provided twisted in order to keep them flat around the beam.

When in place and before disassembly, securing light rope as shown

**Control measurements:**
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
In order to address watertightness problems and respond to the request of some boat owners, it is permitted to add an inspection hatch with a 100 mm diameter access opening and a 108 mm diameter cut-out.

This inspection hatch is better suited than a bung 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.

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.