Class Rule Changes

International Optimist Dinghy Association

Effective date: 2026-01-01

Status: Approved

World Sailing Class Association

Amendment One

2 ADMINISTRATION

Old:

2.4.1 No boat is permitted to race in the class unless it has a valid measurement certificate.

This rule may be suspended in the case of charter boats at any event with the permission of the IODA Executive Committee.

Amend to read:

2.4.1 No boat is permitted to race in the class unless it has a valid measurement certificate. For boats built from 1st of January 2026, the measurement certificate shall be digital.

This rule may be suspended in the case of charter boats at any event with the permission of the IODA Executive Committee

Reasons: To implement the IODA digital system

Amendment Two

2 ADMINISTRATION

Amend to add:

2.4.3 (d) From the 1st of January 2026, the digital Registration Book with the builder's declaration and all measurement form sections completed will be accessible through the IODA digital system and the IODA equipment label. Upon request of the owner, the National Authority shall complete in the IODA digital system the measurement certificate section of the Registration Book and inform the owner subsequently. Note that where a National Authority prefers to issue its own certificate, they shall upload a pdf version into the IODA digital system.

Reasons: To implement the IODA digital system.

Class Rule Changes

International Optimist Dinghy Association
Effective date: 2026-01-01
Status: Approved

World Sailing
Class Association

Amendment Three

2 ADMINISTRATION

Old:

2.4.5 If a replacement Registration book is required, it may be obtained from IODA. The new Registration book shall be printed with the same plaque number as the old Registration book. In the case of hulls produced before Registration Books were introduced, where the Measurement Certificate has been lost a National Authority may, after consultation with IODA, issue a replacement Measurement Certificate, valid for all events other than IODA championships, without evidence of measurement provided that the World Sailing/ISAF/IYRU/ plaque remains affixed to the hull. (Note that such plaques have numbers lower than 92000).

Amend to read:

2.4.5 If a replacement Registration Book is required, it may be obtained from IODA. This replacement Registration Book will be digital as defined in 2.4.3(d) with the same plaque number as previously issued. In the case of hulls produced before Registration Books were introduced, where the Measurement Certificate has been lost a National Authority may, after consultation with IODA, issue a replacement Measurement Certificate, valid for all events other than IODA championships, without evidence of measurement provided that the World Sailing/ISAF/IYRU/ plaque remains affixed to the hull. (Note that such plaques have numbers lower than 92000).

Reasons: To implement the IODA digital system.

Amendment Four

2 ADMINISTRATION

Old:

2.4.8 For all GRP boats built from the 1st of July 2025 an IODA RFID Tag shall be placed in the hull. Data including the Measurement Certificate will be stored in these tags.

Amend to read:

2.4.8 For all GRP boats built from the 1st of January 2026 an IODA equipment label (integrated with the building plaque) shall be placed on the hull.

Reasons: To clarify the class rule and to implement the IODA digital system.

Class Rule Changes

International Optimist Dinghy Association
Effective date: 2026-01-01
Status: Approved

World Sailing
Class Association

Amendment Five

2 ADMINISTRATION

Old:

2.7.3.3 Manufacturers shall allot a serial number to the mast, boom, sprit, daggerboard and rudder. These serial numbers shall be reported on the appropriate Measurement Form by the measurer and shall be clearly and indelibly marked by the builder on the rudder, daggerboard and spars.

Amend to read:

2.7.3.3 The serial numbers for sail, mast, boom, sprit, daggerboard and rudder are assigned by the IODA digital system.

If a replacement IODA equipment label is required, it shall be obtained from IODA.

Reasons: To implement the IODA digital system.

Amendment Six

2 ADMINISTRATION

Old:

2.7.4 The sail shall carry identification marks indicated in rule 6.5 and each sail manufactured or measured after January 1st 1990 shall have permanently fixed near its tack an officially numbered sail button or sail label. No sail shall be accepted for first measurement without a sail button or sail label. Buttons or labels shall not be transferred from one sail to another. Sail labels shall be permanently glued to the sail with two lines of stitching across the label. Alternatively, labels shall be permanently glued to the sail and further secured with the ICA supplied rivet. Buttons / Labels shall normally be obtained from the International Optimist Dinghy Association (IODA) by the sailmakers but may also be obtained, if necessary, by National Class Associations

Amend to read:

2.7.4 (a) The sail shall carry identification marks indicated in rule 6.5 and each sail manufactured or measured after 1st of January 1990 shall have permanently fixed near its tack an officially numbered sail button or label. No sail shall be accepted for first measurement without a sail button or label. Buttons or labels shall not be transferred from one sail to another.

(b) Sails manufactured before the 1st of January 2026 shall be permanently glued to the sail with two lines of stitching across the label. Alternatively, labels shall be permanently glued to the sail and further secured with the ICA supplied rivet.

(c) Sails manufactured from the 1st of January 2026 shall carry an IODA equipment label glued to the body of the sail under the **reinforcement** at the tack or secured with a rivet.

(d) Buttons / Labels shall be obtained from the International Optimist Dinghy Association (IODA) by the sailmakers.

Reasons: To clarify the class rule and to implement the IODA digital system

Amendment Seven

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.2.6.1 (a) 2 Mainsheet blocks (excluding those on the boom) each with a maximum of 2 sheaves) shall be attached to the hull inner bottom. The centre of their fixing points shall be at 786 mm +/- 5mm and 894mm +/- 5mm from the forward face of the aft transom.

Amend to read:

3.2.6.1 (a) 2 Mainsheet blocks (excluding those on the boom) each with a maximum of 2 sheaves shall be attached to the hull inner bottom. The centre of their fixing points shall be at 786 mm +/- 5mm and 894 mm+/- 5mm from the forward face of the aft transom. An arrangement to keep the blocks upright is optional.

Reasons: To allow the blocks to be held upright if needed.

Amendment Eight

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.3.1.4 The manufacturer's name, the serial number, a manufacturer generated mould identification number as well as the year of manufacture shall be laminated into the daggerboard in characters 10 mm+/-2 mm high on the starboard side. The area between the stop battens shall contain laminated the manufacturer and daggerboard model names, and /or logos. For wooden foils, the manufacturer`s name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size.

Amend to read:

3.3.1.4 For daggerboards manufactured before the 1st of January 2026, the manufacturer's name, the serial number, a manufacturer generated mould identification number and the year of manufacture–shall be laminated into the daggerboard in characters 10 mm+/-2 mm high on the starboard side. For daggerboard manufactured after 1st January 2026 the area below the stop battens shall contain laminated the manufacturer names, and /or logos. For wooden daggerboards, the manufacturer`s name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size.

Reasons: To implement the IODA digital system

Class Rule Changes

International Optimist Dinghy Association
Effective date: 2026-01-01
Status: Approved

World Sailing
Class Association

Amendment Nine

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.3.1.5 Daggerboards manufactured from the 1st of July 2025 shall carry an IODA equipment label. This label shall be placed beside the identification number on the starboard side as per CR 3.3.1.4.

Amend to read:

3.3.1.5 (a) Daggerboards manufactured from the 1st of January 2026 shall carry an IODA equipment label. This label shall be placed between 50 mm and 100 mm from the top of the daggerboard; on the starboard side.

(b) For epoxy daggerboards, the label shall be placed within the laminate. For wooden daggerboards, the label shall be visibly embedded in the daggerboard.

Reasons: To clarify the class rule and to implement the IODA digital system

Amendment Ten

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.4.1.5 The manufacturer's name, a manufacturer generated mould identification number, and serial number, as well as the year of manufacture shall be laminated into the rudder in characters 10 mm+/-2 mm high on the starboard side. For wooden foils, the manufacturer's name and the month and year of manufacture shall be indelibly marked in the same position and with characters of the same size.

Amend to read:

3.4.1.5 For rudders manufactured before the 1st of January 2026, the manufacturer's name, a manufacturer generated mould identification number, and serial number, and the year of manufacture shall be laminated into the rudder in characters 10 mm+/-2 mm high on the starboard side. For rudders manufactured after 1st January 2026, the manufacturers name shall be laminated into the rudder in characters 10 mm +/-2mm high on the starboard side.
For wooden rudders, the manufacturer's name ~~and the month and year of manufacture~~ shall be indelibly marked in the same position and with characters of the same size.

Reasons: To implement the IODA digital system

Amendment Eleven

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.4.1.6 Rudders manufactured from the 1st of July 2025 shall carry an IODA equipment label. This label shall be placed beside the identification number on the starboard side as per CR 3.4.1.5

Amend to read:

3.4.1.6 (a) Rudders manufactured from the 1st of January 2026 shall carry an IODA equipment label. This label shall be placed between 50 mm and 100 mm from the top of the rudder; on the starboard side.

(b) For epoxy rudders, the label shall be placed within the laminate. For wooden rudders, the label shall be visibly embedded in the rudder.

Reasons: To clarify the class rule and to implement the IODA digital system

Amendment Twelve

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.1.6 Spars manufactured from the 1st of July 2025 shall carry an IODA equipment label.

Amend to read:

3.5.1.6 Spars manufactured from the 1st of January 2026 shall carry an IODA equipment label.

Reasons: To clarify the class rule and to implement the IODA digital system

Amendment Thirteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.2.6 The mast shall have either two holes, in any direction in the horizontal plane, or two eyes, or one eye and one hole. If eyes are used, they shall be permanently fixed. The upper edge of one of the holes or eyes shall be not less than 20 mm from the top of the mast and the upper edge of the other not less than 120 mm from the top of the mast. Lacing lines shall pass through these eyes or holes and shall be lashed through the eyelet at the throat of the sail, see also CR. 6.6.3.1. A wind indicator or wind indicator fittings (CR. 3.5.2.12) may secure, or be secured by these lacing lines, but this does not release the lines from the obligation of passing through the holes

or eyes. Distinctively coloured bands, clearly visible while racing, and each not less than 10 mm wide shall be marked on the mast as follows:
(a) Band No. 1, the lower edge of which shall be not less than 610 mm from the top of the mast.
(b) Band No. 2, the upper edge of which shall be not more than 635 mm from the top of the mast.
The lower edge of Band No. 1 and the upper edge of Band No. 2 shall be permanently marked by a scribed line or not less than two marks made with a centre punch.

Amend to read:

3.5.2.6 (i) The mast shall have either
- two holes, in any direction in the horizontal plane, or
- two eyes,
- or one eye and one hole
- or two through-holes which shall be in a horizontal plane.

Non-metallic reinforcement (bushing) may be used around these holes. For through-holes, the bushing may be continuous.

If eyes are used, they shall be permanently fixed. The upper edge of one of the upper hole(s) or eye shall be not less than 20 mm from the top of the mast and the upper edge of the lower hole(s) or eye not less than 120 mm from the top of the mast. Lacing lines shall pass through these eyes or holes and shall be lashed through the eyelet at the throat of the sail, see also CR. 6.6.3.1. A wind indicator or wind indicator fittings (CR. 3.5.2.11) may secure, or be secured by these lacing lines, but this does not release the lines from the obligation of passing through the holes or eyes.

(ii) Distinctively coloured bands, clearly visible while racing, and each not less than 10 mm wide shall be marked on the mast as follows:

(a) Band No. 1, the lower edge of which shall be not less than 610 mm from the top of the mast.
(b) Band No. 2, the upper edge of which shall be not more than 635 mm from the top of the mast.

The lower edge of Band No. 1 and the upper edge of Band No. 2 shall be permanently marked by a scribed line or not less than two marks made with a centre punch

Reasons: There does not seem to be advantage gained by using these masts in comparison to other masts on the market. This rule is now split to separate (i) how the sail is attached to the top of the mast and (ii) the measurement bands.

Amendment Fourteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.2.12 The mast may have a pin stop positioned on the forward side of the mast 1680 +/- 10 mm below the top end of the mast. This pin shall not be more than 8 mm diameter and within 10 mm of the surface of the mast and shall no sharp projections.

Amend to read:

3.5.2.12 The mast may have a pin stop positioned on the forward side of the mast 1680 +/- 10 mm below the top end of the mast. The pin stop may exhibit a widening at its outermost point. With the exception of that widening, this pin shall not be more than 8 mm diameter. This pin shall be within 10 mm of the surface of the mast and shall have no sharp projections.

Reasons: Some masts have pin stops with a widening at their outermost point. Although those pin stops largely comply with the applicable class rule, their widening falls outside the 8 mm diameter limit.

Amendment Fifteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.2.13 The IODA equipment label as per class rule 3.5.1.6 should be placed between 150 mm and 250 mm below Band No 2 (as per class rule 3.5.2.6 (b)) on the forward side of the mast.

Amend to read:

3.5.2.13 The IODA equipment label as per class rule 3.5.1.6 shall be placed on the forward side of the mast, its lower edge between 430 mm and 450mm from the top end of the mast.

Reasons: Change the position of the IODA equipment labels on spars to implement the IODA digital system

Class Rule Changes

International Optimist Dinghy Association
Effective date: 2026-01-01
Status: Approved

World Sailing
Class Association

Amendment Sixteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.3.8 The method of attachment of the mainsheet or mainsheet block(s) to the boom is optional (provided they cannot slip along the boom, and the maximum clearance between the span and the boom shall be not more than 100 mm, at any position along the boom). The position of the blocks or the length of boom strops shall not be adjusted while racing. Provided they cannot slip along the span, the use of multiple rings on the span is permitted. Each block shall not have more than 2 sheaves.

Amend to read:

3.5.3.8 The method of attachment of the mainsheet or mainsheet block(s) to the boom is optional (provided the attachment points cannot slip along the boom). The Position of the blocks shall not be adjusted while racing. The following arrangements, or any combination of attachments, are permitted:

(a) A span may be attached to the boom by use of lacing eyes in a fixed position at the upper and/or lower side of the boom. The maximum clearance between the span and the boom shall be not more than 100mm, at any position along the boom. Provided they cannot slip along the span, the use of multiple rings on the span is permitted.

(b) Strop(s) may be attached to the boom by use of lacing eyes in a fixed position attached to the upper side of the boom. The length of the boom strops shall not be adjusted while racing.

Reasons: To clarify the class rule.

Amendment Seventeen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.2.10 The IODA equipment label as per class rule 3.5.1.6 should be placed between 450 mm and 550 mm from the fore end of the boom on the top side, when the boom is set at 90 degrees from the mast.

Amend to read:

3.5.3.10 The IODA equipment label as per class rule 3.5.1.6 shall be placed on the lower side of the boom, between 100 mm and 150 mm from the inner end of the boom excluding the boom jaws.

Reasons: Change the position of the IODA equipment labels on spars to implement the IODA digital system

Class Rule Changes

International Optimist Dinghy Association
Effective date: 2026-01-01
Status: Approved

World Sailing
Class Association

Amendment Eighteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.5.1 The mainsheet arrangement is optional except as controlled by CR 3.2.6.1 and CR 3.5.3.8.

Amend to read:

3.5.5.1 The mainsheet arrangement is optional except as controlled by CR3.2.6.1 and CR 3.5.3.8. A combination of blocks and low fiction rings can be used to obtain no more than a 5:1 Purchase system, which may be adjustable while racing. Each block shall not have more than 2 sheaves.

Reasons: This removes any ambiguity with regards to the current rule and allows for the use of low friction rings.

Amendment Nineteen

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.5.2 Downhaul. A single part downhaul of rope and/or wire shall be fitted to the boom not more than 200 mm from the inner edge of the boom jaws. It shall be secured to a cleat on the mast. The downhaul shall not be adjustable from aft of the midship frame.

Amend to read:

3.5.5.2 Downhaul. A single part downhaul of rope and/or wire shall be fitted to the boom as controlled by CR 3.5.3.7. The downhaul shall not be adjustable from aft of the midship frame.

Reasons: To simplify the class rule.

Amendment Twenty

3 CONSTRUCTION AND MEASUREMENT RULES

Old:

3.5.5.3 (b) A halyard consisting of not more than two parts of rope or rope/wire combination, with no more than two single sheave blocks, to obtain no more than a double “Purchase” plus one hole or one eye, and one cleat which are fastened on the mast. The way of attaching the blocks on the lower end of the sprit or on the mast is optional. The sprit shall not be adjustable from aft of the mid-ship frame.

Amend to read:

3.5.5.3 (b) A halyard consisting of not more than two parts of rope or rope/wire combination, with no more than two single sheave blocks, or one block and one low friction ring to obtain no more than a double “Purchase” plus one hole or one eye, and one cleat which are fastened on the mast. The way of attaching the blocks on the lower end of the sprit or on the mast is optional. The sprit shall not be adjustable from aft of the mid-ship frame.

Reasons: To allow for a low friction ring to be used on the sprit halyard system.

Amendment Twenty-one

4 ADDITIONAL RULES

Old:

4.2 (a) The helmsman shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50) or equivalent. All fastening devices supplied by the manufacturer shall be used in the manner intended. A whistle shall be carried securely attached to the personal flotation device.

Amend to read:

4.2 (a) The helmsman shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50) or equivalent. All fastening devices supplied by the manufacturer shall be used in the manner intended. A whistle shall be carried securely attached to the personal flotation device. If a close fitting bib or vest is worn outside the personal flotation device, the whistle shall be carried securely attached to the personal flotation device and easily accessible.

Reasons: In the event of an incident, it is important that sailors can easily reach the whistle securely attached to their personal flotation device. When a whistle is stored in the personal flotation device pocket and a bib or similar vest is worn outside of the personal flotation device, the whistle becomes difficult to reach and takes some time to retrieve.

Amendment Twenty-two

6 SAILS

Old:

6.6.3.3 The **luff** of the **sail** shall be lashed to the mast at each eyelet so as to be within 10 mm of the mast.

Amend to read:

6.6.3.3 The **luff** of the **sail** shall be attached to the mast at each eyelet so as to be within 10 mm of the mast.

Reasons: Requests have been received whether soft shackles could be used for sail ties. The current wording “be lashed” creates confusion in this regard and may be seen as restrictive to lines that need to be tied. “be attached” is often used for this type of connections and allows the use of both classic sail ties and soft shackles.

Amendment Twenty-three

6 SAILS

Old:

6.6.3.4 The **foot** of the **sail** shall be lashed to the boom at each eyelet so as to be within 10 mm of the boom. Alternatively, at the **tack** eyelet, it may either be lashed to the jaw fittings or attached through two holes in the jaws or jaw fittings, so as to be within 10 mm of the boom or its imaginary extension (see also Rigging Plan sheet 12/12).

Amend to read:

6.6.3.4 The **foot** of the **sail** shall be attached to the boom at each eyelet so as to be within 10 mm of the boom. Alternatively, at the **tack** eyelet, it may either be attached to the jaw fittings or through two holes in the jaws or jaw fittings, so as to be within 10 mm of the boom or its imaginary extension (see also Rigging Plan sheet 12/12).

Reasons: Requests have been received whether soft shackles could be used for sail ties. The current wording “be lashed” creates confusion in this regard and may be seen as restrictive to lines that need to be tied. “be attached” is often used for this type of connections and allows the use of both classic sail ties and soft shackles.