

Specification of the Sea View One-Design Dinghy

1. CONSTRUCTION SPECIFICATION

- 1.1. The following are the Rules/specifications with which all Dinghies must comply. Additional regulations may be introduced by the Class Committee by written amendment at any time (with 48 hours notice) to clarify or add to these Rules. Any such amendments must be ratified by the subsequent general meeting.
- 1.2. Sea View Dinghies must be built on Class moulds by a builder approved by the Class Committee (a "Licensed Builder") and shall only be admitted to the Class if they conform to Class specifications and measurements, which shall be confirmed by the Measuring Committee.
- 1.3. Dinghies built before 31/12/95 shall not have to be altered (except as specified below) to comply with these Rules unless:-
 - 1.3.1. Following publication of these Rules, a Dinghy is altered in a manner that is contrary to this specification.
 - 1.3.2. The Class Committee decides that in the interests of fair sailing a Dinghy that does not fall within these Rules must be brought within a particular measurement specification.

2. PROTECTION OF ONE-DESIGN: OVERRIDING PRINCIPLES

- 2.1. The SVOD Class is a Corinthian local village/yacht club one design Dinghy. All boats should be as similar as possible and in any event should comply with these Rules. Boats may not be altered to reach minimum or maximum tolerances as this is outside the spirit of the Class. When maintenance work is carried out, measurements stated here should be adhered to as closely as possible; owners may not instruct the Licensed Builder(s) (or any other person carrying out work) to take advantage of tolerances in the Rules. This principle also applies where the owner is carrying out work him/herself.
- 2.2. It is impossible to foresee and forestall every idea and innovation that may come forward in future. It is therefore a key principle of the one-design nature of the Class that any change(s) or addition(s) to the hull, spars, rigging, centreboard, equipment or otherwise from the build specification of a boat is not permitted unless specifically allowed under these Rules.
- 2.3. Any 'improvements' to boats designed or considered by the Class Committee to be designed to improve boat speed are specifically forbidden. Any alterations that have been made which result in any Dinghy not complying with these Rules should be rectified at the owner's expense prior to the launching of any Dinghy for the season, if requested by the Class Hon. Measurer. Failure to comply with such a request will result in disqualification from racing and any boats disqualified for this reason may not be present at the start of any race.
- 2.4. Included within this key principle, inter alia, are any deliberate or significant changes to the materials, thicknesses or other measurements in existing or new Dinghies.

- 2.5. All equipment attached to a Dinghy during racing must have been supplied by the Licensed Builder(s), or be essentially similar to equipment being currently supplied by the current Licensed Builder(s).

3. CONSTRUCTION SPECIFICATION

3.1. General Specification

- 3.1.1. The measurements and dimensions of the Dinghy shall be, in all cases, as per drawings/standards retained/used by the Class builder.
- 3.1.2. All construction measurements are specified as a target although it is expected that there will be some variation due to the natural differences in a Dinghy made by hand using traditional materials. Measurements other than those relating to the construction of the hull will be expected to have small variations and the maximum will be specified in certain instances.
- 3.1.3. Dinghies undergoing major repairs, or having new centreboard boxes fitted, must have made whatever other alterations, in the opinion of the builder, are reasonably possible so as to more closely comply with relevant key measurements in this specification. The Measuring Committee should be advised by the owner in writing of such work being carried out whether by the Licensed Builder(s) or others.
- 3.1.4. Measurements are provided in Imperial Units but for ease of comparison, metric equivalents are also given. Metric units will be used for measurement purposes, but in the event of any discrepancy over measurements, the Imperial rule will prevail as this will continue to be the way that boats are made. Metric equivalent sizes of traditional materials may be used in construction. If any traditional materials are no longer available, suitable replacements may be used by the Licensed Builder(s) with the approval of the Class Committee, with the aim of retaining the traditional look and keeping performance as close as possible.

3.2. Materials

- 3.2.1. In the event of a hardwood becoming unavailable (or uneconomic to purchase), a suitable substitute may be used with the approval of the Class Committee.
- 3.2.2. The transom shall be of 1" (25mm) elm or mahogany
- 3.2.3. The keel shall be of oak or mahogany 3" x 2" (74mm x 49mm) moulded and cut to shape. No fairing, chamfering or alteration in shape is permitted. Pins for the centreboard should be 11mm brass or 12mm 316 grade stainless steel.
- 3.2.4. The side and bottom planking shall be of $\frac{3}{8}$ " (9mm) silver spruce, except that the garboard and top strake shall be of elm or mahogany and the top strake shall be $\frac{1}{2}$ " (12mm). Planks to be rounded at the transom. Square edges to planks at the transom (including using epoxy or other material to build up) are not permitted. Round edges elsewhere are not permitted.

- 3.2.5. The centreboard casing and the thwarts shall be of $\frac{3}{4}$ " (18mm) mahogany
- 3.2.6. The stem shall be of oak $2\frac{1}{2}$ " x $3\frac{1}{2}$ " (64 x 89 mm) carved to shape.
- 3.2.7. The stern post shall be of oak $1\frac{1}{2}$ " (38mm), carved to shape.
- 3.2.8. The timbers shall be of ash or elm $\frac{1}{2}$ " x $\frac{3}{4}$ " (12 x 18mm), spaced at $6\frac{1}{2}$ " (159mm) centres, with two fastenings in between each timber on each plank.
- 3.2.9. The gunwales shall be of ash or elm $1\frac{1}{8}$ " x $\frac{3}{4}$ " (28 x 18mm)
- 3.2.10. The risings shall be of ash or elm $\frac{5}{8}$ " x $\frac{3}{4}$ " (15 x 18mm)
- 3.2.11. Knees shall be of oak and may be grown or jointed.
- 3.2.12. Floorboards shall be of $\frac{3}{8}$ " (9mm) spruce with oak or mahogany supports and trim and cover the area approximately from the stern bench to the mast heel.
- 3.2.13. Rubbing/bilge strips shall be of solid oak. Four strips, $6' 3"$ (1830mm) long, a minimum of $\frac{5}{8}$ " (15mm) deep and a minimum of $\frac{3}{4}$ " (18mm) wide with a maximum radius of 2mm on the full length of the two edges (this is to allow the sharp corners to be removed only), should be placed on the outside of the hull, $31"$ (770mm) $\pm\frac{1}{2}"$ (12mm) from the transom on the edges of planks two and three closest to and on either side of the keel. Tapering at each end will be consistent over a maximum distance of $6"$ (147mm). Rubbing strips must not be built up with epoxy or altered in any way.

3.3. Dimensions

- 3.3.1. Length
 $12\text{ ft (3657mm)} \pm \frac{1}{2}"$ (12mm)
Measured from top of transom to furthest point of sheerline of bow (excluding brass on the bow). Allowance to be made for any bow in transom.
- 3.3.2. Beam
 $4\text{ ft } 6\text{ ins (1372mm)} \pm \frac{1}{4}"$ (6mm). Measured from sheerline to sheerline at maximum width.
- 3.3.3. Forward thwart
Fore and aft measurement of $8\text{ ins (203mm)} \pm \frac{1}{4}"$ (6mm).

3.3.4. Mast and centreboard position points
All measured horizontally

From	To	Measurement
Forward edge of top of centreboard box*	Rear of forward thwart	13 ³ / ₄ " (337mm) ± 1/4" (6mm)
Rear of forward thwart	Inside of stem post	37 ³ / ₄ " (925mm) ± 1/4" (6mm)
Forward edge of top of centreboard box*	Inside of stem post	51 ³ / ₄ " (1268mm) ± 1/2" (12mm)
Forward edge of bottom of centreboard box*	Middle of mast step hole	17 ³ / ₄ " (435mm) ± 1/4" (6mm)
Forward edge of bottom of centreboard box*	Centre of centreboard pin	3 ³ / ₄ " (92mm) ± 3/8" (9mm)
Base of transom	Front edge of bottom of centreboard box	84 ¹ / ₂ " (2101mm) ± 1/2" (12mm)

* Measurements using the forward edge of the centreboard box exclude the thickness of the capping.

The mast hole in the forward thwart may be enlarged to a maximum total of 20mm larger than the diameter of the mast (excluding any fixed leather or similar chafing material that may not be attached permanently to the mast), but the enlargement must only be in a forward and/or aft direction. Wedges may be used to control the mast position within this range, but any wedge cut outs are included in the maximum diameter measurements.

3.4. Finishing

- 3.4.1. A minimum of three coats of paint or varnish must be used on dinghies. Any paint or varnish system may be used for the hull whether enamel, two pack paint (but not epoxy), or otherwise. From 1 May 1993 Dinghies were prohibited from using any two-part epoxy or similar coating for any part of the above without the prior written approval of the Class Committee. Dinghies that have been fully or partly coated with epoxy prior to 1 May 1993 will remain in the Class so long as:-

The Class Committee is advised in writing, by the owner, of the extent and nature of the use of epoxy. Any partial epoxy or similar coating must not be significantly extended without the prior additional written permission of the Class Committee. This is not intended to prevent the maintenance of and minor repairs to existing approved epoxy coatings.

- 3.4.2. It is not permitted to alter the width or significantly restrict (other than by the use of rope buffers of a maximum of 25mm wide at the outer ends) the movement on the transom horse.
- 3.4.3. Dinghies and spars must be clear varnished above the waterline, pigmented paint is not allowed.
- 3.4.4. Except for the area of, and around, a repair, it is not permitted to strip the paint or varnish back to the wood more than once every 5 years without the prior written permission of the Class Captain and Measuring Committee.
- 3.4.5. Fairing of minor damage and filling of rivet holes is permitted.
- 3.4.6. The internal strengthening of the gunwales of older Dinghies by the Class builder is permitted, but only with the prior written approval in each case of the Class Captain and Measuring Committee.

- 3.4.7. No alterations may be made to the centreboard slot below the waterline to reduce drag.

3.5. Hull fittings

- 3.5.1. Minimum of one brass fairlead for the mooring strop or chain
- 3.5.2. Galvanised or stainless internal ringbolt for mooring as used by the Licensed Builder(s)
- 3.5.3. Copper or bronze fastenings and riveting throughout
- 3.5.4. Brass or silicone bronze screws
- 3.5.5. Brass mainsail track on mast, optional track on boom. Full width keel strake of brass, or a suitable substitute approved by the Class Committee, with 3mm minimum thickness
- 3.5.6. At least one rowlock socket in each gunwale
- 3.5.7. Stainless steel chain plates, secured right through and bolted or riveted through. Chain plates to be bolted through the timbers. Chain plates must not be moved from their original location other than to comply with these measurement requirements.
- 3.5.8. Horse on transom of 15" (68mm) width
- 3.5.9. One self bailer may be fitted on each side of the Dinghy (amidships.) on the third plank from the keel.

3.6. Minimum hull weight

- 3.6.1. There shall be a minimum racing weight for all Dinghies. This shall be agreed periodically and announced by the Class Committee. Currently this minimum weight is set at 160kg.
- 3.6.2. During August, Dinghies once launched shall not be taken out of the water overnight other than in exceptional circumstances. (A decision to allow Dinghies to be taken out of the water by or on behalf of the Licensed Builder, the Class Captain or Vice-Captain(s), due to the weather forecast, shall constitute such a circumstance). Any such violation may result in disqualification from some or all remaining August races: such decision to be taken by the Class Captain and Measuring Committee. However, full allowance will be made for any time needed for repairs (the time out of the water must be minimised, and the Class Captain and Measuring Committee advised).
- 3.6.3. The racing weight shall be defined as the Dinghy's weight when fully equipped with all Compulsory Equipment (except lifejackets or buoyancy aids), sails, rudder, tiller and anchor and any Optional Equipment that is permanently attached and used in racing. It does not include cushions, Dinghy covers, tools or spares.
- 3.6.4. The Class Captain, members of the Measuring Committee or the Class Measurer may measure or weigh any Dinghy at any time, with

or without the presence of the owner, to establish the Dinghy's measurements or weight. All due care and attention will be taken in the absence of the owner and the Class Committee will be responsible for any damage caused (as determined by the Licensed Builder(s)).

- 3.6.5. A note to the owner or helmsman signed by the Class Hon. Measurer requiring lead weights to be added shall state the weight of correctors required. Thereafter, the Dinghy shall not be validly raced until corrector weights have been added, subject to a grace period of 48 hours from the time of such note or such time as specified by the Measuring Committee.
- 3.6.6. If reasonable cause is shown that the weighing or the procedure may have been wrong, the Class Captain and Measuring Committee shall require a reweighing, which will be carried out as soon as possible.
- 3.6.7. Weights must be firmly affixed to the underside of the centre thwart by the licensed builder. The absence of a required corrector weight will result in automatic disqualification from that day's racing, and may result in disqualification from any relevant series.
- 3.6.8. Once a Dinghy has had correctors added, and excepting the appeal procedure above, it can not have correctors reduced or removed until it has been re-weighed and showed to comply with the minimum weight in force at that time.

3.7. Spars And Fittings

- 3.7.1. Materials
The spars shall be made of silver spruce and varnished (using any type of varnish) with a minimum of three coats.
- 3.7.2. Mast and standing rigging
 - a) Length not less than 18 ft 2 ins (5341mm)
 - b) Diameter not less than 2¼" (55mm) at thwart and at shroud mountings, and not less than 2½" (52mm) in diameter, 16'7" (4876mm) above the mast step.
 - c) Shroud hounds must be made of stainless steel and be positioned 12 ft 3 ins (3602mm) ± 2" (25mm) from the foot of mast as measured from the centre of the attachment point on the mast.
 - d) Gooseneck: middle of the pin located 27" (662mm) from foot of mast. ½" (25mm) pin to be used on all new goosenecks.
 - e) Standing rigging must be 3mm diameter, 1 x 19 stainless steel wire attached to the mast hounds by stainless steel forged shackles.
- 3.7.3. Boom
 - a) Length not less than 9 ft (2646mm) nor more than 9 ft 3 ins (2695mm).
 - b) Diameter not less than 1 ⅞ ins (46mm).
- 3.7.4. Centreboard
 - a) Centreboards may only be supplied by the Class Licensed Builder(s) after 1 April 2007.
 - b) Material: galvanised steel or 316 grade stainless steel

- c) Thickness: not less than 4.9 mm of metal over the whole area. New centreboards to be made from 6mm stainless steel. Stainless steel centreboards may not be painted, polished, sanded or otherwise altered in any way from the shape and finish supplied without the written permission of the Class Captain and Measuring Committee. This includes any centreboards damaged accidentally.
- d) Weight: not less than 11.5 Kg
- e) All edges should be square cut with no round edges. Sharpening or rounding of the leading or trailing edges, or altering the shape, size or profile of the board is forbidden. In any event, the centreboard must remain of even thickness throughout its profile.
- f) Dimensions:
 - Length along leading edge: 925mm
 - Length along trailing edge (from top of handle to lower corner): 1035mm.
 - Distance from leading edge to trailing edge: 325mm (constant along length of centreplate).
 - 1" radii on each corner on the leading edge. 2" radius on the lower corner of the trailing edge.
 - Handle to be 310mm long with a width of 60mm, tapering to 50mm at the end, a 1" radius at the end and a hole with diameter of 8mm, 40mm from the end.
 - Centre of pin slot to be 40mm from top edge. Pin slot to be 40mm deep at an angle of 50°. Allowances in pin slot measurements may be made for older plates that are worn.

3.7.5. Rudder

- a) Rudders to be made from elm or mahogany with stainless steel or brass fittings.
- b) The rudder must not be rounded on the vertical, straight leading edge and must remain square. Edges of the blade other than the vertical, straight leading edge may be faired up to 2" (49mm) from the edge to a minimum of ¼" (6mm) thick at edge.
- c) Rudder dimensions:
 - Rudders made since 1980 and all new rudders should be of the following dimensions:
 - Thickness of blade (other than where faired as allowed above) ¾" (18mm)
 - Leading to trailing edge of blade 15" (368mm)
 - Width of stock 2" (49mm)
- d) Older rudders may be of somewhat different dimensions, but the Measuring Committee reserves the right to deem any rudder out of Class if it is believed a significant advantage is being gained. In any case, without the written approval of the Class Captain and Measuring Committee, no rudder may be altered in shape, profile or size other than by the Licensed Builder(s) to repair accidental damage.

3.7.6. Tiller and extension

- a) Tiller to be made from ash or mahogany. Maximum length is 38" (931mm) (measured from the front of the rudder stock).

- b) Tiller extensions may be of any non-telescopic design and must be placed at least 6" (147mm) from the end of the tiller furthest from the rudder stock to allow space for a hand grip.

3.8. Sails

3.8.1. General

- a) All sails shall be measured under current ISAF regulations, to be found in the Equipment Rules for Sailing, unless otherwise stated. (This may be found at www.sailing.org/ers2001/ers.pdf and downloaded).
- b) Sails shall be cut from woven polyester fabrics, with a weight in the range 190gm² to 215gm² inclusive.
- c) Sails may only be manufactured, altered, or repaired by the Approved Sailmaker(s), authorised by the Class Committee.
- d) Only sails built to a size and design approved by the Class Committee, (The Licensed Design), may be used in Class racing.
- e) All orders for new sails shall be placed via the Approved Local Agent, appointed by the Class Committee.
- f) The precise material and specification for the Licensed Design shall, from time to time, be agreed between the Class Committee and The Approved Sailmaker, and shall not be changed without the prior written agreement of the Class Committee.
- g) All sails shall be signed and dated before delivery to the Dinghy owner. The Measuring Committee may select a random sample of sails to be measured each year.
- h) The Class Captain and Measuring Committee may appoint, (or dismiss), one or more Class Sail Measurers at any time. Such measurers are not debarred from competition.
- i) Sails shall be measured in a dry state, laid out on a flat, smooth surface. Sufficient tension should be applied to the sail in order that all wrinkles are removed along the line of measurement.
- j) The Class Hon. Measurer or a Class Sail Measurer may require any helmsperson to present their sails for re-measurement. If a sail fails to comply with the Licensed Design, then the Class Captain, or any two Class Committee members, may require that the offending sail shall not be used in any race until such time as the sail's dimensions have been corrected, and after re-measurement, the sail has been shown to comply with the Licensed Design.
- k) No Dinghy shall replace a mainsail in less than 3 years from the date of original purchase, without the written permission of the Class Captain and Measuring Committee. Such permission will normally only be granted for sails that are accidentally damaged beyond repair, or which show extreme wear. Date of purchase to be marked on the sail.

3.8.2. Sail dimensions

a. Main

- i) The maximum luff length shall be 4.50m. New sails shall be manufactured with a luff length of 4.45m +/- .02m
- ii) The maximum leech length shall be 4.83m. New sails shall be manufactured with a leech length of 4.80m +/- .02m
- iii) The maximum foot length shall be 2.67m. New sails shall be manufactured with a foot length of 2.63m +/- .02m
- iv) All new sails shall be designed to fit the new style fixed tack fitting on the boom. Old style fixings must be removed from the boom.
- v) The mainsail half width shall be measured from the mid point of the leech to the nearest point on the luff. The mid point shall be found by folding the sail such that the head point, rests on the clew point.
- vi) The maximum mainsail half width shall be 1.60m +/- .012m.
- vii) Window(s) of clear material shall be fitted to the sail, their shape, size, and position to be determined by the Class Committee in liaison with the Approved Sailmaker.
- viii) Stiffening to extend .38m from the head point, .47m of the clew point, and .25m of the tack point.
- ix) The maximum headwidth shall be .12m. The depth of headboard shall not exceed .12m
- x) Three battens shall be fitted to the leech, positioned so as to divide the leech into four equal portions, +/- .07m.
- xi) The top batten shall not exceed .51m in length, whilst the lower two battens shall not exceed .66m in length.
- xii) Luff and foot shall incorporate a bolt rope, minimum 4mm diameter, made from polyester or a similar material.
- xiii) The luff shall be attached to the mast track by a minimum of 8 sail slides. The foot shall be laced to the boom. Sails manufactured prior to 1/6/93 may use slides to attach the foot to the boom. It is not permitted for the foot to float loose from the boom. Slides and attachments on the luff must remain on the sail as delivered and may not be altered or replaced with alternatives.
- xiv) Use of a Cunningham hole or similar system is prohibited.
- xv) All sails manufactured after 1/6/93 shall carry sail numbers on each side of the sail, of a size, and positioned as specified in ISAF regulations.

All sails manufactured after 1/6/93 shall be equipped for reefing in accordance with the reefing specification agreed by the Class Committee and with the Approved Sailmaker.

- b. Jib
 - i) The maximum luff length shall be 2.70m. Sails manufactured after 1/1/93 shall have a luff length of 2.60m +/- .012m
 - ii) The maximum leech length shall be 2.42m. Sails manufactured after 1/1/93 shall have a luff length of 2.37m +/- .012m
 - iii) The maximum foot length shall be 0.93m. Sails manufactured after 1/1/93 shall have a luff length of 0.89m +/- .012m
 - iv) A maximum foot round of .09m is permitted.
 - v) A jib shall be fitted with a luff wire of minimum diameter 2mm.
 - vi) Use of a Cunningham hole or similar system is prohibited.

4. OTHER REGULATIONS

4.1. Compulsory Equipment

- 4.1.1. The following items are required to be carried. Competitors may be asked to display any item in this list to a race official or appointed Class representative before a race or before going ashore after a race. Failure to carry any item may, at the decision of a Protest Committee, result in disqualification from that race without a hearing, and on second offence will result in disqualification.
 - a. A Bucket with a minimum capacity of 10 litres, on a minimum 2 metre lanyard, that is tied into the Dinghy.
 - b. A bailer, self bailer or pump.
 - c. One anchor (including optional chain) weighing at least 2.0 kilos of a type suitable for Seaview conditions. The Class Committee recommends the "Thames" style anchors supplied by the Licensed Builder as the most suitable.
 - d. An anchor rope of at least 10 metres in length and a diameter of at least 6mm. This must be permanently attached to the bow ring and the anchor. (The Class recommends a minimum of 15 metres).
 - e. A lifejacket or waistcoat type buoyancy aid to the appropriate British Standard for each person racing and should have the correct buoyancy rating for that person. Helmsmen and crew must wear these at all times when racing.
 - f. Two metal rowlocks, and a pair of wooden oars of at least 2 metres in length each.

- g. Three buoyancy bags (one in the stern and one on either side of the boat between the two thwarts), fully inflated.
- h. Floorboards to the specification in paragraph 3.2.12.
- i. A mooring strop of at least 12mm diameter and 1.25 metres in length, or a 1 metre mooring chain. Such to be attached to a steel shackle or snapshackle for mooring purposes. The measurement is from the ring inside the bow to the attachment point to the mooring chain with the mooring warp/chain attached to that ring. The strop must remain attached to the ring bolt at all times when racing.
- j. One painter (in addition and separate to the anchor warp) of not less than 6 metres length, and 6 mm diameter.
- k. Windvane or racing flag

4.2. Optional equipment

- 4.2.1. The following items are permitted on board whilst racing:-
 - a. Additional items of safety equipment, tools and spares, hand bailers or pumps (electrical or otherwise).
 - b. One self bailer may be fitted on each side of the Dinghy.
 - c. Sail bags and/or Dinghy cover.
 - d. Additional jib sheet leads in any position.
 - e. Wooden or similar halyard racks.
 - f. Mooring or towing lines or fenders.
 - g. Personal effects and spare clothing.
 - h. Telltales.
 - i. Two toestraps for the helm (arranged in a V shape from a single point towards the transom), and two smaller toestraps for the crew (from the aft end of the centreboard box to the underside of the centre thwart).
 - j. A compass
 - k. Cushions.
 - l. A non-telescopic tiller extension of any design.
 - m. Halyards containing Kevlar Dyneema or similar cores but of 3mm minimum diameter, remaining the same diameter along the length of the halyard.
 - n. Plastic sitting out tubes of not more than 2.1" diameter and 30 inch length each side may be placed over each gunwale.

4.3. Prohibitions and other restrictions

- 4.3.1. The following prohibitions and restrictions are in addition to the general restrictions under 'Protection of One-Design' in Section 2 of the Rules/specification.
- a. Save as in 3.4.1(n), above, Kevlar Dyneema or similar ropes may not be used.
 - b. Hiking or other similar padded shorts or trousers may not contain solid stiffeners made of wood, metal or other solid materials.
 - c. Kicking strap systems with more than a 5:1 purchase.
 - d. Boom outhaul systems that extend beyond the boom.
 - e. Main sheets of less than 8mm diameter.
 - f. No part of any halyard may be made of wire.
 - g. Halyard locks.
 - h. Highfield levers or forestay/shroud tensioners for any purpose.
 - i. Wire strops in the mainsheet or jibsheet systems.
 - j. Shroud tensions may not be altered after the warning signal.
 - k. Multiple purchases or alternative systems involving blocks or pulleys that are to facilitate adjustment of halyard tensions whilst racing are not permitted.
 - l. Toestrap tension may not be deliberately altered after the start of the race.
 - m. Any and all electrical equipment other than safety equipment such as a torch or pump, and other than watches, personal effects and electronic compasses.
 - n. Duplicated control lines led to both sides of the Dinghy for the centreboard, kicking strap or any other purpose. Single blocks with a multi-directional swivel are permitted.
- 4.3.2. To these can be added any other restriction posted in the race instructions by the Class Captain and Measuring Committee or otherwise published sufficiently in advance to all competitors with the written authority of the Class Captain and Measuring Committee.