

DevotiSailing.com

Devoti Sailing D-Zero Class Rules



The D-Zero was designed by Dan Holman and Devoti Sailing sro in 2014

Version: 2.2 – 1st August 2020

Devoti Sailing D-Zero Class Rules

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INTRODUCTION

The D-Zero is a one-design racing boat, suitable for youth and adult sailors for both training and racing. It has been designed around the principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these class rules is to ensure that this concept is maintained.

D-Zero hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the D-Zero Building Specification and is subject to an approved manufacturing control system.

D-Zero hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules. It is the responsibility of the owner to ensure that any changes from standard specification are adequate and suitable for the purpose. Neither the manufacturer or the class association(s) accept responsibility for failure of equipment not conforming to standard, ex-factory, specification.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the D-Zero Class Rules properly begin on the next page.

PLEASE REMEMBER: IF THESE RULES DO NOT SAY YOU CAN – THEN YOU CANNOT!

Notes on Version 2.2 – 1st August 2020

This new version of class rules has been produced in order to clarify previous versions and in response to owners' requests for clarification.

Version Control

Revision:	Key Changes:	Issue Date:
1.4	First issue.	17 th September 2014
1.8	Second issue.	13 th June 2016
1.9	Third issue	23 rd May 2017
2.0	Fourth issue	11 th June 2018
2.1	Fifth issue	19 th June 2019
2.2	Sixth issue	1 st August 2020

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

A.2.1	ISAF	International Sailing Federation
	MNA	ISAF Member National Authority
	ICA	D-Zero International Class Association/Owner’s Club
	NCA	National D-Zero Class Association/Owner’s Club
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing
	LIC	Licensors - Copyright Holder and Devoti Sailing

A.3 AUTHORITIES

A.3.1 The international authority of the class is the ICA which shall co-operate with the LIC in all matters concerning these **class rules**.

A.3.2 The ICA, an NCA, an MNA or LIC are under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 The class is administered by the ICA which shall co-operate with the LIC. The ICA may delegate part or all of its administrative functions to an NCA.

A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in cooperation with the NMA, or by the NMA in co-operation with the ICA.

A.5 ISAF RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULE VARIATIONS

A.6.1 None.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of the ICA and LIC in accordance with the ICA regulations.

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A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretations of **class rules** shall be made by the ICA and LIC in accordance with the ICA Regulations.
- A.8.2 Interpretations of **class rules** that are required during an event shall be made in accordance with the ISAF Regulations and the race organizing authority shall, as soon as practical after the event, inform the ICA and LIC of the event ruling.

A.9 SAIL NUMBERS

- A.9.1 Sail numbers shall be issued by the LIC.
- A.9.2 Sail numbers shall be issued in consecutive order by country starting at "101".
- A.9.3 Number '1' for each nationality shall be awarded to the national champion, for example the British National Champion shall be allowed to use the sail number 'GBR1'.
- A.9.4 Numbers '2' to '99' and any national number as yet unallocated to a particular boat or sailor, for each nationality, are reserved for the National Class Association to be able to use as personal sail numbers. All fees raised through the selling of personal sail numbers are to be used by the National Class Association for the benefit of its members.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

- B.1.1 The boat shall be in compliance with these **class rules**.
- B.1.2 In the event of a dispute alleging non-compliance with these **class rules**, the following procedure shall be adopted:
- a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
 - b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
 - c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10% of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to ICA.

B.2 CLASS ASSOCIATION

- B.2.1 To compete at Class Events the sailor shall be a member of the ICA. Being a member of the NCA automatically makes the sailor a member of the ICA. Temporary NCA membership is available to non NCA member competitors who are, at the time, non-owners including charterers and those using demo or loan boats, for Class Events. Temporary NCA membership does not allow for voting at NCA meetings.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 The D-Zero shall be raced with one person on board (the **crew**).

C.2 CREW ELIGIBILITY

C.2.1 To compete at Class Events the sailor shall be a member of the ICA. Being a member of the NCA automatically makes the sailor a member of the ICA.

C.3 PERSONAL EQUIPMENT

C.3.1 The **boat** shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD1.

C.4 ADVERTISING

C.4.1 LIMITATIONS

The front 25% of the hull is reserved for event sponsorship. There are no other advertising limitations.

C.5 PORTABLE EQUIPMENT

C.5.1 The following optional equipment may be used onboard and attached to the hull or rig providing that attachments do not puncture the hull skin or spars except for the fitting of mast head wind indicators:

- (a) Compass, timing device, or a combination of both, provided that it/they can only provide information relating to the boat's heading and time (current or elapsed).
- (b) GPS tracking and recording device provided that no input can be used whilst sailing and that any data can only be used onshore.
- (c) Maps, charts and means for recording compass headings.
- (d) Clips, bags, ties or tape to secure safety or other permitted equipment.
- (e) Items to stow food and/or drinks.
- (f) Any additional equipment required for safety purposes.
- (g) Cameras are permitted providing that they give no visual or audible input whilst sailing and any production can only be used onshore. If attached to the boom the attachment, including camera, must not extend further than 25cms from the aft end of the boom.

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C.6 BOAT ALTERATIONS

C.6.1 Replacements for any boat equipment, including spars, sails, foils, rudder stock, tiller or fittings, shall be only those produced by a manufacturer licensed by LIC except where otherwise authorized by this section.

C.6.2 Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 HULL MAINTENANCE AND REPAIR

Polishing or burnishing of the hull is permitted. Baking, fairing and filling are not permissible except as may be necessary for the repair of damage.

C.7.2 REPLACEMENT OF HULL FITTINGS

The following parts or equipment may be replaced providing that the replacement is similar and performs the same function. The replacement parts or equipment may be obtained from any supplier:

- a) Blocks.
- b) Bungs.
- c) Toe straps, lashings and tensioning elastics.
- d) Inspection hatches.
- e) Cam and clam cleats.
- f) Rudder hangings and retaining devices.
- g) Control lines.
- h) Fastenings.
- i) Shackles, swivels, pins.

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

- a) Non slip material of any kind (maximum thickness 5mm) may be added to the cockpit floor.
- b) The use of flexible adhesive tape, shock cord and Velcro type fastening as long as this does not modify the intended purpose or action of any equipment.
- c) Additional drainage holes and inspection hatches provided they do not compromise the watertight integrity of any hull compartments.
- d) Packers may be fitted under cleats.

C.8 DAGGERBOARD AND RUDDER

C.8.1 MAINTENANCE AND REPAIR OF FOILS

- a) Polishing or burnishing of the daggerboard or rudder blade is permitted.
- b) The head of the daggerboard or rudder may be packed or sanded to maintain a good fit in the relevant slot.

C.8.2 TILLER EXTENSION

Tiller extension may be replaced and is unrestricted in type, length and material.

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C.9 RIG

C.9.1 MAINTENANCE OF RIG

The following rigging may be replaced. The replacement parts or equipment may be obtained from any supplier:

- a) Running rigging, ropes and lashings.
- b) Main Halyard and halyard securing device, maximum velocity ratio 1:1.
- c) Painter, safety lines, elastic and other supplied lines.

C.9.2 ADDITIONS AND ALTERATIONS TO RIG

The following additions and alterations to the rig are permitted. Parts may be obtained from any supplier:

- a) Any number and design of mechanical wind indication devices may be fitted.
- b) The total velocity ratio in kicking strap (vang), cunningham (downhaul) and outhaul control line systems is unlimited.
- c) Additional blocks may be used as required to alter velocity ratios but can only be lashed to an existing fitting or fixing point and must be forward of the standard cleat position. Any changes must not alter the purpose of a control line.
- d) Kicking Strap (vang) must use, minimum, 4mm Dyneema[®] or equivalent specification rope. Strop can be replaced with, minimum, 4mm Dyneema[®] or equivalent specification rope and must be routed as the standard strop arrangement.
- e) The mainsheet may be sheeted from the boom or cockpit mounting point. In the event boom sheeting is preferred the block in the cockpit may be removed. The mainsheet must route from the boom end fitting through the traveller block before passing through the boom end block then to the forward boom block. No other mainsheet configuration is permitted.
- f) Any of the mainsheet blocks may be replaced by a ratchet block.
- g) One gybing strop may be added, defined as a length of rope, of maximum 6mm diameter, attached to the aft kicking strap (vang) deck eye on the top of the boom. The length of the gybing strop, measured from the underside of the boom and including any block or ring, shall not exceed 40cms. The gybing strop shall only be used during the gybing manoeuvre.
- h) Hooks, hooked blocks, soft loops and snap shackles may be utilized to facilitate rigging, so long as they do not modify the intended action or performance of equipment or sails.
- i) A "J.C" strap may be fitted to pull the boom forward whilst sailing downwind. The maximum unstretched elastic diameter permitted is 8mm.
- j) The traveller may be modified with the addition of a tensioning system consisting of cleat, thimble/s and control line but purchase must not exceed the factory 2:1. This is to replace the standard knot and will be in approximately the same position. The incorporation of a cleat will not alter the traveller in any way apart from facilitating ease of tensioning/locking off. In addition, the central stainless steel eye may be mounted on a separate length of rope that is completely independent of the main traveller rope. This rope may only use the existing traveller holes without any modification. A length of shock cord may be used to hold the eye in line. All traveller ropes must be at least 4mm in diameter.
- k) The mast retaining line can be changed but it must be a rope of at least 3mm thickness, of suitable strength and durability, secured in such a manner that the mast is retained in event of the boat inverting. It must route through the pre-drilled holes in the mast deck plate and over the gooseneck arms.
- l) Calibration marks of any kind.
- m) A sheaveless block, or hard eye, may be added on a length, or loop, of 4mm rope attached to the toestrap fixings on the aft of the daggerboard case. The length, or loop, must not extend further than 100mm for its attachment point. This is to facilitate additional ease of handling of the kicking strap (vang), cunningham (downhaul) and outhaul control lines while the helm

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is sat, or hiked, out. Only one such loop may be added for each of the three specified control lines.

C.10 SAILS

C.10.1 SAIL MAINTENANCE AND REPAIR

- (a) Routine maintenance and repairs are permitted.
- (b) Sail battens shall only be replaced with parts produced by a manufacturer licensed by LIC. Sail battens shall not be tapered or adjusted.

C.10.2 MAINSAIL IDENTIFICATION

- (a) The national letters and sail numbers shall be in black for the standard D-Zero, Grey sail and in black for the small rig, Blue sail (small rig, Blue sails that have been supplied with dark blue national letters and sail numbers are grandfathered and, as such, are class legal) and shall comply with the RRS except where prescribed otherwise in these **class rules**. The national letters shall be displayed on each side of the mainsail between the 2nd and 3rd batten down, with the upper letters on the starboard side. The sail number shall be displayed between 3rd and 4th batten, with the upper numbers on the starboard side.
- (b) The Class Insignia shall be the D-Zero class logo as prescribed by the LIC, and shall be displayed between the 1st (top) and 2nd batten down in compliance with the RRS.

Section D – Hull

D.1 HULL SPECIFICATION

D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

- D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
- D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION

D.3.1 Each hull shall carry an identification number attached to the transom of the hull.

D.4 HULL ALTERATIONS

D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

D.5 HULL FITTINGS

D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Daggerboard and rudder

E.1 FOILS SPECIFICATIONS

E.1.1 The daggerboard, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 FOILS MANUFACTURER

E.2.1 The daggerboard, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

E.3 FOILS ALTERATIONS

E.3.1 The daggerboard, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.1 SPARS

F.1.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the **spar**.

F.2 SPAR MANUFACTURER

F.2.1 **Spars** and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

F.3 SPAR ALTERATIONS

F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules**.

Section G – Sail

G.1 SAIL SPECIFICATIONS

G.1.1 The **sail** shall comply with the Building Specification in force at the time of manufacture of the **sail**.

G.2 SAIL MANUFACTURER

G.2.1 The **sail** shall be made only by a manufacturer licensed by the LIC to produce sails.

G.3 SAIL ALTERATIONS

G.3.1 The **sail** shall not be altered in any way except as permitted by Section C of these **class rules**.

Section H - Fundamental rule

H.1 Overriding principle

H.1.1 Although there is latitude incorporated in terms of personalizing the D-Zero, e.g. allowing the use of additional blocks to alter velocity ratios, there is no intention to permit changes that alter the ergonomics of the D-Zero. The rules exist in order that new D-Zeros, including any standard accessories as supplied by the manufacturer, are not materially disadvantaged when racing against personalized boats. Any boats not conforming to this overriding principle will be deemed to be out of class.

END