

Measurement Criteria

Sanctioned and Ranking Regattas



The DFICA is keen to ensure that boats are presented for Sanctioned Regattas that are class legal to protect the integrity of the class and avoid precedents that can undermine the Rules.

The checklist below is split into **Mandatory** pre-regatta checks for all Race Officers, and a list of specific Rules that may be subject to random inspections throughout the event. Race Officers will assess the severity of the breach and consider if a protest and/or penalty are warranted.

In keeping with World Sailing's directives, where the word "shall" appears, it will mean mandatory, and the word "may", will mean optional.

Mandatory Measurement and Registration

1. The battery pack may be replaced with a rechargeable battery pack that weighs a minimum of **45 grams**. More than one battery may be used in an event, but all batteries must be registered and marked before the regatta and be within 5 grams of each other.
2. Inspection of all sails for compliance with (a) to (d) below and measurement of all aftermarket sails against the template. The original sails supplied with the boat are automatically acceptable as they are "as supplied by the Builder" as defined in the rules.

Examples of Non-Compliance Found at previous regattas which will be checked:

3. Extra bowsies
4. Use of multiple pre-rigged boats swapped between races
5. Wrong winch drum
6. Mainsail attached along the crane and wound back to the hole
7. Incorrect forestay assembly
8. Spacers in the keelbox to deepen the keel
9. Extra mast stiffeners
10. Keel box holes covered with extra tape.
11. Sail numbers in wrong places
12. Excessive fairing
13. Keel not painted (stripped back to the bare metal)
14. Extra electrical components inside the boat

15. Power switch removed
16. Underweight batteries (must have a weight attached to bring up to the minimum 45g). The extension cable must not be included in the weight.
17. Advertising errors.
18. Various backstay adjustment with multiple purchases or micro pulleys.

Note.

Emergency repairs to any part of the boat are permissible, provided they are not intended to enhance the original function or performance of the damaged items. Damaged or repaired items should then be replaced as soon as reasonably possible.

Repairs to hull cracks around the base of the keel box are permitted, provided such repairs are done inside the hull and confined to an area within 30mm from the junction of the hull skin and the finbox trunking. Any such repair shall be of tape, glue or resin which may contain reinforcing fibres or one layer of reinforcing material.

Once a hull has been so repaired it may continue to be used. No additional structure, other than the surface repair detailed above, is permitted.

(The intention of this rule is to allow emergency repairs at the lakeside, or when you do not have immediate access to spare parts, but the boat should be brought back to standard specification as soon as reasonably possible. The exception to this is to cover the minority of boats that suffer hull cracking around the base of the finbox. We consider it unfair to insist that the hull is replaced for what, in certain cases, could be a manufacturing issue. The designers and the Licensed Builder are continuously working on improvements in this area and this rule will be amended subject to those improvements)

Specific Rules Subject to Random Inspections

DF 65	DF 95
a) All sails shall be constructed of a single panel of a single ply material with no seams and no shape induced by force and/or heat. Both sails in a rig must be of the same ply and thickness. Sails may not be mixed between rigs.	
b) Mainsails shall have battens (A+, A and B rig = 4, C = 3) as described in the Class Rules. Jibs may have 2 battens as described in the Class Rules.	b) Mainsails shall have 4 battens as described in the Class Rules. Jibs shall have no battens.
c) Tell tales may be used on both sails. The number and positioning are not restricted but tell tales must not fall outside the sail outline shape.	
d) Sail numbering of 2 or 3 digits shall conform to the RG65 International Class Rule. Numbers shall be coloured solid and of significant contrast to the sailcloth. Refer Rules for dimensions. On both sides of the sail, starboard side uppermost, at least 30 mm between rows. 2-digit numbers shall leave space for a prefix numeral	d) Sail numbering of 2 or 3 digits shall conform to the Class Rule requirements. Numbers shall be coloured solid and of significant contrast to the sailcloth. Refer Rules for dimensions. On both sides of the sail, starboard side uppermost, at least 50 mm between rows. 2-digit numbers shall leave space for a prefix numeral.
Check for "as supplied by the Builder" compliance as follows:	
a) The Sail Winch and Black/Red Drum, shall be as supplied by The Builder (Black/Grey) and cannot be	a) The Sail Winch and Black/Orange Drum, shall be as supplied by The Builder

modified, except via end-point adjustment of the transmitter.	(Blue/Grey) and cannot be modified, except via end-point adjustment of the transmitter.
b) The supplied rudder servo may be replaced by any suitable servo that fits in the standard tray cut-out without modification.	
c) Any Transmitter and Receiver may be used.	
d) The hull may be painted but not modified to decrease friction. Decals may be applied to the hull.	
e) The deck hatch shall be sealed using the provided clear plastic Deck Hatch Cover and Deck Patches or by using substituted materials whose only purpose is to seal the hatch.	e) The supplied clear plastic Deck Hatch Cover shall be used to seal the hatch. The supplied Deck Patches may be used or substituted with materials whose only purpose is to seal the hatch.
f) Deck eyes may be waterproofed and turned but may not be removed.	f) Deck eyes may be waterproofed but may not be removed.
g) The fin box may be sealed to prevent water leakage into the boat, by use of a transparent patch – refer to the Template in the Class Rules	
h) The keel, bulb and rudder may be painted but not modified to reduce friction and/or weight.	
i) The keel bulb hole may be taped over but not have weight added.	
j) All spars and rig fittings and their dimensions are restricted to those as supplied by The Builder.	
k) The jib boom shall be attached to the boat by a line tied around the boom as described in the Rigging Instructions and then through Deck Eye 2 to Deck Eye (Hook) 4.	k) The jib boom shall be attached to the boat by a line tied around the boom as shown in the Rigging Instructions and incorporating a bowsie for adjustment and then through Deck Eye 1 (Rigs A and B) or Deck Eye 2 (Rigs C and D) to the Jib Deck Hook.
l) The mainsail shall be attached to the mast and boom according to the Builder's Rigging Instructions, but cord may replace the supplied luff rings and clew hook.	
m) The jib sheet shall be rigged on the jib boom according to the Builder's Rigging Instructions and taken through Deck Eye 5 to the winch line clip. It may go through Deck Eyes 6, 7 and 8 on the way.	m) The jib sheet shall be rigged on the jib boom according to the Builder's Rigging Instructions and taken through Deck Eye 3 (Rigs A and B) or Deck Eye 4 (Rigs C and D) to the winch line clip.
n) The main sheet shall be rigged on the main boom according to the Builder's Rigging Instructions and taken through the Mainsheet Bridle Ring to the winch line clip.	
o) Masts and booms shall be made only of the supplied material and be of the supplied length or as specified in the Class Rules.	