

# **ODOM CLASS SPECIFICATIONS**

Past October 27, 2019

Effective January 1, 2020

## **1.0 General**

### 1.1.0 Purpose of the Measurement Rules

1.1.1 The ODOM is a One-Design Class as defined by the American Model Yachting Association (AMYA). The only exception is the ODOM Class insignia which is derived from the U.S. One Meter Class insignia but is unique to the ODOM Class. Explicitly stated specifications contained herein shall take precedence over corresponding U.S. One Meter specifications.

1.1.2 These rules describe, as precisely as possible, the ODOM Class yacht and establish various limits and restrictions which will ensure that hulls, fins, bulbs, rudders, spars, rigging and sails are as alike as possible in all respects affecting sailing performance.

1.1.3 Anything not specifically permitted by these rules is prohibited

1.1.4 Final authority for interpretation of these rules and for providing opinions and making determinations as to whether a yacht complies with these rules shall rest with the ODOM Class Owners Association.

## **2.0 Administration**

### 2.1.0 Language

2.1.1 The word 'shall' is mandatory and the word 'may' is permissive.

2.1.2 All length measurements shall be accurate to within 1/16", weights shall be accurate to within 3/4 oz. and angles shall be accurate to within 1 degree tolerance unless they are expressed as a limiting (maximum or minimum) value.

### 2.2.0 Builders

2.2.1 ODOM Class yachts shall be built from a kit, herein referred to as 'the Kit'. The Kit shall be obtained from a manufacturer approved by the Class Owners Association. The Class Owners Association shall maintain a list of approved manufacturers.

## **3.0 Construction and Measurement Rules**

### 3.1.0 Identification Marks

3.1.1 The hull shall carry in an easily visible interior location, the official Builders logo containing the Builders hull number.

3.1.2 Sails shall carry marks as specified in 12.0

## **4.0 Hull and Deck**

4.1.0 The hull and deck shall be supplied in the Kit or as replacement parts obtained from an approved manufacturer.

4.1.1 Neither the hull nor the deck shall be modified with respect to size, weight or shape except as specified below.

(a) Holes may be drilled or cut in the deck for the purpose of creating a lazarette, not exceeding 6 square inches in open area, in the aft portion of the deck, for mounting deck hardware, for allowing sheets to be routed through the deck and for draining water from the hull.

(b) The deck hatch opening may be modified so long as it does not exceed 40 square inches in open area.

(c) Holes shall be drilled in the hull for the purpose of mounting the fin. Additional holes may be drilled in the transom for draining water from the hull and in the area of the chain plates for attachment of shrouds.

4.1.2 The hull and deck shall have an opaque exterior finish. Raw fiberglass, transparent or translucent finishes are prohibited.

## **5.0 Fin and Ballast**

5.1.0 The fin shall be supplied in the Kit or as a replacement part obtained from an approved manufacturer.

5.1.1 The fin shall not be modified with respect to size, weight or shape except as specified below.

(a) The leading edge, trailing edge and surface of the fin may be faired and sanded provided that the shape, size and weight of the fin is not significantly altered.

(b) Holes shall be drilled, and bolts shall be inserted for the purpose of mounting the fin to the hull and for mounting the ballast to the fin.

5.1.2 A fillet not to exceed ½" radius may be formed at the junction of the fin and the hull.

5.1.3 The fin shall be mounted on the centerline of the hull such that the leading edge of the fin is 20" as measured along the bottom contour of the hull from the transom. When mounted, the leading edge of the fin shall be perpendicular to the waterline.

5.1.4 Ballast shall consist of a lead bulb weighing 4 lb. 1 oz. as supplied in the Kit. A hole may be drilled into the bulb at the location marked by the manufacturer to accept the fin mounting bolt. If the bulb supplied in the Kit exceeds the specified weight, holes may be drilled in the bulb and subsequently filled with less dense material for the purpose of reducing the weight to meet this specification. The size and shape of the bulb shall not be affected by this process.

5.1.5 The fin shall be attached to the bulb such that the chord of the fin aligns with the centerline of the bulb and the tip of the bulb lies between 3¼" and 3½" forward of the midpoint between the leading and trailing edges of the fin.

5.1.6 When the fin is attached to the hull in its normal position, the distance is measured perpendicular to the hull. The measurement point is defined as, a point measured forward along the hull from the Transom at 18 3/4" to the lowest point on the bulb. It shall not exceed 14 1/4", when attached in its proper position. The proper bulb angle can be checked by measuring from the intersection of the hull and leading edge of the fin, to the horizontal centerline of the bulb. This measurement should be 13 1/2".

5.1.7 A fillet not to exceed 1/2" radius may be formed at the junction of the fin and the bulb.

## **6.0 Rudder**

6.1.0 A prefabricated fiberglass rudder shall be supplied with the Kit, or as a replacement part obtained from an approved manufacturer. The leading edge, trailing edge and surface of the rudder may be faired and sanded provided that the shape, size and weight of the rudder are not significantly altered.

6.1.1 The rudder shall be mounted through the hull using the hole pre-drilled by the manufacturer (3" forward of the transom as measured along the bottom contour of the hull). Modification of the rudder mounting location shall be prohibited. However, enlargement of the pre-drilled rudder hole is permitted in order to install a rudder mounting tube. The rudder shall be mounted such that the space between the rudder blade and the hull does not exceed 1/8".

## **7.0 Weight**

7.1.0 The weight of the yacht in sailing trim (including radio receiver, batteries, sail control unit, rudder servo, sails and rigging) and dry, shall be no less than 7 lbs. 6 oz.

7.1.1 If necessary, to meet the minimum weight requirement, additional ballast may be added. Such ballast shall be positioned inside the hull and shall not be movable while the boat is sailing.

## **8.0 Masts**

8.1.0 The mast shall be supplied in the Kit or as a replacement part obtained from an approved manufacturer.

8.1.1 The length of the mast shall not exceed 56 1/2".

8.1.2 The following fittings are permitted on the mast and masthead crane:

- (a) A masthead crane, not to extend more than 1/8" above the top of the mast
- (b) Attachment for a single pair of shrouds
- (c) A single pair of spreaders
- (d) Gooseneck an attachment for the boom vang which shall be below or part of the gooseneck fitting.
- (e) Attachments for the mainsail head and tack which may be adjustable
- (f) A jack line or rings to restrain the luff of the mainsail

(g) A wind vane or other indicator

(h) An attachment on the masthead crane for a jib topping lift

8.1.3 The sole means of support for the mast shall be by:

(a) A jib forestay and/or halyard attached to the masthead crane, the length of which may be adjustable

(b) A single pair of shrouds, the lengths of which may be adjustable

(c) A backstay attached to the masthead crane, the length of which may be adjustable

8.1.4 Masts shall be mounted on the deck above the centerline of the hull. The distance from the bow to the centerline of the mast shall be between 17 ½" and 19 ½". The mounting location may be adjustable. Through-the-deck mounts are prohibited.

## **9.0 Booms**

9.1.0 Booms shall be constructed of wood, aluminum alloy, fiberglass, or carbon fiber material. Fitting and attachments may be of any material.

9.1.1 Booms shall be straight members with circular cross sections between 1/8" and 3/8" in outside diameter.

9.1.2 The following mainsail boom fittings are permitted:

Mainsail tack and clew attachments, which may be adjustable

(a) A mainsail sheet attachment which may be adjustable

(b) A boom vang (kicking strap) attachment

(c) A gooseneck attachment

9.1.3 The following jib boom fittings are permitted:

(a) Attachments for a jib stay, jib tack and clew, which may be adjustable

(b) An attachment for the boom swivel which may be adjustable.

(c) A jib sheet attachment which may be adjustable.

(d) Attachment for a topping lift which may be adjustable.

(e) An attachment for a boom counterbalance weight.

## **10.0 Other Rigging Rules**

10.1.0 No part of a rig shall project beyond the extreme ends of the hull.

10.1.1 The jib shall be attached to the top of the mast or masthead crane. Fractional rigs are prohibited.

10.1.2 The jib boom swivel shall be placed on the centerline of the hull and may be adjustable fore and aft. A line or lashing may be used in conjunction with or in place of a swivel and may be adjustable. The alignment of the swivel between its attachment to the jib boom and the deck, shall be controlled only by the rig tension.

10.1.3 The mast step and the shroud deck attachments may be adjustable fore and aft.

10.1.4 The boom vang shall be attached only to the mast or gooseneck fitting, below the level of the main boom, and to the main boom itself. It may be adjustable.

## **11.0 Equipment**

11.1.0 Any replacement or substitution of hull, fin and ballast, rudder, rig or sails during an event shall be prohibited except due to damage and must be authorized by the race committee.

11.1.1 Self steering devices or electronic equipment for automatic steering or rig trimming are prohibited.

11.1.2 Not more than two remote control functions shall be used. One may control only the rudder and the other may control only the main and jib sheets simultaneously. Only one sail control unit shall be permitted, and it shall be of the "rotating arm" type (multiple sail control units and "drum" type winches are prohibited).

11.1.3 Radio telemetry will be allowed. The telemetry shall be limited to safety related functions, i.e. receiver battery status, RF signal quality for TX and RX and water sensors. All other telemetry is PROHIBITED.

11.1.4 Location of the sail control unit, rudder servo, receiver, antenna, batteries or other control equipment mounted inside the hull is free.

## **12.0 Sails**

### **12.1.0 General**

- (a) Mainsails shall comply with the measurements in the Figure 1.
- (b) Maximum of four battens may be on the leach. They shall not exceed 5" in length and each batten shall be positioned within 1" of the points which would divide the leach into equal parts.
- (c) Sails shall be of single ply construction.
- (d) Unwoven sail material is permitted.
- (e) Telltales may be fitted to the mainsail and/or jib.

### **12.1.1 Identification Marks**

- (a) The class insignia shall be the U.S. One Meter Class insignia modified with the addition of

a smaller letter "D" as shown in the Figure 2.

(b) Sail numbers shall be located at different heights on the two sides of the mainsail. It is recommended that numbers on the starboard side be higher than those on the port side. Numbers shall be 3 " minimum height. The separation between numbers shall not be less than 5/8" and shall be placed in such a way as to be as clearly readable from long distance, placed in the main body of the Main sail. Sail numbers on the Jib are required and will be the same size. They may be place in the lower 1/2 of the sail.

#### 12.1.2 Mainsails

(a) Mainsails shall comply with the measurements in the [Figure 1](#).

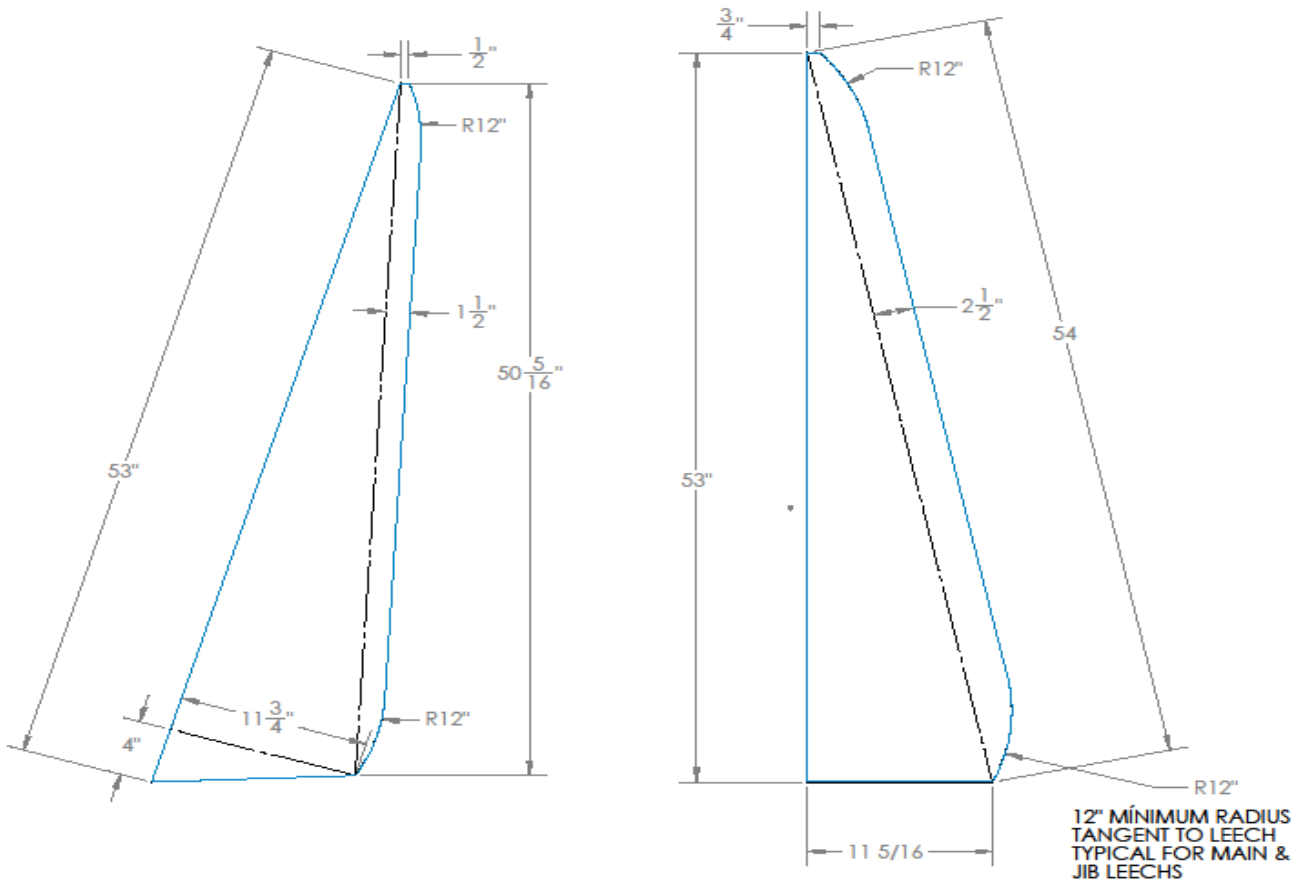
(b) A maximum of four battens may be on the leach. They shall not exceed 5" in length and each batten shall be positioned within 1" of one of the four points which would divide the leach into five equal parts.

(c) The mast attachment method is free, with the exception that double luff sails are prohibited.

#### 12.1.3 Jibs

(a) Jibs shall comply with the measurements in Figure 1

(b) Maximum of three battens may be on the leach. They shall not exceed 3" in length and each batten shall be within 1" of the points which would divide the leach is into equal parts.



**Sail Plan** Figure 1

Measurement values are Maximum values, values less than are acceptable.  
Radius is a minimum value



**Class Insignia** Figure 2

1 1/2" Inside Diameter

2 1/2" Outside Diameter