

DF95 Regatta Inspection Process

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So, you are going to your first DF95 regatta that has an inspection? This article will tell you what to expect as a skipper when your boat is going through the process.

Membership

For the most part, if an inspection is taking place, you are probably attending a regional or national event. This means that the event is sanctioned event. So, the first thing that will be inspected in the US is your membership status in both the DF95 Class Owners Association and the AMYA. This will usually be occurring weeks prior to the event. If your membership is in question, you'll get an email asking you to remedy the situation. As a practice, inspectors should try to have both DF95COA (print off the online form) and AMYA membership forms available at the event site to handle last minute issues as well.

Inspection

The first thing to remember about an inspection is that the goal is to ensure all skippers are on the same playing field concerning the boat. It is not a "gotcha" process to disqualify skippers from racing. Anything found outside of the rules in an inspection will be allowed to be corrected and brought inside the rules.

Remember the general rule for this one design class is to assemble the boat as the instructions indicate without variance/modification from the instructions unless the class rules specifically mention an allowed variance or modification.

Inspecting Sails

You may have your sails inspected against a sail template. Bring all your sail sets that you may want to use to the inspection. This template is a line drawing of all four jib and main sails. The rules prescribe a + or - of 2mm tolerance of the prescribed sail shape to be qualified.

This inspection of the sails only applies to aftermarket or home-made sails. Sails that are from the manufacturer are compliant by rule.

Four battens only on mail sails and no battens on jibs.

Telltails may not extend beyond the sail outline.

See <https://dfracing.world/df95-rules-documents-drawings-templates/> for diagrams

Note: you will get a mark on your sails that have passed inspection from the inspector.

Sail Numbers

Two issues concerning sail numbers that are constant concerns: 1. Sail number size. There is a minimum size of 100mm for sail number height. 2. Sail number legibility. Sail numbers shall be filled in solid and in a strong contrasting color.

Additionally, the same sail numbering format must be identical on jib and mainsail. If you have 3 numbers on your main then you must have three numbers on your jib. A recommendation to make things easier at a regatta is to just put the last two numbers of your issued sail number on your sails.

Inspecting Rigging

All rigs are to be assembled following the instructions/diagrams from the manufacturer. This means an inspector will be looking for proper attachments for the sails and the use of bowsies as shown in the instructions. The most common issue is the incorrect use of two bowsies at the top of the jib forestay. (The DF65 rigging method)

Inspecting Batteries

Batteries will be weighed to ensure they weigh more than 45 grams. Bring all your battery packs to the inspection. Additionally, all battery packs must weigh within 5 grams of each other.

Inspecting Keel Fin and Bulb

The bulb will be inspected to ensure that no weight has been added. The keel fin may be inspected for any damage repair ensuring it conforms to the original shape. The fin length may be inspected as well.

Inspecting the Hull

The hull will be inspected to ensure no attempt has been made to fair in the base of the keel box, the rudder tube, or the bow bumper.

A DF95 manufacturer's hatch cover must be presented during inspection and shall be used during racing.

The sail winch must be one supplied by the Licensed Builder with the appropriate winch drum.
Blue winch + black drum or grey winch + orange drum

Any rudder servo that fits into the servo tray with no alterations to the tray is legal.

Elastic Winch Clip can not be a swivel clip and is only used to attach sheets to Winch line.

Final Thoughts

This total inspection should take no more than 10 minutes if the skipper has all the items at the inspection site. Again, if something during the inspection process does not meet the rules, the inspector should allow the skipper every opportunity to come into compliance.

Hopefully this gives you an idea of what to expect during an inspection and what to pay attention to prior to the inspection process. Happy Racing!