



NZIODA – LOCATION OF SERIAL NUMBERS

By Bob Witham, NZIODA Chief Measurer

I hope that if you are new to the class this will be a useful document to assist you in locating and correctly recording the serial numbers that are required at some regattas. If you are struggling to find numbers please contact me and I will try to assist. Bob Witham 021 48 49 50.

Some Optimist regattas such as Nationals require that the serial numbers for the following items are recorded at the time of Registration:

Hull - Mast - Boom - Sprit - Sail - Rudder - Dagger Board / Centreboard

These numbers can be difficult to find so this sheet has been designed to help you locate and record the appropriate numbers correctly when they are required.

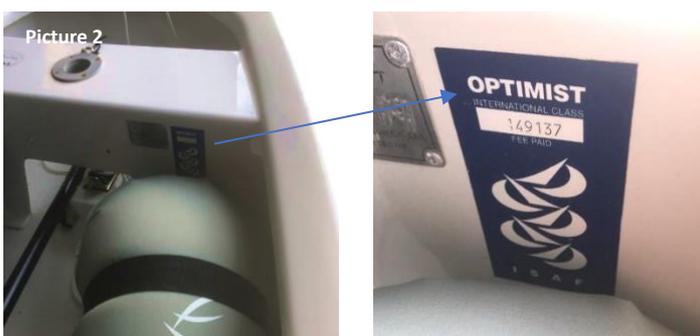
The class rules state that only the items **registered** are permitted to be used throughout the regatta. If you were to damage any of these items during the regatta you can replace it with a spare one if you have one, but you must request this. The measurer will want to see the damaged item. If it is agreed it can no longer be used, the replacement item will be checked by looking at the paperwork you have for the item, recording the serial numbers, and advising the Jury. If you do not have the paperwork, then the replacement item will need to be measured. Measuring is not always a quick process so we recommend that you have the correct paperwork for all the items you own. This will confirm they have been measured and will allow for quick substitution of items when required.

1. HULL NUMBER

This is located on the forward transom / bow. It is moulded into the bow on GRP hulls by the manufacturer and will be a number like this example (Picture 1, 0340A098307 H)



The ISAF number may be required at some events. The ISAF number is always on the starboard side of the thwart that the mast is stepped into. (Picture 2)



2. MAST, BOOM, AND SPRIT NUMBERS (Spar Numbers)

There are a number of different manufacturers of spars. New spars will all have a serial number that is visible. It may be a small white label with blue numbers (Picture 3, 39239), or it could be engraved into the spar (Picture 4, *Optimax* 417983). On older spars this may have disappeared over time, especially if it is a label. The engraved numbers can also be hard to see but can often be found with a magnifying glass. If the number is no longer visible the measurer will re-measure the spar, give it a new number, and provide paperwork to be kept by the sailor. The measurer will also keep a copy of the paperwork and a record of new numbers allocated.



In most cases the spars will have various manufacturers' brand names, for example Optimax MK 3 or Optiparts Black Gold.

This type and colour label is common on black spars.



3. Sail Numbers and Sail Serial Numbers

There are a number of sailmakers producing optimist sails. A sheet that records all the measurements the sail should comply with should be in the boat's paperwork.

The sail number is the big number towards the top of the sail eg NZL 4566.

All sails are also required to have a serial number. The serial number is either on a plastic button or a label sewn onto the sail at the Tack. The Tack is the sail corner where the boom and the mast connect.

These photos show a sewn-on serial number label at the tack. (Picture 6, 22288)



4. DAGGERBOARD (CENTREBOARD), RUDDER / TILLER INCLUDING THE TILLER EXTENSION

Most daggerboards and rudders will be epoxy construction and the serial numbers are moulded into the items as follows.

In this picture, the Dagger Board serial number is 25mm under the top stop battens. It's serial number is *FAR EAST 11388-M3-2011*



In this picture the Rudder serial number is 25mm down from the underside of the tiller. It's serial number is *FAR EAST 11350-M3-2011*

