

Measurement at the 2026 Optimist Nationals



What is the purpose of Measurement?

To verify compliance: Measurement establishes whether the physical dimensions of the boat, equipment, and sails meet [Class Rule](#) requirements – this is the principal role of the measurer.

To ensure fairness in racing: Measurers play a fundamental role in maintaining fairness and consistency across competitors through accurate rule application.

For certification before racing: All equipment must be measured and certified before it can be used in competition [CR2.4.1].

For inspection at events: Even after certification, equipment is inspected at events to ensure ongoing compliance. Certification measurement determines exact dimensions, whereas event inspections compare items against minimum/maximum limits or certificate values.

To give sailors valuable experience with the measurement process: Event measurement familiarises sailors with procedures, expectations, and compliance requirements, helping them confidently navigate equipment control throughout their sailing careers.

What does this mean for our sailors?

Green Fleet

This fleet is designed for less experienced optimist sailors to begin to develop their skills in fleet racing.

In Green Fleet, equipment used at regattas, whilst needing to comply with Class Rules, is not required to hold current measurement certificates (alters CR2.4.1). However all hulls shall carry a valid World Sailing plaque.

Green Fleet sailors must complete the [NZIODA safety form](#) and have this signed by their coach or a member of the coaching team at their club BEFORE they travel to an NZIODA event. This form cannot be completed and signed by a parent or guardian. The principle behind this form is to introduce the sailor to the safety equipment involved with sailing an optimist and keeping it in good order.

White Fleet

This fleet is designed for sailors to begin to hone their racing skills in a less competitive environment than they would experience in Open Fleet.

In White Fleet, equipment used at regattas, whilst needing to comply with Class Rules, is not required to hold current measurement certificates (alters CR2.4.1). However all hulls shall carry a valid World Sailing plaque.

White Fleet sailors must complete the [NZIODA safety form](#) and have this signed by their coach or a member of the coaching team at their club BEFORE they travel to an NZIODA event. This form cannot be completed and signed by a parent or guardian. The principle behind this form is to introduce the sailor to the safety equipment involved with sailing an optimist and keeping it in good order.

Open Fleet

Open Fleet is the most competitive and demanding of the three fleets. Competitors in the Open Fleet are very accomplished sailors with plenty of racing experience in larger fleets. Many of them have represented NZ at an IODA event around the world or been part of a development team.

Open Fleet boats must hold current measurement certificates for equipment that they plan to race with, as well as measurement booklets for boats that are less than ten years old, or have a sail number larger than **NZL 4633**. Only one set of equipment is allowed to be used at an event except where damage or failure occurs, in which case the sailor can talk with the technical committee regarding a repair or replacement (see Sailing Instructions for details).

This fleet must also complete the [NZIODA safety form](#) and have this signed by their coach or a member of the coaching team at their club BEFORE they attend an NZIODA event. This form cannot be completed and signed by a parent or guardian. The principle behind this form is to introduce the sailor to the safety equipment involved with sailing an optimist and keeping it in good order.

Measurement Procedures at the '2026 Toyota Optimist National Championship'

Certification Control

The main objective of One-Design class rules is to ensure that the boats are sufficiently alike in performance to ensure close racing so that races are won primarily as a result of the skill of the sailor. The rules of a One-Design class therefore define the hull shape and limit what may be used in the way of fittings, equipment and sails.

Certification measurement, at National Championships, will only be available to sailors from clubs with no regional measurer.

As at 1 January 2026 the following regions have a regional measurer and will not be accepted for certification measurement at National Championships:

- Auckland
- Wellington (Paremata)
- Napier
- Christchurch (spars only)
- Picton

What does this mean?

Only sailors who sail as part of a club outside of these regions will be able to get equipment measured for certification on Friday 3 April 2026.

Event Inspection (on land checks)

Prior to racing, and in the case of a series this should be taken to mean the first race of the series, an inspector's prime responsibility is to achieve a state where all equipment complies with the rules. In line with this responsibility, if an inspector establishes non-compliance then they will require correction. It is only after an inspector has done this and the defect is not

corrected that they should report the matter to the race committee. In other words, prior to racing the inspector will actively endeavour to achieve rule compliance, but be conciliatory, with the interests of the competitors in mind.

After racing has started, an inspector's prime responsibility is to judge compliance as required to do so by the race committee, through the Sailing Instructions, or by the protest committee as a result of a protest.

Daily spot checks can also take place around the boat park before and after sailing.

What will happen to my boat when inspected?

Event inspection will look at the spars and foils of the selected boats plus other measures as required by the Technical Committee. It's not envisioned to take long as equipment is measured using a jig to determine whether the item is within Class Rule tolerances.

Boats selected for event inspection will be informed prior to the competition to allow time to organise arrival times with the sailors chosen.

On Water Checks

There are a number of items that will be checked after a race whilst the boats are still on the water. These include items like sail lashings, the luff measurement band and various safety items onboard.

Placings that will be called for on water checks will be determined prior to racing by the technical committee.

What if my boat fails a check?

Prior to racing starting on Day 1, anything that doesn't meet the class rules will be reviewed and support provided to get the piece of equipment to comply with the rules. If you have any concerns with your equipment come to the Measurement Area. No penalties apply prior to the first race of the series.

Once racing has started, if a piece of equipment is found to not meet the Class Rules a penalty can apply.

Items checked by the Technical Committee include items considered for safety as well as those considered to be a performance check. As per the sailing instructions, a breach of a safety check will incur a penalty of two points. A sailor can be penalised multiple times in a single race for safety check failures.

Failure of a performance check will attract a penalty that represents 10% of the fleet score. The sailing instructions contain the full details of the measurement penalties.

What can you expect at Registration and on Measurement Day?

- At registration, all sailors from all fleets must submit a completed and signed NZIODA safety form.
- Open Fleet sailors must produce current measurement certificates for equipment they are planning to use at the event.
- Certification measurement will only be available on the day for sailors from a club without a regional measurer.
- A small selection of Open Fleet boats will be required to go through Event Inspection – these boats will be informed prior to arriving.

Event inspection will take place and look at the spars and foils of the selected boats. It's not envisioned to take long as equipment is measured using a jig to determine whether the item is within the Class Rules tolerances.

What should I do prior to Nationals?

Green Fleet & White Fleet

Familiarise yourself with the requirements of the NZIODA safety form and complete it in the week prior to the competition by asking a club official or coach to check through the items on your boat and sign the form if you comply. Remember to bring it with you to show at Registration.

Open Fleet

Ensure you have full measurement certificates for equipment you are planning to use.

If you are from Auckland, Wellington, Napier, Christchurch (except sails) or Picton, the measurement team will **not be available** to provide certification at Nationals for you.

Please ensure you obtain the necessary certificates from your regional measurer prior to the competition. [NZIODA Measurement Team](#)

Indicative on water checks

Item	Check	Type
Tow rope	Present and securely attached	Safety
Buoyancy bags	Present and securely attached	Safety
Dagger board fittings	Presence and size	Performance
Dagger board clip	Present and securely attached	Safety
Rudder clip	Rudder 'jiggled' to ensure clip works	Safety
Boom span	Less than 100mm and no for and aft movement	Performance
Mast and boom sail ties	Less than 10mm	Performance
Buoyancy aid	Being worn and is of correct quality	Safety
Whistle	Present and securely attached	Safety
Bailers	Present and securely attached	Safety
Paddle	Present and securely attached	Safety
Measurement bands	Sail luff band within mast measurement bands	Performance
Mast collar	Wear is within 3mm	Performance
Mast clamp	Present and securely attached	Safety
Buoyancy bags	Present and securely attached	Safety

Note – this is not an exhaustive list

Dated: 05.03.26