

OK Dinghy Rule Change Proposals 2018

1. Certification.

A.11 HULL CERTIFICATION

- A.11.1 No **boat** shall take a part in class races unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.
- A.11.2 A **certificate** shall record the following information:
- (a) Class.
 - (b) **Certification authority.**
 - (c) Sail number issued by the **certification authority.**
 - (d) World Sailing Building Plaque number.
 - (e) Owner.
 - (f) Craft identification number (CIN) where appropriate.
 - (g) Builder/Manufacturers details.
 - (h) Date of issue of initial **certificate.**
 - (i) Name of the original measurer.
 - (j) Date of issue of current **certificate.**
 - (k) Total weight of the **hull** as measured in C.6.1.
 - (l) Total weight of **corrector weights.**
 - (m) Number and position of **correctors weights** and their weight as per C.6.2.
 - (n) Signature of owner.

New rule

A.11 HULL CERTIFICATION

- A.11.1 No **boat** shall take a part in class races unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.
- A.11.2 The **certificate** shall be produced by the **certification authority** using the official format which shall be supplied by the OKDIA.
- A.11.3 A **certificate** shall record the following information:
- (a) Class.
 - (a) **Certification authority.**
 - (b) Sail number issued by the **certification authority.**
 - (c) World Sailing Building Plaque number.
 - (d) Owner.
 - (e) Craft identification number (CIN) where appropriate.
 - (f) Builder/Manufacturers details.
 - (g) Date of issue of initial **certificate.**
 - (h) Name of the original measurer.
 - (i) Date of issue of current **certificate.**
 - (j) Total weight of the **hull** as measured in C.6.1.

- (k) Total weight of **corrector weights**.
- (l) Number and position of **correctors weights** and their weight as per C.6.2.
- (m) Signature of owner.

Current rule

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **hull certificate** becomes invalid upon:

- (a) the change to any items recorded on the **hull certificate** as required under A.11.2.
- (b) withdrawal by the **certification authority**,
- (c) the issue of a new **certificate**

New rule

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **hull certificate** becomes invalid upon:

- (a) the change to any items recorded on the **hull certificate** as required under **A.11.3**.
- (a) withdrawal by the **certification authority**,
- (c) the issue of a new **certificate**

Current rule

E.1.2 CERTIFICATION

- (a) The **official measurer** shall **certify** the **hull appendages**.

New rule

E.1.2 CERTIFICATION

- (a) The **official measurer** shall **certify** the **hull appendages** by attaching the **certification mark**.
- (b) The **certification mark** shall be a durable numbered sticker produced by the OKDIA and supplied to the **official measurer**.

Current rule

F.1.2 CERTIFICATION

- (a) The **official measurer** shall **certify** the **mast** and **boom**.
- (b) No **certification** of running **rigging** is required.

New rule

F.1.2 CERTIFICATION

- (a) The **official measurer** shall **certify** the **mast** and **boom** by attaching the **certification mark**.
- (b) The **certification mark** shall be a durable numbered sticker produced by the OKDIA and supplied to the **official measurer**.
- (c) No **certification** of running **rigging** is required.

New rule

H.1.24 The Official OKDIA **certification mark**.



2. Hull certification

Current Rule

A.11 Hull Certification

A.11.1 No **boat** shall take a part in class races unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.

New Rule

A.11 Hull Certification

A.11.1 No **boat** shall take **a** part in *racing* unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.

Reason – Invokes the RRS and confirms that a certificate is needed for all racing and not just class racing.

3. Event Inspection

Current rule

B.2.1 The **Equipment Inspectors** for an event should be appointed by the Race Committee, except that for World and Continental Championships they shall first be approved by the OKDIA. The role of **Equipment Inspectors** at an event is to verify that equipment has not been subsequently altered since it was originally measured (other than as is permitted within these rules) using whatever inspection methods they deem appropriate. Should this comparison reveal deviation greater than what the **Equipment Inspector** considers to be within the rules, the matter shall be reported to the Race Committee.

Robert 12/4/17 11:46

Comment: Line break here and below but not above. Style seems to be no break

Proposed rule

B.2.1 The **Equipment Inspectors** for an event should be appointed by **the Organising Authority or by the Race Committee when delegated to them**, except that for World and Continental Championships they shall first be approved by the OKDIA. The role of **Equipment Inspectors** at an event is to verify that equipment has not been subsequently altered since it was originally measured (other than as is permitted within these rules) using whatever inspection methods they deem appropriate. Should this comparison reveal deviation greater than what the **Equipment Inspector** considers to be within the rules, the matter shall be reported to the Race Committee **and Jury**.

Robert 12/4/17 11:46

Comment: Line break here and below but not above. Style seems to be no break

Reason - The RRS have changed since this was first written and now the Organising Authority can appoint a Technical Committee.

4. Conditions for racing

Current rule

C.2.1 (b) No **crew** is permitted to take part in a race held under the RRS unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of a NCA approved by the OKDIA. Any **crew** that takes part in a race in contravention of this rule may be disqualified without a hearing.

Proposed rule

C.2.1 (b) No **crew** is permitted to take part in ~~racing a race held under the RRS~~ unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of a NCA approved by the OKDIA. Any **crew** that takes part in ~~racing a race~~ in contravention of this rule may be disqualified without a hearing.

Reason – Invokes RRS

5. Rig

C.8 Rig

Current Rule

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**

New Rule

C.8 Rig

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**.

Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

Reason - missing from 2017 Rules.

6. Hull construction – moving rules into correct section.

Current Rule

D.3.2 Construction

- (a) **Hull** shell and centreboard case thickness is optional, except that for foam sandwich construction it shall not exceed 25mm including stringers.
- (b) Thickness of the hull shell and centreboard case, with the exception of stringers, framing, deck and transom, shall be within 10% along the length of the boat. No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).
- (c) Single skin wood boats may have an extra layer of plywood, with a maximum thickness of 4mm, added on the cockpit floor from a maximum of 50mm aft of station 1 to a maximum of 50mm forward of station 2.
- (d) The sheerline between stations 1 & 2 shall not be convex.
- (e) Measured athwartships the fore and aft decks shall not be concave.
- (f) The surface of the **hull** may be checked with a flexible batten to ensure the curvature of the hull is fair.
- (g) A breakwater may be fitted between the mast and the mainsheet horse or track.

D.4 DECK

D.4.1 Materials

- (a) The deck shall be built from one or a combination of:
 - (1) Wood (solid or laminated).
 - (2) GRP sandwich or wood sandwich.
 - (3) GRP.

D.4.2 Construction

- (a) Deck thickness shall not exceed 25mm.
- (b) Struts to support the side-decks are permitted. The sum total side cross sectional area of the struts shall not exceed 50cm².

New rule

D.3.2 CONSTRUCTION

- (d) **Hull** shell and centreboard case thickness is optional, except that for foam sandwich construction it shall not exceed 25mm including stringers.
- (e) Thickness of the **hull** shell and centreboard case, with the exception of stringers, framing, deck and transom, shall be within 10% along the length of the boat. No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).
- (f) Single skin wood boats may have an extra layer of plywood, with a maximum thickness of 4mm, added on the cockpit floor from a maximum of 50mm aft of station 1 to a maximum of 50mm forward of station 2.
- ~~(h) The sheerline between stations 1 & 2 shall not be convex.~~
- ~~(i) Measured athwartships the fore and aft decks shall not be concave.~~
- (d) The surface of the **hull** may be checked with a flexible batten to ensure the curvature of the **hull** is fair.
- ~~(j) A breakwater may be fitted between the mast and the mainsheet horse or track.~~

D.4 DECK

D.4.1 MATERIALS

(b) The deck shall be built from one or a combination of:

- (4) Wood (solid or laminated).
- (5) GRP sandwich or wood sandwich.
- (6) GRP.

D.4.2 CONSTRUCTION

(c) Deck thickness shall not exceed 25mm.

(b) The **sheerline** between stations 1 & 2 shall not be convex.

(c) Measured athwartships the fore and aft decks shall not be concave.

(d) A breakwater may be fitted between the **mast** and the mainsheet horse or track.

(e) Struts to support the side-decks are permitted. The sum total side cross sectional area of the struts shall not exceed 50cm².

Reason – Moves rule concerning the deck into the correct section

7. Cockpit construction

Current rule

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell.
- (b) Deck.
- (c) Buoyancy Tanks.
- (d) Bulkheads.
- (e) Gunwale Rubbing Strakes.

D.1.2 OPTIONAL

- (a) Floorboards.

D.1 Parts

D.1.1 Mandatory

- (a) Hull shell.
- (b) Deck.
- (c) Buoyancy Tanks.
- (d) Bulkheads.
- (e) Gunwale Rubbing Strakes.

D.1.2 Optional

- (a) Floorboards.
- (b) Cockpit liner

Current Rule

D.3.2.b Thickness of the **hull** shell and centreboard case, with the exception of stringers, framing, deck and transom, shall be within 10% along the length of the boat. No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).

New Rule

D.3.2.b Thickness of the **hull** shell, **including any cockpit lining**, and centreboard case, with the exception of stringers, framing, deck and transom, shall be within 10% along the length of the boat.

No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).

New Rule

D.4.2.f

The cockpit including bulkheads and any **centerboard** case capping and moldings for attaching fittings may be made in one piece and attached into the **hull shell** providing that the finished **hull** complies with the measurements and rules in D.3, D.5 and D.7.2. Notwithstanding D.3.2.b, the joined topside panels and may have an extra 2mm of thickness to allow for glue. **Centerboard** case cappings are permitted and shall not be wider than 90mm at any point. Any connecting flange from the liner to the floor shall not be wider than 70mm. For the purpose of this rule the flange may extend around any fittings on the floor such as bailers and mainsheet fixing brackets, providing they are all part of the same molding. Any void between the **centerboard** case capping and case sides must be able to be inspected.

Reason – This is current practice for a few builders and is a good way to make a nice looking boat.

8. Bulkhead thickness

Current rule

D.5.2 CONSTRUCTION

(a) Bulkhead thickness shall not exceed 12mm.

Proposed rule

D.5.2 CONSTRUCTION

(a) Bulkhead thickness shall not exceed 20mm for GRP sandwich with a foam core or 12mm for wood or GRP sandwich with a wood core.

Reason – One of the requirements in writing the new rules was that as we had hull and deck thickness, we needed to include bulkhead thicknesses as well. We did not want to simply allow 25mm bulkheads so 12mm was chosen as an acceptable number. However, it appears some builders are using 15mm and 18mm foam core for bulkheads. The new wording allows for thicker foam bulkheads while leaving the maximum allowed thickness for wood the same.

9. Bevels on bulkheads

New Rule

D.5.2.k

OPTION A - The corners between the deck and bulkheads at stations 1 and 2 may be beveled or curved. No part of the surface of the bevel or curve shall be more than 90mm away from the point of the intersection of the deck and bulkhead.

Or

OPTION B - The corners between the deck and bulkheads at stations 1 and 2 may be beveled or curved. Measured from the **Hull Datum Point**, no part of the bevel or curve forward of 1809mm or aft of 785mm shall be below the **sheer**.

Reason – This is current practice for many builders. There is no rule for this so we need to have one in order to maintain some control over the size. Please see the Technical Report for further explanations.

10. Keelbands

Current rule

D.7.1.a.3 Keel bands shall be built from one or a combination of:

- i. Wood (solid or laminated).
- ii. GRP.
- iii. Metal.
- iv. Plastic.

New rule

D.7.1.a.3 Keel bands shall be fixed to the keel line of the hull. They shall run both sides of the centerboard case slot and may be faired together at the either end of the case. They shall be built from one or a combination of:

- i. Wood (solid or laminated).
- ii. GRP.
- iii. Metal.
- iv. Plastic.

Reason – this clarifies current practice

11. Hiking pads

Current Rule

D.7.1.b.9 Any hiking pads, provided they fall within the side deck measurements in D.7.2. However, padding up to 10mm thick is allowed to cover the sheerline measured 90 degrees to the surface.

Proposed Rule

D.7.1.b.9 Any hiking pads provided they fall within the side deck and gunwale dimensions in D.7.2. However, padding up to 10mm thick is allowed to cover the sheerline measured at 90 degrees to the surface. Padding on the gunwale shall not be higher than the padding on the adjacent sheerline.

Reason – this clarifies an existing rule.

12. Sail reinforcement

Existing rule

G.2.2 (c) Sail reinforcement shall consist of:

- (1) Primary Reinforcement: Any material.
- (2) Secondary Reinforcement: as per ERS definition.

Proposed Rule

G.2.2 (c) Sail reinforcement shall consist of:

- (1) Primary Reinforcement: Any permitted material.
- (2) Secondary Reinforcement: as per ERS definition.

Reason – To clarify. Primary reinforcement must be from ply as permitted by the rules.

13. Headboard slides

Existing Rule

G.2.3 (f) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham: one eye or not more than two pulleys, batten pocket patches, batten pocket elastic, batten retaining devices, boom slides, leech line, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

Proposed Rule

G.2.3 (f) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham: one eye or not more than two pulleys, batten pocket patches, batten pocket elastic, batten retaining devices, boom slides, leech line, windows,

tell tales, sail shape indicator stripes, **headboard slides not extending more than 160mm from the head point** and items as permitted or prescribed by other applicable rules. **All permitted items shall be used for their intended purpose.**

Reason – many sail makers are already adding these fittings to prevent damage to the sail track from alloy headboards.

14. Headboards

Current rule

G.2.4 Extension of headboard from headpoint max 160mm

New rule

G.2.4 Extension of headboard from headpoint max 175mm

Reason - Headboards with a luff length of 160mm are no longer commercially available. Most of the headboards available are 165mm or 170mm long. It would be in line with current policy to only allow commercially available products. Proposal 13 above regarding headboard slides would change accordingly.

15. Footshelf

Current Rule

G.3.3.(c) A foot-shelf of not more than 300mm is permitted to be of a different material. For the purpose of this rule a foot-shelf is defined as any panel or panels of material attached to the **body of the sail** below a straight line from the **clew point** to the **tack point**.

Proposed Rule

G.3.3.c A foot-shelf of not more than 300mm is permitted to be of a different material. For the purpose of this rule a foot-shelf is defined as **a panel or panels of material, attached to the body of the sail and which is continuous between the clew eye and the tack eye and which shall taper to a point at the tack eye and clew eye.**

Reason – The definition of the foot-shelf inadvertently made some current practices outside the rules. The new wording allows what some sailmakers have been doing and maintains the same concept of a foot-shelf.