

# Report from the Chairman of the Technical Committee –July 2014

## 1. Update on 2013 Rule proposals

Appendix A contains the list of Rule changes from 2013 that have been approved by ISAF. Most of the Rules were fine; however we have made a number of small wording changes. These changes will come into effect on October 1<sup>st</sup> 2014 unless any MNA has any major concerns with the minor modifications made.

ISAF did not want to get involved in the Mast Licensing Agreement although are still keen to be part of the review process. We have also changed the wording from **CFRP** to **plastic** as defined in allowed mast materials in 12.1. The reason for this is to prevent any ultra hi-modulus non carbon materials from being used.

One of the first jobs for the new secretary will be to coordinate the new licensing process and start a register of builders and masts.

The proposed new Rule for 8.12 has also been reworked by ISAF and the TC. We have included other exotic materials and also introduced a rule with the same intent for rudders under a new Rule 11.7. The TC feel that this is within the scope of approval agreed at the 2013 SGM.

## 2. Sequential sail numbering

There has been a lot of discussion recently regarding Sail Numbers. The General Committee issued a statement earlier in the year asking everyone to abide by the Rules as many boats were using the wrong number. They felt that if steps were not taken to stop this then it would grow out of control very quickly. There was also a desire expressed that all countries should use the same system for issuing sail numbers.

Further to this, the TC has been asked to come up with a rule to standardise sequential numbering of boats. This is stated in the constitution but is not in the Rules. This will be proposed at the AGM in Melbourne.

## 3. Other technical news

The last 12 months have been a very busy time for the Technical Committee.

Since the Worlds in Thailand we have worked on the rule for carbon fittings. It has been a complicated process to make sure we don't stop development while also preventing abuse of the Rules. Hopefully the new Rule 8.12 is workable.

ISAF have just made a ruling on carbon strips in the deck of GER 782 and deemed them outside the Rules.

Much of this year has been taken up discussing ply boats. Some builders were installing double bottom ply panels into the cockpit and not using stringers. The original plans had the boat drawn this way and many were built using this method in the 60s and 70s. Since then we have a 10% thickness Rule and the plans were redrawn with the double bottom specifically removed. We discussed whether having a double bottom was a good cheap option for construction and whether the rules should be changed to allow it. A proposal was written to allow this in the Rules but it has not yet been finalised. Jesper Strandberg has removed the double layer in a few boats and this has so far proved cheap and effective. This rule change to allow double bottoms will be discussed further by the TC with a possible proposal in Melbourne. The proposal basically allows boats with no stringers to have a second layer of plywood in the cockpit which is no thicker than the skin of the boat. I would welcome comments from MNA as to whether they approve of this.

More recently there has been some debate on adjustable centreboard pins. ISAF have just made an interpretation that they are not allowed.

I have received several requests to improve communication from the TC. A job for the future is to compile a worldwide list of measurers so they can be emailed updates and kept informed of the latest news. Another idea is to have more space on the website for updates and news. If anyone has specific ideas please let me know.

Another job to do is to compile set of standard building numbers (eg pintle height, deck height etc) so new builders can build boats knowing gear is interchangeable between boats. I have been in touch with all the major builders but I have been too busy to finish it.

The Class is looking very healthy with many new boats being built. With this increase in boats comes new developments and ideas so it is important for measurers to be vigilant and effective. Many of the issues we have discussed recently arise from sub standard initial measurement. It is much easier to fix problems before certificates are issued. Therefore I would like to draw the attention of all measurers to the Measurers Declaration in the Measurement Form and also to Rule 5.2. If they see anything unusual or possibly against the interests of the class then this should be noted on the form and their NA informed.

I am sorry not to be there in Steinhude, and wish you all a good week's racing.

Alistair Deaves

Chairman

OKDIA Technical Committee



## Appendix A

# INTERNATIONAL OK DINGHY CLASS ASSOCIATION

The following amendments to the Class Rules have been approved to be effective

### 1. Batten Pocket Patches

#### Current Rule:

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a footshelf of not more than 300mm width is permitted to be of a different woven cloth. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail. All woven ply fibres shall be polyester.

#### Amended Rule:

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a footshelf of not more than 300mm width is permitted to be of a different woven cloth. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail **except for Batten Pocket Patches which can be of any material.** All woven ply fibres shall be polyester.

### 2. Batten pockets

#### Current Rule:

No Rule

#### Amended Rule:

Add 15.2.5

The sail shall have four batten pockets in the leech

### 3. Towing rope

#### Current Rule:

No Rule

#### Amended Rule:

Add 16.7. A floating towing rope of minimum length 10 meters and not less than 6mm in diameter shall be on board at all times.

### 4. Corrector placement

#### Current Rule:

14.2 If the hull weight is less than 72Kg a maximum of 5kg of corrector weights shall be permanently fastened so as to touch the aft face of the bulkhead at Stn 2 and situated within a radius of 12 cm from the intersection point of the sheerline and station 2 bulkhead. Wing nuts are not considered permanent fixing. The total weight of correctors shall be recorded on the certificate. No correctors shall be altered without the boat being re-weighted by a measurer and the certificate amended in accordance with the procedures of the administering authority.

#### Amended Rule:

14.2 If the hull weight is less than 72kg a maximum of 5kg of corrector weights shall be permanently fastened so as to touch the aft face of the bulkhead at **station 2 and situated within an area of 150mm athwartships, 150mm vertical and 80mm aft from the intersection point of the sheerline and station 2 bulkhead.** Wing nuts are not considered permanent fixing. The total weight of correctors shall be recorded on the certificate. No correctors shall be altered without the boat being re-weighed by a measurer and the certificate amended in accordance with the procedure of the administering authority.

### 5. Pumping

#### Current Rule:

16.4 Pumping:

In accordance with RRS 86.1(c), RRS 42.3(c) is amended as follows:

On a free leg of the course, when surfing (rapidly accelerating down the leeward side the front of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet once for each wave or gust of wind. When the sail is pumped it shall be done through the bottom block with at least three parts of the mainsheet system.

**Amended Rule:**

16.4 Pumping:

In accordance with RRS 86.1(c), RRS 42.3(c) is amended as follows:

On a free leg of the course, when surfing (rapidly accelerating down ~~the leeward side~~ the front of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet once for each wave or gust of wind. When the sail is pumped it shall be done through the bottom block with at least three parts of the mainsheet system.

## **6. Mast licensing**

**Current Rule:**

### **2. BUILDERS**

The OK Dinghy may be built by any professional or amateur builder; no building license is required.

**Amended Rule:**

### **2. BUILDERS**

#### **2.1 GENERAL**

- a) Hulls may be built by anyone; no building license is required.**
- b) Plastic Masts as defined in 12.1 shall be constructed and/or repaired by Licensed Manufacturers, as per Class Rule 12.**
- c) Other masts may be made by anyone, no building license is required.**

#### **2.2 MAST BUILDING LICENCE**

- (i) OKDIA is responsible for the allocation of all building licenses.**
- (ii) The terms of the Mast Building License may be subject to review from time to time by ISAF and OKDIA.**
- (iii) A building license must be obtained before the construction of a mast or repairs undertaken to a mast which are subject to rule 12.2(i).**

## **7. Mast construction**

### **Current Rule:**

#### 12. MAST

##### 12.1 Materials

The spar shall be made of wood, aluminium alloy, plastic or any combination of these. For the purpose of rule 12 plastic is defined as glass fibre, carbon fibre, aramid, polyester resin or epoxy resin. An external sail track may be of any material.

##### 12.2 Construction

The construction of the mast is optional, with the following exceptions:

(i) The aft side of the sail track or groove shall be constructed straight and the line of the track or groove, extended if necessary, shall be not more than 10mm outside the aft edge of the bearing ring at the deck.

(ii) Any cross section shape of a spar shall be in principle round, oval or teardrop in a single geometrical figure and shall have no hollows on the outside with the exception of the sail track or groove. The inside shape shall be in principle the same as the outer shape with no additional hollows.

### **Amended Rule:**

#### 12. MAST

##### 12.1 Materials

The spar shall be made of wood, aluminium alloy, plastic or any combination of these. For the purpose of rule 12 plastic is defined as glass fibre, carbon fibre, aramid, polyester resin or epoxy resin. An external sail track may be of any material.

##### 12.2 Construction

The construction of the mast is optional, with the following exceptions:

**(i)Masts constructed after 1<sup>st</sup> October 2014 using plastic or repairs and/or modifications to existing masts laying plastic over more than one meter of length shall be made by Licensed Builders**

(ii) The aft side of the sail track or groove shall be constructed straight and the line of the track or groove, extended if necessary, shall be not more than 10mm outside the aft edge of the bearing ring at the deck.

(iii) Any cross section shape of a spar shall be in principle round, oval or teardrop in a single geometrical figure and shall have no hollows on the outside with the exception of the sail track or groove. The inside shape shall be in principle the same as the outer shape with no additional hollows.

## **8. Fittings**

### **Current Rule:**

8.12 The types, positions and arrangement of floor boards, fittings, self-bailers, sheeting and centreboard hoists are free. The mainsheet track may extend outboard to the topside panel. If the side-deck profile is cut away for this purpose the panel on which the track sits must satisfy rules 8.4(iv) and 8.4(v).

### **Amended Rule:**

8.12 The types, positions and arrangement of floor boards, fittings, self-bailers, sheeting and centreboard hoists are free subject to 18.13 and 18.14. The mainsheet track may extend outboard to the topside panel. If the side-deck profile is cut away for this purpose the panel on which the track sits must satisfy rules 8.4(iv) and 8.4(v).

8.13 Fittings made from exotic materials shall only be attached and shall not be integral to the hull, deck, cockpit, including the internal structure. Any wear patches, protective and backing pads shall not be recessed into these areas. For the purpose of this Rule exotic is defined as CFRP and other man-made organic compounds

8.14 The use of exotic materials is limited to compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons and pintles as well as associated backing pads not exceeding 550 mm in any direction, mast bearings and chocks, mast step adjusting mechanisms and block organizer wings when they do not incorporate a mast gate.

**11.7 Any fittings made from exotic materials (as defined in 8.13) shall only be attached and shall not be integral to the rudder. Stocks made from exotic materials are allowed**

providing they are only fastened. Tillers made from exotic materials are allowed. They may be fastened or integrally attached using GRP or GRE only.

## 9. Appendix

### Current Rule:

#### Appendix A Definitions

##### A.1 Materials

- (i) Where used the abbreviation GRP is defined as glass fibre reinforced polyester.
- (ii) Where used the abbreviation GRE is defined as glass fibre reinforced epoxy.
- (iii) Where used the abbreviation CRE is defined as carbon fibre reinforced epoxy.
- (iv) Where used the abbreviation CRP is defined as carbon fibre reinforced polyester.

### Proposed Rule:

Add:

- (v) Where used the abbreviation CFRP is defined as carbon fibre reinforced polymer
  - (vi) Exotic materials include Para-aramids, Meta-aramids, Polytetrafluoroethylene (PTFE), High Density Polyethylene (HDPE), Polybenzobisoxazole (PBO) and CFRP.**
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