



## **INTERNATIONAL OK DINGHY CLASS ASSOCIATION**

The following amendments to the Class Rules have been approved to be effective 30 October 2014

### **1. 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. Current Rule:**

No Rule

### **Amended Rule:**

Add 15.2.5

The sail shall have four batten pockets in the leech

### **3. 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. 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. 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. 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 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. 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> November 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**

Deleted: October

(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. 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 8.13 and 8.14. 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 made from exotic materials 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, pintles, side deck pads not exceeding 550 mm in length, mast bearings and chocks, mast step adjusting mechanisms and block organizer wings when they do not incorporate a mast gate.

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**9. Current rule:**

None

**Amended Rule:**

Add new rule

**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.**

**10. 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.

**Amended 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 Polyethalene (HDPE), Polybenzobisoxazole (PBO) and CFRP.
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