

## **OKDIA Postal Vote – November 2019**

Further to decisions made at the 2019 OKDIA AGM in Auckland, the following proposals in Section A, and Sections B and C require a postal vote. Items in Section D may be voted on now but may also be deferred until the 2020 AGM.

This Postal Vote has been distributed on **1 November 2019**. In accordance with Item 12 e) in the OKDIA Constitution, all responses shall be returned to the OKDIA Secretary within three weeks of this date, which is **22 November 2019**.

### **Section A - Event Manual**

#### **1.1 Number of races for a valid championship**

From AGM Minutes: 8.3 Scoring - *The proposal to change the required number of races for a series from 5 to 1, was approved 5:3 (NZL, POL, GER against), however it was pointed out from the floor that this rule change could not sit in isolation with other connected rules. Therefore the Executive was tasked with putting together the complete wording changes (such as changing the limits on number of races per day to catch up) and submitting to members as a Postal Vote later in the year.*

Please note this is not an Executive proposal. It came from several members as a suggestion to the AGM. The Executive does not have a firm position on this.

As this is a major change, and only six members were represented in Auckland, the OKDIA Executive decided it should be re-validated amongst the whole membership as a first step.

**Proposal 1:** To change the scoring system for OKDIA major championships from 5 counting races for a series to 1.

Current wording

#### **8. Scoring**

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 5 races shall be completed to constitute a Series.

New wording

#### **8. Scoring**

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 1 race shall be completed to constitute a Series if there is a single fleet, and 3 races if there are two fleets.

If YES then go to Proposal 3 and ignore Proposal 2.

If NO then go to Proposal 2 and ignore Proposal 3.

**Proposal 2:** To change the scoring system for OKDIA major championships from 5 counting races for a series to 2/3/4. [PLEASE STATE \_\_\_\_\_] As this was not on the AGM Agenda, if the majority prefer a different number of counting races, this will be put to the 2020 AGM.

**Proposal 3:**

Current wording

- 7.3 No more than two races shall be scheduled on a single day, unless there is a danger that a series (5 races) may not be completed. The final decision shall be left to the discretion of the race officer in consultation with the OKDIA representative.

New Wording

- 7.3 No more than two races shall be scheduled on a single day, unless there is a danger that at least 5 races may not be completed. The final decision shall be left to the discretion of the race officer in consultation with the OKDIA representative.

Reasoning: to make all attempts to complete at least a five race series, but safe in the knowledge that there is a valid championship after one race.

## **1.2 Entry systems to OKDIA Championships**

### **Proposal 4: To make the following change**

Current Wording

- 2.8 Entries shall only be made through National Associations that are full members of OKDIA.

Proposed wording

- 2.8 Entries shall only be made through National Associations that are full members of OKDIA, unless the OA and OKDIA agree that a direct entry system is more practical.

Reason: The current process causes extra work for secretaries and organisers and comes from a pre-internet era. Now all entries and payments are generally handled online. Direct entry systems are most applicable when there is an open entry to the event. If the event is restricted as per 2.2 and 2.3, OKDIA would still recommend the current process is used.

## **Sections B, C and D - Proposals from the Technical Committee**

### **Section B**

#### **Notes.**

Proposals 5 and 6 follow on from a discussion that took place at the 2019 AGM in Auckland. The Technical Committee was asked to propose a wording for the control of mast movement.

### **Proposal 5**

#### **Current**

- C.6.4.c The distance from the masthead halyard sheave to the top of the transom at the centreline shall not change by more than 100mm between the **mast** being in its foremost position to its most aft position.

#### **Amend to read**

- C.6.4.c The distance from the masthead halyard sheave to the top of the transom at the centreline shall not change by more than 100mm between the **mast** being in its most aft position to its most forward position, **with the mast**

facing fore/aft.

**Reason** - To clarify the meaning of the rule.

## **Proposal 6**

### **New rule**

C.6.4.d The distance from the masthead halyard sheave to the top of the transom at the centreline shall not change by more than 150mm between the **mast** being in its most aft position when facing fore/aft and the **mast** being in its most forward position when the **mast** is rotated to 90 degrees to the centreline.

**Reason** - To control the design of the mast, mast step and deck bearings that may allow extra mast movement when the mast is rotated.

## **Section C**

### **Notes**

Proposals 7 through 13 are intended to clarify and modify existing rules so that they are better understood. With any conversion of rules from an original to a Standard Class Rule format, it is inevitable that there will be some small errors and inconsistencies that will need to be amended.

## **Proposal 7**

### **New Rule**

D.3.1.b The hull may be covered with resin, gelcoat, paint, varnish or vinyl.

**Reason** - Makes the rule on hull covering consistent with the format for other items of equipment.

## **Proposal 8**

### **Current**

C.7.4.2 Distance from the fore side of **rudder** extended as necessary, to  
(i) transom at deck level  
(ii) transom at keel level

### **Amend to read**

C.7.4.2 Distance from ~~the fore side~~ **top leading edge** of the **rudder**, extended as necessary, to  
(i) transom at deck level 45mm  
(ii) transom at **hull datum point** 45mm

**Reason** - Several boats have recently interpreted the rule on the positioning of the rudder to the transom differently to what we would normally expect to be correct. The measurement

diagram refers to a “leading edge” while the current rule refers to the “foreside” of the rudder. This proposal aims to clarify the meaning.

### **Proposal 9**

#### **Introduction**

#### **Current**

**THESE RULES ARE CLOSED CLASS RULES**  
**WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY**  
**- THEN YOU SHALL NOT.**

#### **Amend to read**

**THESE RULES ARE CLOSED CLASS RULES**  
**WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY**  
**- THEN YOU SHALL NOT.**

**COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.**

**Reason** - The second sentence is normally included in an SCR format Class Rules, but for some reason was removed from our original conversion. It would seem useful to reinstate.

### **Proposal 10**

#### **Current**

Cross sectional area of control line tubes through bulkheads	-----	150 cm <sup>2</sup>
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#### **Amend to read**

Total cross sectional area of control line tubes passing through bulkheads-buoyancy tanks	-----	150 cm <sup>2</sup>
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**Reason** - Clarifies the rule and makes it consistent with D.5.2.f.

### **Proposal 11**

#### **Current**

D.7.1.c.4 The use of exotic materials and/or CRP is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, hiking pads, mast bearings and

chocks, mast bearing adjusting mechanisms and block organiser wings when they do not incorporate a mast bearing.

#### **Amend to read**

D.7.1.c.4 The use of exotic materials and/or CRP, **and excluding EVA foam**, is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, hiking pads, mast bearings and chocks, mast bearing adjusting mechanisms and block organiser wings when they do not incorporate a mast bearing.

**Reason** - EVA foam is a thermoplastic, and therefore an exotic material, but is widely used in padding, toe straps and deck slip. This rule is a Limitation so therefore the use of EVA foam is not limited.

#### **Proposal 12**

##### **Current**

C.3.1 Mandatory

The **crew** shall wear a **personal flotation device** to the minimum standard ISO 12402:5 (CE 50 Newtons), or EN393, or USCG Type III, or AUS PFD II, except for short periods when changing or adjusting clothing.

##### **Amend to read**

##### **Option 1**

C.3.1 Mandatory

The **crew** shall wear a **personal flotation device** to the minimum manufacturer standard for their size and weight, except for short periods when changing or adjusting clothing.

##### **Option 2**

C.3.1 Mandatory

The **crew** shall wear a **personal flotation device** at all times except for short periods when changing or adjusting clothing.

**Reason** - The current wording is ambiguous and often sailors use perfectly adequate PFDs that don't comply with our class rules. Some other classes also use the current wording and have similar issues. Further, the rule is needed as PFDs are mandatory under OK Class Rules and the RRS have them as optional until the Y flag is raised.

#### **Proposal 13**

##### **New rule**

D.3.2.c When measured athwartships at the stations, the surface of the **hull** and topsides shall not have negative curvature.

**Reason** - To clarify the hull curvature rules and state that negative curvature should not be designed into the hull panels when measured in accordance with D.7.1, H 1.7 and H.1.8.

## **Section D**

### **Notes.**

The remaining proposals have been suggested either by members of the Technical Committee or various other individuals. They have all been discussed at length and approved by Technical Committee. Given that the time allowed for an email vote is not as long as for a normal AGM agenda, there is an option that these proposals may be deferred to the AGM in 2020 for voting. If the vote is deferred, please send any comments to technical@okdia.org.

### **Proposal 14**

#### **Current**

##### C.7.2 Limitations

- (a) Any number of **hull appendages** may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than two **centreboards** and two **rudders** may be used during an event, except when a **hull appendage** has been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Race Committee.

#### **Amend to read**

##### C.7.2 Limitations

- (a) Any number of **hull appendages** may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than ~~two~~ **one centreboards** and ~~two~~ **one rudders** may be used during an event, except when a **hull appendage** has been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Race Committee.

**Reason** - Proposals 14 and 15 (below) limit the number of hull appendages and spars to one when this is stated in the Notice of Race or Sailing Instructions. The purpose is to reduce sailor costs and the time used for equipment inspection. Sailing Instructions will need to include the process for replacing equipment if needed. This rule is now common in many classes.

### **Proposal 15**

#### **Current**

##### C.8.2 Limitations

- (a) Any number of **masts** and **booms** may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than two **booms** and two **masts** may be used during an event, except when an item has

been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Race Committee.

#### **Amend to read**

##### C.8.2 Limitations

- (b) Any number of **masts** and **booms** may be used during an event. If required by the Notice of Race or Sailing Instructions, not more than ~~two~~ **one boom** and ~~two~~ **one mast** may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such replacements shall be made only with the approval of the Race Committee

#### **Proposal 16**

##### **Current**

**F.2.3 d Mast** sections may be made as a two-piece section

##### **Amend to read**

**F.2.3 d Mast** sections may be made as a two ~~or three~~-piece section

**Reason** - To allow a three-piece mast that would be short enough to be taken on a plane.

To make this work we need to remove the possibility of manufacturing of different top sections and changing them to the conditions. The same will also need to be applied to two piece masts. However, this problem would not exist if proposal 15 is passed which reduces equipment limits to one item. If we do not remove equipment limits then we need to modify the mast limitation rule C.8.2 to ensure only one group of sections is used.

Events that use the limitation rule would also need to produce limitation marks to ensure sections are not changed during the event.

**If proposal 15 is rejected, then proposal 17 shall be made.**

**If proposal 15 is passed, then proposal 17 is not needed and shall be deleted.**

#### **Proposal 17**

##### **New rule**

C.8.2 (g) When the Notice of Racing or Sailing Instructions limits the number of masts that may be used, a two or three-piece **mast** shall not exchange pieces between masts for the duration of the event.

#### **Proposal 18**

##### **Existing**

C.5.2 Not For Use

- (a) MANDATORY

- (1) Any floating towing rope with a minimum length of 10 m of not less than 6 mm in diameter.

**Amend to read**

C.5.2 Not For Use

(a) MANDATORY

- (1) Any floating towing rope with a minimum length of 10 m of not less than 6 mm in diameter, **and which shall be accessible without opening a watertight bulkhead.**

**Reason** - The technical meeting in Auckland (Feb 2019) recommended that for safety reasons we should modify rule C.5.2.a.1 to enforce that the towing rope is not kept inside buoyancy tank.