



OKDIA

# OKDIA Measurement Symposium

19 July 2014, Steinhude

Present: Chair: Dick Batt (GBR), Martin von Zimmerman (GER), Simon Cox (GBR), Alex Scoles (GBR), Peter Milne (AUS), Klaus Luttkus (GER), Greg Wilcox (NZL), Jesper Strandberg (DEN), Ralf Tietje (GER), Robert Deaves (GBR), representing four gear suppliers, six measurers and five nations.

The meeting took place at the suggestion of the Chairman of the Technical Committee, Alistair Deaves (NZL) as way to pass on current information, air views and share ongoing developments.

Dick Batt opened the meeting. He commented that three years ago OKDIA had no international measurers (IM). Now we have two, and soon we hope to have three to include Klaus Luttkus.

The number of boats present at the Europeans was testament to the growth in the class and the need to focus attention on proper measurement processes and rules monitoring.

## 1. Kitset Boats

Jesper Strandberg updated the meeting. The winner of the Europeans in 2013 was sailing a kitset boat. It was generally thought that these are a great way to increase numbers sailing OK Dinghies. A problem occurred in Denmark with the double bottom of kitset boats. A second layer of plywood was inserted to strengthen the floor instead of using stringers. It was acknowledged that this was an easy, sensible and cheap solution and ideal for home building. However it is against the current rules.

There were four boats with this type of flooring. Two have been changed so far.

Following discussion it was agreed that the meeting recommend that the Technical Committee (TC) assess the situation and make a proposal at the next AGM for a rule change to allow these floors. It was noted that the TC needed to address the wording such that the change could not be exploited to centralise weight. It would only apply to wooden boats.

## 2. Matters arising from Report by Chairman of the Technical Committee

It was noted that the wording issued by ISAF as a rule change (fittings) was in fact incorrect, as some parts had been missed out. Dick Batt to follow up with ISAF.

There was a discussion on the use of carbon rudder fittings and what constituted a rudder stock. Also a change of the word 'fastened', implying a mechanical fixing, to 'attached', implying the 'stock' can be glued to the rudder blade.

Alex Scoles and Simon Cox: don't see the need to ban carbon rudder fittings

The feeling was that the carbon stock/fittings looked nice and was elegant, but there was concern that it didn't quite fit the carbon fittings rule.

Dick Batt to take these matters up with the TC Chairman.



### **3. New Rules**

Attention was drawn to:

12.1 Fittings  
13.2 Mast rake  
Bands

Greg Wilcox: The hole in the boom is the new datum for all bands.  
It was suggested that a diagram be published to explain this. Russell Wood (NZL) to be asked.

It was reminded that bands need to be painted or panned and not taped. And the boom stop needs to be effective.

### **4. Chamfered deck edges**

On some boats there is a trend to bevel the join of the deck and bulkhead at station 2 with a 45 degree angle.

The question was asked whether this was to the plans, and what is the limit of the bevel? Taken to extreme it could change the shape of the cockpit, allow hiking further aft and the traveller moved further forwards.

The meeting agreed it looked good but wanted clarification on the rules in question and whether any action was needed. One option was to apply the 50mm radius for the bottom of the bulkhead to the top.

### **5. Rules 5.2 ISAF Rulings**

Dick Batt: Following recent issues that required ISAF interpretations/clarifications, it was suggested that the Measurement Form intro be changed to request measurers to report to OKDIA anything unusual or outside normal practice.

It was considered good practice to ask OKDIA/TC/Chief Measurer (CM) about any clever ideas before being incorporated into a new boat. This will be relayed to builders.

It was noted that the measurer of GBR 2162 had written on the form about the adjustable centreboard bolt when returning the form to the RYA, but the RYA had not taken any action. Dick Batt to take this matter up with the RYA as the RYA ignored a fact that ISAF later ruled illegal.

It was noted that measurers often feel left out of communication. It was suggested that OKDIA build a list of measurers worldwide and that they receive regular communication from the TC Chair and the CM about any matters arising during the year. Assembling this circulation list would be the task of the new secretary.



## **6. Grandfathering vs Dispensation**

It was noted that boats cannot be grandfathered that were illegal when first certified.

Dispensation is a technical ISAF matter. It cannot be granted for an illegal boat if it's always been illegal, but only really for temporary matters like sail numbers and using unmeasured gear in the event of damage.

Dispensation can also be granted at an event and can be conditional.

## **7. Class Rules and Measurement Form**

It was proposed to rewrite Class Rules to be ERS compliant.

This would make the rules much clearer. The rules have evolved over time but perhaps now need to be reworded.

Dick Batt knows someone who should be able carry out this task for around £300-400. The meeting recommended this be done as soon as possible. Dick Batt to follow up and report back. Also to assist in the process once underway.

The Rules need to be simple to understand, ERS compliant, with more diagrams.

## **8. Conflict of interest**

It was noted that much of the knowledge base and technical expertise in the class lies with the builders. The TC includes many builders but needs to remain transparent in its proceedings to ensure there is no conflict if interest. If these members were removed then there would be very few left and the TC would suffer.

## **9. AOB**

A question was raised on the database of boats that had been measured at the worlds. It was thought that all data rested with the TC Chair in a spreadsheet. It was noted that the OKDIA Roadmap includes a proposal to publish an online database of all boats where measurement could be noted and problem highlighted so any event manager/measurer can access the details.

End of meeting.



## **Matters arising**

1. Kitset boats – The TC will restart the discussion on this soon.
2. Fittings Rule – The TC have reviewed this and the preference is to go back to the original wording from the 2013 SGM in Carnac. This request is currently with ISAF.
3. New Rules – The diagram for the gooseneck is already underway. Hopefully we can get a drawing into the Rules so it is clear to all.
4. Chamfered deck edges – I will suggest a TC discussion on this as well to see if any Rule change is needed. My personal view is that if the centre of the deck at the bulkheads is lower than the sheer-lines then the deck is concave and hence not legal. More deck curvature means you can have a larger chamfer but it won't actually place the deck in a different position from having a flat deck. Having a 50mm radius would steer constructors along the path of flat decks to make the most of the rule.
5. Class Rules – Getting them ERS compliant will remove much of the issues the TC currently discuss. This process needs to be done in conjunction with the TC.
6. Measurement form – this of course needs updating every year with the Rules. Another task for a stretched OKDIA.
7. Jig database – as mentioned in the chairman's report, there have been discussions to widen the scope of this database to include all boats. Currently it just has jig measured boats to 2012 in it. This needs a lot of time and some finance to get working and useful.

Alistair Deaves  
Chairman  
OKDIA Technical Committee