

Notes and proposals on the new Class Rules

These notes and proposals should be read in conjunction with the proposed draft of the new class rules.

Over the last year we have been working on a conversion of the current class rules into what is known as the World Sailing Standard Class Rules (SCR). This is a template for writing rules and uses the Equipment Rules of Sailing (ERS) which define the use and definitions of equipment, measurement points and rules. The SCR provides a “cohesive structure for use by any type of class”. It divides up the manufacturers and competitors responsibilities and facilitates easier measurement of individual items.

One of the requirements for being an international class is that our class rules shall accord with the ERS, so this conversion is long overdue.

We have tried to make a straight conversion from current to new. Some modifications were needed to bring the wording into line with the ERS and some rules were modified to get them into their correct section.

Where we need to describe a process or method then we need to add our own definitions within the rules. The rules should be self contained and there should be no need to refer other documents except the RRS and ERS in order to measure a boat.

One of the main tasks of the conversion has been to include all the items and practices that are normally used on the boats but were not included in the current rules.

What follows is a list of modifications to the rules in the form of proposals. These arise where the rule in question varies from the either current class rules or the SCR. These proposals are also **highlighted in red** in the draft of the new rules. The AGM will be voting on all the below proposals which are formatted and worded to be part of the new rules.

In the event that the SCR conversion are not accepted by the AGM, those proposals that are accepted will have their wording modified accordingly and added to the current rules.

The proposals will be presented to two sections.

Section One will contain rules that have just had minor changes and can be voted on either all together or individually.

Section Two will contain rules that need to be voted on individually as they are either a new rule or have more than one option available.

If all these proposals and rules are accepted then the new Class Rules will come into effect on 1st January 2017. If there are some problems arising at the AGM, then the intention is to have another round of votes by email later in the year.

As mentioned, in an attempt to be efficient we have two options for addressing the proposals. There is an option for voting on section one in its entirety. In section two however, some of the proposals have several options, so these need to be voted on individually.

Proposal 1 - To approve all the proposals from section one with proposals from section two to be voted on individually.

If Proposal 1 is rejected all the following proposals to be voted on individually.

Section One.

Proposal 2 – Corrector weights

C.6.2.a **Corrector weights** of **approximately equal weight** and of optional material 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 when the **hull** weight is less than the minimum requirement. (N.B. Wing nuts are not considered permanent fastening)

(c) If the **hull** is found to require more than 5kg of **corrector weights**, additional **corrector weights** of **approximately** equal weight and of optional material, shall be attached to the underside of the deck at bow and transom.

Reasoning – We have always split the correctors evenly each side. However the wording has been lost somewhere. The word “approximately” I used as it would be impractical to get each size exactly the same weight.

Proposal 3 – Engraved sail number

D.2.5.b The hull of all boats shall carry the sail numbers and national letters, in figures not less than 20mm high, either cut out, burned or engraved into

- (1) the hog
- (2) the centreboard case in the cockpit
- (3) on the bulkhead at station 2 on the centreline
- (4) a plaque of any material permanently glued to the bulkhead at station 2 on the centreline

Reasoning - It is very common to find builders who use plaques to show the sail number rather than engrave it into the boat itself. Some are legal if they are made from allowed materials so this rule just makes it more formal. This also makes changing engraved sail numbers easier when boats are sold.

Proposal 4 – Construction of the hull

D.3.2.c Construction of the **hull** with the exception of stringers, framing and deck, shall be of approximately even thickness (within 10%) and density longitudinally and no attempt shall be made to concentrate weight near mid-length, or at any other point. If it is suspected that this rule is being broken, an MNA may order test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for either the mast step, drain tube, self bailers, bracket for mainsheet block or pads to secure flotation.)

Reasoning - This proposal allows for all the normal construction methods that would not otherwise comply with the 10% rule.

Proposal 5 - Construction

D.3.2.l Phenolic laminate may be used to line the inside of the centreboard case.

Reasoning – some centre board cases have used phenolic laminates like Formica for the inside lining.

Proposal 6 – Shape of mast

F.3.3.e (e) 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 not have any convex curves.

Reasoning – the original wording of rule... “the inside shape shall be in principle the same shape as the outer shape” does not work with the masts that the class is currently using. The intention was that there should be no extra structure on the inside.

Proposal 7 – Mast centre of gravity

F.3.5 Distance from **lower point** to centre of gravity in condition as described in ERS
1430 mm

Reasoning – in order to get the CoG of mast into Section F, we can measure it from lower point. This is not strictly ERS though as the ERS version has the CoG measured from the mast datum. It would be nice to have a mast datum that is not measured from the **Hull**.

Proposal 8 – Foot shelf

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**.

Reasoning – to create a definition.

Proposal 9 – Appendix H 2 - Definitions

Fastened – joined using rivets, screws or bolts.

Attached – joined using sealant or glue. May also be fastened.

Integral – joined using ARP, GRP or CRP. May also be attached and/or fastened.

GRP – A composite material made from glass fibres bonded with polyester, epoxy or vinylester resin.

CRP – A composite material made from carbon fibre bonded with polyester, epoxy or vinylester resin.

ARP - A composite material made from aramid fibre bonded with polyester, epoxy or vinylester resin.

GRP Sandwich – A composite sandwich material made from glass fibres bonded with polyester, epoxy or vinylester resin and having a core material of foam, wood or cormat.

Wood Sandwich – A composite sandwich material made from wood and having a foam core, bonded with polyester, epoxy or vinylester resin.

Exotic materials – non metallic materials which may include thermoplastics, thermosets, ceramics and composite products reinforced with materials not defined above.

Proposal 10 – Grandfathering.

All reference to dates and grandfathering are to be removed. The new class rules has provisions for saying that equipment shall comply with the class rules in force at the time of initial certification. Therefore dates when rules came in are no longer needed. However, at some stage OKDIA will produce a list of grandfathed equipment and boats that have dispensation.

This includes the following

1. 6.1 The hull of all boats built after **1st September 1973**

9.1 All the space aft of the cockpit shall form a buoyancy compartment. The space forward of the cockpit shall be occupied by not less than 0.12 m³ of closed cell expanded plastic foam material properly secured. Sandwich construction shall not be regarded as buoyancy for the purposes of this rule. Wooden boats first measured before **1st March 1980**

12.2 Construction

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

(i) Masts constructed after **1st November 2014**

Section 2

Proposal 11 - Administration of the class.

A.4.1 The administering authority is the OKDIA. Except as provided for under A10.4, the **certification authority** shall be the MNA. The MNA may delegate part or all of its functions, as stated in these **class rules**, to a NCA.

This differs from the normal SCR format which makes the MNA the administering authority. Some classes such as the Finns and Vauriens have their International Class Association as the administering authority and some have the standard SCR wording. The members and sailors own the OK Dinghy class and not WS, and we have a choice of what to do here, so now is a good time to decide.

There are several reasons we would choose this modification.

1. An International Class should really be administered by its International Association and not by a group of unrelated national bodies who don't communicate with each other.
2. OKDIA was set up by the class members and not IYRU/ISAF/WS
3. The chain of administration runs from WS to OKDIA to the NCA/MNA.
4. Allows OKDIA to introduce a standard measurement certificate.

Proposal 12 - Personal sail number certificates.

A.10.4 The NCA shall issue official OKDIA PSN certificates.

B.3.2 The owner shall have a valid official PSN certificate where applicable.

Reasoning – Allows sailors and NCA to make sure PSN are issued and used correctly.

Proposal 13 – Definition of sheerline

D.2.4.c Possible wordings.

1. The sheerline is the intersection of deck and topside panel.
2. The sheerline is the intersection of deck and topside panel extended if necessary

Reasoning – To create a new definition of a measurement point.

It is needed as we need measurers to be certain of where to mark the sheerline. There has been some issues this year with a few boats that have no gunwale and a rounded sheer like a Star boat. We asked WS for an interpretation and also subsequently had a request from a major builder to make similar boats. Both the Technical Committee and General Committee expressed a desire to see boats with gunwales and not to see boats with a rounded sheer edge. This proposal leads onto proposal 14 below.

The decision from WS is still pending but the decisions below are ours to make.

Proposal 14 - Gunwale and Rubbing Strakes (D.6)

Option 1 – Gunwales are mandatory and shall run the full length of the boat.

Option 2 – Gunwales are mandatory but the minima do not apply within 200mm of bow and stern

Where Option 1 or Option 2 are accepted we then need to define a minimum size.

D.7.2 Gunwale rubbing strakes;	min	max
depth (vertically from sheerline)	9mm	35 mm
width (horizontally from sheerline)	3mm	35 mm

Option 3 – Gunwales are optional and the max radius on the hull/deck join shall be 20mm

Option 4 – Gunwales are optional but the max radius on the hull/deck join shall be 2mm.

Reasoning - Currently gunwales are optional but the sheer-line is not properly defined (hence Proposal 13 above) and any rule around this area is extraneous at best. The Technical Committee and the General committee are in favour of making gunwales mandatory – (Options 1 or 2). If options 1 or 2 are chosen then it makes the definition of a sheerline above much easier.

There are many reasons for having a gunwale (some are listed below).

1. Good boat building practice
2. Easier to lift the boat
3. Keeps the boats looking the same. (Gunwales were part of the original design.)
4. Safer – ie prevents pointed bows and reduces the risk of damage to other boats.

The reasons for making gunwales optional (options 3 and 4) and having a radius on the sheer are ascetical.

Proposal 15 - Centre board thickness.

E.2.3.e The part of the board that is above the line shown on Diagram 7 shall have a minimum thickness of 10mm.

Reasoning - to halt the progression towards ever thinner boards. 10mm is currently the thinnest we have seen.

Proposal 16 - Metal boards (E.3)

On 12th May 2016 the General Committee, with the approval of World Sailing, took action to temporarily remove metal from the allowed materials for the centreboard. That decision must now be formally voted on.

Option 1 – Remove metal from allowed materials as per temporary Rule change.

Option 2 – Change the word metal to aluminium.

Option 3 – Revert to original wording and allow any metal.

Reasoning – To prevent expensive metals and modern alloys being used to make ever thinner boards.

The clause in E.2.1.c allows existing boats with metal boards to replace them if needed.

(a) Alterations or replacement to centreboards shall comply with current class rules except that when a metal board needs to be replaced, it may be replaced by an aluminium board.

Proposal 17 – Sail measurement

G.2.2.d **Sails shall be measured by an official measurer before leaving the sail loft.**

Reasoning – Removes the hassle of getting a sail measured after it has been delivered. This is better for the customer and prevents unmeasured sails being used.

Proposal 18 - Deleted Rules.

5.7 All boats will be liable to gyration tests at the discretion of the National Authority or race committee. If necessary, additional blocks shall be attached to the boat if there is no sheerguard, or if the sheerguard is inadequate, to engage swing hooks.

Reasoning – this rule contains no measurements or instructions that can be used for measurement control. The advice from WS, the IMs, the General Committee and the Technical Committee is to delete this rule.

Proposal 19 – SCR Conversion.

To approve the SCR conversion, including the decisions of the above proposals (2-18).