



OKDIA NEWSLETTER

April 2011

From the Secretary

KEY DATES

2011

Spring Cup at Medemblik

Dates of racing: Friday 29th April, Saturday 30th April and Sunday 1st May

Kieler Woche 2011

Dates of racing: Saturday 18th June to Sunday 26th June

Warnemunder Woche 2011

Dates of racing: Saturday 2nd July to Sunday 10th July

OK Dinghy British National Championship in Largs, Scotland

Dates of racing: Tuesday 19th July to Thursday 21st July

World Championship in Largs, Scotland

Registration: Friday 22nd July and Saturday 23rd July

Dates of racing: Sunday 24th July to Friday 29th July

More information on www.okworlds2011.org.uk

2012

OK Dinghy World Championship – near Copenhagen Denmark

National Championship after Warnemunder Week, with the World Championship shortly after

2013

OK Dinghy World Championship at Royal Varuna Yacht Club Thailand

Late February

Website: www.varuna.org

OK Dinghy European Championship in France

July / August

2014

OK Dinghy European Championship in Poland

July

OK Dinghy World Championship – Melbourne, Australia

December

News from Secretary

2011 World Championship in Largs, Scotland

There is just ONE month to go until the entry deadline to the Worlds, the entry form and payment details can be found at the end of the NOR which is posted on the OKDIA website <http://www.okdia.org/nexthevents/index.php> Please send your entry form and money to your National Secretary; he will then forward all entries from his country to Andy Turner.

This is the final call for items for the AGM agenda which must be sent out at the end of May. Have you a name for the Hall of Fame?

2013 World Championship in Thailand

I received the following email from Ron Bull of Ronald Bull Boat Builders Ltd in New Zealand. He writes:

We have noted that the OK Worlds 2013 may be held in Thailand and are interested in offering our products and services.

We are a small NZ boatbuilding company specialising in the design and construction of a range of dinghy foils for various classes. In 2001 we became involved in OK dinghy foils, initially with wooden cores, but subsequently took advantage of an OK rule change and developed a construction method using closed cell structural foam cores reinforced with E glass and epoxy resin.

Being an older design the OK dinghy centreboard has a controlled planform shape, low aspect ratio, and low thickness/chord ratio. These factors were taken into consideration when selecting appropriate NACA sections applied along the length of the foils. Our foil tips are built with thin sections to reduce drag in straight line sailing and at small angles of attack these tips are more likely to maintain laminar flow over a larger portion of the chord length, theoretically reducing skin friction drag. These thinner tip sections also have advantages when reaching with the board rotated half up.

Over recent years a lot of the top NZ OK sailors have selected our foils and more recently we have also supplied to more and more sailors in Australia, England, Denmark, Germany & Poland.

We are very keen to extend our offer to provide our expertise to sailors in Thailand and other countries in your region.

Interdominion Championships

Whilst the UK basked in brilliant sunshine and millpond conditions, the Australian and New Zealand sailors were battling in stronger wind conditions at Black Rock Yacht Club. Congratulations to Bradley Douglas as overall winner, to Karl Purdie 2nd overall and 1st veteran and to Bruce Ashton 13th overall and 1st Master.

Overall Results - 2011 OK Interdominion Championships

Pl	Name	Sail Num	Country	State	Club	1	2	3	4	5	6	7	Total Points	Net Points
1	 DOUGLAS, Bradley	NZL 539	NZL			3	(9)	1	3	1	2	2	21	12
2	 PURDIE, Karl	NZL 531	NZL			5	1	2	2	2	(8)	6	26	18 Veterans
3	 BLASSE, Roger	AUS 678	AUS	VIC		1	2	3	7	4	4	(9)	30	21 Veterans
4	 O'CONNELL, Luke	NZL 511	NZL			8	8	(10)	1	3	7	3	40	30
5	 JACKSON, Mark	AUS 735	AUS	VIC		10	10	6	(14)	6	1	10	57	43 Veterans
6	 MORRISON, Ben	NZL 530	NZL			9	6	9	9	9	(11)	4	57	46
7	 WILLIAMS, Michael	AUS 730	AUS	VIC		(11)	5	5	11	7	9	11	59	48
8	 DEAVES, Alistair	NZL 542	NZL			14	12	14	(17)	5	3	1	66	49 Veterans
9	 PERROW, Mark	NZL 476	NZL			6	4	7	4	15	(20)	15	71	51
10	 RHODES, Paul	NZL 517	NZL			4	7	4	13	8	(18)	16	70	52 Veterans

The full results can be found here:

http://www.bryc.yachting.org.au/site/yachting/event/37420/overall_1_1.html

Membership and other Class news

We have 786 members world-wide this year, so numbers are holding steady – an excellent state of affairs! Thirty nine new boats were registered last year; this can only help our numbers of sailors as more boats are released into the second-hand market.

May I thank all of you who maintain the websites for the OK Dinghy, Peter internationally and the representatives in each country. You will be surprised just how many people read them! For example I received a lovely note from a Frenchman who still keeps in contact with the OK through the websites, although he no longer sails and an Estonian sailor is hoping to sail in Kiel Week this year, with a view to joining us at the Worlds in Denmark next year!

We are trying to set up a Euro account to make it easier for Associations and individuals to pay us!

There is a constant demand for OK Dinghy plans, on average I post off 10 sets a year so there are many who would like to build their own dinghy. The Australians have been exploring ways to make the build as straight-forward as possible. Here is their report:

INTERNATIONAL OK DINGHY BUILT FROM A KIT PRODUCED BY DAMIEN SMITH DESIGN PTY LTD

For some time now in Australia we have been talking about the construction of a home built timber OK Dinghy from a kit designed by Damien Smith back in 2006. Damien is a Naval Architect living in Perth, WA and he is a long way away from our OK Dinghy activities mainly based in the eastern states of Australia. The basic idea of the design is to have all the plywood panels and various components for the curved chines, stringers etc. router cut from Damien's computer programme to assist with the construction of a relatively inexpensive boat for enthusiastic home builders. Some of Damien's ideas for the internal construction of his boat differ from the available OK Dinghy plans last updated in 1986 so those issues of difference were cleared with the OKDIA Technical Committee before proceeding with the project.

Col Lynch, President of the International OK Association of NSW, agreed to assist with the development of the project and commenced building a boat from Damien's design late last year. Col built his own timber OK Dinghy from the OKDIA plans only a year or so ago so he is well able to comment on the merits of Damien's design and how it differs from the traditional building methods. All components for the kit were professionally router cut by a Sydney based company, Laser Wizard Pty Ltd. This process worked very well and Col commented that he was impressed with the accuracy of the cutting of the plywood and is sure that this process will be of much assistance to home builders.



A few photos are attached to this article to give an idea of the internal construction of the boat. The laminated hog piece, centreboard case, stem assembly, bulkheads and transom were all pre-cut and assembled individually before being placed in position on the purpose built building frame. The pre-cut curved box section chine girders were then assembled and fixed in position. The hollow upper and lower longitudinal beams together with the attached biscuits are fitted to provide strength to the construction and assist with fitting the bottom and deck panels. All stringers are framed transversely across the hull to provide added stiffness to the bottom of the boat and support for the deck panels. Damien and Col are very confident that the boat will be far stiffer than wooden boats built from the 1986 OKDIA plans and it should prove to be as strong as the latest professionally built hulls.

When the boat is officially measured, painted and fitted out in the next week or so I will post further details and some more photos to show the finished product.

Bill Tyler

1st March 2011

Col has documented his progress with building the new boat with a comprehensive collection of photos that will be compiled in a manual to assist future builders of boats from this design. I'll leave it to Col to answer specific questions relating to the construction of the boat but it's fair to say that the building process has proven to be sound and has produced an extremely stiff timber hull.



News from the Technical committee

Personal Sail numbers

You will remember that Hans raised the issue of using personal sail numbers at the 2010 AGM. The technical committee have discussed the pros and cons and I copy the Chair's summary below:

So it seems like we have some sort of agreement that the countries that don't want to use PSN will vote for a rule that allows those that want to, to be able to.

I think what I will do at this stage is just to submit the proposal and leave it for the AGM. If the AGM approves the change and request our wording, we can work on that before I submit it to ISAF.

I am convinced that in order to get sequential numbering, we need to adopt PSN as well. One without the other would leave the class in chaos and disagreement. This all started out with a proposal to adopt PSN but I see it as an opportunity to get the whole process in order.

I hope it is OK if I propose just the one rule, and if any Association objects too strongly they can submit an amendment deleting the PSN part.

The basic thought is that all boats should be sequentially numbered and that number shall be engraved in the hull. National Associations may allow Personal Sail Numbers in their own country and the sailor may carry his PSN on the sail but not the hull, and may keep the PSN if he changes boats.

The current Rule is...

4. REGISTRATION AND MEASUREMENT CERTIFICATE

4.1 No boat is permitted to race in the class unless it has a valid measurement certificate.

4.2 The certificate is only valid for racing if the owner is a current member of a National OK Dinghy Association.

4.3 The certificate is obtained as follows:

(i) The builder or owner shall apply to the National Authority for a sail number enclosing the building fee receipt. The National Authority shall issue a sail number only on receipt of evidence that the building fee has been paid.

(ii) The boat shall be measured by a measurer officially recognised by the NA. The completed measurement form shall be supplied to the owner of the boat.

(iii) The owner shall send the completed measurement form to his NA together with any registration fee that may be required. On receipt of this the NA may issue a certificate to the owner.

The proposal will be this

4. SAIL NUMBERS AND MEASUREMENT

4.1 SAIL NUMBERS

4.1 (i) Sail numbers shall be issued by the National Authority

4.1 (ii) The builder or owner shall apply to the National Authority for a Sail Number enclosing the Building Fee Receipt (BFR). The National Authority shall issue a Sail Number only on receipt of evidence that the BFR has been paid.

4.1 (iii) Sail numbers shall be issued to all boats, in consecutive order for each National Authority. Where a numbering system needs to be restarted, for any reason, the National Authority shall choose an appropriate number, in consultation with OKDIA, and issue future numbers sequentially from that point.

4.1 (iv) Personal sail numbers may be issued by the National Association in a sailor's home country. Personal sail numbers are additional to the sail numbers issued to all boats. If the use of a personal sail number is likely to cause confusion, a race committee may require that a boat use the sail number issued under rule 4.1 (i), or another agreed number.

4.2 MEASUREMENT

4.2 (i) No boat is permitted to race in the class unless it has a valid Measurement Certificate.

4.2 (ii) The Certificate is only valid for racing if the owner is a current member of a National OK Dinghy Association.

4.2 (iii) The boat shall be measured by a measurer officially recognised by the NA. The completed Measurement Form shall be supplied to the owner of the boat.

4.2 (iiii) The owner shall send the completed Measurement Form to his NA together with any registration fee that may be required. On receipt of this the NA may issue a Certificate to the owner.

Do please discuss this with your fellow sailors so we can have an informed debate at the AGM.

Laminated Sails

The Technical committee have also debated laminated sails. The Chair's summary is below:

This "round robin" forum about laminated sails started out trying to define what events they could be used at and as usual has evolved into a broad ranging discussion on the subject.

After reviewing all the replies, I wish to summarise it, and add my own thoughts.

An "International Event" is clearly defined within Appendix B as an event which is organised for the competition of more than one Member Nation. As far as I am concerned these events are:

1. Worlds
2. Europeans
3. Nordics
4. Europeans
5. Spring Cup, Medemblik

For the purposes of this Rule, all other events, even if they are called "International", are valid events for the use of laminated sails. However, National Associations still have the right to ban laminated sails from some or all of their own events.

I have to say that the discussion suggested ways of changing the class beyond all recognition of what is now is. As Chairman of the Technical Committee I have no wish to see the Rules opened up to allow such things as fully battened sails, carbon booms, exotic sail cloth and high aspect rigs. This is simply not what the OK is all about. These changes would cut off 75% of the fleet from the second hand market, because there would be no second hand market. The Class thrives on the fact that you can buy a 30 year old hull, used mast and sail and still be reasonably competitive. And if we want to grow fleets in new countries, then "modernising" the rig to such an extent that second hand masts and sails simply don't exist is just madness.

Going back to the Laminated Sail issue, if I can paraphrase Greg, who has just made a Technora sail for me to use..."The idea is to once again prove that they are a waste of money as it will not last and it will shrink and it will cost 1000€. This sail is not to gain the approval of the class for these sails but rather the opposite."

Greg and Jule have put money into this because they care about the class and want to see this laminated sail issue firmly rejected, once and for all. And I agree with them.

The fact of the matter is that these sails just don't last. The Kiwi Finn sailor, and occasional OK sailor, takes 12 laminated sails to Europe every summer. Do we really want a class where newcomers have to buy a new sail just to go sailing and be reasonably competitive? How many of us bought our first sail as a 2 year old hand me down from a top sailor at our club? This process would come to an end.

If we were to adopt laminated sails, in whatever form, I am also absolutely sure that a new arms race would develop and that would see a corresponding redesign of the whole rig. As Terry so rightly said, we sail OK because of the "hard boat on boat racing". We don't need to change unless we have to. Carbon masts came in because we were on the verge of losing our major alloy spar maker. I really cannot see the demise of Dacron in the near future, although I admit that sailmakers may have a more informed view of this.

I believe the future growth of the class lies, as it always has, in good advertising and marketing. Imagine what would happen if every OK sailor took responsibility for bringing someone new to the class. Just imagine! The world fleet would double overnight. No amount of messing about with the rig could achieve anything like that.

Alistair Deaves

Mary Reddyhoff OKDIA Secretary