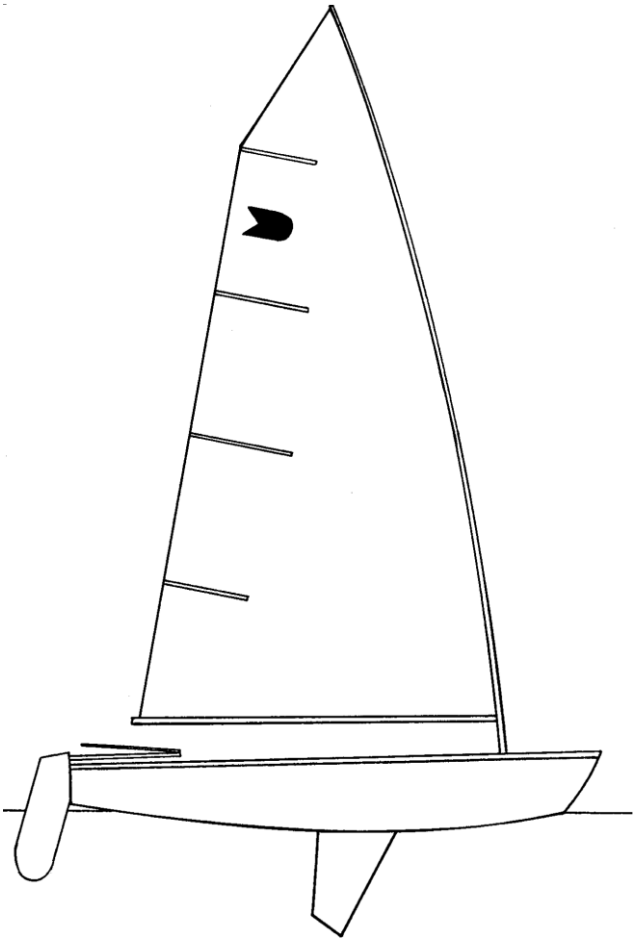
INTERNATIONAL
OK DINGHY
CLASS RULES

2017



The OK Dinghy was designed in 1957 by Knud Olsen and was adopted as an International Class in 1972.

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INTRODUCTION

*The intention of the OK Dinghy **class rules** is to ensure that boats are as alike as possible in all respects affecting performance. However, within these rules, variations in the construction of the boats are permitted.*

International OK Dinghy hulls, hull appendages, rigs and sails are measurement controlled.

OK Dinghy sails may be measured under the WS In House Certification programme.

OK Dinghy hulls, hull appendages, booms and sails have no restriction on builder.

OK Dinghy masts shall only be manufactured by a licensed builder except when constructed from wood or aluminium alloy when there is no restriction.

OK Dinghy hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and helmsman should be aware that compliance with rules in Section C may NOT be checked as part of the certification process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the International OK Dinghy Class Rules proper begin on the next page.

PLEASE REMEMBER

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

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over any translation, the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

A.2 ABBREVIATIONS

A.2.1

WS	World Sailing
MNA	WS Member National Authority
ICA	International OK Dinghy Class Association (OKDIA)
NCA	National Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
IHC	In House Certification (WS)

A.3 AUTHORITIES

A.3.1 The international authority of the class is WS which shall co-operate with the ICA in all matters concerning these **class rules**.

A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the WS.

A.4 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.

A.4.2 In countries where there is no NCA or MNA, or where neither of these wishes to administer the class, its administrative functions as stated in these **class rules** shall be carried out by the OKDIA.

A.4.3 Neither WS nor the ICA, MNA or NCA accept any legal responsibility in respect of these rules and/or the plans or any claim arising there from.

A.5 WS RULES

A.5.1 These **class rules** shall be read in conjunction with the ERS.

A.5.2 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics*" the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

A.6.1 At Class Events RRS 87.

A.7 CLASS RULE CHANGES AND AMENDMENTS

A.7.1 Amendments to these **class rules** are subject to the approval of WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** or discrepancy between the **class rules,** measurement form and measurement diagram shall be made in accordance with WS Regulations.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The hull builder shall pay the Class Building Fee on each boat built, whether or not it is subsequently measured and registered. Payment shall be made directly to the NCA which shall issue a receipt and WS Plaque, both bearing the same number.

A.9.2 The receipt and plaque shall be delivered by the builder to the owner on the sale of the boat.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the **certification authority** on receipt of evidence that the building fee has been paid.

A.10.2 Sail numbers shall be issued in consecutive order starting at "1".

A.10.3 In countries where consecutive numbering has not been applied, they shall start from a number approved by the OKDIA.

A.10.4 Personal sail numbers (PSN) may be issued by the NCA of the sailors' 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 to that boat or another agreed number. The NCA shall issue official OKDIA PSN certificates.

A.11 HULL CERTIFICATION

A.11.1 A **certificate** shall record the following information:

(a) Class
(b) **Certification authority**
(c) Sail number issued by the **certification authority**
(d) Owner
(e) Craft identification number (CIN). Where appropriate.
(f) Builder/Manufacturers details
(g) Date of issue of initial **certificate**
(h) Name of original measurer
(i) Date of issue of **certificate**
(j) Total amount of **correctors weights**
(k) Number and position of additional **corrector weights** as per C.6.2.
(l) Signature of owner

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a **certificate** to be issued to hull not previously **certified**:

(a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.

(b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.

(c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A hull **certificate** becomes invalid upon:

(a) the change to any items recorded on the hull **certificate** as required under A.11.

(b) withdrawal by the **certification authority**,

(c) the issue of a new **certificate**,

A.14 HULL RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

(a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.

(b) when it is invalidated under A.13.1 (c), at its discretion.

(c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

(a) retain the original documentation upon which the current **certificate** is based.

(b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

A.15.2 The NCA shall at regular intervals send the OKDIA details of certificates issued with the names and addresses of the owners.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The boat shall:

(a) be in compliance with the **class rules**.

(b) have a valid hull **certificate**.

(c) carry valid certification marks where applicable.

B.2 OKDIA LABELS

B.2.1 The **sail** shall carry an official OKDIA sail label.

B.2.2 The **mast** shall carry an official OKDIA mast label if not built from wood or aluminium alloy.

B.3 CLASS ASSOCIATION

B.3.1 The owner shall be a member of an NCA.

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

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

NOTE: THESE RULES ARE COMPLIMENTARY TO THE PLANS

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 42.3 is added to: When the mainsail is pumped it shall be done through the bottom block with at least three parts of the mainsheet system.

(b) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of 1 person.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) The crew shall wear **personal buoyancy** 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 clothing.

C.3.2 TOTAL WEIGHT

The total weight of worn clothing and equipment shall not exceed 10 kg, weighed as per RRS Appendix J.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with World Sailing Regulation 20 - Advertising Code.

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

(1) One anchor, only when specifically prescribed in the Sailing Instructions.

(2) GPS tracking devices and cameras, only when specifically prescribed in the Sailing Instructions

(b) OPTIONAL

(1) Electronic or mechanical timing devices.

(2) Wrist watches that have no GPS or communication capabilities.

(3) Magnetic compasses having no electronics.

(4) One electronic self-contained compass, using magnetic input. The compass may only display heading, tacking angle, timing and internal information relating to the compass.

(5) Other equipment and fittings normally carried on OK Dinghies such as hand bailers, buckets, flags, bags, mechanical wind indicators, anchors and anchor warps, fenders, bottles, manual recorders, writing equipment and spares.

(6) Consumables.

C.5.2 NOT FOR USE

(a) MANDATORY

(1) Floating towing rope minimum 10 m long of not less than 6 mm in diameter.

(b) OPTIONAL

(1) One paddle

(2) Mooring line

C.6 BOAT

C.6.1 WEIGHT

minimum maximum

The weight of the **hull** in dry condition including:
all correctors, hatches, permanently attached
fittings, compass, pulley blocks attached to
the hull and dry control lines ..... 72 kg

The weight shall be taken excluding **sails, centreboard**, **rudder**, floorboards and mainsheet and all other portable equipment as listed in C.5.

N.B. Permanently attached means by screws, bolts, resin or glue. (See H.2)

C.6.2 CORRECTOR WEIGHTS

(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)

(b) The total weight of such **corrector weights** shall not exceed 5 kg.

(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.

(b) The total weight of additional **corrector weights** shall not exceed 5 kg.

C.6.3 FLOTATION

(a) The **hull** shall be fully decked and have flotation element(s) per D.5.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MAINTENANCE

(a) The **hull** may be **polished.**

(b) The **hull** may be **painted**.

(c) The **hull** may be **sanded**.

REPAIR

(a) The **hull** may be repaired in such a way that it shall continue to comply with the **class rules**.

MODIFICATIONS

(a) Holes may be made in the **hull** for the fixing of fittings.

(b) Placement of line bags, and additional fairleads, cleats, jammers and pad eyes.

(c) Vinyl and self adhesive materials may be added to the **hull** to facilitate advertising or personal graphics.

C.7.2 FITTINGS

(a) USE

(1) Hand hole covers and drainage plugs shall be kept in place, closed at all times.

(2) See D.7.1

(3) The fore-and-aft movement of the deck and heel bearing systems shall not exceed the permitted amount measured as follows. With the boat held stern down, a light line shall be rigged at a constant tension from the masthead halyard sheave to the top of the transom. The mast shall be pushed maximum forward and maximum aft to take up play at the bearings. The difference in the distance from the masthead to the transom shall not exceed 100mm.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

MAINTENANCE

(a) The **hull appendages** may be **polished.**

(b) The **hull appendages** may be **painted**.

(c) The **hull appendages** may be **sanded**.

REPAIR

(a) The **hull appendages** may be repaired in such a way that they shall continue to comply with the **class rules**.

(b) Tillers may be repaired as necessary.

MODIFICATIONS

(a) The fixings and fastenings of the **hull appendages** may be replaced.

C.8.2 LIMITATIONS

(a) When invoked by the Notice of Race or Sailing Instructions, only two **centreboards** and two **rudders** shall be used during an event, except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 CENTREBOARD

(a) DIMENSIONS

	minimum	maximum
Extension below keel, excluding keelbands..... … mm	....	800 mm

(b) USE

(1) When fully raised the **centreboard** shall not project below the keelbands.

(2) A stop shall be fitted to prevent the **centreboard** exceeding the maximum in C.8.3 (a).

C.8.4 RUDDER

(a) DIMENSIONS

	minimum	maximum
Foreside of rudder or its extension to:		
(i) transom at deck level	.....	45 mm
(ii) transom at keel level	.....	45 mm
Difference between (a) & (b)	.....	5 mm
Intersection of leading edges of rudder below transom …	.....	50 mm

(b) USE

(1) Lifting **rudder** blades shall be pinned or bolted in the down position in a separate place from the point at which the blade pivots.

(2) A safety device shall be fitted to prevent the rudder becoming detached unintentionally.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier. Masts made from materials other than wood or aluminium shall be only be supplied by Licensed Builders.

MAINTENANCE

(a) The **spars** may be **polished** or **painted.**

(b) Fitting and spars may be modified to accommodate different diameter fastenings.

(c) **Spars** may be **re-finished**.

REPAIR

(a) Spars may be repaired subject to F.2.5.

MODIFICATIONS

(e) Running rigging may be replaced.

C.9.2 FITTINGS

(a) USE

(1) There shall be a security device to prevent the mast coming out of the mast step unintentionally.

C.9.3 LIMITATIONS

(a) When invoked by the Notice of Race or Sailing Instructions, only two set of **spars** shall be used during, except when an item has been lost or damaged beyond repair.

C.9.4 MAST

(a) DIMENSIONS	min	max
Lower point height	265 mm	275 mm

C.9.5 BOOM

(a) USE

(1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

(2) A device shall be fitted to the boom to prevent any part of the sail extending aft of the forward edge of the **outer limit mark.**

(3) The **boom** shall be attached to the **mast** in such a way that the **boom** and the **mast** rotate as one.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

(a) **Repairs** and cleaning are permitted.

(b) Addition of tell tales

(c) Addition of camber stripes

(d) Battens may be placed in the **batten pockets**

C.10.2 LIMITATIONS

(a) When invoked by the Notice of Race or Sailing Instructions, not more than two mainsails shall be used during an event, except when a **sail** has been lost or damaged beyond repair.

C.10.3 IDENTIFICATION

(a) National letters and sail numbers shall conform to RRS Appendix G. See also A.10.4.

C.10.4 MAINSAIL

(a) USE

(1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** at sea.

(2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**.

(3) The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

(4) **Luff** and **foot** bolt ropes shall be in the **spar** grooves or tracks.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

(a) Hull shell

(b) Deck

(c) Buoyancy Tanks

(d) Bulkheads

D.1.2 OPTIONAL

(a) Gunwale Rubbing Strakes

(b) Floorboards

D.2 GENERAL

D.2.1 RULES

(a) The **hull** shall comply with the **class rules** in force at the time of initial **certification.**

(b) Alterations or replacements shall comply with current **class rules.**

D.2.2 CERTIFICATION

See Rule A.12.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Hulls** shall not be altered in any way except as permitted by these **class rules.**

D.2.4 DEFINITIONS

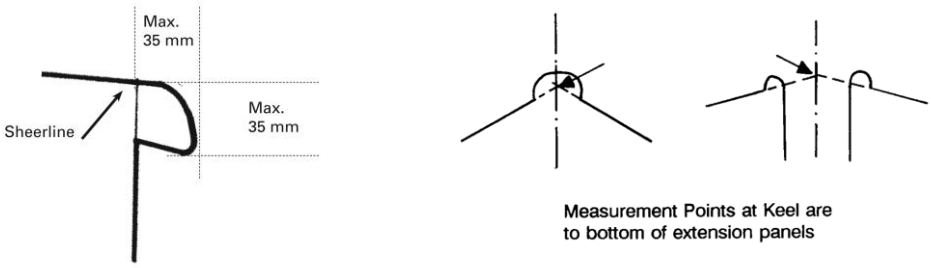
(a) HULL DATUM POINT

The **hull datum point** is the lowest point of the transom, extended if necessary.

(b) The bottom of the hull and the chines are defined as the point at which extensions of the surfaces of the panels intersect.

(c) The sheerline is the intersection of deck and topside panel and must be a physical part of the boat.

Diagram 1– Measurement points (D.2.4.b)



D.2.5 IDENTIFICATION

(a) The hull shall carry the WS Plaque permanently placed on the starboard side of the aft cockpit bulkhead.

(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

D.2.6 BUILDERS

(a) No license is required to build **hulls**.

D.3 HULL SHELL

D.3.1 MATERIALS

(a) The hull shell including **centreboard** case shall be built from:
   (1) Wood (solid or laminated)
   (2) GRP sandwich or wood sandwich (see H.2)
   (3) GRP (see H.2)

D.3.2 CONSTRUCTION

(a) Construction may be from a combination of the above materials.

(b) Sandwich construction shall not exceed 25mm in thickness including stringers.

(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.)

(d) Single skin wood boats may have a layer of plywood, with a maximum thickness of 4mm, added on the cockpit floor from a maximum of 50mm aft of station 1 to a maximum of 50mm forward of station 2

(e) The **sheerline** between sections 1 & 2 shall not be convex.

(f) Measured athwartships the fore and aft decks shall not be concave.

(g) The centreline of the deck at the mast shall be above the **sheerline** as per D.7.2

(h) A keelband shall be fitted to extend not less than 3500mm from the **HDP.**

(i) The surface of the hull may be checked with a flexible batten to ensure the curvature of the hull is fair.

(k) A breakwater may be fitted between the mast and the mainsheet horse or track. D.4

(l) Phenolic laminate may be used to line the inside of the centreboard case.

D.4 DECK

D.4.1 MATERIALS

(a) The deck shall be built from:

(1) Wood (solid or laminated)

(2) GRP sandwich or wood sandwich (see H.2)

(3) GRP (see H.2)

D.4.2 CONSTRUCTION

(a) Construction may be from a combination of the above materials.

(b) Sandwich construction shall not exceed 25mm in thickness.

(c) Struts to support the side deck are permitted but shall not exceed a total cross-sectional area of 50cm² per side measured horizontally.

D.5 BUOYANCY TANKS AND BULKHEADS

D.5.1 MATERIALS

(1) Wood (solid or laminated)

(2) GRP sandwich or wood sandwich (see H.2)

(3) GRP (see H.2)

D.5.1 CONSTRUCTION

(a) Construction may be from a combination of the above materials.

(b) Sandwich construction shall not exceed 25mm in thickness.

(b) Buoyancy equipment shall comprise of three (3) watertight bulkheads.

(c) Each tank shall have at least one and not more than three inspection holes if their covers are unthreaded and an unlimited number if the covers are threaded.

(d) Each hole shall have a detachable cover capable of resisting accidental dislodgement.

(e) Control lines passing through buoyancy compartments shall be inside watertight tubes subject to D.7.2.

(f) The mast compartment shall drain into the cockpit through a tube subject to D.7.2.

(g) All the space aft of the cockpit shall form a buoyancy compartment.

(h) The space forward of the cockpit shall be occupied by not less than 0.12m³ of closed cell expanded plastic foam material properly secured. Sandwich hull construction shall not be regarded as buoyancy for the purposes of this rule.

(i) Additional buoyancy within the cockpit area is permitted under the side decks to a point not lower than 80mm below the **sheerline.** This buoyancy shall not be included in the requirements of D.5.1 (h).

D.6 GUNWALE AND RUBBING STRAKES

D.6.1 MATERIALS

The (optional/mandatory) gunwale and rubbing strakes shall be built from:

(1) Wood (solid or laminated)

(2) GRP (see H.2)

D.6.2 CONSTRUCTION

(a) Construction may be from a combination of the above materials.

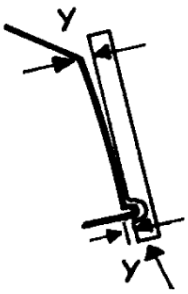
(b) Gunwales are mandatory and shall run the full length of the boat.

(b) Gunwales are mandatory but the minima do not apply within 200mm of bow and stern

(b) Gunwales are optional and the max radius on the hull/deck join shall be 20mm

(b) Gunwales are optional but there shall be no radius on the hull/deck join edge.

Diagram 2 – Topside curvature (D.7.2)



curvature of side panel Y is not to exceed 8mm

D.7 ASSEMBLED HULL

D.7.1 FITTINGS

(a) MANDATORY

(1) Towing eye on the foredeck near the stem head.

(2) Mast step

(3) Keelbands – built from:

(i) Wood (solid or laminated)

(ii) GRP

(iii) Metal

(iv) Plastic

(b) OPTIONAL

(1) The mast step and deck bearing may be adjustable

(2) Fittings

(3) Toe straps not capable of extending outboard

(4) Floorboards

(5) Self bailers

(6) Sheeting and centreboard hoists

(7) Mainsheet track with one traveller or horse. 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 shall satisfy the side-deck dimension rules.

(8) Bracket or block to fasten mainsheet block on floor or case

(9) Foam floor mats for non skid with max thickness of 6mm.

(10) Hiking pads provided they fall within the side deck measurements in D.7.2. However, padding up to 10mm thick is allowed to cover the sheerline measured 90 degrees to the surface.

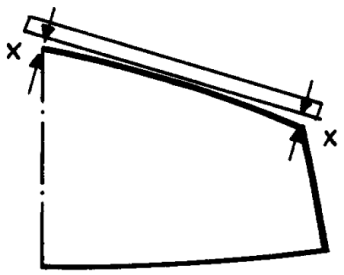
(11) Fittings made from exotic materials and CRP shall only be attached and shall not be integral to the hull, deck and cockpit including the internal structure. Any wear patches, protective pads and backing pads made from exotic materials and CRP shall not be recessed into these areas. For the purpose of this rule, exotic is defined in H.2.

(12) The use of exotic materials and CRP is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, side deck pads not exceeding 550mm in length, mast bearings and chocks, mast gate adjusting mechanisms and block organiser wings when they do not incorporate a mast gate.

(13) Fittings, protective pads and backing pads shall not be used to artificially alter the weight distribution.

Diagram 3. Hull Curvature (D.7.2)

Station	Distance from bottom panel to straight edge (X in diagram)	
Transom	15mm	maximum
Station 1	25mm	maximum
Station 2	30mm	maximum
Station 3	35mm	maximum



D.7.2 DIMENSIONS

The keel line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centreplane.

The sections shall be taken as vertical, transverse planes at the following positions:

Station 0: at the **hull datum point**

Station 1: at 800 mm from **hull datum point**

Station 2: at 1800 mm from **hull datum point**

Station 3: at 2800 mm from **hull datum point**

The baseline shall be on the centreplane of the **hull** at the following vertical distances below the bottom of the hull as defined in D.2.4 (b):

at the **hull datum point** : .....200 mm from the **hull** shell
at station 3 : .....28 mm from the **hull** shell

	minimum	maximum
Hull length		
excluding deck overlap but including any stem band	3990 mm	4010 mm
Vertical distance from baseline to bottom of **hull shell**		
at station 1	85 mm	105 mm
at station 2	0 mm	16 mm
at 3500mm forward of **HDP**	90 mm	110 mm
Vertical angle of transom to baseline from 90°	12 mm	12 mm
Baseline to chine at Station 0	237 mm	257 mm
Baseline to sheerline at Station 0	433 mm	453 mm
Baseline to chine at Station 1	178 mm	198 mm
Baseline to sheerline at Station 1	449 mm	469 mm
Baseline to chine at Station 2	164 mm	184 mm
Baseline to sheerline at Station 2	482 mm	502 mm
Baseline to chine at Station 3	216 mm	236 mm
Baseline to sheerline at Station 3	537 mm	587 mm
Baseline to sheerline at stem	588 mm	608 mm
Baseline to deck at centreline of transom	462 mm	482 mm
Distance from **HDP** measured along base line, to a point where extension of straight edge of foreside of stem (inc keelband if any)meets base line	3705 mm	3735 mm
Distance from stem, inc stemband if any, to perpendicular (from baseline to intersection of deck and stem) measured parallel to base line at:		
300mm below baseline	140 mm	150 mm
180mm below baseline	…265 mm	285 mm
Horizontal distance from **HDP** to centre of centreboard bolt	2390 mm	2410 mm
Radius of chines aft of station 3		15 mm
Length of keelband from **HDP** along keelband	3500 mm	
Radius of stem forward of 3500mm		11 mm
Width of keelband	9 mm	22 mm
Depth of keelband	3 mm	10 mm
Beam of **hull**, excluding rubbing strakes and fittings: at sheerline;		
at station 0	898 mm	918 mm
at station 1	1228 mm	1248 mm
at station 2	1408 mm	1428 mm
at station 3	1150 mm	1170 mm

at chine:

at station 0 ..... 828 mm …848 mm

at station 1 ..... 1136 mm .. 1156 mm

at station 2 ..... 1244 mm .. 1264 mm

at station 3 ..... 816 mm .... 836 mm

Horizontal width of side decks ..... 120 mm .... 240 mm

Height of side deck assembly above line joining **sheerlines** on opposite sides of the **hull** .... 40 mm

Depth of side deck assembly below line joining **sheerlines** on opposite sides of the **hull** .... 80 mm

Distance from a straight edge placed at right angles to the baseline on bottom panel at:

Station 0 .... 15 mm

Station 1 .... 25 mm

Station 2 .... 30 mm

Station 3 .... 35 mm

the topside panel at any point .... 8 mm

N.B This measurement (above) shall be taken between the **sheerline** and the chine and not from the underside of the rubbing strake.

Height of continuation of centreline of deck above **sheerline** at centre of mast ..... 20 mm ..... 40 mm

Gunwale rubbing strakes;

depth (vertically from **sheerline**) .....9mm ..... 35 mm

width (horizontally from **sheerline**).....3mm ..... 35 mm

Forward face of aft bulkhead from **HDP** ..... 785 mm .... 815 mm

Aft face of forward cockpit bulkhead from **HDP** ..... 1779 mm .. 1809 mm

Bulkhead at or forward of Station 3 (and aft of mast) ..... 2800 mm .....

Radius between bulkheads and hull side or bottom panels .... 50 mm

Drain holes into cockpit from forward tanks..... 2

Drain holes into cockpit from aft tanks 2

Diameter of drain holes as above (internal) .....10 mm ..... 20 mm

Diameter of mast compartment drain tube (internal) ..... 10 mm ..... 20 mm

Diameter of inspection holes in tanks (internal) ..... 85 mm .....

Extension into buoyancy tank of covers to holes as above .... 200 mm

Cross sectional area of control line tubes through bulkheads .... 150 cm²

Control line tubes from centreline of boat .... 350 mm

Diagram 4 – Keelband profile (D.7.2)
Keelband must fit in shaded area

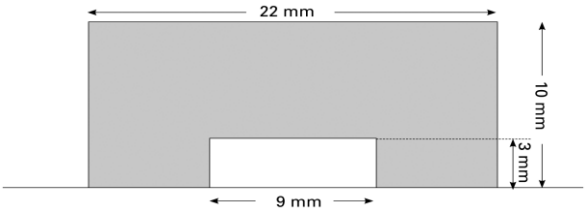


Diagram 5 - Hull and station measurements (D.7.2)

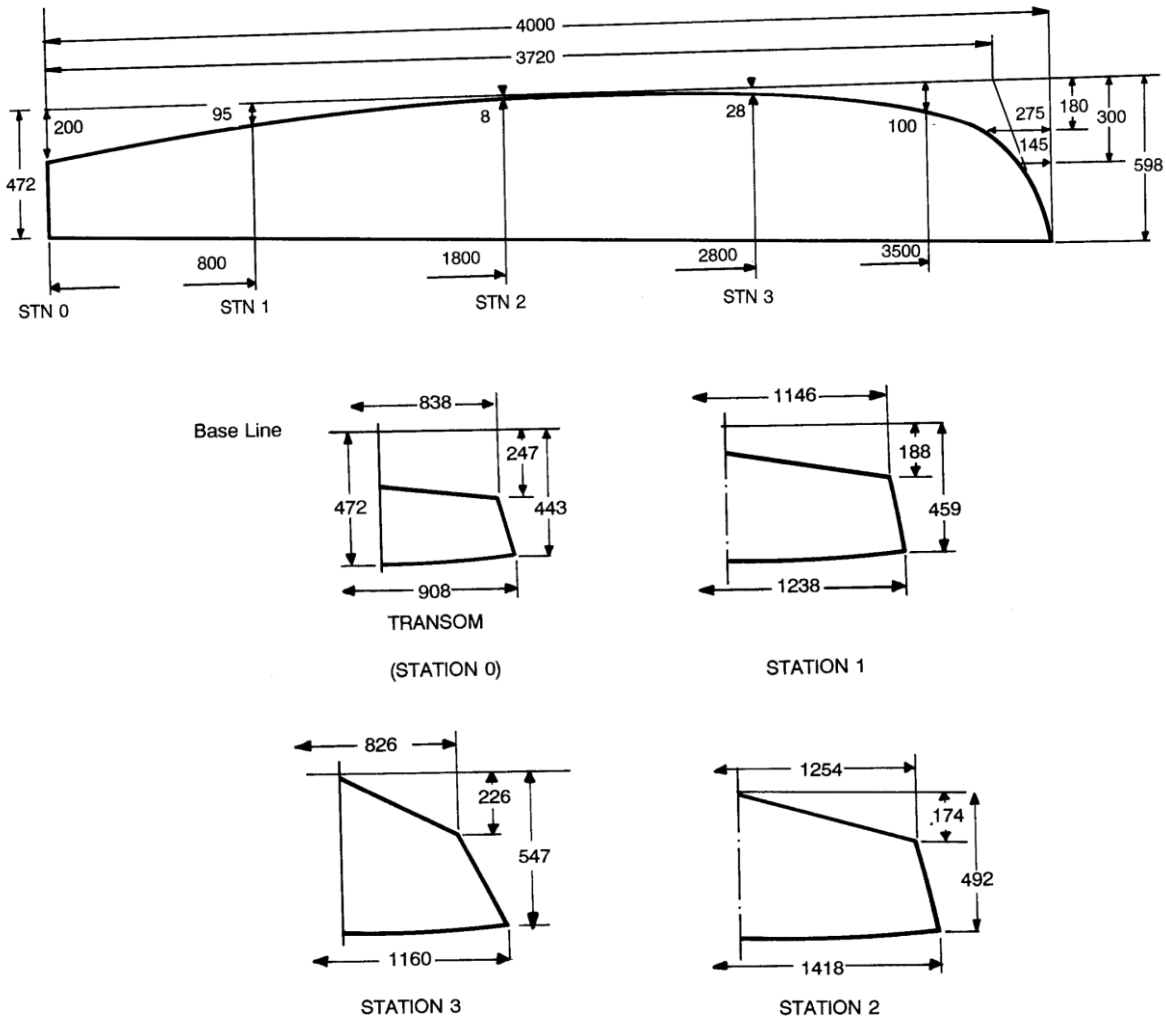
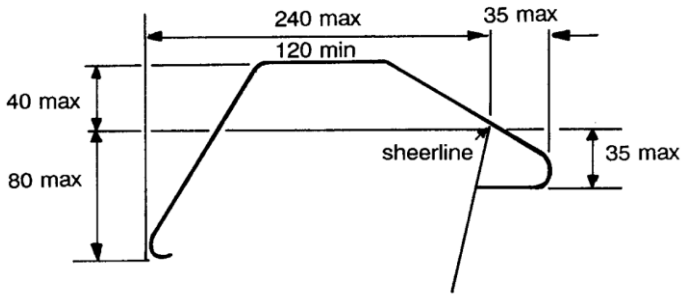


Diagram 6 – Sidedeck profile (D.7.2)



SIDE DECK AND SHEERGUARD

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

(a) **Centreboard**

(b) **Rudder**

E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

(b) Alterations or replacements to rudders shall comply with current **class rules**.

(c) 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.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Hull appendages shall not be altered in any way except as permitted by these **class rules.**

E.2.3 CERTIFICATION

(a) The **official measurer** shall **certify hull appendages**.

E.2.4 MANUFACTURERS

(a) No licence is required for **hull appendages**.

E.3 CENTREBOARD

E.3.1 MATERIALS

(a) The **centreboard** shall be built from

(1) Wood (solid or laminated)

(2) GRP sandwich or wood sandwich (see H.2)

(3) GRP (see H.2)

(b) Protective coatings are optional

(c) Protective strip material is optional.

E.3.2 CONSTRUCTION

(a) Construction may be from a combination of the above materials, except that GRP may only be used as a covering and as reinforcement around the edges.

(b) The profile of the measured part of the **centreboard** (excluding any pivot slot) shall be within two lines. One 5mm outside and the other 5 mm inside the profile shown on the measurement diagram, when the pivot point in the **centreboard** lies on the pivot point shown on the measurement diagram.

(c) A slot may be made between the pivot point in the **centreboard** and the perimeter.

(d) A device shall be fitted to prevent accidental dislodgement off the pivot.

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

E.3.3 FITTINGS

(a) OPTIONAL

(1) Fittings to control the position of the **centreboard** are optional

E.3.4 DIMENSIONS

	minimum	maximum
Thickness	10mm	20 mm
Width of pivot slot		12 mm
Free movement of **centreboard** on pivot bolt		2 mm
Width of protective strip from profile edge		20mm

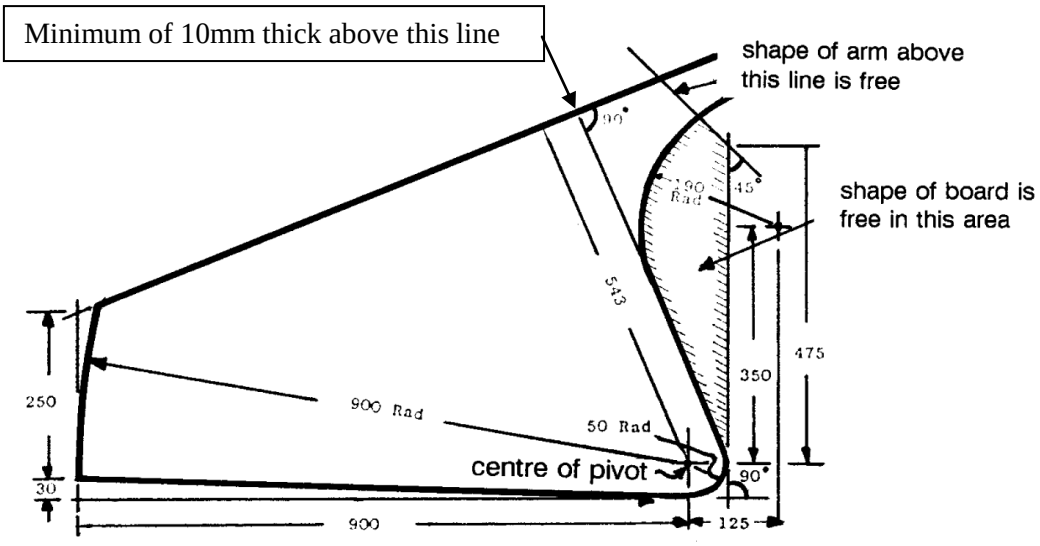


Diagram 7 – Centreboard (E.3.2.b)

E.4 RUDDER, RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 MATERIALS

(a) The **rudder** shall be built from

(1) Wood (solid or laminated)

(2) GRP sandwich or wood sandwich (see H.2)

(3) GRP (see H.2)

(b) Protective coatings are optional

(c) The **rudder** stock material, where used, is optional.

(d) The tiller material is optional.

(f) The tiller extension material is optional.

(g) Protective strip material is optional

E.4.2 CONSTRUCTION

(a) Construction may be from a combination of the above materials, except that GRP may only be used as a covering and as reinforcement around the edges.

(b) The **rudder** shall consist of either a rudder blade or a stock and rudder blade connected by a pivot.

(c) The arrangement of rudder blade, rudder stock, tiller and tiller extension is optional except that

(1) a tiller shall not be made integral to a rudder blade using CRP, and

(2) a stock made from CRP shall only be fastened to a rudder blade.

(d) The profile of the measured part of the **rudder** shall be within two lines; one 5mm outside and the other 5 mm inside the profiles (either Profile 1 or Profile 2) as shown on the measurement diagram. (Diagram 8)

(e) Lifting rudders shall be able to be fixed in the down position with a pin or bolt separate from the pivot bolt.

E.4.3 FITTINGS

(a) OPTIONAL

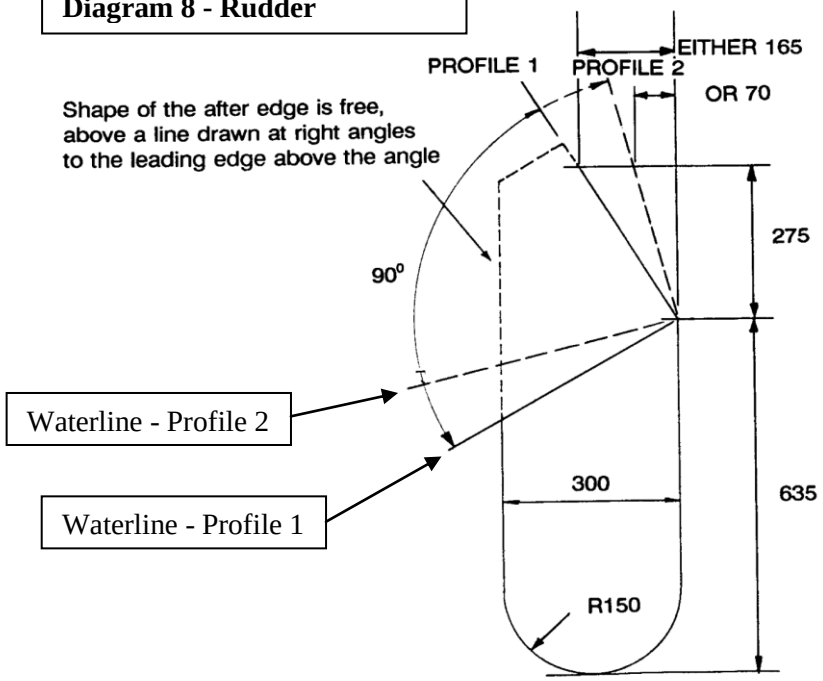
(1) Fittings are optional

(2) Exotic fittings shall not be integral to the **rudder** blade**.**

E.4.4 DIMENSIONS

	minimum	maximum
Thickness below the waterline, (as marked on diagram 8).....	20 mm	
Width of protective strip from profile edge	20mm	

Diagram 8 - Rudder



Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

F.1.2 OPTIONAL

(a) Running **rigging**

F.2 GENERAL

F.2.1 RULES

(a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.

(b) Alterations and replacements shall comply with current **class rules.**

(c) The running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Spars** shall not be altered in any way except as permitted by these **class rules**.

F.2.3 CERTIFICATION

(a) The **official measurer** shall **certify spars.**

(b) No **certification** of running **rigging** is required.

F.2.4 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is at deck level on the aft centreline face of the **mast.**

F.2.5 MANUFACTURER

(a) A licence is required for masts constructed and repaired in all materials other than wood and aluminium alloy.

(b) Licenses shall be issued by the OKDIA. The terms of the Mast Building Licence may be subject to review from time to time by WS and the OKDIA.

F.3 MAST

F.3.1 IDENTIFICATION

(a) The mast shall carry an official OKDIA mast label if not built from wood or aluminium alloy

F.3.2 MATERIALS

(a) The **spar** shall be built from

(1) Wood (solid or laminated)

(2) Aluminium alloy

(3) GRP

(4) CRP

(5) ARP

(b) Protective coatings are optional.

(c) The material for an external sail track is optional.

(d) The material for the top and bottom mast bearings is optional.

F.3.3 CONSTRUCTION

(a) Construction of the **spar** may be from a combination of the above materials.

(b) The **spar** extrusion shall include a fixed sail groove or track which may not or may not be integral with the **spar**.

(c) Masts of materials other than wood or aluminium shall only be constructed by licensed builders. Repairs and/or modifications of more than one meter in length to these masts shall only be made by licensed builders.

(d) 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 100 outside the aft edge of the bearing ring at the deck.

(e) Any cross section shape of a **spar** shall be in principal 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.

(f) The only permitted additional items to the spar construction are

(1) External sail track

(2) Internal connecting sleeves (when spar is a two piece section)

(g) The wall thickness of the **spar** may be variable.

(i) Spars may be made as a 2 piece section.

F.3.4 FITTINGS

(a) MANDATORY

(1) With the exception of wood spars, a fixed fork fitting to connect the boom.

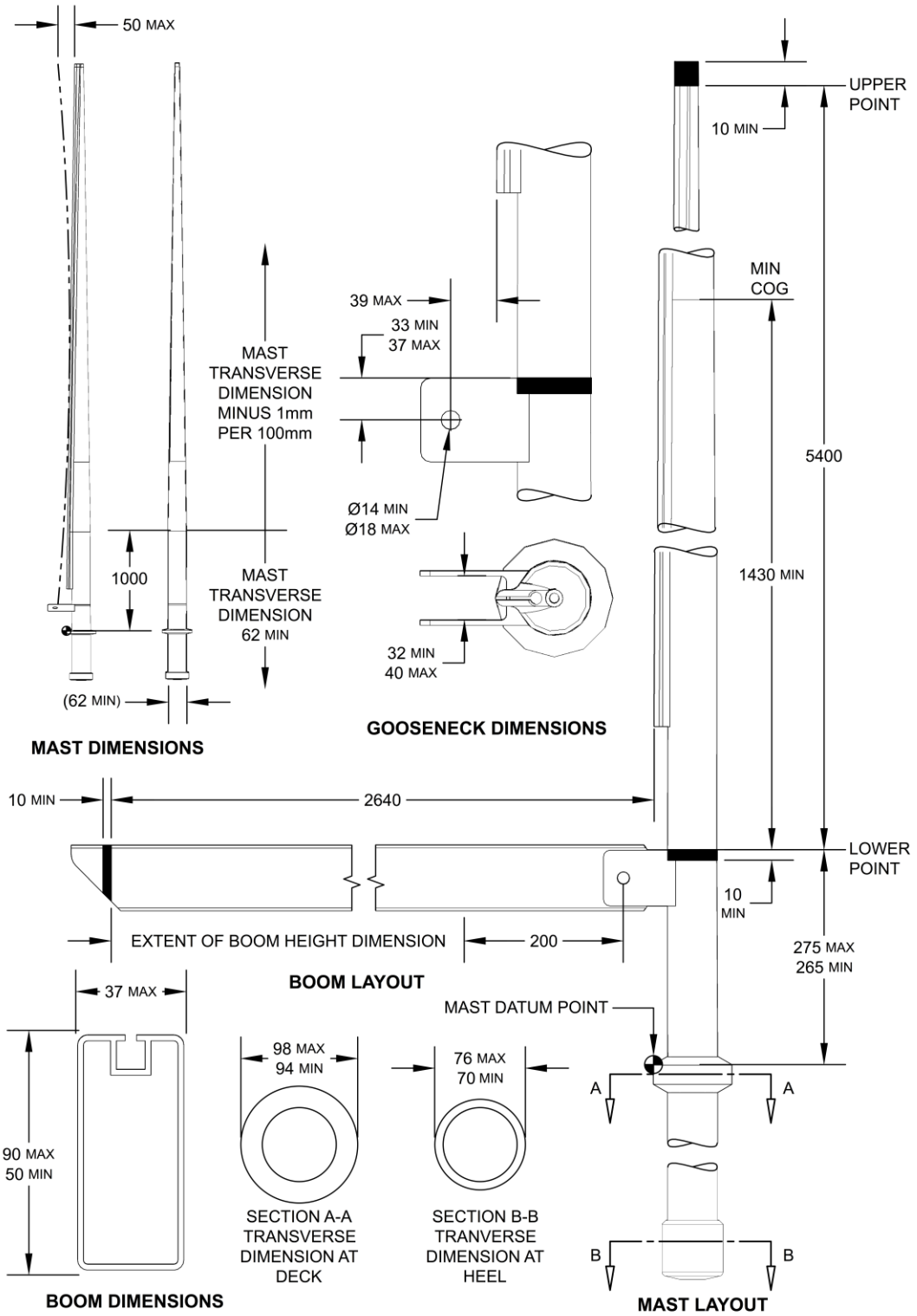
(b) OPTIONAL

(1) Other fittings are optional

F.3.5 DIMENSIONS

	minimum	maximum
Mast spar cross section;		
diameter at deck level inc optional mast ring.....	94 mm	..... 98 mm
diameter at 20mm above **heel point**	70 mm	..... 76 mm
Mast spar transverse cross section at;		
from **heel point** to 1000m above **mast datum point** ..	62 mm	..... …
from 1000mm above **mast datum point to**		
upper point minimum dimension is given by a uniform reduction of :		
..... a minimum of minus 1mm for 100mm		

Diagram 9 Spars – Dimensions and Measurement Points (F.3.5)



Mast spar fore-and-aft cross section at;

From **heel point** to **upper point** maximum dimensions is given by the actual transverse width Plus 22mm at the same height.

Mast spar curvature at any point .... 50 mm

Lower mast limit mark width ..... 10 mm

Upper mast limit mark width ..... 10 mm

..... and all above the upper point

Lower point to **upper point** .....5400 mm

Boom forks on mast;

Internal width ..... 32 mm ..... 40 mm

Diameter of boom pin hole ..... 14 mm ..... 18 mm

Centre of pin hole from aft face of **mast** .... 39 mm

Centre of pin hole below **lower point** ..... 33 mm ..... 37 mm

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

F.3.6 WEIGHTS

	minimum	maximum
Mast weight inc mast base, deck ring, halyard, cleat, blocks, any **corrector weights,** and excluding gooseneck pin	8 kg	
Corrector weights permanently fixed to the external surfaces of the **spar**		1.5 kg

F.4 BOOM

F.4.1 MATERIALS

(a) The **spar** shall be built from

(1) Wood (solid or laminated)

(2) GRP

(3) Aluminium alloy

(b) Protective coatings are optional.

(c) The material for an external sail track is optional.

F.4.2 CONSTRUCTION

(a) Construction of the **spar** may be from a combination of the above materials.

(b) The **spar** shall include a fixed sail groove or track which may or may not be integral with the **spar.**

(c) The construction method of the **spar** is optional.

F.4.3 FITTINGS

(a) OPTIONAL

(1) Fittings are optional

F.4.4 DIMENSIONS

	minimum	maximum
Boom spar cross section forward of the **outer point** ;		
vertical from 200mm aft of the gooseneck hole	50 mm	90 mm
transverse		37 mm
Outer limit mark width	10 mm	
Distance from **outer point**		
to centre of the gooseneck hole in boom		2640 m

F.5 RUNNING RIGGING

F.5.1 MATERIALS AND CONSTRUCTION

(a) Materials and construction are optional.

F.5.2 FITTINGS

(a) Fittings are optional

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

(a) Mainsail

G.2 GENERAL

G.2.1 RULES

(a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

(a) **Sails** shall carry the official OKDIA sail label purchased by the sail maker from OKDIA. It shall be permanently attached near the tack by stitching across it.

(b) The **official measurer** shall **certify** mainsails by stamping, or signing and dating, across the official OKDIA Sail label.

(c) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

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

G.2.3 SAILMAKER

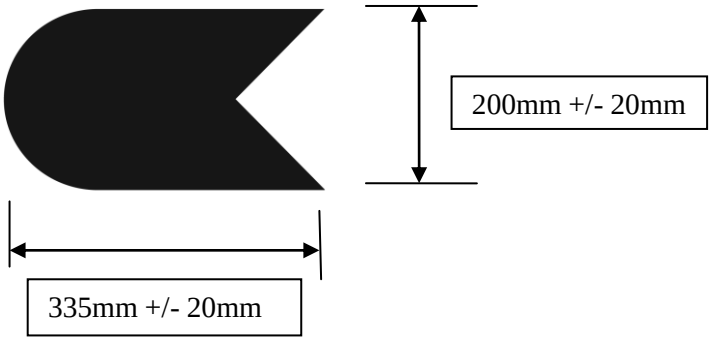
(a) No licence is required.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The class insignia shall have a height of 200mm +/- 20mm and a width of 335mm +/- 20mm. (Diagram 10). It shall conform to RRS Appendix G.

Diagram 10: Class insignia (G.3.1.a)



G.3.2 MATERIALS

(a) The **ply** fibres shall consist of polyester.

(b) **Stiffening** shall consist of:

(1) Cornerboards: plastic or aluminium.

(2) Battens: Material optional

(c) **Sail reinforcement** shall consist of:

(1) **Primary:** Any material

(2) **Secondary:** the same material as used in the **body of the sail**, except the **batten pocket patches** may be of any material.

G.3.3 CONSTRUCTION

(a) The construction shall be: **soft sail**, **single ply sail**.

(b) The **body of the sail** shall consist of the same **woven ply** throughout.

(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**.

(d) The **sail** shall have 4 batten **pockets** in the **leech**.

(e) The **leech** above the upper **batten pocket** shall not extend beyond a straight line, drawn from the **aft head point** to the upper edge of the upper **batten pocket.**

(f) The **luff** and **foot** bolt ropes, which may be elastic, shall comply with G.3.4

(g) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham: one eye or not more than two pulleys, **batten pocket patches**, **batten pocket** elastic, batten retaining devices, boom slides, leech line, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G.3.4 DIMENSIONS

	minimum	maximum
Leech length	..	5425 mm
Half width	.	1675 mm
Three-quarter width	.	1040 mm
Top width	.....	160 mm
Primary reinforcement	.....	350 mm
Secondary reinforcement:		
from **sail corner measurement points**	...	1050 mm
for **flutter patches**	.....	120 mm
for **batten pocket patches**	.....	175 mm
Tabling width on **luff** and **foot**	.....	60 mm
Tabling width elsewhere	...	…35 mm
Total **Window area**	.....	0.3m^2
Window to **sail edge**	150 mm	
Extension of headboard from **head point**	.....	160 mm
Batten pocket length:		
uppermost and lowermost pockets:	inside	605 mm
intermediate pockets:	inside	755 mm
Batten pocket width:	inside	60 mm
Head point to intersection of **leech** and centreline of uppermost **batten pocket**	1000mm ..	1200 mm
Clew point to intersection of **leech** and centreline of lowermost **batten pocket**	1000mm ..	1200 mm
Head Point to start of luff bolt rope	.....	50mm
Tack point to end of luff bolt rope	.....	300mm
Tack point to start of foot boltrope	.....	450mm
Clew point to end of foot bolt rope	.....	100mm

G.4 SAIL CONSTRUCTION PERMISSION

Sail makers are allowed on request and single (i.e. per sail) approval by the ICA Technical Committee to build sails from laminated sail cloth. The use of those sails is allowed in any OK regatta with the exception of International events. For the purpose of this rule an event is an International event when its aim is competition between competitors from more than one MNA. An **official measurer** is allowed to ignore rules G.3.3 (a), (b) & (c) and from G.3.4 all dimensions except **leech length, half** & **three quarter widths** and **top width,** if the approval document from the ICA is presented when measuring.

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 OFFICIAL PLANS

1	General arrangement and construct details	1986
2	Full size details	1986

H.2 DEFINITIONS

Where shown in the rules – the following abbreviations or descriptions mean:

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.

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