

Report from the Chairman of the OKDIA Technical Committee. June 2018

The last twelve months have been very busy for the technical committee as there has been a lot of activity and work carried out after the introduction of the new class rules in June 2017. Consequently, this report is quite lengthy, so firstly my apologies for that. As a result, we are posting this report online along with the AGM Agenda so that NCA and those who are interested can take the time to read it and have a better understanding of the topics involved. Shortly before the AGM your TC chairman, secretary and chief measurer will have a meeting with World Sailing in London and after that we should have a more informed opinion of their thoughts on our rules and current proposals.

Since the new rules were introduced last June, a lot of work has been done in checking them over and looking for errors or omissions. Most of the proposals at the 2018 AGM are simple changes to make the rules better and clearer. One of the aims of the new rules was to include all current practices and methods and three of the proposals are linked to that intent.

For example, in recent years some builders have been adding a shape or bevel to the cockpit/deck join and some have been building the whole cockpit as a one-piece molding. Now while these practices could mostly be justified using existing rules, the opinion of the Technical Committee was that they should be formalised into new rules to control any unwanted and unforeseen evolution.

We are also trying to adjust rules where relevant so that commercially available products can be used without adjustment, so that costs can be kept to a minimum.

As mentioned, many of the proposals are just cleaning up the wordings and arrangements. Where this is the case the explanation given in the proposals is sufficient.

The issues that need the most consideration are outlined below. Please read this report in conjunction with the proposals in the Agenda. If anyone has any questions, then they are welcome to email them to technical@okdia.org.

Proposal 1 - Certification (Relevant ERS definitions in bold)

One of the consequences of introducing the new class rules in the SCR format in 2017 is that we have changed the way that **certification** is supposed to be carried out, although these rules have yet to catch up with current practice. The new methods are in line with the standard World Sailing format that is used by many other classes.

The General Committee have discussed the implications of this and have unanimously approved the certification proposals that are included in the Agenda. These proposals concern updating the **certification** requirements and standardising **certification** in the form

of a standard **certificate** and a standard **certification mark**. The proposal now has to go to AGM for a decision so the class can decide.

The rule changes needed to facilitate these methods can be found as Proposal 1.

In the old system we had one measurement form that contained measurement data for all the items of equipment. The certificate was for the whole boat. Any new sails were required to be certified by stamping or signing.

What has been a problem for many years is that the current measurement form contains information on equipment and sails that are often replaced after a year or two and so the form has little relevance to the boat being sailed. Further, when new gear is purchased and used with the boat, there is no way of knowing if any of it has actually been measured.

These new methods (which are standard in many other classes) remove these inconsistencies.

The changes as written into the current rules are as follows.

1. Under the new rules, ALL items of equipment must now be **certified**.
2. The **certificate** (measurement certificate) is issued for the **hull** only.
3. All other items of equipment are **certified** individually.
4. An **official measurer** must measure the **hull** and equipment.
5. Only a **certification authority** may **certify** a **hull** by the issuing of a **certificate**.
6. An **official measurer** may **certify** all other items of equipment by placing a **certification mark** on it.

All measurement must be carried out by an **official measurer** who must be approved to do so by the MNA of the country in which the measurement takes place. This practice remains unchanged. World Sailing regulations specify that we need to maintain a list of all **official measurers** and this has been done. A **certification authority** is usually the MNA of the country but can be the NCA where delegated.

What we need to do to facilitate the new methods are as follows.

1. Make the rule changes as outlined in the proposals.
2. Rewrite the measurement form for the **hull** only.
3. Produce reference forms for use by the **official measurer** when checking the other items of equipment. These forms will be purely administrative and have no official purpose.
4. Decide on what to use as a **certification mark**. OKDIA are proposing that the **certification mark** is a numbered sticker produced by OKDIA and distributed free to all **official measurers**.
5. Produce a worldwide standard **certificate**. This will ensure that all the included details are in line with the rules. This will be a downloadable format that MNA can add their headers and logos to. This will also include owner declarations that only **certified** equipment will be used with the **hull**. Further, Section C in the rules contains the rules that apply when items of equipment are measured together. Eg board drop, distance from rudder to transom and mast movement. So the declaration needs to include this as well.

Equipment inspection will become very easy as all new items should have a sticker. If an item of equipment does not have a sticker (ie a **certification mark**), then it is clearly not measured and should not be used until checked. There will certainly be a time lag between passing the **certification mark** rule and having the majority of equipment **certified** with the OKDIA sticker. We can use major championships to check existing equipment and after a few years the equipment presented at major championships should be mostly compliant. It could be common practice that any equipment not certified in this way could be checked at major events where **official measurers** are present, thus slowly bringing all equipment used into line with the new rule.

The main aim here is to ensure equipment used is properly measured. A secondary aim is to aid equipment inspection at events. An advantage of this process is that manufacturers can sell equipment that is already measured, with the proof being the attached **certification mark**. The process does involve more stickers and will undoubtedly take some time to get going, but the General Committee are agreed that these proposals are in the best interests of the class.

Proposal 7 - Cockpit liners

Many builders are now using a cockpit liner. These are an easy and smart method of producing a cockpit in one piece. The whole cockpit including bulkheads and a centerboard case cover is made in one mold and glued to the floor and topside panels of the hull of the boat, getting rid of the need to fair and paint the bulkheads and floor. The builders that use this method have been aware of the need to maintain the 10% thickness rule but have also employed different methods to ensure this rule is not broken. The proposal has been discussed with several builders and those that have assisted in the wording are in agreement with it. As previously mentioned, the aim here is to allow what has been already made while controlling any unseen developments.

Proposal 9 - Bevels

Bevels and shapes other than a square intersection on cockpit and bulkhead/deck joins are now used by 5-6 builders. To date there have been no rules on this feature and no one has had a consistent idea of how to measure them, so again we are looking at a way to formalise the practice into a rule. There are two different proposals in the Agenda using different methods to control the size of the bevel/shape.

OPTION A measures the size of the bevel itself irrespective of where it is. This allows a certain size measurement from the intersection of the deck and bulkhead and will allow boats to have the same size bevel regardless of the height of the deck or position of the bulkheads. The proposal allows for 90mm of shape in either direction from the intersection point. As a consequence, this option also means that we have to define the deck as starting 90mm forward of station 2 and 90mm aft of station 1, in order to ensure that on a flat deck, the deck itself is not concave at those points.

OPTION B controls the bevel such that the deck cannot be concave forward and aft of the maximum allowed position of the bulkheads. This is more consistent with the current rules as we already have a no concave deck rule. This option will control the bevel from the Hull Datum Point irrespective of where the bulkhead is or how high the deck is. It is important to remember that, along with most other hull measurements, bevels are something that should be checked during initial measurement control and generally won't be checked in the dinghy park or at an event. During the measurement process, the positions of the stations will be marked on the boat and checking the positions of the bevels should be relatively straightforward. The other advantage of this option is that all boats will have the allowed position of the bevel in the same place rather than adjusting it due to the position of the bulkhead and the height of the deck.

Proposal 11 - Side decks and Padding

There have been many discussions in the past year concerning the rules on side-decks and padding. Some builders have misunderstood the wording and produced boats that are outside the rules but fortunately it looks like the errors are relatively small and do not provide a significant advantage to the boats involved. This matter is currently being dealt with by the Chief Measurer.

In the 2017 Rules we added a rule, clarifying that the gunwale should not be higher than the adjacent sheerline. This became Rule D.6.3.a. After the 2017 Rules were published we received several comments that this was actually a new rule and that previously the gunwale could be above the sheerline. However, it should be emphasised that this is not the case. The rules, the measurement diagram and the measurement form are all clear in saying that the 35mm depth of the gunwale should be measured below the sheerline. There is no allowance for any measurement above the sheerline outside the gunwale and so there should be nothing above the sheerline, outside the sheerline. The rules have remained the same for almost 50 years so there should be no confusion on this.

We then had the situation that one or more builders were adding extra padding outside the sheerline in the form of so called "hiking extenders", and raising the level of the padding on the gunwale above the permitted 10mm at the sheerline. This was discussed by the International Measurers who all agree padding on the gunwale should not be higher than the padding on the sheerline. This is made clear by the rule that says any padding must conform to the side-deck dimensions. With that in mind, the agenda includes a proposal to adjust the wording and add a rule to clarify this.

Proposal 13 and 14 - Slugs and headboards

Sometimes the smallest things cause the biggest headaches. Headboard slides are small plastic slugs designed to keep the head of the sail from rotating into the mast and are placed tight on the luff near the headboard. However, despite the fact that they are not in the list of allowed items in the sail rule and are therefore not allowed to be used, many sailmakers are

fitting them to their sails. Their use is so widespread that we are proposing that they be allowed.

They are used for two reasons; firstly, to protect a plastic track from damage from an aluminum headboard and secondly to make it easier to fit the headboard as the slide can be used to stand the head of the sail up, leaving the accuracy of the headboard placement less important.

Many sailmakers still use plastic headboards that can be placed tight next to the track and acts as both slide and headboard.

A secondary problem here is that aluminum headboards of the size permitted are no longer commercially available. Bainbridge have ceased production of part number B806 and Rutgerson have ceased production of the 1094-130BL. Plastic Aqua-batten headboards are still available as are the plastic contender headboards but are actually too large on the extension from head point measurement by 5mm.

Proposal 13 is to allow the headboard slides to be added to the list of allowed items. And proposal 14 is to allow the OK to use commercially available headboards as used by the Finn class such as the Bainbridge B805 and the Rutgerson 1115-110B

These Finn headboards have the same head width and are 15 - 25mm longer on the luff. I have spoken to several sailmakers about this and they assure me that there would be no advantage from increasing this dimension. The alternative is that sailmakers keep cutting 25mm from the Finn headboard. This proposal is consistent with our desire to only use commercially available equipment in order to keep costs down. We recently allowed an extra 20mm of length on sail battens for just this reason.

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Chairman
OKDIA Technical Committee
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