



OK Dinghy Class Rule and Constitution Amendments Results of Postal Vote - November 28 to December 19 2020

Participating members: AUS, DEN, FRA, GBR, GER, NED, NOR, NZL, POL, SWE, USA
Uncast votes: BEL

The following changes were passed through a postal vote by a unanimous vote, except where noted below.

PART A - CLASS RULES

A.4 ADMINISTRATION OF THE CLASS

The current rule A4 is a mix of the standard and previous wordings and is not as clear as it could be. The proposal below brings the rule into line with current practice and hopefully removes some of the confusion that exists in the current wording whilst make it easier for new National Authorities to follow the process. The new wording also gives a clear chain of responsibility for the administration tasks.

Both this proposal and proposal 2 will be presented with a modified Constitution to better enable countries with only 1 or 2 owners to become members of OKDIA.

CURRENT RULE

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The administering authority is the OKDIA. Except as provided for under A.4.2, 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 MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the OKDIA which may delegate the administration to an NCA.

AMENDED TO READ

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The international administering authority is the OKDIA.
- A.4.2 The **certification authority** shall be the MNA, except that, in countries where there is no MNA or the MNA does not wish to act as **certification authority**, this function may be delegated to a NCA. If there is no NCA or the NCA does not wish to act as **certification authority** this function shall be carried out by OKDIA.
- A.4.3 The national administering authority shall be the NCA. Where the NCA does not wish to administer the class in that country this function shall be carried out by the OKDIA.

A.10 SAIL NUMBERS

*Sail numbers are often issued by the National Class Association and not the **certification authority**, which is normally the MNA. This proposal modifies rule A.10 such that it permits this common practice.*



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CURRENT RULE

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the **certification authority** on receipt of evidence that the Building Plaque Fee has been paid.

AMEND TO READ

- A.10.1 Sail numbers shall be issued by the **certification authority**, or their delegates, on receipt of evidence that the Building Plaque Fee has been paid.

A.11.2 CORRECTORS ON CERTIFICATE

Rule A.11.2 includes the list of items that should be recorded on the certificate.

Item (m) is not strictly needed as the weight of correctors is in item (l) and the rules make it clear where the corrector weights should be placed and what their permitted weight should be.

The extra data also means many existing certificate formats may not carry this field.

The proposal is to delete this extra item.

CURRENT RULE

- A.11.2 A **certificate** shall record the following information:
- (k) Total weight of the **hull** as measured in C.6.1.
 - (l) Total weight of **corrector weights**.
 - (m) Number and position of **correctors weights** and their weight as per C.6.2.
 - (n) Signature of owner.

AMMEND TO READ

- A.11.2 A **certificate** shall record the following information:
- (k) Total weight of the **hull** as measured in C.6.1.
 - (l) Total weight of **corrector weights**.
 - (m) Signature of owner.

C.1.1 PUMPING

To clarify the rule.

CURRENT RULE

RULES

- (a) RRS 42.3(c) is changed to add: "When the **sail** is pumped it shall be done with the mainsheet turning through at least three blocks between the **boom** and the **crew**. The final block shall be securely fastened in the cockpit area."



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AMEND TO READ

C.1.1 RULES

- (a) RRS 42.3(c) is changed to add: "When the **sail** is pumped it shall be done with the mainsheet turning through at least three blocks between the **boom** and the **crew**, **such that the system creates a minimum purchase of three to one**. The final block shall be securely fastened in the cockpit area."

D.1.1.e GUNWALES AND RUBBING STRAKES

There is a mixture of the terms gunwales, rubbing strakes and gunwale rubbing strakes within the rules. This proposal aims to introduce a consistent terminology.

A rubbing strake is generally defined in wooden boat building terminology as a strake (a fore/aft plank of hull timber) that is placed just below the top or sheer strake. A gunwale is generally defined as the top edge of surface of the sheer strake. Neither of these words accurately describe what is seen on an OK Dinghy.

The 2015 Rules used the word "sheer-guard" which is actually a much more accurate description. Therefore, the proposal is that all occurrences of "gunwale" or "rubbing stake" should be replaced with "shear-guard".

AMEND TO READ

D.1.1.e Sheer-guard

CURRENT RULE

D.7.1.b.9 Any hiking pads, fitted to the side-decks and gunwales, provided they fall within the side deck measurements in D.7.2. However, padding up to 10 mm thick is allowed to cover the **sheerline** measured 90 degrees to the surface and shall not be more than 10 mm above the **sheerline** on the gunwale.

AMEND TO READ

D.7.1.b.9 Any hiking pads, fitted to the side-decks and **sheer-guards**, provided they fall within the side deck measurements in D.7.2. However, padding up to 10 mm thick is allowed to cover the **sheerline** measured 90 degrees to the surface and shall not be more than 10 mm above the **sheerline** on the **sheer-guard**.

D.6 GUNWALE AND RUBBING STRAKES

CURRENT RULE

D.6.1 MATERIALS

- The gunwale and rubbing strakes shall be built from one or a combination of:
- (a) Wood (solid or laminated).



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(b) GRP.

D.6.2 CONSTRUCTION

(a) Gunwales shall run the full length of the **boat**.

D.6.3 LIMITATIONS

(a) Gunwales shall not be positioned above the adjacent **sheerline**.

AMEND TO READ

D.6 SHEER GUARDS

D.6.1 MATERIALS

The **sheer-guards** shall be built from one or a combination of:

(a) Wood (solid or laminated).

(b) GRP.

D.6.2 CONSTRUCTION

(a) **Sheer-guards** shall run the full length of the **boat**.

D.6.3 LIMITATIONS

(a) **Sheer-guards** shall not be positioned above the adjacent **sheerline**.

CURRENT RULE

D.7.2

Gunwale rubbing strakes; depth (vertically from sheerline)	9 mm	35 mm
width (horizontally from sheerline)	3 mm	35 mm

AMEND TO READ

Sheer guards ; depth (vertically from sheerline)	9 mm	35 mm
width (horizontally from sheerline)	3 mm	35 mm

D.2.3.B BOW MEASUREMENT POINT

*When a hull is measured, most measurements are taken from a point called the **Hull Datum Point** which is defined as “the intersection of the transom and bottom hull panels at the lowest point of the transom”. In a similar way when the stem profile measurements are taken, they are taken from a point that is found from the intersection of the stem profile and the deck. Therefore, it makes good sense to define this point and give it a name.*

This proposal is simply to name an existing measurement point, and to call it the Bow Measurement Point.



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NEW RULE under DEFINITIONS

D.2.3.b The Bow Measurement Point is at the intersection of the extension of the stem and the deck, and including any keel-bands.

Rules b, c, d, c, reassigned accordingly.

Using this definition, we can modify the wordings within D.7.2 to include this new measurement point.

CURRENT

Hull length excluding deck overlap but including any stem band	3990 mm	4010 mm
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AMEND TO READ

Horizontal distance from hull datum point to Bow Measurement Point.	3990 mm	4010 mm
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CURRENT

Distance from hull datum point measured along base line to a point where extension of straight edge of foreside of stem (included keel band if any) meets base line		
	3705 mm	3735 mm
	140 mm	150 mm
	265 mm	285 mm
300 mm below baseline		
180 mm below baseline		

AMEND TO READ

Horizontal distance along baseline from hull datum point to a point where extension of straight edge of foreside of stem (included keel band if any) meets base line	3705 mm	3735 mm
Horizontal distance from Bow Measurement Point to the stem (including keel band if any)		
300 mm below baseline	140 mm	150 mm
180 mm below baseline	265 mm	285 mm



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CURRENT

Baseline to sheerline at stem	588 mm	608 mm
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AMEND TO READ

Baseline to Bow Measurement Point	588 mm	608 mm
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D.2.3.b, D.3.2.e, D.4.2.c SURFACE SHAPES

*The current requirements for the surface of the hull to be fair has several problems. Firstly, the rule says that the **hull** “may be checked to ensure it is fair” which implies that the rule is not mandatory. Secondly, the rule uses the ERS definition **hull** but is in the section titled HULL SHELL. And thirdly, the rule refers to the **hull** which includes gunwales (sheer guards) and fittings which obviously do not have to be fair within the context of this rule.*

The proposal is that all of these related rules are moved into a new section and tidied up.

CURRENT RULES

D.2.3.b The surface of the **hull may** be checked with a flexible batten to ensure the curvature of the **hull** is fair.

D.3.2.e When measured athwartships at the stations, the surface of the **hull** and topsides shall not be concave.

D.4.2.c Measured athwartships the fore and aft decks shall not be concave.

Delete - D.3.2.d, D.3.2.e and D.4.2.c

AMEND TO READ

D.2.6 CONSTRUCTION

- (a) The areas that make up the major external surfaces of the **hull** shall be constructed such that they are, in principle, fair.
- (b) When measured athwartships at the stations, the **hull** shell shall not be concave.
- (c) When measured athwartships, the fore and aft decks shall not be concave.

D.5.1.b DRAIN TUBE/CONTROL LINE TUBE MATERIALS

A commonly asked question is what materials are allowed for drain tubes and control line tubes. Generally, drain tubes are made from PVC or GRP. Control line tubes are also made from ply or foam sandwich.

The proposal is to clarify this by introducing a new rule.

NEW RULE

The drain tube and any tubes for underdeck control lines shall be made from plastic or any material permitted in Rule D.3.1.a.

D.2.4.b.4 PLAQUE MATERIALS

Another commonly asked question is what materials are permitted for a sail number plaque (if that is used to display the sail number).



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The intention of the rule is to only allow materials that are permitted in the construction of the boat. This list does not include exotic materials or metal plates. The reason for this limited list is that if materials are open and we allowed metal or carbon then we would need to introduce rules to control how large or heavy the plaque should be and the rule would quickly become unwieldy and the measurers would start to complain.

This proposal is to clarify the existing wording so that the intent is clear.

CURRENT RULE

D.2.4.b.4 a plaque of any permitted material, permanently attached to the bulkhead at station 2 on the centreline.

AMEND TO READ

D.2.4.b.4 a plaque **made from plastic or any material permitted in Rule D.3.1.a**, permanently attached to the bulkhead at station 2 on the centreline.

PART B. CONSTITUTION

The following changes were approved.

ITEM NUMBER	PROPOSED CHANGES
4.1	Delete "The 'Association' shall mean OKDIA, the OK Dinghy International Association." Simplify the language and remove confusion by removing references to the 'Association' and using 'OKDIA' instead.
4.12	Sub-clauses not needed as also in the Class Rules.
4.15	A clause has been added defining how OKDIA and members should communicate. - 'In writing' shall mean a written notice sent either by post or email or both.
4.16	Define a Postal Ballot more clearly
5.1	Amendments to reflect current practice due to the increased activity of OKDIA. The Secretary generally handles the bank accounts while the Treasurer will provide oversight and produce the accounts. The Secretary works from an agreed budget, and has access to the bank accounts. It has become impractical for a volunteer Treasurer to handle the number of transactions we are now having instead of the paid Secretary. 10 in favour, 1 abstention (GBR)
6.2	Include new clause to allow Committee to offer membership before an AGM to speed up process.



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6.6	Decrease minimum requirement for membership to 1, with 2 fees payable. This is seen as the key move to allow 'very small nations' to join. In the past year alone we have had interest from 7 new nations of 1-3 boats. This will encourage them to join, and in conjunction with the changes to Class Rule A4 allow OKDIA to provide certification and admin services if they are unable to do so locally. NOTE: OKDIA has interest from ITA, RUS, BUL, ESP, IRL, BRA, CAN
7.2	Vice-President roles and responsibilities have been redefined.
7.3 to 7.6	Clarifying appointments and roles.
11.1	Adding possibility of online AGM
11.4	Change to voting structure. Poll votes removed and proportional voting introduced. Under the proposed membership reforms, we could see a large number of very small members, which could swing votes against the larger members. By always having proportional voting it not only brings the classes governance in line with many other classes it would allow the decision making process to better reflect the overall wish of the class, as well as simplifying the process.
11.8 and 14.1	Providing some security for larger members by redefining a quorum and who is able to call an SGM.
ALL	Adopt the new Constitution, accepting or rejecting the above changes.



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PART C. EVENT MANUAL

The following changes were approved.

ITEM NUMBER	PROPOSED CHANGES
9.6	Add course configuration for two fleets
E.1.2	Add: "For the World Championship or at the request of OKDIA the OA shall obtain the services of two OK Dinghy International Measurers." When there is a large fleet it is becoming normal to have two IMs present to spread the workload.
E.1.6	Add: The OA shall organise coffee, drinks and lunches for all inspection volunteers. 9 in favour, 1 rejection (GBR), 1 abstention (POL)
E.2.3	DELETED – ALREADY PART OF EVENT MANUAL.
ALL	Adopt the new Event Manual, after accepting or rejecting the above changes.

Matters arising/Points from the Postal Vote

1. Start lines

NZL: Lots of discussion regarding start line length, realistically the PRO should have some discretion with not setting it so long, eg 100 boats = 600m line, almost half the length of the beat, if the line has bias, this can equate to 80-150m head start, so potentially having a shorter line minimises this potential etc. We accept its a WS rule, but would just like our comment acknowledged / followed up on.

OKDIA: if there is a wish to change this then a proposal can be submitted to the next AGM for discussion.

2. Quorum

DEN: Regarding Proposal B.12 (Constitution 11.8) I expect it to be "at least 5" instead of "5"

OKDIA: Quorum is the minimum requirement so this is fine as it stands.

3. Subsistence for Measurers

GBR: 1.6 not necessary in manual

OKDIA: Hopefully it would seem unnecessary to include this clause in the Event Manual, however because this is not stated implicitly, measurers are often left to fend for themselves. It's not expecting much to get a coffee and a sandwich, but often they are the poor relatives of the other race officials and get overlooked. This is just trying to redress the balance.

OKDIA

December 20, 2020