



## OK Dinghy Class Rule and Constitution Amendments Proposals for Postal Vote - November 2020

The process to clean up and improve all OKDIA's rules continues and we hope this is last big sweep for some time. Changes are proposed to the Class Rules, Constitution and Event Manual. At a time of rapid growth in the class, many changes are designed to better manage the influx of new, and quite small member countries, to provide them membership to make it easier for them to access OKDIA services and events. So it is quite important to get this right. The OKDIA Committee recommends passing all the administration, Constitution and Event Manual changes.

There are three parts for the Postal Vote

**A. Class Rules** – these are detailed in full below in the usual way with old text, new text and reasoning.

**B OKDIA Constitution** – Much of the work on the Constitution consists of formatting and consistency, so it would be impossible to approve every change. However there are some larger changes and these have been itemized below. Some are wider rewritings of existing points, but a few make some fundamental changes to the way OKDIA and AGMs would operate. In all there are 13 changes to approve. The draft version shows all the main changes in yellow highlighting.

**C. Event Manual** – Most changes just involve formatting and consistency. Material changes have been listed below. There are only four of them. Again, the draft version shows all the changes, minor and otherwise.

The **VOTING PAPERS** will reference only the proposal number and a brief description. Please refer to this paper and other attachments for further information.

**The voting papers will be sent to National Secretaries and the vote will be open from November 28 to December 19.**



## OK Dinghy Class Rule and Constitution Amendments Proposals for Postal Vote - November 2020

### A - CLASS RULES

#### Proposal A.1

#### **Administration**

*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.

#### **AMEND 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.



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### Proposal A.2

#### *Issuing of 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.*

#### **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.



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### Proposal A.3

#### **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.



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### Proposal A.4

#### *Pumping*

*To clarify the rule.*

#### **CURRENT RULE**

##### 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**. The final block shall be securely fastened in the cockpit area."

#### **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."



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### Proposal A.5

#### ***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”.*

#### **CURRENT RULE**

D.1.1.e Gunwale Rubbing Strake

#### **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**.



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### CURRENT RULE

#### D.6 GUNWALE AND RUBBING STRAKES

##### D.6.1 MATERIALS

The gunwale and rubbing strakes shall be built from one or a combination of:

- (a) Wood (solid or laminated).
- (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 <b>sheerline</b> )	9 mm	35 mm
width (horizontally from <b>sheerline</b> )	3 mm	35 mm

### AMEND TO READ

<b>Sheer guards;</b>		
depth (vertically from <b>sheerline</b> )	9 mm	35 mm
width (horizontally from <b>sheerline</b> )	3 mm	35 mm



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### Proposal A6

#### **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.*

#### **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 <b>hull datum point</b> to Bow Measurement Point.	3990 mm	4010 mm
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### CURRENT

Distance from <b>hull datum point</b> 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
	300 mm below baseline	140 mm	150 mm
	180 mm below baseline	265 mm	285 mm

### AMEND TO READ

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

### CURRENT

Baseline to <b>sheerline</b> 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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### Proposal A.7

#### **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.3.2.d 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.



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### **Proposal A.8**

#### ***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**

**D.5.1.b 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.**



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### **Proposal A.9**

#### ***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).*

*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.



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### **B. CONSTITUTION**

These changes should be read in conjunction with the annotated draft of the new Constitution.

PROPOSAL NUMBER	ITEM NUMBER	PROPOSED CHANGES
B.1	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.
B.2	4.12	Sub-clauses not needed as also in the Class Rules.
B.3	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.
B.4	4.16	Define a Postal Ballot more clearly
B.5	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.
B.6	6.2	Include new clause to allow Committee to offer membership before an AGM to speed up process.
B.7	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
B.8	7.2	Vice-President roles and responsibilities have been redefined.
B.9	7.3 to 7.6	Clarifying appointments and roles.
B.10	11.1	Adding possibility of online AGM



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B.11	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.
B.12	11.8 and 14.1	Providing some security for larger members by redefining a quorum and who is able to call an SGM.
B.13	ALL	Adopt the new Constitution, accepting or rejecting the above changes.



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### C. EVENT MANUAL

These changes should be read in conjunction with the annotated draft of the new Event Manual.

PROPOSAL NUMBER	ITEM NUMBER	PROPOSED CHANGES
C.1	9.6	Add course configuration for two fleets
C.2	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.
C.3	E.1.6	Add: The OA shall organise coffee, drinks and lunches for all inspection volunteers.
C.4	E.2.3	Add: The OKDIA Chief Measurer, if present, shall have the final say on decisions.
C.5	ALL	Adopt the new Event Manual, after accepting or rejecting the above changes.