

OK DINGHY INTERNATIONAL ASSOCIATION



OKDIA statement on equipment inspection 2014 OK Dinghy World Championships Black Rock Yacht Club, Melbourne, Australia

This statement from OKDIA is designed to clarify the processes and responsibilities of the various parties involved in equipment inspection at a World Championship. This statement will not go into detail of what happened in Melbourne – that is published [here](#) - suffice to say that OKDIA supports all actions taken by the Chief Measurer and the International Jury.

Presentation of equipment

Competitors should present equipment for inspection that has been previously measured and certified as an OK Dinghy. It is never the role of Event Equipment Inspectors to certify any equipment.

While the onus of responsibility on measuring equipment lies with proper initial measurement to class rules, it is the owner's full responsibility to make sure the boat complies with the actual, and intent of, the rules as published by ISAF. The competitor also signs a declaration to that effect as part of his entry.

Class Rule 4.5 It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times and that alterations or repairs to the boat, spars, sails or equipment do not invalidate the certificate.

Before the championship begins a team of Equipment Inspectors will check many aspects of the equipment such as masts, sails, hull weight and safety, including many items that have been highlighted at past events as problem areas such as bands on spars and sail stops. This is led by the Class Chief Measurer (CM), or in his absence another International Class Measurer (IM).

It is not the job of the Equipment Inspectors to measure any equipment at a championship. All that is carried out are checks. To attempt any more than these basic checks would necessitate significantly extending the time allocated to equipment inspection. That is not practical. Most boats are only scrutinised for no more than 10-15 minutes in total.

Once all boats have passed equipment inspection they are cleared to race in the regatta. This does not mean they are fully rule compliant, just that the required checks have taken place. It is still FULLY the competitor's responsibility to ensure the boat complies with all class rules at all times.

Spot checks

During the regatta the CM, or IM, can make random or allotted spot checks on ANY part of the boat's equipment.

Appendix L

SAILING INSTRUCTIONS GUIDE

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

If something is found amiss, the CM reports the facts to the Race Committee, which has to protest the affected boat. Of course, at any time, another competitor may also protest any boat for a rules infringement.

Under ISAF RRS the event measurer is required to report anything he finds amiss. He has no choice in the matter, and has no influence whatsoever in the outcome of the Jury decision.

78.3 When a measurer for an event decides that a boat or personal equipment does not comply with the class rules, he shall report the matter in writing to the race committee, which shall protest the boat, in accordance with 60.2.

in addition,

64.3 (b) "When the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority."

Note: at no stage in this process is the OKDIA Committee or the Technical Committee directly involved. Of course, the CM may ask advice or verify his thoughts with the TC, if necessary.

Jury

The Race Committee will then make a protest to the Jury. The Jury, and only the Jury, will decide the merits of the case based on the evidence presented and decide on a penalty, if any is needed. If it is a technical matter, based entirely on a report received under 78.3, it is usual for the CM/event equipment inspector to represent the RC in the hearing itself. And under 64.3(b), if the jury gets the report from the CM, they are bound to make their decision according to that report.

2014 WC

In regard to the process at the 2014 World Championship, weight concentration did not form part of the equipment inspection. Only corrector weights, if fitted, were checked. However, the CM noticed a possible infringement during spot checks after racing on 31 Dec 2014. Following further investigation this information was duly passed onto the Race Committee who filed a protest with the Jury before race 3 had taken place, on Jan 2 2015. Jan 1 was a lay day and no protest could have been submitted or heard. The earliest the hearing could be held was after racing on Jan 2 2015.

The Jury upheld the protest, in which the CM was a witness. As the CM is the relevant authority responsible for interpreting the rule the Jury was bound by the reply of the authority in accordance with RRS 64.3(b). The boat in question was scored DSQ. Other than the CM, no OKDIA official was present, or in fact, required.

Following this, another member of the same team filed a number of protests to try and get the DSQ overturned. This was unsuccessful. Approximately one hour before the scheduled start of the final day's racing the boat in question filed a request to reopen the hearing together with a number of other protests similar to those lodged by his teammate. As the request to reopen appeared to be likely to be ruled invalid, which it was, the jury lodged a request for redress for the boat in question in order that the competitor had an opportunity to present any new information or discussion. The boat's protests were unsuccessful and the CM again ruled that the boat in question was still illegal and the original DSQ remained unchanged.

This is all documented under the Protests section on the event website.

OKDIA
9 January 2015