

OKDIA Technical update August 2018

In early July the OKDIA Secretary and the Chairman of the Technical Committee met with World Sailing technical staff in London to discuss the current class rule proposals and several other matters regarding class rules and wider class matters. The current proposals were approved in principle, giving us the confidence to take them into the AGM.

World Sailing were also impressed with the standard of technical competence within the class. As the class continues its recent growth it is important that we maintain this level.

A few days later, and the day before the 2018 AGM in Warnemunde, a meeting of the Technical Committee was held to discuss the proposals and a few new suggestions. Measurers and manufacturers were also invited. The discussions went well and a couple of amendments were made to the proposals for the AGM. These amendments can be found in the AGM minutes. The minutes of the TC meeting can be found below.

The AGM was run in such a way that any proposals that were not going to pass were not voted on. All of the proposals except No 1 on Certification were voted on and passed. The indication from the meeting was that the TC should go back and take another look at the purpose and intent of this proposal.

Technical Committee, Measurers and Manufacturers meeting

7th July 2018

Warnemunde, Germany

Minutes

Attended.

Chair - Alistair Deaves

Chief Measurer - Dick Batt

IM - Klaus Luttkus

OKDIA Secretary - Robert Deaves

TC - Jesper Standberg, Greg Wilcox, Alex Scoles, David Bourne (on behalf of Bill Bradburn)

Manufacturers - Chris Turner (Ovingtons), JS, GW, AS

Measurers - Martin von Zimmerman (GER), Ralf Tietje (GER)

1. Bevels.

The proposal 9 in the 2018 AGM agenda was discussed with the vast majority being in favour of option B. The feeling of the meeting was that option A would leave too much scope for the "look" of the boat to be altered.

2. Cockpit Liners.

The meeting then discussed cockpit liners. JS was concerned that the introduction of a rule to allow liners would (1) produce more weight concentrated boats, especially around the

centerboard case capping, and (2) would make it more difficult for home builders to make competitive boats. Also that boats should be able to be measured to the current rules. AS, CT and RD (regarding the Synergy moldings) pointed out that current cockpit liners weigh much less than two plywood bulkheads and that providing the details in the proposal were adhered to we would not see heavy liners being used. The 70mm for the outside flange was chosen as this allows floor mats to fill the entire area inside the flange thus making a better looking product.

3. Three piece masts.

The meeting did not have any objection to this as it was unlikely a three-piece mast could be made faster than a two or one piece. The only issue would be interchangeable sections and so event marks needed to ensure that masts stayed together during an event.

4. Gooseneck Pin

There was a discussion about including the pin/bolt in the weight of the mast. This was intended to stop the progression to ever more expensive and lighter bolts. The meeting rejected the idea.

5. Hull Coatings

The new rules do not specify any limitation on the types of coverings that are allowed, as they do for spars and hull appendages. The meeting agreed that they should be limited to paint, varnish, gelcoat, resin and vinyl. Also that the TC should monitor new products

6. Standard mast length

Several years ago AD asked all the builders for their building measurements in items such as deck height and pintle distance. As a result, some builders changed their molds and most deck heights at the mast are now 465-470mm. It was decided not to look to introduce a standard mast length at this stage but to publish all the available data with a set of recommended numbers for manufacturers to build to.

6. Open Forum

1. Weighing hull with centerboard. Would only work with engraved certification numbers and a maximum weight. Idea rejected.
2. Vertical Rudder. JS said the Danes were keen to look at this. JS will make a prototype and do some testing.

7. Padding

Interpretations of the padding rules have caused much confusion in recent years as builders seek to allow their customers to hike higher and further out. After some discussion it was agreed to modify the current proposal to specify that padding on the gunwale must fit within a box of 10mm vertically by 35mm horizontally, on top of the 35mm x 35mm existing box. This allows padding on the sheerline to be lower than padding on the gunwale providing both are no more than 10mm above the sheerline. AD to arrange for a new drawing to be made with the padding box rule included.

Meeting closed.