



INTERNATIONAL OK DINGHY CLASS ASSOCIATION

The following amendments to the Class Rules have been approved to be effective 14 December 2012.

Current Rule:

12.7 Use

(i) Movement of the mast, either at deck or at heel point, shall not exceed 7mm.

Amended Rule:

12.7 Use

(i) The fore-and-aft movement at the masthead due to play at the deck and heel bearing systems, shall not exceed the amount measured as follows: With the boat held stern down, a light line shall be rigged at a constant tension from the masthead halyard sheave to the top of the transom. The mast shall be pushed maximum forward and maximum aft to take up play at the bearings. The difference in the distance from the masthead to the transom shall not exceed 10 cm.

Current Rule:

13.2 An outer limit mark of a distinctive colour not less than 10mm wide shall be marked on the boom so it is clearly discernible when racing, with its forward edge not more than 2680mm from the aft edge of the mast spar projected if necessary to the boom. A device shall be fitted to the boom to prevent any part of the sail extending aft of the forward edge of the outer limit mark.

Amended Rule:

13.2 An outer limit mark of a distinctive colour not less than 10mm wide shall be marked on the boom so it is clearly discernible when racing, with its forward edge not more than **2640mm from the centre of the gooseneck hole**. A device shall be fitted to the boom to prevent any part of the sail extending aft of the forward edge of the outer limit mark.

Current Rule:

12.3 Fittings

With the exception of wooden spars, the boom shall be attached to the spar by a fixed fork fitting. The width between the arms of the fork shall be 36mm +/- 4mm. The boom pinholes shall be 16mm +/- 2mm in diameter. The centre of the holes shall be situated 37mm +/- 2mm aft of the aft face of the spar and 35mm +/- 2mm below the lower point. The bottom mast bearing may be made of any material.

Amended Rule:

12.3 Fittings

With the exception of wooden spars, the boom shall be attached to the **mast** spar by a fixed fork fitting. The width between the arms of the fork shall be 36mm +/- 4mm. The boom pin-hole shall be 16mm +/- 2mm in diameter. The centre of the holes shall be situated at a maximum of **39mm** from the aft face of the spar and 35mm +/- 2mm below the lower point. The bottom mast bearing may be made of any material.

Current Rule:

14.2 If the hull is found to weigh less than 72kg, correctors weighing a total not exceeding 5kg shall be fastened to the aft face of the station 2 bulkhead underneath and touching the side decks. The total weight of correctors shall be recorded on the certificate. No correctors shall be removed or altered without the boat being re-weighed by a measurer and the certificate amended in accordance with the procedures of the administering authority.

Amended Rule:

14.2. If the hull weight is less than 72Kg a maximum of 5kg of corrector weights shall be permanently fastened *so as to touch the aft face of the bulkhead at Stn 2* and situated within a radius of 12 cm from the intersection point of the sheerline and station 2 bulkhead. Wing nuts are not considered permanent fixing. The total weight of correctors shall be recorded on the certificate. No correctors shall be altered without the boat being re-weighted by a measurer and the certificate amended in accordance with the procedures of the administering authority.