

INTERNATIONAL OK DINGHY ASSOCIATION

The following amendments to the Class Rules have been approved to be effective 1st April 2003.

12 MAST

Amendment: Delete current rule 12 and replace with the following:

12.1 DEFINITIONS

Mast and spar shall be made and measured in accordance with the ISAF ERS currently effective, except where varied herein, and with the RRS. Where a term defined or measurement given in the ERS is used in these rules it is printed in 'bold' type.

12.2 MATERIALS

The **spar** shall be made of wood, aluminium alloy, plastic or any combination of these. For the purpose of rule 12 plastic is defined as glass fibre, carbon fibre, aramid, polyester resin or epoxy resin. An external sail track may be of any material.

12.3 CONSTRUCTION

The construction of the **mast** is optional, with the following exceptions:

- (i) The aft side of the sail track or groove shall be constructed straight and the line of the track or groove, extended if necessary, shall be not more than 10mm outside the aft edge of the bearing ring at the deck.
- (ii) Any cross section of a plastic **spar** shall be constructed of only one individually moulded part (excluding the sail track or groove).
- (iii) Any cross sectional shape of a plastic **spar** shall be in principle round, oval or teardrop and shall have no hollows with the exception of the sail track or groove.

12.4 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 38mm \pm 2mm. The boom pin holes shall be 16mm \pm 2mm in diameter. The centre of the holes shall be situated 37mm \pm 2mm aft of the aft face of the **spar** and 35mm \pm 2mm below the **lower point**.

12.5 DIMENSIONS

| | minimum | maximum |
|--------------------------------------|---------|---------|
| Lower point height above deck | 265mm | 275mm |

| | | |
|---|---------------------------------------|-----------|
| Upper point height above lower point | | 5400mm |
| Mast datum point below lower point | | 270mm |
| Centre of gravity above mast datum point | 1700mm | |
| TRANSVERSE Cross Section | | |
| From heel point to 1000mm above mast datum point | | 62mm |
| From 1000mm above mast datum point to upper point the minimum dimension is given by a uniform reduction of 1mm for every 100mm. | | |
| FORE-AND-AFT Cross Section | | |
| From heel point to upper point the maximum dimension is given by the actual transverse width at the same height | | plus 22mm |
| Lower limit mark width | | 10mm |
| Upper limit mark width | 10mm and all above upper point | |
| Diameter at deck level including the optional bearing ring if fitted | 94mm | 98mm |
| Diameter at 20mm above heel point including the optional bearing ring if fitted | 70mm | 76mm |
| Mast spar curvature at any point | | 50mm |

12.6 **WEIGHT**

The **spar weight** including all fixed fittings in their normal *racing* position shall be not less than 8kg. Lead **Corrector weights** totalling not more than 0.6kg permanently fixed above deck to the exterior face of the **spar** are permitted.

12.7 **MAST SAIL LIMIT MARKS**

The **mast sail limit marks** shall be in a contrasting colour to the **masts** colour and shall be clearly visible while *racing*.

12.8 **USE**

- (i) Movement of the **mast**, either at deck or at **heel point**, shall not exceed 7mm.
- (ii) There shall be a security device of adequate strength such that the **mast** will not come out of the step when the **boat** is capsized.

13 **BOOM**

Amendment: Delete current rule 13 and replace with the following:

- 13.1 Boom shall be made and measured in accordance with the ISAF ERS currently effective, except where varied herein, and with the RRS. Where a term defined or measurement given in the ERS is used in these rules it is printed in 'bold' type.
- 13.2 The **boom** shall be made of wood, aluminium alloy, GRP or any combination of these materials. The sail track may be of any material.
- 13.3 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**.
- 13.4 The top of the **boom** including its sail track, extended if necessary, shall not be below the **lower point**, when the **boom** is at 90° to the mast.
- 13.5 The depth of the **boom**, including the sail track, forward of the **outer point** shall be 70mm ± 20mm and the width shall not exceed 37mm.
- 13.6 Spare number.
- 13.7 The **boom** shall be attached to the **mast** in such a way that the **mast** and the **boom** rotate as one.

15 SAIL

Amendment: Delete current rule 15.1.2 and replace with the following:

- 15.1.2 Sails shall be made and measured in accordance with the ISAF ERS currently effective, except where varied herein, and with the RRS. Where a term defined or measurement given in the ERS is used in these rules it is printed in 'bold' type.

Amendment: Delete current rule 15.5.2 and replace with the following:

- 15.5.2 The **sail** shall be set so that the highest visible point at the **head** is lower than the **upper point** and so that the aftmost visible part of the **leech** is forward of the **outer point**.