



The OK Dinghy International Association

The Measurement Rules of the OK Dinghy

1 General

- (1) This is a one design class and the object of the rules is to ensure that in hull form, hull weight and sail plan and spars the boats are as alike as possible. If the measurer considers that there has been any attempt to depart from the design in any of these particulars, he shall report the matter to the measurement committee. A certain amount of latitude in the construction of the boat has been allowed, both to assist in the elimination of minor faults which might show up in competition conditions, and also to give added interest to owners to develop new ideas. The class is intended to be cheap nevertheless, and opposite tendencies shall be kept under control.
- (2) These rules are applicable to boats built after December 31st, 1964.
- (3) The set of plans consist of:
 - 1 Plan of construction.
 - 2 Full size of frames, transom and stem.
 - 3 Details of centreboard, rudder, mast and boom.
 - 4 Table of offsets.
- (4) In the event of any replacements or additions of measurable parts these shall be measured in accordance with the current rules.

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Hull Dimensions

- (1) Overall length including stem band but excluding rudder fittings and any overlap of deck, measured horizontally from the aft face of transom, to the intersection of the deck line and stem, shall be 4010 maximum, 3990 minimum.
- (2) Sections, and profiles of the hull shall conform to the plans, frame drawings and table of offsets, and shall be measured in accordance with the measurement form.

Stations and Base Line

- (3) The measurer shall mark these stations precisely at the following distance, measured horizontally, from the lower after edge of the transom.

Station 1 800 mm

Station 2 1,800 mm

Station 3 2,800 mm

The base line shall be set up at 200 mm precisely above underside of hull excluding keelband at the transom and 28 mm precisely below the hull at Station 3.

The distance of the top of the deck at the stem from the base line shall be maximum 608 mm and minimum 588 mm and the distance of the mid point of the top of the deck at transom shall be maximum 482 mm and minimum 462 mm from the base line.

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Hull Construction

- (1) Construction is optional. Fibre reinforced synthetic resins, expanded resins or wooden materials may be used.
- (2) Cockpit. The cockpit shall be terminated by two vertical watertight bulkheads and their distance measured horizontally from the aft face of the transom shall be:
Measuring from the forward side of the aft bulkhead:
Maximum 815 mm; minimum 785 mm
Measuring from the aft side of the forward bulkhead:
Maximum 1,809 mm; minimum 1,779 mm
(Where the bulkheads meet the side and bottom a radius not exceeding 50 mm is allowed.)
- (3) Side Deck. Total width of the side deck assembly shall not exceed 240 mm maximum or 120 mm minimum at any point (excluding sheerguard). No part of upper surface of side deck and/or carlin shall be more than 40 mm above or 80 mm below a line joining opposite sides of hull at sheer height. If not in a vertical plane the inner side of normal carlin shall be considered part of the side deck assembly for the purpose of this rule.
- (4) Deck. A continuation of the top of the deck at the centre line of the mast shall be maximum 40 mm; minimum 20 mm above the sheerline.
- (5) Breakwater. Only one breakwater or coaming or none at all shall be fitted between the mast and the main sheet horse.
- (6) Sheerguard. Maximum size of sheerguard: 35 mm measured vertically down from the sheer, and 35 mm measured horizontally from the planking.
- (7) Chines. The radius on the chines shall be limited to 15 mm maximum.
- (8) Centreboard bolt. Distance from the aft face of the transom to the centre of the centreboard bolt shall be maximum 2,410 mm, minimum 2,390 mm.
- (9) Mast Step. A keyway and peg arrangement shall be fitted to prevent the mast accidentally leaving the step during a capsize.
The step and deck bearing can be adjusted for rake but shall be fitted so that they cannot be moved during a race.
- (10) Keelband. A keelband shall be provided and shall extend for a distance of not less than 3,500 mm measured from the aft face of the transom along the keelband. Check that it is not less than 9 mm by 3 mm deep and not greater than 22 mm by 10 mm deep.
- (11) Fittings. The types, positions and arrangements of fittings, loose gear, sheeting and centreboard hoists, floorboards and self-bailers are free. Centreboard slot rubbers are specifically banned.
- (12) Limber holes can be left in the bottom of the bulkheads so that water finding its way into compartments through leaks round hatches or masts will gravitate to the cockpit where it can be bailed.
Measurers shall not regard small amounts of water entering compartments in this way as necessarily impairing the buoyancy requirements of Rule 7.
- (13) The Hull shall be weighed in a dry condition with all loose gear and the centreboard removed. Hatches shall be weighed in with the hull and also any screwed down or bolted on fittings, but not fittings or blocks shackled or lashed on. Minimum allowed weight 72 kg. Corrector weights, wood or metal, to make up the required total are to be fastened to the underside of the decks inside either of the two centre compartments. Maximum total weight of correctors 5 kg.

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Centreboard and Rudder

- (1) Centreboard thickness maximum 20 mm if of wood, or maximum 6 mm if metal, and should be to the outline as plan ± 5 mm. Metal protector strips can be recessed into the leading edge.
- (2) Rudder blade thickness maximum 20 mm. Blade outline shall be as plan ± 5 mm and shall be made of wood. Metal protector strips can be recessed into leading edge. Check lifting rudders when in the pinned down position. If lifting rudders are used they shall be pinned or bolted in the down position during racing. Ensure that the rudder cannot become detached from the boat during racing.

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Spars

- (1) Mast and fittings—the mast shall be made of wood. Minimum weight of mast with fittings but without halyard 8.5 kg. Corrector weights totalling a maximum of 0.8 kg can be added to the mast but they must be fitted above deck level. The mast shall be made to revolve. The position of the mast in the boat is free. Boom wedges, either glued on or loose, may be used. Diameter at deck excluding bearing rings minimum 92 mm. Diameter at masthead sheave minimum 35 mm. Top of boom slot to top of deck maximum 275 mm minimum 265 mm. Method of construction otherwise free. Mast need not be round in section nor need the taper be uniform. The diameter of the mast at the level of the lower bearing excluding bearing rings shall be maximum 72 mm minimum 68 mm. The centre of gravity of the mast shall not be less than 2100 mm from the heel. The luff groove on the mast must be stopped at a point 5400 mm from the top of the boom slot. At this point a black band must be painted with its lower edge adjacent to the stop. The largest gaps between the bearing on the boat and the bearing on the mast shall not be more than 7 mm at deck level and at the step bearing.
- (2) The boom may be made of any wood. Thickness maximum 32 mm depth maximum 80 mm minimum 60 mm. A black band shall be painted on the boom with its forward edge at a distance of 2680 mm from the aft side of the mast. The boom shall not extend more than 80 mm beyond this point.

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Sail

- (1) Any woven material may be used for the sail and a window of max. area of 0.28 m² may be fitted. The OK symbol in the sail has a height of 200 mm and a total length of 335 mm minimum with the tongues in 45° angle. Sail letters and figures shall be min. 250 mm high, (I.Y.R.U. Rule 25, sail numbers, letters and emblems refers). The chord of the leach measured in a straight line from the point where the sail leaves the boom at the clew to the front top corner of the headboard max 5380 mm. The half height width max 1750 mm measured between the halfway points of the luff and the leach including the bolt rope. The mid point of the luff is to be found by stretching the luff until the cloth becomes just taut, and the point is then marked 2700 mm from the highest point at the headboard. The mid point of the leach is found by folding the sail until the point where the sail leaves the mast at the head lies at the point where the sail leaves the boom at the clew. When not under tension the curve of the leach shall be in no way concave.
- (2) The headboard shall be an equilateral triangle with sides of max. 150 mm. There shall be 4 battens which shall divide the leach approx in 5 equal parts, battens 1 and 4 shall measure maximum 550 mm battens 2 and 3 max 700 mm. Sailmakers shall stamp their reference numbers on all sails.

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Buoyancy

- (1) All the space aft of the cockpit shall form a buoyancy compartment. All space forward of the cockpit shall be occupied by not less than two buoyancy compartments, the smallest of which shall be greater than 0.125 cu metres. A formation of closed cell expanded plastic material properly secured can be regarded as a buoyancy compartment. All of one of the buoyancy compartments shall be forward of Station 3. The boat must float its own weight when all buoyancy compartments have been filled with water. For this purpose boats of non floatable material must have rigid buoyancy of closed cell plastic material which shall be greater than 0.125 cu metres. It shall be permanently attached to the hull forward of Station 2.
- (2) The position and number of hatches is free but they shall be fitted in such a way that the effectiveness of the tanks as buoyancy compartments is not appreciably impaired.
- (3) Measurers shall satisfy themselves that the buoyancy compartments will be effective as flotation units and that hatches if fitted will stay in place during a capsize.
- (4) Extra buoyancy in the cockpit area is not allowed.

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Sail Number

The official class number shall be cut or burned visibly on the hog or centreboard case in the cockpit.

9

Refusal by OKDIA to issue a certificate

Should there have been an infringement of the rules, the OKDIA Measurement Committee shall at its sole discretion refuse to issue a certificate of measurement or shall cancel the certificate already issued for any boat.

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Obligations of the owner

It is the obligation of the owner, when acquiring an OK dinghy, to satisfy himself that the one design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated: and to satisfy himself that the royalty has been paid.

Method of Measurement

setting up baseline

