

2002 SPECIAL GENERAL MEETING of OKDIA

The meeting will be held at the Regatta Centre, Medemblik, The Netherlands
on Monday 19 August 2002, at 2000.

AGENDA

1. To elect a secretary

Robert Deaves has been proposed by the British OK Association.

2. MAST

Two proposals have been received:

1. From the OKDIA Technical Committee.

Delete: Class rule 12. MAST

Insert: 12. MAST

12.1 Measurement

Masts first measured before 1.4.2003 shall comply with the class rules in place at the time of the fundamental measurement of the spar. Masts first measured after 1.4.2003 shall comply with the latest version of the rules.

12.2 Spare number

12.3 Spare number

12.4 Spare number

12.5 Materials

The mast shall be made of wood, aluminium alloy, plastic or any combination of these. Plastic is defined as glass fibre, carbon fibre (excluding intermediate or high modulus carbon), aramid, polyester resin or epoxy resin. An external sail track may be of any material. For the purpose of this rule, plastic masts include those made with aluminium or wooden sections.

12.6 Dimensions

	minimum	maximum
Lower point height (above deck)	265 mm	275 mm
Upper point height (above lower point)		5400 mm
Mast datum point:	270 mm below lower point height.	
Centre of gravity above MDP	1700 mm	
when the mast weighs not less than 6.0 kg		
Lower limit mark width	10 mm	
Upper limit mark width	10 mm and all above upper point	

12.7 Construction

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

- (i) The aft side of the sail track shall be constructed straight and the line of the track, extended if necessary shall be not more than 10 mm outside the aft edge of the mast ring at the deck.
- (ii) The diameter of the mast at deck level shall be not less than 94, including the bearing ring, if fitted. The diameter of the deck bearing on plastic masts shall be not more than 98 mm.
- (iii) The diameter of the mast at 20 mm above heel point shall be $73 \text{ mm} \pm 3 \text{ mm}$, including bearing ring if fitted.
- (iv) No part of the mast shall be more than 60 mm from a straight line joining the centre of the heel and a point 20 mm forward of the aft edge of the mast at the upper point. If the mast has a permanent set, it shall be held straight when this measurement is taken.
- (v) Permanently bent masts are prohibited, but a set due to distortion of not more than 100 mm is permitted.
- (vi) The transverse width of plastic masts shall be not be less than: (a) From heel point to 1000 mm above MDP: 62 mm. (b) From 1000 mm above MDP: a uniform taper to 18 mm at 5400 mm above MDP. The rule refers to minima. It does not require that the mast has a uniform taper. The minimum dimension shall reduce by 1 mm for every 100 mm in excess of 1000 mm above MDP. The fore and aft width (including sail track) of plastic masts shall be not more than 21 mm greater than the actual transverse width at the same height from MDP. A separate sail track unit is mandatory on plastic masts.
- (vii) Where the sail track is a separate unit (not built as part of the mast structure), its transverse width shall be no more than 16 mm. The sail track shall not be faired into the mast beyond a maximum of 16 mm, including its own width.
- (viii) Plastic masts shall be built from one piece round or oval constructions plus a separate sail track. Multiple sections (excluding separate vertical sections i.e. tubes joined together) shall not be permitted. The cross sectional shape of a plastic mast (excluding the sail track) shall be symmetrical to within 5 mm both fore and aft and sideways.

12.8 Fittings

On plastic masts, the boom shall be attached to the mast by a fork fitting on the mast. The width between arms of the fork shall be minimum 37 mm, maximum 40 mm. The booms pin holes shall be 16 mm diameter $\pm 2 \text{ mm}$. The centre of the holes shall be $37 \text{ mm} \pm 2 \text{ mm}$ aft of the aft face of the mast and $35 \text{ mm} \pm 2 \text{ mm}$ below the lower point height.

12.9 Weights

The weight of the mast including all fixed fittings in their normal sailing position but excluding the halyard shall be not less than 8.5 kg.

12.10 Correctors

Corrector weights totalling not more than 3.1 kg shall be attached to the mast as follows:

- (i) A maximum of 0.6 kg of correctors shall be attached to the mast to bring the weight up to not less than 6 kg.
- (ii) A maximum of 2.5 kg of correctors shall be attached to the mast exterior, not less 100 mm from the heel, to bring the total mast weight to not less than 8.5 kg.

12.11 Mast sail limit marks

A mast sail limit mark shall be of a contrasting colour to the mast and clearly discernible while racing.

- 12.12 Use
- (i) The movement of the mast, either at deck or at heel level, 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.

2. From the German OK Association.

Delete: Class rule **12.** **MAST**

INSERT: **12.** **MAST**

12.1 MEASUREMENT

The spar and its fittings shall comply with the class rules in force at the time of the fundamental measurement of the spar.

12.2 spare number

12.3 spare number

12.4 spare number

12.5 MATERIALS

The mast shall be made of wood, aluminium alloy, plastic or any combination of these. Plastic is defined as glass fibre, carbon fibre (excluding intermediate or high modulus carbon), aramid, polyester resin or epoxy resin. An external sail track may be of any material. For the purpose of this rule, plastic masts include those made with aluminium or wooden sections.

12.6 CONSTRUCTION

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

- (i) The aft side of the sail track shall be constructed straight and the line of the track, extended if necessary shall be not more than 10 mm outside the aft edge of the mast ring at the deck.
- (ii) Permanently bent masts are prohibited, but a set due to distortion of not more than 100 mm is permitted.
- (iii) Where the sail track is a separate unit (not built as part of the mast structure), its transverse width shall be no more than 16 mm.

- (iv) Plastic masts shall be built from one piece constructions (excluding the sail track if it is a separate unit). Multiple sections (excluding separate vertical sections i.e. tubes joined together) shall not be permitted.

12.7 FITTINGS

On plastic masts, the boom shall be attached to the mast by a fork fitting on the mast. The width between arms of the fork shall be minimum 37 mm, maximum 40 mm. The booms pin holes shall be 16 mm diameter ± 2 mm. The centre of the holes shall be 37 mm ± 2 mm aft of the aft face of the mast and 35 mm ± 2 mm below the lower point height.

12.8 DIMENSIONS

	minimum	maximum
Lower point height above deck	265 mm	275 mm
Upper point height above lower point		5400 mm
Mast datum point (MDP) below lower point	270 mm	
Centre of gravity above MDP	1700 mm	
TRANSVERSE Cross Section		
from heel point to 1000 mm above MDP	62 mm	
From 1000 mm above MDP to upper point the minimum dimension is given through a uniform reduction by 1 mm for every 100 mm.		
FOR-AND-AFT Cross Section		
from 1000 mm above MDP to upper point		plus 22 mm
the maximum is derived from the actual transverse width at the same heighth.		
Width of lower limit mark	10 mm	
Width of upper limit mark	10 mm and all above upper point	
Diameter at deck level including the optional bearing ring if fitted	94 mm	98 mm
Diameter at 20 mm above heel point including the optional bearing ring if fitted	70 mm	76 mm

12.9 WEIGHTS

The weight of the mast including all fixed fittings in their normal sailing position but excluding the halyard shall be not less than 6.0 kg. Corrector weights totalling not more than 0.6 kg permanently fixed to the exterior face of the mast are allowed.

12.10 MAST SAIL LIMIT MARKS

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

12.11 USE

- (i) Movement of mast, either at deck or at heel level, 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.

* * * * *

VOTING PROCEDURE

There may be two votes

There will first be a vote for or against the adoption of a new mast rule. If this is passed by at least 66% of the votes cast there will be a second vote to decide between the Technical Committee proposal and the German OK Association proposal.

MAST BUILDERS

OKDIA has received an offer from Kurt Andersen, Carbon Spars, Sweden, who was kind enough to attend the 2002 AGM in Sweden, to build a mast to the specifications of the OKDIA Technical Committee for Euro 597, £365 provided that their proposal is accepted.

Fax +46 431 160 30

The British OK Association has received an offer from Superspars, GBR, to build one mast free of charge if a proposal is accepted.

Sales@superspars.com Fax 01329 828 503