

RESULT OF PROTEST

EVENT Int.OK Class Series 2014 World Championships

PROTEST No 1

Class Int. OK Race No 3 Date 02/01/2015

Protesting Boat: Race Committee **Sail No.** N/A **Represented by** D. Batt (Class Measurer and Equipment Inspector)

Protested Boat **Sail No.** DEN 1445 **Represented by** Jorgen Svendsen

Withdrawal requested: No Signed..... Withdrawal permitted Yes / No

Time limit Hrs Received Hrs In time: Yes Time extended: N/A

Name of witnesses: NIL

Objection about interested party	No
Written protest or request identifies incident	Yes
“Protest” hailed at first reasonable opportunity	N/A
No hail needed, protestee informed at first reasonable opportunity	N/A
Red flag conspicuously displayed at first reasonable opportunity	N/A
Protest or request valid, hearing continued.	

FACTS FOUND:

The Race Committee submitted a report it had received from the class measurer regarding the measurement of the boat DEN 1445, copy attached.

Boat DEN 1445 had two backing plates for its hiking straps attached to the No 2 bulkhead calculated to weigh 4.28 kilograms each

The backing plates for the same hiking straps attached to the rear bulkhead were estimated to weigh approx. one quarter of a kilograms each but required to carry the same load.

The boat was required by its measurement certificate to carry 2 kilograms of correctors which it did..

At measurement for the event the boat weighed in half a kilogram over weight

The maximum correctors that can be attached to the No 2 bulkhead is five kilograms any further correctors are required to be attached equally at each end of the boat

The competitor advised that he had received assurances from the boat builder who is stated as also being the Danish OK class measurer that the boat complied with all class measurement rules.

The jury offered the Race Committee the opportunity to withdraw the protest if the competitor agreed to rectify his boat before continueing to race. The Race Committee declined.

CONCLUSION AND RULES THAT APPLY:

The weight of the backing plates attached to the No 2 bulkhead was far in excess of what was required for its purpose and had been used in order to circumvent Class Rule 14.3 and to concentrate the weight of the boats in its middle rather than at the ends required by this rule.

DECISION:

DEN 1445 is disqualified from Race 3.

PROTEST COMMITTEE: R Subrian IJ THA (Chairman) B Bell IJ AUS H P Hylander NJ SWE
B Moczorodynski IJ POL M Rebholz IJ GER L Hughes IJ AUS

Chairman's signature:..........Date 02/01/2015 and time: 1830Hrs.

Friday, 2 January 2015

TO: The Race Committee
OK Dinghy World Championships 2014
Black Rock Yacht Club
Brighton East
Melbourne, VIC

I am the Equipment Inspector for this event and I am conducting routine inspections of the fleet in accordance with Event S.I .20.

This is my written report to the Race Committee with respect to OK DEN 1445 in compliance with RRS 78.3

At 12.10 today I inspected DEN 1445 with the owner present and the following facts have been established

- i) On both sides of the boat a large metal bar is sited low down and on the front face of the Station 2 bulkhead. Each bar measured circa 450mm x 75mm x16mm.
- ii) The fastening bolts of the forward toe strap fixing point go through these bars
- iii) The rear toe strap fixing points have much smaller and thinner backing plates on the aft face of the station 1 bulkhead
- iv) The boat does not have maximum correctors. The certificate shows 2.0 kg. The maximum permitted at mid-length is 5.0 kg.
- v) I have contacted the boat's builder and he confirms that these metal plates are steel.
- vi) Based on this information and their size I calculate the weight of each to be 4.28 kg

I told the owner that I would be considering the matter further but only after confirmation of the materials involved. He is aware that I would be contacting the boat builder.

I determine that the size and strength of these metal bars are far in excess of any engineering or structural requirement for the toe strap anchorages.

This being the case I have decided that a primary purpose is to correct the hull up to the Class minimum weight. They are therefore correctors which contravene OK Class Rules 14.2 and 14.3, and in so doing contravene OK Dinghy Class Rule 1.1.

The principle that weight should not be concentrated at or near mid-length is clearly established in the Class Rules. (e.g 8.3, 14.2, 14.3)

Dick Batt

2014 OK Worlds Equipment Inspector

RULES WHICH MAY APPLY OR REFERENCE POLICY

OK Class Rule 1.1

The OK Dinghy is a one-design class. The intention of these rules is to ensure that the boats are as alike as possible in all respects affecting performance. However, within these rules, variations in the construction of the boat are permitted

OK Class Rule 8.3

Construction of the hull with the exception of stringers, shall be of approximately even thickness (within 10%) and density longitudinally and no attempt shall be made to concentrate weight near mid-length, or at any other point. If it is suspected that this rule is being broken a NA may order test holes to be drilled in the skin or structure.

OK Class 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 station 2 and situated within an area of 150mm athwart ships, 150mm vertical and 80mm after from the intersection of the sheer line and the station 2 bulkhead. Wing nuts are not considered permanent fixing. The total weight of the correctors shall be recorded on the certificate. No correctors shall be altered without the boat being re-weighed by a measurer and the certificate amended in accordance with the procedures of the administering authority.

OK Class Rule 14.3

If the hull is found to require more than 5kg of correctors, additional correctors of equal weight shall be attached to the underside of the deck at bow and transom. The total weight of the correctors shall be recorded on the certificate. No correctors shall be altered without the boat being re-weighed by a measurer and the certificate amended in accordance with the procedures of the administering authority.

ISAF RRS 2.

FAIR SAILING. A boat and her owner shall compete in compliance with recognised principles of sportsmanship and fair play. A boat may be penalised under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.