

<https://www.yoleok.org/Evolution-des-regles-de-jauge,617.html>



Evolution des règles de jauge

- La Yole-OK - Règles de jauge, constitution -



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INTERNATIONAL OK DINGHY CLASS ASSOCIATION

The following amendments to the Class Rules have been approved to be effective 26 April 2010

Current Rule :

12.5 Weight The mast spar weight including all fixed fittings and the halyard in their normal racing position and in dry condition 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.

Amended Rule :

12.5 Mast Spar Weight The mast spar weight including, mast base, deck bearing, halyard, cleats, blocks, any corrector weights and excluding the goose neck pin, all in dry condition shall be not less than 8kg. Corrector weights totalling not more than 1.5kg, permanently fixed to the external surface of the spar are permitted.

On passe de 0,6 à 1,5 kg de correcteurs, donc objectif d'ici un ou 2 ans de baisser le poids du mât à 7 kg, ce qui baissera son prix (aujourd'hui sur un C-Tech la bague du pied de mât est une belle pièce en inox d'un kilogramme) En comparaison le poids actuel du mât de Finn plus haut et profilé en aile est à 8 kg, celui de l'Europe étant à 5,5 Kg.

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.

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Ça c'est pour faire plaisir aux australiens qui fabriquent des bômes beaucoup moins chères mais plus fines que les

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nôtres ! Cela ne va malheureusement pas du tout dans le sens de la standardisation, principal défaut de la Yole-OK