

2015 ANNUAL GENERAL MEETING OF OKDIA

The 2015 Annual General Meeting of OKDIA will be held in Puck, Poland on July 27 at 18.00.

AGENDA

1. Apologies

2. Approval of 2014 Minutes

Approval of minutes, previously circulated, of the 2014 OKDIA AGM at Black Rock YC.

3. Reports and Accounts

To receive the committee reports and annual accounts (see Addenda A) for the year up to 31 December 2014.

4. Election of Officers

(a) To receive nominations and elect the following officers and members of the committee:

President: Bo Teglers (DEN) is happy to be re-elected

Vice-President, Northern Hemisphere: Darek Kras (POL) is happy to be re-elected

Publicity: Robert Deaves (GBR) is happy to be re-elected

Treasurer: Dan Ager (GBR) is stepping down. A new candidate is to be elected. Nominations are requested. See Note 1.

[All nominations for these posts must be received by July 1. Secretaries will be informed before the AGM of any nominations.]

(b) To record changes in the composition of the Technical committee

5. Appointment of an auditor.

Mark Perrow (NZL) has expressed a willingness to continue in this role.

6. Decisions in line with the development strategy

6 (a) To present the report and draft budget and expenditure as outlined in Addenda B.

6 (b) To adopt a European Championship every year.

In years when the World Championship is in the Southern Hemisphere between November and March, there will be the normal five day championship. In other years there will be a 3 day championship, normally combined with an existing event to reduce costs and organisation.

For example, in 2016, the Spring Cup will have its 25th edition. We propose this to be the first mini-Europeans. In 2017 it should also be somewhere central, perhaps Kiel or Warnemunde to balance the Worlds in Barbados. In 2018 we are looking at a possible event somewhere new in an developing OK country. Then in 2019, we are back to a week event and proposing an event on Garda.

6 (c) To apply a £10 levy to all Interdominion and European Championships to bring it into line with the Worlds.

Reasoning: At the 2014 AGM this was not passed because of the imbalance between Interdominion and European Championships. If 6 (b) is passed there is no longer an imbalance.

6 (d) Change to the Constitution, Addenda 2

To correspond to the change made at the 2014 AGM to allow open entry we also need to make a change to allow different courses and format for two or more groups.

Proposed change: Insert (i): Where entry is open, the fleet may be sailed in two or more groups.

Addenda A 2 (c) and (d) may be changed by the Organising Authority in conjunction with OKDIA.

7. Class Rule change proposals

All of the following proposals above have been discussed and approved by the OKDIA Technical Committee.

7 (a) Boom dimensions

Old rule

13.4 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.

New Rule

13.4 The depth of the **boom**, including the sail track, from 200mm from the centre of the gooseneck hole to the **outer point** shall be 70mm ± 20mm and the width shall not exceed 37mm.

Reasoning – most booms have tapered front ends. This just brings the rules into line with current practice

7 (b) Fittings

New Rule

8.15 In conjunction with 8.3, all fittings shall be of a reasonable size for their intended use. All protective and backing plates shall be of a reasonable size for their fitting.

Reasoning – brings the rules into line with intent.

7 (c) Plywood boats

The Technical Committee has discussed this at length and decided the best way forward was to offer the AGM a series of amendments to the basic proposal of allowing reinforcement of plywood boats. These are listed below.

New Rule

8.3.2 Single skin timber boats may add a layer of plywood, with a maximum thickness of 4mm, for reinforcing in the cockpit only.

Amendment 1. Cockpit reinforcing as described in 8.3.2 may only be used in boats with no stringers.

Amendment 2. Cockpit reinforcing as described in 8.3.2 is limited to an area of 0.90m²

Amendment 3. Cockpit reinforcing as described in 8.3.2 may extend 50mm from the bulkheads at Stns 1 and 2.

Amendment 4. The type of plywood used for cockpit reinforcing as described in 8.3.2 must be no heavier than the plywood used in the skin of the boat.

Motivation for the proposal - plywood boats have always needed reinforced cockpit bottoms. The current reading of the rules indicates that this should be done by longitudinal stringers. This is not an optimal solution, especially for people who want to develop kitsets where stiffening is done with framing instead of stringers.

Currently it is possible to make a kitset like this with only 32 parts, and the proposed solution with an overlapping 4mm bottom floor, solves these structural issues and makes a wooden boat look good in the cockpit, without the uncomfortable stringers. This option also solves the issue of

keeping the two bottom panels together in the cockpit which would otherwise need a big middle reinforcement which is terrible for the knees downwind.

From recent swing testing ply boats were all at the top end of the range and adding this reinforcement will not change the boat characteristics a lot.

7 (d) Sail Rule changes 2015

After some consultation with sail-makers (Turtle, Green, Norths and Jim Hunt) we came up with the following changes. There is nothing here that has an advantage for anyone. The changes are mostly to make some items in current use legal or to make measurement easier. As the sail rule is closed it is important to ensure accuracy. In the case of the class insignia there will not be one on any sail that is currently legal as it is an exact size.

The only actual change here is to allow more than one window. The idea of this is to make it easier to get good visibility through the sails without compromising shape by going through the seams. The total window area is a fraction bigger than before but there is no speed advantage to be gained by this.

We also looked at measuring the half and three quarter heights from fixed points down from the head point. However after discussion with Green Sails who explained that the full radial sails shrink quite a lot and this moved the fixed points down the sails thus possibly making them too wide at those points later in life. Therefore the way we do it now by folding the sails is still the best method to ensure that sails that measure initially continue to do so during their lifespan. Hopefully the rest is self explanatory.

7 (d)(i) Windows

Old Rule.

15.2.3 The following are permitted: stitching, glues, webbing, woven and PTFE tapes, corner eyes, a boomslide, headboard with fixings, one eye or not more than two blocks fixed to the sail to feed the Cunningham line through, **batten pocket** elastic, batten retaining devices, leech line with cleat, one **window**, sailmaker's labels and advertisements as permitted by the RRS, sail numbers, national letters and class insignia, tell tales and draft stripes. The **sail** shall have a **luff** and a **foot** bolt rope of not less than 80% of their respective lengths and which may be elastic, running in a track or groove on the aft side of the mast and the upper side of the boom.

New Rule

15.2.3 The following are permitted: stitching, glues, webbing, woven and PTFE tapes, corner eyes, a boomslide, headboard with fixings, one eye or not more than two blocks fixed to the sail to feed the Cunningham line through, **batten pocket** elastic, batten retaining devices, leech line with cleat, **windows**, sailmaker's labels and advertisements as permitted by the RRS, sail numbers, national letters and class insignia, tell tales and draft stripes. The **sail** shall have a **luff** and a **foot** bolt rope of not less than 80% of their respective lengths and which may be elastic, running in a track or groove on the aft side of the mast and the upper side of the boom.

15.3 Dimensions	maximum
Window area (total)	.3m ²

Reasoning - this change allows more than one window as long as the total area of all windows combined is less than .3m². It makes it easier for the sail-makers to fit windows around seams without compromising the shape of the sails. It also allows for better visibility as the window area is slightly larger than the current allowance.

7 (d)(ii) Leech line cleat and luff and foot rope lengths

Old Rule

15.2.3 The following are permitted: stitching, glues, webbing, woven and PTFE tapes, corner eyes, a boomslide, headboard with fixings, one eye or not more than two blocks fixed to the sail to feed the Cunningham line through, **batten pocket** elastic, batten retaining devices, leech line with cleat, one **window**, sailmaker's labels and advertisements as permitted by the RRS, sail numbers, national letters and class insignia, tell tales and draft stripes. The **sail** shall have a **luff** and a **foot** bolt rope of not less than 80% of their respective lengths and which may be elastic, running in a track or groove on the aft side of the mast and the upper side of the boom.

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15.3 Dimensions

Head Point to start of luff bolt rope	Max 50mm
Tack point to end of luff bolt rope	Max 300mm
Tack point to start of foot bolt rope	Max 450mm
Clew point to end of foot bolt rope	Max 100mm

Reasoning - the change is to remove the 80% limit and have fixed lengths from the Tack, Clew and Head. This just makes it a lot easier to measure and the new distances are around or over 80% anyway. Also removed is leechline with cleat. Leechline is still there but as most use Velcro and not a cleat to fix the line it is unnecessary to have a cleat.

7 (d)(iii) Class insignia

Old Rule

15.4 The Class Insignia shall have a height of 200 mm and a width of 335 mm. National Letters and Sail Numbers shall comply with RRS Appendix G.1.2 (b)

New Rule

15.4 The Class Insignia shall have a height of 200 mm +/- 20mm and a width of 335 mm +/- 20mm. National Letters and Sail Numbers shall comply with RRS Appendix G.1.2 (b)

Reasoning - having an exact size for the insignia makes this almost impossible to conform to. Having some tolerance ensures that they will all be legal.

7 (d)(iv) Batten pockets

Old Rule

15.3 Dimensions

Batten Pocket length:	Maximum
Uppermost and lowermost pockets	
Inside	585
Intermediate pockets	
Inside	735

Change to	
15.3 Dimensions	
Batten Pocket length:	Maximum
Uppermost and lowermost pockets	
Inside	605
Intermediate pockets	
Inside	755

Reasoning - battens come in commercially available lengths of 600mm and 750mm. This change simply allows the battens to be used uncut in the sails. There is no speed advantage to be gained by this change. It merely adds 20mm to the current allowance

7 (d)(v) Foot-shelf

Old Rule

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a foot-shelf of not more than 300 mm width is permitted to be of a different woven cloth. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail **except for Batten Pocket Patches which can be of any material**. All woven ply fibres shall be polyester.

New Rule

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a foot-shelf of not more than 300 mm width is permitted to be of a different **material**. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail **except for Batten Pocket Patches which can be of any material**. All woven ply fibres shall be polyester.

Reasoning - the footshelf is often made from Spinnaker Nylon and is not necessarily polyester. By saying "material" instead of Woven Cloth it allows any material to be used. There is no chance of any advantage from a fancy material as it is a small area already restricted in size.

8. Future venues

8 (a) Presentation from Germany for venue for the 2018 World Championship

9. Change of age for Junior World Championship

The French association proposes to increase the age of the Junior World and European Championship from 21 to 25 to both increase the number of eligible participants and reflect similar age limits from other classes.

Close of AGM

Open forum

1. Creation of a sponsored Euro Tour including 7-8 key regattas in Europe.
2. Update from the French Association on Quiberon 2016
3. Update on progress and planning for Barbados 2017

Notes:

1. The role of the Treasurer is changing. In the past the Treasurer has carried out all financial duties and been the sole account holder/signatory. With the rapid development of the class finances this should maybe change into an oversight role, and give the secretary or admin personnel access and control over the bank account. This would leave the Treasurer to produce accounts and manage the budget. Therefore if the Treasurer does not need access to the account, then he/she can be from any country and not the same country as the secretary, as has been the case for most of the past 20 years.

ADDENDA A

ACCOUNTS FOR 2014

[not available at this time]

ADDENDA B

Progress report of development plan

Much of the early part of the year was taken up by covering the secretary's maternity leave, including membership management, organisational coordination for the Worlds in Puck and correspondence regarding future world championships in 2016, 2017 and 2018. OKDIA has also achieved a number of key objectives in the seven months since the AGM in Black Rock.

Organisational

- The class has a new event website www.okworlds.org, which will be the sole web address for future World Championships, either managed by OKDIA on behalf of the organiser or by the organiser.
- Already we have set up 2016.okworlds.org and 2017.okworlds.org. The 'root' address, okworlds.org will always point to the current year. Past and future years will have the year as a sub-domain.
- Early planning for 2017 Worlds in Barbados – we shouldn't underestimate how much work this will take to make it a successful.
- The class has its World Championship venues sorted for the next four years.

Media and Publicity

- Regular event reporting and media exposure from key events including The World Championship in Black Rock, The Lindhardtsen Classic in Hellerup and the Spring Cup.
- Regular e-newsletter sent to around 700 sailors and media
- Publication of the first edition of the OK Dinghy Magazine. 80% of the costs of this were covered by advertising

Technical

- SCR (Standard Class Rules) - The conversion to ERS compliant rules is underway. OKDIA has been in contact with ISAF and they are very keen for this to happen and to assist where they can. The plan is to get a draft version ready for wider TC consideration later in the year when no doubt there will be many adjustments and then get something together that we can send to ISAF, after which there will no doubt be a lot more adjustments and changes.
- Digital Plans - Various people on the Committee have contacts that are able to do this. We just need to decide what we want, how much we want to pay and who is best for the task.
- Standardisation of gear – OKDIA has catalogued most of the data from most of the builders. What is needed now is the time to discuss what to do with it.
- In house measurement of sails - This will require a lot of work from whoever does this and coordination between sail makers and ISAF. At the moment time is being spent on other projects.
- Updating of measurement form - This will happen after the new ERS compliant Rules have been issued. There will be many changes as the format to the new Rules will be different
- Boats database - Discussions have taken place around this and a general format has been suggested.
- Event measurement – Discussions are ongoing regarding improvements and procedures

Development plan budget for 2015

Revenue	2015 Budget
Subscriptions	8000
Building Fee Receipts	1000
World Championship Levy	2000
Plans	50
Sail labels	1000
Mast labels (from 2016)	0
Advertising	1300
	13350

Expenses	2015 Budget
Operational expenses (ISAF, Office, Bank etc)	1000
Organisational activities (Event and OKDIA management)	3000
Magazine - Production	600
Magazine – Printing	680
Magazine – Mailing	240
Website and web server expenses	1500
SCR	1500
Database	500
Media	1500
Total Expenses	10520