

## 2019 ANNUAL GENERAL MEETING OF OKDIA

The 2019 Annual General Meeting of OKDIA will be held at Wakatere Boating Club, Auckland on Monday 11 February at 18.00 (or as soon as possible after racing).

### AGENDA

#### 1. Apologies

#### 2. Approval of 2018 Minutes

Approval of minutes, previously circulated, of the 2018 OKDIA AGM in Warnemünde, Germany

#### 3. Reports and Accounts

To receive the committee reports for the year up to 31 December 2018.

3.1 President

3.2 Secretary

3.3 Treasurer

3.4 Chairman of the Technical Committee

3.5 Webmaster

#### 4. Accounts

To receive the annual accounts for the year up to 31 December 2018. See attached.

#### 5. Election of Officers

5.1 The following positions are up for election and the following nominations have been received

President: Mark Jackson is happy to be re-elected

Vice-President (Northern Hemisphere): Jonas Börjesson is happy to be re-elected

5.2 To record changes in the composition of the Technical committee.

5.2.1 Proposal from Sweden to add Lars Edwall to Technical Committee.

#### 6. Appointment of an auditor

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

#### 7. Changes to OKDIA Constitution

7.1 Adopt the revised Constitution (see attached with explanatory document).

#### 8. Changes to OKDIA Event Manual

8.1 To increase the Junior age to under 23.

8.2 To clarify all the age categories and introduce a new upper age category prize for Grand Master. This wording is submitted by the Committee following a recommendation from the 2018 AGM.

Current wording

7.6 Only competitors under the age of 21 on the date of the first race of the championship will be eligible for the Junior Trophy.

7.7 Only competitors over the age of 40 on the date of the first race of the championship will be eligible for the Veteran's Trophy.

7.8 Only competitors over the age of 55 on the date of the first race of the championship will be eligible for the Master's Trophy.

New wording

7.6 The following age categories shall apply

7.6.1 The Youth Prize is open to any competitor aged 23 or under on the date of the first race of the championship

7.6.2 The Veteran's Prize is open to any competitor aged 40 or over, and 54 and under, on the date of the first race of the championship

7.6.3 The Master's Prize is open to any competitor aged 55 or over, and 69 and under, on the date of the first

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race of the championship

7.6.4 The Grand Master's Prize is open to any competitor aged 70 or over on the date of the first race of the championship

8.3 To reduce the number of races required for a valid series to 1 (or 3 races when two fleets are used). Refers to Rules 7.3 and 8.0 in Event Manual. This is a submission from the Committee.

Current wording

### 8. Scoring

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 5 races shall be completed to constitute a Series.

New wording

### 8. Scoring

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 1 race shall be completed to constitute a Series if there is a single fleet, and 3 races if there are two fleets.

Reason

There is often too much emphasis on getting in enough races for a series, adding stress to race officials and sailors. Reducing the number of required races to 1 (or 3) will not reduce the effort to get in a full series – this has never actually happened – but will allow race committees to be more flexible and relaxed.

## 9. Changes to Class Rules

The following items have been discussed by the Technical Committee for inclusion in the 2019 AGM Agenda. Please see the 2019 Report by the Chairman of the Technical Committee for more information.

### 9.1 Measurement Form

At the 2018 AGM in Warnemünde a series of proposals were made to bring the measurement and certification process in line with our current rules. The opinion of the AGM was that these changes were possibly too great a leap to take in one step and the Technical Committee was asked to re-consider the process. With that in mind, this proposal is that we begin by approving a new measurement form that has been written to be consistent with the Class Rules and World Sailing standards

Both the new rules and the World Sailing standard format define that the certificate is for the hull only. All other parts of equipment can change so they do not need to be mentioned on the form. Also removed are measurements from Section C such as the centreboard drop and mast movement. These can be checked during an event but have no place on a hull certificate. Finally, the responsibilities section has been updated.

See separate document - [New measurement form](#).

### 9.2 Tapered cases

It has long been common practice for the aft end of the centreboard case to have a taper to reduce the volume of water inside it. This has been achieved either by moulding the case to fit the board or by having a wood case with the moulded shape inside, either by filler or an insert. In the old rules the 10% rule did not apply to the case so this was not a problem.

The 2017 rules were changed to require the centreboard case to be within a 10% rule, and therefore did not cover this practice. The proposal below is to specifically to cover such practices.

There are two options

Option 1

**D.3.2.g The thickness of the centreboard case may vary by more than 10% as follows**

**(i) aft of the bulkhead at station 2 when filled or has an insert added to match the shape of the centreboard and reduce the volume of the case.**

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(ii) packers may be added to allow for a board thinner than the case width

Option 2

D.3.2.b Thickness of the **hull** shell ~~and centreboard case~~, with the exception of stringers, framing, deck and transom, shall be within 10% along the length of the boat.

### 9.3 Hiking pads

Hiking pads made of carbon are now common practice among builders and are currently limited to 550mm long. However, if you chose to build hiking pads from GRP or wood then there is no controlled limit. There is nothing to prevent a builder adding a hard pad 10mm high over the whole length of the side-deck, effectively allowing a higher sheerline. This was not the intent of the rule, so this proposal limits all “hard” pads to 550mm in length.

Current rule

#### (c) LIMITATIONS

- (1) Toe straps shall not extend outboard.
- (2) The mainsheet track may extend outboard to the topside panel. If the side deck profile is cut away for this purpose, the panel on which the track sits shall satisfy the side-deck dimension rules.
- (3) Fittings made from exotic materials and/or CRP shall only be attached and shall not be integral to the **hull**, deck or cockpit including the internal structure. Any wear patches, protective pads and backing pads made from exotic materials and/or CRP shall not be recessed into these areas. For the purpose of this rule, exotic is defined in H.3.
- (4) The use of exotic materials and/or CRP is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, side deck pads not exceeding 550mm in length, **mast** bearings and chocks, **mast** bearing adjusting mechanisms and block organiser wings when they do not incorporate a **mast** bearing.
- (5) The size and weight of all fittings, backing plates and their fastenings shall be fit for purpose and shall not be used to alter the weight distribution of the **hull**.

New rule

#### (c) LIMITATIONS

- (1) Toe straps shall not extend outboard.
- (2) The mainsheet track may extend outboard to the topside panel. If the side deck profile is cut away for this purpose, the panel on which the track sits shall satisfy the side-deck dimension rules.
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- (4) The use of exotic materials and/or CRP is limited to wear patches, protective and backing plates, compass brackets, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons, pintles, ~~side deck pads not exceeding 550mm in length~~, **mast** bearings and chocks, **mast** bearing adjusting mechanisms and block organiser wings when they do not incorporate a **mast** bearing.
- (5) ~~Hiking pads made from CRP, GRP, timber and exotics shall not exceed 550mm in length.~~
- (6) The size and weight of all fittings, backing plates and their fastenings shall be fit for purpose and shall not be used to alter the weight distribution of the **hull**.

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### 9.4 Discussion item - off centre mast rings

Some sailors have been experimenting with masts that are not in the centre of their deck rings. The reason being that an offset ring can, depending on where the offset is, move the mast forward, aft, or sideways when the boom moves outboard.

With the old metal masts this was common practice. Everyone will remember the Needlespar masts with the majority of the deck ring at the front of the mast. When the mast was rotated to sail downwind the mast would lean further forward and more to leeward. Some sailors would even remove the deck ring and turn it around so that it had the opposite effect. But we all had it so it made little difference. Leaning the mast forward downwind is considered faster.

When carbon masts started being used the manufacturers placed the masts in the middle of the deck ring. Meanwhile the rules were changed from 7mm of slop in the bearings to 100mm of movement on the halyard. The rule described how the measurement should be taken and specified that the mast was pushed forward and then aft and the difference taken on the halyard when placed on the centre of the transom.

When we went through the rules conversion, World Sailing said we should specify only the measurement that was being taken and not the method to take it. And so the rule changed to say the measurement is the difference between the mast in its most forward position to the mast in its most aft. To all intents and purposes this means we should measure the mast movement at all degrees of rotation. A mast with an offset bearing and normal movement in the deck bearing would now have a total movement of around 180mm.

This new wording however changes the meaning of the rules from what had been the intent for many years. However, we are now in a situation where the vast majority of carbon masts are placed roughly in the centre of the deck rings. If we now change the rule back to its original intent, we risk encouraging vast numbers of sailors to modify their masts.

The Technical Committee has been discussing this at length. While some like the OK ethic of being able to 'tinker' with their boats, others see this as another way for the front-runners to gain an advantage while the mid fleet sailors may not make the change and would fall further behind.

Nonetheless, the measurement is not very straightforward as many other factors may alter the mast movement when it is rotated. If we are to proceed properly then some research needs to be carried out to see how much movement is common with rotation of the mast.

The questions for discussion are

- (a) Should the TC change the mast movement rule back to strictly measuring the fore and aft movement of the mast due to play in the deck bearing and allow everyone to have the opportunity to change mast rings to gain more forward movement when sailing with the main sheet eased?
- (b) Should the TC work towards negating the effect of having an offset mast ring and allow sailors to use the equipment they have already bought without having to modify it to remain competitive?
- (c) If the TC works on the selected options above, and agrees, should the rule be passed by postal vote before the next AGM (August 2020), after approval from the general committee?

### 10. Future venues

No proposals have been received. To note OKDIA Committee now has the right to select a venue for the 2020 European Championship.

### Close of AGM

### Open forum/discussion

1. Update on progress and planning for 2020 World Championship – Sweden
2. Update on progress and planning for 2019 European Championship – Kiel