

2019 ANNUAL GENERAL MEETING OF OKDIA

MINUTES

The 2019 Annual General Meeting of OKDIA was held at Wakatere Boating Club, Auckland on Monday 11 February at 11.50.

Present: Mark Jackson (President), Robert Deaves (Secretary), Nick Craig (Treasurer), Mike Wilde (Vice President Southern Hemisphere), Peter Robinson (Third Vice President), Alistair Deaves (Chairman of the Technical Committee, representatives from AUS, DEN, GBR, GER, NZL, POL, SWE, USA and about 60 sailors.

NOTE: The President of OKDIA, Mark Jackson opened the meeting at 11.50 a.m. The meeting was brought forward from the scheduled 18.00 due to a long delay in racing.

1. Apologies

Richard Furneaux

2. Approval of 2018 Minutes

The minutes of the 2018 OKDIA AGM in Warnemünde, Germany were approved.

3. Reports and Accounts

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

3.1 President – Mark Jackson

I am excited to conclude my first term as President of OKDIA. It has been both a privilege and lots of fun at the same time. I have spoken with many OK sailors from member countries who are hugely supportive of what we are trying to achieve and extremely proud of their class of boat.

I firstly need to thank the entire OKDIA Committee for their hard work and support over the past year. It might not seem like much, but I can tell you there is a lot of work being done.

2018 has been a busy year of sailing. We held our first open worlds with split fleets at Warnemunde in July in order to cope with the number of sailors wanting to be part of OK Dinghy sailing at the highest level. We held a hugely successful Europeans in Bandol and an Interdominions at Wakatere as a lead in to the 2019 Worlds in New Zealand.

The class has continued its growth in most countries, while in some of our traditional member countries, we are either stable or holding ground.

We provided a progress report on the Strategic Road Map 2015 to 2024 at the AGM in Warnemünde in July. We have made some further progress since then, including a rewrite of the Constitution, which is presented for consideration to the AGM in Wakatere 2019. The purpose of these changes is to bring the constitution up to date with the progress we have made so far. Our next priorities will be modernizing the structure and functioning of the Committee, consolidate our administration and operations and focus on class growth and development in some key new and emerging countries.

In 2018 we made significant progress in the administration of the class and a lot of this has been due to the hard work of our Treasurer Nick Craig and Secretary Robert Deaves. In addition, 2018 was a big year for clarifying and refining the rules and our Technical Committee Chairman Alistair Deaves has put in an enormous effort, including travelling to the Worlds in Germany and World Sailing in London in July to resolve a large number of difficult issues.

Robert has also been extremely active in publicity and marketing including promoting the class in France at the Paris Boat Show, Salon Nautique, as well as the world-class publicity he continues to produce for the OK Class.

The class is currently in a great position. We are becoming financially secure, we have attracted high quality suppliers in most countries, we have world class sailors wanting to come along and sail OKs and compete at National and International regattas and we have secured the organizing for the next 4 World Championships at some great venues.

While the class is in great shape, we should never forget it is the sailors who make it such a great class. The

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culture of the class and the people in the class from around the world, make it great and something I am proud to be a small part of.

3.2 Secretary – Robert Deaves

In the 61-year history of the class we have achieved turnouts of more than 100 boats on nine occasions. Six of those have been in the last seven years and three in the last two years. This event is ninth time we passed 100 boats and now the biggest ever outside Europe. I feel the class is pretty healthy at the moment. 2018 membership was up 4.5% on 2017, to 798, continuing a steady growth. We sold 68 new boat plaques (71 in 2017), both higher than in any year since 1980. We also sold 350 sail labels and 112 mast labels. This not only underlies the health of the class in terms of people buying new boats and equipment, but also puts us on an ever firmer financial base.

When we introduced the possibility for an annual European Championship, it was on the assumption that it was not mandatory, if for any reason it was not possible to schedule one.

Despite several attempts by the Dutch to find a venue for the 2020 Europeans, they were unable to secure one. We thank them for their efforts and look forward to a possible bid in the future. Also scheduling a Europeans in 2020 was proving quite hard so there is now a good chance there will not be one. However, as there were no other bids, according to the rules, it is now up to the Committee to decide on the venue, if one was to come forward or be found in time.

10 years ago, the class would handle around 25 bank transactions each year. Now it is closer to 250, so to make the whole process more straightforward and transparent we have started using an online accounts package, Xero, which Nick has been using to create the 2018 Accounts. Invoicing and reconciliation will now entirely be handled through Xero, so you will notice a change in the way you are invoiced.

Looking to the future, we hope to have the Notice of Race published for the Europeans in Kiel very shortly, and I will be visiting Marstrand in August to check out the venue for the 2020 worlds.

I think all things considered we are in a good position financially, technically and administratively, while we are racing in some great venue with big fleets – all aims of the 2014 strategic plan.

3.3 Treasurer – Nick Craig

As at the end of 2018, the finances are in healthy shape with £17,818 of cash and a net asset position of £21,434. After running a surplus of £3,685 in 2017, there was greater investment in the class in 2018 resulting in a 2019 loss of £4,264

With c.£21K of net assets, we could afford to run at this level of loss for around 5 years. On a comparable basis, income grew by +53% in 2018, mainly due to the excellent growth of the class internationally. So if we see continued growth in the class and income, it is likely that we will be able to cover current spend levels in 2019 and future years (+22% further income growth in 2019 would cover the deficit if spend stays flat). However, we should not look to increase spend further until we see even more income growth. The main increases in spending were on technical/media work and secretary expenses. This is partly explained by increased Secretary travel costs to the NZ Worlds and a general increase in activity, especially in the technical area.

3.4 Chairman of the Technical Committee – Alistair Deaves

It has only been 7 months since the 2018 AGM but the technical committee has discussed many issues and ideas. These are outlined below.

Our work is to continually improve the rules to be clearer and easier to understand, while making sure we include current and modern methods, keep costs down where it is feasible and ensure all boats are as alike as possible with respect to performance.

1. Proposals passed at the 2018 AGM

The 2019 Rules including the proposals passed during the 2018 AGM have just been published. The delay in publishing was for a number of reasons. At the 2018 Worlds it became apparent that the keel-band drawing was incorrect and that it had to be re-drawn. Approval was obtained from the President and the new drawing was produced and added into the proposals sent to World Sailing. World Sailing subsequently asked for a definition for the cockpit liner, which had to be written and approved. Finally, our technical

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specialist at World Sailing was away from the office for much of the closing months of 2018. The new rules with the new front-page look were eventually published on 21st January 2019.

2. New 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 TC was asked to re consider the process. With that in mind, and to begin the process, there is a proposal this year to accept a new measurement form that has been written to be consistent with the 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 there is little point on having them mentioned on the form. So these items have been removed. Also removed from the form are some measurements from Section C of the rules such as the centreboard drop and mast movement. These can be checked during an event but have no place on a hull certificate. The responsibilities section has also been updated.

3. 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 parallel 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.

At the request of World Sailing, 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 presented at the AGM has two options. Option 1 is to specifically allow variations in case thickness aft of the bulkhead at station 2 and option 2 is to revert to the original wording where the 10% thickness rule does not apply to the case.

4. Side deck pads

At the 2018 AGM the rule concerning the height of padding allowed on the gunwale was clarified. However, with the recent trend of using hard padding, the length of hard pads also needs to be better controlled. The current rule of a max length of 550mm long only applies to pads made from exotics and CRP. The proposal at the AGM is that we extend this rule to include pads made from timber and GRP as well.

While the original intent of the rule was to allow soft foam padding, carbon pads, sometimes called extenders, are now commonplace.

5. Off centre mast bearings

Some sailors have recently 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 mainsheet is eased.

With the old metal masts this was common practice. Everyone will remember the Needlespar masts where the majority of the deck ring was at the front of the mast.

For almost fifteen years now, the manufacturers of carbon masts have placed the masts in the middle of the deck ring. Meanwhile the rules concerning mast movement were changed from 7mm of slop in the bearings to the easier method of 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 requested that we specify only the measurement that was being taken and not the method used 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. While the intention was to keep the meaning the same, the new wording could be interpreted to mean the mast tip position can be measured at any amount of rotation, and this has unintentionally changed the original meaning of the rule.

The new wording and the fact that most masts are roughly central in the ring also gives us an opportunity to control development. But the class has to decide which way they want to go.

There are many possible options here, some of which are described below.

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1. Change the wording of the rule back to measure strictly fore and aft mast movement only. This would allow the un-controlled development of offset bearings. It may result in large numbers of sailors changing their deck rings in order to gain an advantage. The down side could be that many middle and back of the fleet sailors may not do this and therefore this may increase the gap between themselves and the front of the fleet.
2. Change the wording of the rule back to strictly fore and aft mast movement only and introduce a control on mast movement when the mast is rotated. This would allow some development and would take into account any rotational deflection due to manufacturer processes but would control excessive movement.
3. Leave the rule as it is and enforce the mast movement rule to 100mm (or a new measurement) with any degree of rotation. This would mean that boats with offset mast rings would need to have less movement in the deck bearings and would be a fundamental shift away from the original intent of the rule.

The Technical Committee is undecided on how to progress with this and would therefore request that the AGM instruct them on the direction they should take with this matter.

6. Un-submitted proposals

There were several items that were discussed with no resulting proposal

i. Hull appendages - protective strips

Rudders and boards are allowed a protective strip of any material around the outside edge. A discussion took place regarding these and the fact that carbon is commonly used but cannot be seen and measured when the foil is painted. Thus the rule cannot be controlled. Many options were discussed to solve this but no decision was workable. The TC decided to leave this alone for now while discussions continue.

ii. Mast head stop

The TC had a proposal for a sail-top at the top of the mast. After some discussion this was rejected on the grounds that a) The halyard is not allowed to be adjusted during racing, and b) some halyards require the sail to be raised above the upper point and then lowered in order to lock off the halyard.

iii. Gold sail insignia

The General Committee asked the TC to look at the rule changes needed to allow gold sail insignia for world champions. After some discussion the TC decided that it was not practical given that currently there are no colour restrictions and a lot of rules would need to be changed to make this happen.

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4. Accounts

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

OKDIA 2018 income statement

Includes NZ account at £1=1.89NZ\$

Income statement

OK Dinghy International Association

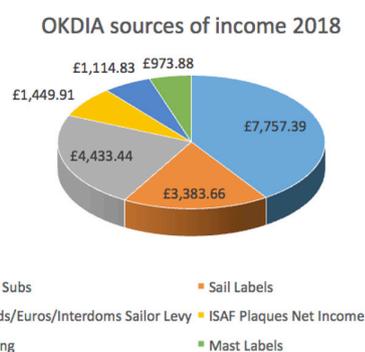
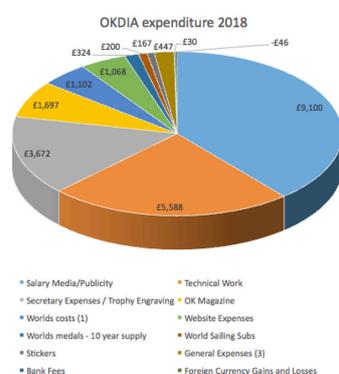
1 January 2018 to 31 December 2018

	2018
Income	
Member Subs	£7,757.39
Sail Labels	£3,383.66
OK Worlds/Euros/Interdoms Sailor Levy	£4,433.44
ISAF Plaques Net Income	£1,449.91
Advertising	£1,114.83
Mast Labels	£973.88
Total Income	£19,113.11
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Less Operating Expenses	
Salary Media/Publicity	£9,100
Technical Work	£5,588
Secretary Expenses / Trophy Engraving	£3,672
OK Magazine	£1,697
Worlds costs (1)	£1,102
Website Expenses	£1,068
Worlds medals - 10 year supply	£324
World Sailing Subs	£200
Stickers	£167
General Expenses (3)	£447
Bank Fees	£30
Foreign Currency Gains and Losses	-£46
Transfer to NZ account (4)	£28.66
Total Operating Expenses	£23,376.73
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Net income	-£4,263.62

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2018 versus 2017 comparison

	2018	2017	YoY change
Income			
Member Subs	£7,757.39	£6,154	+26%
Sail Labels	£3,383.66	£2,282	+48%
OK Worlds/Euros/Interdoms Sailor Levy	£4,433.44	£996	+345%
ISAF Plaques Net Income	£1,449.91	£72	+1914%
Advertising	£1,114.83	£2,147	-48%
Mast Labels	£973.88	£838	+16%
Total Income	£19,113.11	£12,489	+53%
Less Operating Expenses			
Salary Media/Publicity	£9,100	£6,740	+35%
Technical Work	£5,588	£1,356	+312%
Secretary Expenses / Trophy Engraving	£3,672	£731	+402%
OK Magazine	£1,697	£2,268	-25%
Worlds costs (1)	£1,102		
Website Expenses	£1,068	£513	+108%
Worlds medals - 10 year supply	£324		
World Sailing Subs	£200	£200	+0%
Stickers	£167		
General Expenses (3)	£447		
Bank Fees	£30	£1	+2867%
Foreign Currency Gains and Losses	-£46		
Transfer to NZ account (4)	£28.66		
Total Operating Expenses	£23,376.73		
Net income	-£4,263.62		



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OKDIA Balance sheet, 31 December 2018

<u>Assets</u>	£
Bank balance	£17,819
Debtors i.e. money owed to OKDIA	£3,040
* GBR member subs	£1,060
* Sail labels North	£500
* Sail labels Turtle	£360
* Others <£200	£1,120
<u>Liabilities</u>	£0
Net asset position	£20,859

5. Election of Officers

5.1 The following officers were re-elected unopposed.

President: Mark Jackson was re-elected

Vice-President (Northern Hemisphere): Jonas Börjesson was re-elected

5.2 Lars Edwall, SWE, was added to the Technical Committee.

6. Appointment of an auditor

Mark Perrow (NZL) was appointed.

7. Changes to OKDIA Constitution

7.1 The updated OKDIA Constitution was unanimously approved.

8. Changes to OKDIA Event Manual

8.1 Age Categories

New Wording (7 in favour, NZL abstained)

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 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 Scoring

The proposal to change the required number of races for a series from 5 to 1, was approved 5:3 (NZL, POL, GER against), however it was pointed out from the floor that this rule change could not sit in isolation with other connected rules. Therefore the Executive was tasked with putting together the complete wording changes (such as changing the limits on number of races per day to catch up) and submitting to members as a Postal Vote later in the year.

The following wording was approved in principle:

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.

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9. Changes to Class Rules

Please see the report from Chairman of the Technical Committee, above, for more information.

9.1 Measurement Form

The new Measurement Form was unanimously approved.

9.2 Tapered cases

A long discussion was followed by a split vote. The TC Chairman was then asked for his recommendation and he recommended Option 2. GBR then changed its vote from Option 1 to Option 2, which gave a 5:3 vote in favour. A deciding vote by the President settled the matter (two-thirds majority needed) and Option 2 was approved. GER, SWE and POL voted for Option 1.

New Wording

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

Change to rule approved unanimously with one amendment* to clarify length of pad per sidedeck.

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.
- (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) **Hiking pads made from CRP, GRP, timber and exotics shall not exceed 550mm in length and one per side***.
- (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**.

9.4 Discussion item - off centre mast rings

A long discussion on the history, benefits and disadvantages of offset bearings took place. The meeting could come to no firm opinion on the best way forward.

[The Chairman of the Technical Committee will make a personal submission for a Postal Vote at a later date.](#)

10. Future venues

As no proposals have been received for the 2020 European Championship, it was noted the OKDIA Committee now had the right to find and select a venue.

Two venues were presented to the Committee before the AGM: Lundeberg in Denmark and Gdynia in Poland, in June/July.

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The Committee took the decision to offer the 2020 Europeans to Lundeborg. The dates will be 15-17 May. The Committee was grateful for the bid from Gydnia and hoped that a future bid can be offered and accepted with a few years

The President closed the AGM at 12.44

Open forum/discussion

1. Thomas Hansson-Mild updated the meeting on progress and planning for 2020 World Championship in Marstrand, Sweden.
2. The Secretary updated the meeting on progress and planning for 2019 European Championship as part of Kieler Woche.
3. The Committee would like to reassess the current entry fee system and where there is the possibility for the organising club to receive payments direct, this should be encouraged. It was acknowledged that the current system is no longer necessary with open entry events and causes extra work for national secretaries. [The new wording for Event Manual will be submitted for a Postal Vote so it can come into force for 2020.](#)
4. The OK class has been invited by the Star Sailors League to be involved in the early stages of the Global Ranking System, a long-term project to give every sailor in the world a world ranking, irrespective of class. This involves the class submitting events and results. All OK Dinghy class events worldwide can be used to gain ranking points. The Committee recommended that OKDIA members support this initiative.
5. The Australian Representative informed the meeting that the AUS association had written to Australian Sailing expressing disappointment and concern regarding the decision of World Sailing to drop the Finn class from the Olympics in 2024 in favour of a 2 person mixed keelboat. There was general consent within the room for OKDIA to express its dissatisfaction and unhappiness at the general direction of World Sailing, in particular the recent Olympic class decisions, which have and will affect many within the class and the options and pathways for singlehanded dinghy sailing in general. The meeting agreed that OKDIA should write to World Sailing and represent the views of the OKDIA member countries that reflect these views.