

## **2018 ANNUAL GENERAL MEETING OF OKDIA**

The 2018 Annual General Meeting of OKDIA was held at Warnemünder Segel Club, Warnemünde on Sunday, 8 July at 17.30

Present: Mark Jackson (President), Robert Deaves (Secretary), Jonas Borjesson (Vice President Northern Hemisphere) Alistair Deaves (Chairman of the Technical Committee, representatives from AUS, DEN, GBR, GER, NZL and SWE and about 30 sailors.

### **MINUTES**

#### **1. Apologies**

Nick Craig, Peter Robinson, Peter Scheuerl, Mike Wilde

#### **2. Approval of 2017 Minutes**

The minutes of the 2017 OKDIA AGM in Barbados were approved.

#### **3. Reports and Accounts**

##### **President's Report – Mark Jackson**

Firstly, I would like to thank the members of OKDIA and OK sailors for entrusting me with the responsibility to lead our fantastic class through this exciting and challenging time. I have now been in the job for 12 months and I am pleased to say the class is in a very good state.

It is great to be back in Germany and sailing on the Baltic. This is my first time back in Germany sailing for 19 years. In fact, 19 years ago, Australian Peter Milne won the Championship from Jorgen Lindhartsen and Karsten Hitz, as the red hot favourite, was unable to sail after the first day due to a knee injury at cable waterskiing.

Since the last meeting, we have concluded a memorable World Championship in Barbados and a huge European Championships in Denmark. We have a number of future venues locked in for World and European Championships and will consider venues during the meeting for the next 4 and 5 years up to 2023.

I would personally like to thank two people who have contributed an enormous amount over the past year. Alistair Deaves as Chairman of the Technical Committee and Peter Scheuerl our Webmaster. These people are great assets to the class and are transforming the One Design nature of the class and our online presence.

I can also report that I am lucky to have joined a professional and functioning Committee. It is great to work with talented and committed people as we decide the day-to-day and longer term matters of the association and the class.

The Committee has spent a bit of time this year discussing how best to progress the 10 year Strategic Road Map 2014 to 2024. We are 4 years into the Road Map and we have made some excellent progress, but there is a lot more to do. In particular, we need to decide how we formulate a more professional and secure governing body to continue to grow the OK Dinghy class worldwide and also to secure our 60 year history and investment in the class.

In this regarding I have prepared an update on the Strategic Road Map for information later in the meeting. This is provided for feedback and discussion as to how we are progressing with our stated goals and objectives. Over the next 4 years we have some big decisions to make.

Our Treasurer, Nick Craig has prepared the annual financial report and reviewed the accounts and you will see we have a healthy set of accounts. The decisions made over the last 4 years are now generating a level of income to ensure a sustainable financial base for us to be able to grow and promote the class. This is starting to make a real difference. However, we are only part way on our journey when we compare this against our goals in the Road Map.

After one year in the job, I would also like to encourage people to get involved and discuss all of the issues that we are grappling with. The Committee is always open to feedback and

discussion. We are here to represent you and make sure this class continues successfully for another 60 years.

Two final points to finish. I would like to acknowledge the tireless work our Secretary, Robert Deaves does to keep the whole organization together.

The next Europeans are in Bandol, France in a couple of months and World Championships in Wakatere Auckland New Zealand in February 2019. I know organizing is well advanced and both promise to be excellent events. I will not be at Bandol, but I will see as many as you as possible in Auckland.

### **Secretary's report – Robert Deaves**

In 2017 more OK Dinghies were registered/built than at any time in the previous 38 years  
We had a highest ever European Championship entry in Faaborg.

We secured several great venues for future championships, both traditional and new.

For 2018, membership has grown overall by around 5 per cent, to 798, in spite of a concerning drop in numbers in Poland two years ago, and inaction in USA/Canada.

From 2017 to 2018 all member nations either increased their membership or stayed the same.

OKDIA's financial position is the healthiest it has ever been.

The current world championship is the second largest of all time (141 vs 145 in 2012)

The upcoming 2019 World Championship is predicted to be the largest ever outside of Europe (currently 61 entries)

Overall I would say the class is in a very healthy position.

### **Treasurer's report – Nick Craig (see also Appendix A)**

As at the end of 2017, the finances are in very healthy shape with £24,282 of cash and a net asset position of £26,593. The 2017 surplus was £3,685.

We have a very healthy cash position with a surplus so there may be scope for more investment into the class e.g. more professional support, reduced charges, boat loan for youths, more free beer at OK events etc.

This trend of healthy finances with a steadily increasing cash balance continues into 2018 with a balance of £30,487 as at end of May 2018.

### **Webmaster's Report – Peter Scheuerl**

Apologies that I cannot be in Warnemünde I would have loved to sail here again.

The several Websites for General OK sailing - okdia.org - as well as the event sites and rules website are used well. Unfortunately only few countries send in links to events before and reports or results after regattas. But apart from that the usage is quite good.

A few short data points:

Visitors means people on the website, the same person gets counted again if that person comes back the next day.

Pageviews are individual pages, so If you go to the website every second day and load the homepage and another page, over the year that will be 182 visitors and 364 page views.

**okdia.org:** over 25 000 Visitors in the last year with over 77000 page views and an average time of over 3 minutes on the site.

Most visitors came from OK sailing nations, but there was also a considerable amount of visitors from Spain, Canada, China, Russia and a lot of other sailing countries.

Interestingly the visitors from non-active countries also mainly went to Trim Tips, Building Plans and went on to the rules website.

There are spikes in visitors during major events, but not as much as in the past, as we have the event websites for Worlds and European championships now.

**Event websites:** this years Worlds website had a constant 50-80 visitors daily in the last

months, but as to be expected starts to jump to several hundred individual visitors since yesterday. For last years worlds the total visits ended up over 80 000 with over 300 000 page views.

**Rules website** had about 25 000 visits in the last year with just under 60 000 page views.

On twitter we have 521 people following us, the majority are individuals, but there are also many clubs and sailing news outlets following us.

Overall I think our digital presence is certainly better than most other classes and people interested in the class can find all relevant information online, which is really important.

### **Report from the Chairman of the OKDIA Technical Committee – Alistair Deaves**

The last twelve months have been very busy for the technical committee as there has been a lot of activity and work carried out after the introduction of the new class rules in June 2017. Consequently, this report is quite lengthy, so firstly my apologies for that. As a result, we are posting this report online along with the AGM Agenda so that NCA and those who are interested can take the time to read it and have a better understanding of the topics involved. Shortly before the AGM your TC chairman, secretary and chief measurer will have a meeting with World Sailing in London and after that we should have a more informed opinion of their thoughts on our rules and current proposals.

Since the new rules were introduced last June, a lot of work has been done in checking them over and looking for errors or omissions. Most of the proposals at the 2018 AGM are simple changes to make the rules better and clearer. One of the aims of the new rules was to include all current practices and methods and three of the proposals are linked to that intent.

For example, in recent years some builders have been adding a shape or bevel to the cockpit/deck join and some have been building the whole cockpit as a one-piece molding. Now while these practices could mostly be justified using existing rules, the opinion of the Technical Committee was that they should be formalised into new rules to control any unwanted and unforeseen evolution.

We are also trying to adjust rules where relevant so that commercially available products can be used without adjustment, so that costs can be kept to a minimum.

As mentioned, many of the proposals are just cleaning up the wordings and arrangements. Where this is the case the explanation given in the proposals is sufficient.

The issues that need the most consideration are outlined below. Please read this report in conjunction with the proposals in the Agenda. If anyone has any questions, then they are welcome to email them to [technical@okdia.org](mailto:technical@okdia.org).

### **Proposal 1 - Certification (Relevant ERS definitions in bold)**

One of the consequences of introducing the new class rules in the SCR format in 2017 is that we have changed the way that **certification** is supposed to be carried out, although these rules have yet to catch up with current practice. The new methods are in line with the standard World Sailing format that is used by many other classes.

The General Committee have discussed the implications of this and have unanimously approved the certification proposals that are included in the Agenda. These proposals concern updating the **certification** requirements and standardising **certification** in the form of a standard **certificate** and a standard **certification mark**. The proposal now has to go to AGM for a decision so the class can decide.

The rule changes needed to facilitate these methods can be found as Proposal 1.

In the old system we had one measurement form that contained measurement data for all the items of equipment. The certificate was for the whole boat. Any new sails were required to be certified by stamping or signing.

What has been a problem for many years is that the current measurement form contains information on equipment and sails that are often replaced after a year or two and so the form has little relevance to the boat being sailed. Further, when new gear is purchased and used with the boat, there is no way of knowing if any of it has actually been measured.

These new methods (which are standard in many other classes) remove these inconsistencies. The changes as written into the current rules are as follows.

1. Under the new rules, ALL items of equipment must now be **certified**.
2. The **certificate** (measurement certificate) is issued for the **hull** only.
3. All other items of equipment are **certified** individually.
4. An **official measurer** must measure the **hull** and equipment.
5. Only a **certification authority** may **certify** a **hull** by the issuing of a **certificate**.
6. An **official measurer** may **certify** all other items of equipment by placing a **certification mark** on it.

All measurement must be carried out by an **official measurer** who must be approved to do so by the MNA of the country in which the measurement takes place. This practice remains unchanged. World Sailing regulations specify that we need to maintain a list of all **official measurers** and this has been done. A **certification authority** is usually the MNA of the country but can be the NCA where delegated.

What we need to do to facilitate the new methods are as follows.

1. Make the rule changes as outlined in the proposals.
2. Rewrite the measurement form for the **hull** only.
3. Produce reference forms for use by the **official measurer** when checking the other items of equipment. These forms will be purely administrative and have no official purpose.
4. Decide on what to use as a **certification mark**. OKDIA are proposing that the **certification mark** is a numbered sticker produced by OKDIA and distributed free to all **official measurers**.
5. Produce a worldwide standard **certificate**. This will ensure that all the included details are in line with the rules. This will be a downloadable format that MNA can add their headers and logos to. This will also include owner declarations that only **certified** equipment will be used with the **hull**. Further, Section C in the rules contains the rules that apply when items of equipment are measured together. Eg board drop, distance from rudder to transom and mast movement. So the declaration needs to include this as well.

**Equipment inspection** will become very easy as all new items should have a sticker. If an item of equipment does not have a sticker (ie a **certification mark**), then it is clearly not measured and should not be used until checked. There will certainly be a time lag between passing the **certification mark** rule and having the majority of equipment **certified** with the OKDIA sticker. We can use major championships to check existing equipment and after a few years the equipment presented at major championships should be mostly compliant. It could be common practice that any equipment not certified in this way could be checked at major events where **official measurers** are present, thus slowly bringing all equipment used into line with the new rule.

The main aim here is to ensure equipment used is properly measured. A secondary aim is to aid equipment inspection at events. An advantage of this process is that manufacturers can sell equipment that is already measured, with the proof being the attached **certification mark**. The process does involve more stickers and will undoubtedly take some time to get going, but the General Committee are agreed that these proposals are in the best interests of the class.

### **Proposal 7 - Cockpit liners**

Many builders are now using a cockpit liner. These are an easy and smart method of producing a cockpit in one piece. The whole cockpit including bulkheads and a centerboard case cover is made in one mold and glued to the floor and topside panels of the hull of the

boat, getting rid of the need to fair and paint the bulkheads and floor. The builders that use this method have been aware of the need to maintain the 10% thickness rule but have also employed different methods to ensure this rule is not broken. The proposal has been discussed with several builders and those that have assisted in the wording are in agreement with it. As previously mentioned, the aim here is to allow what has been already made while controlling any unseen developments.

### **Proposal 9 - Bevels**

Bevels and shapes other than a square intersection on cockpit and bulkhead/deck joins are now used by 5-6 builders. To date there have been no rules on this feature and no one has had a consistent idea of how to measure them, so again we are looking at a way to formalise the practice into a rule. There are two different proposals in the Agenda using different methods to control the size of the bevel/shape.

OPTION A measures the size of the bevel itself irrespective of where it is. This allows a certain size measurement from the intersection of the deck and bulkhead and will allow boats to have the same size bevel regardless of the height of the deck or position of the bulkheads. The proposal allows for 90mm of shape in either direction from the intersection point. As a consequence, this option also means that we have to define the deck as starting 90mm forward of station 2 and 90mm aft of station 1, in order to ensure that on a flat deck, the deck itself is not concave at those points.

OPTION B controls the bevel such that the deck cannot be concave forward and aft of the maximum allowed position of the bulkheads. This is more consistent with the current rules as we already have a no concave deck rule. This option will control the bevel from the Hull Datum Point irrespective of where the bulkhead is or how high the deck is. It is important to remember that, along with most other hull measurements, bevels are something that should be checked during initial measurement control and generally won't be checked in the dinghy park or at an event. During the measurement process, the positions of the stations will be marked on the boat and checking the positions of the bevels should be relatively straightforward. The other advantage of this option is that all boats will have the allowed position of the bevel in the same place rather than adjusting it due to the position of the bulkhead and the height of the deck.

### **Proposal 11 - Side decks and Padding**

There have been many discussions in the past year concerning the rules on side-decks and padding. Some builders have misunderstood the wording and produced boats that are outside the rules but fortunately it looks like the errors are relatively small and do not provide a significant advantage to the boats involved. This matter is currently being dealt with by the Chief Measurer.

In the 2017 Rules we added a rule, clarifying that the gunwale should not be higher than the adjacent sheerline. This became Rule D.6.3.a. After the 2017 Rules were published we received several comments that this was actually a new rule and that previously the gunwale could be above the sheerline. However, it should be emphasised that this is not the case. The rules, the measurement diagram and the measurement form are all clear in saying that the 35mm depth of the gunwale should be measured below the sheerline. There is no allowance for any measurement above the sheerline outside the gunwale and so there should be nothing above the sheerline, outside the sheerline. The rules have remained the same for almost 50 years so there should be no confusion on this.

We then had the situation that one or more builders were adding padding outside the sheerline in the form of so called "hiking extenders", and raising the level of the padding on the gunwale above the permitted 10mm at the sheerline. This was discussed by the International Measurers who all agree padding on the gunwale should not be higher than the padding on the sheerline. This is made clear by the rule that says any padding must conform to the side-deck

dimensions. With that in mind, the agenda includes a proposal to adjust the wording and add a rule to clarify this.

### **Proposal 13 and 14 - Slugs and headboards**

Sometimes the smallest things cause the biggest headaches. Headboard slides are small plastic slugs designed to keep the head of the sail from rotating into the mast and are placed tight on the luff near the headboard. However, despite the fact that they are not in the list of allowed items in the sail rule and are therefore not allowed to be used, many sailmakers are fitting them to their sails. Their use is so widespread that we are proposing that they be allowed. They are used for two reasons; firstly, to protect a plastic track from damage from an aluminum headboard and secondly to make it easier to fit the headboard as the slide can be used to stand the head of the sail up, leaving the accuracy of the headboard placement less important.

Many sailmakers still use plastic headboards that can be placed tight next to the track and acts as both slide and headboard.

A secondary problem here is that aluminum headboards of the size permitted are no longer commercially available. Bainbridge have ceased production of part number B806 and Rutgerson have ceased production of the 1094-130BL. Plastic Aqua-batten headboards are still available as are the plastic contender headboards but are actually too large on the extension from head point measurement by 5mm.

Proposal 13 is to allow the headboard slides to be added to the list of allowed items. And proposal 14 is to allow the OK to use commercially available headboards as used by the Finn class such as the Bainbridge B805 and the Rutgerson 1115-110B

These Finn headboards have the same head width and are 15 - 25mm longer on the luff. I have spoken to several sailmakers about this and they assure me that there would be no advantage from increasing this dimension. The alternative is that sailmakers keep cutting 25mm from the Finn headboard. This proposal is consistent with our desire to only use commercially available equipment in order to keep costs down. We recently allowed an extra 20mm of length on sail battens for just this reason.

### **4. Accounts**

The annual accounts for the year up to 31 December 2017 were approved. See Appendix A.

### **5. Election of Officers**

5.1 The following officers were re-elected unopposed.

Vice-President (Southern Hemisphere): Mike Wilde

Vice-President (other affairs): Peter Robinson

Webmaster: Peter Scheuerl

5.2 There were no changes in the composition of the Technical committee.

Greg Wilcox pointed out that the majority of the work of the TC was carried out by a few individuals and that many of the committee never respond to emails. Those on the TC were encouraged to participate in the discussion or find someone else from their national association who was willing to participate.

### **6. Appointment of an auditor**

Mark Perrow (NZL) was appointed.

### **7. Class Rule change proposals**

Any minor amendments agreed by the meeting are underlined.

*The following rule change proposals were voted on in one block after agreement with the*

*members present.*

## **2. Hull certification**

### **Current Rule**

#### **A.11 Hull Certification**

A.11.1 No **boat** shall take a part in class races unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.

### **New Rule**

#### **A.11 Hull Certification**

A.11.1 No **boat** shall take **a** part in *racing* unless it has a valid measurement **certificate** in the owner's name. The measurement **certificate** is only valid if the owner is a current member of a NCA or, if there is no NCA in their nation, a member of the OKDIA.

**Reason** – Invokes the RRS and confirms that a certificate is needed for all racing and not just class racing.

## **3. Event Inspection**

### **Current rule**

B.2.1 The **Equipment Inspectors** for an event should be appointed by the Race Committee, except that for World and Continental Championships they shall first be approved by the OKDIA. The role of **Equipment Inspectors** at an event is to verify that equipment has not been subsequently altered since it was originally measured (other than as is permitted within these rules) using whatever inspection methods they deem appropriate. Should this comparison reveal deviation greater than what the **Equipment Inspector** considers to be within the rules, the matter shall be reported to the Race Committee.

### **Proposed rule**

B.2.1 The **Equipment Inspectors** for an event should be appointed by *the Organising Authority or by the Race Committee when delegated to them*, except that for World and Continental Championships they shall first be approved by the OKDIA. The role of **Equipment Inspectors** at an event is to verify that equipment has not been subsequently altered since it was originally measured (other than as is permitted within these rules) using whatever inspection methods they deem appropriate. Should this comparison reveal deviation greater than what the **Equipment Inspector** considers to be within the rules, the matter shall be reported to the Race Committee *and Jury*.

**Reason** - The RRS have changed since this was first written and now the Organising Authority can appoint a Technical Committee.

## **4. Conditions for racing**

### **Current rule**

C.2.1 (b) No **crew** is permitted to take part in a race held under the RRS unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of a NCA approved by the OKDIA. Any **crew** that takes part in a race in contravention of this rule may be disqualified without a hearing.

### **Proposed rule**

C.2.1 (b) No **crew** is permitted to take part in *racing a race held under the RRS* unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of a NCA approved by the OKDIA. Any **crew** that takes part in *racing a race* in contravention of this rule may be disqualified without a hearing.

Reason – Invokes RRS

## 5. Rig

C.8 Rig

### Current Rule

#### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**

### New Rule

C.8 Rig

#### C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without re-**certification** or approval of the **certification authority**. **Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.**

Reason - missing from 2017 Rules.

## 6. Hull construction – moving rules into correct section.

### Current Rule

D.3.2 Construction

(a) **Hull** shell and centreboard case thickness is optional, except that for foam sandwich construction it shall not exceed 25mm including stringers.

(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. No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).

(c) Single skin wood boats may have an extra layer of plywood, with a maximum thickness of 4mm, added on the cockpit floor from a maximum of 50mm aft of station 1 to a maximum of 50mm forward of station 2.

(d) The sheerline between stations 1 & 2 shall not be convex.

(e) Measured athwartships the fore and aft decks shall not be concave.

(f) The surface of the **hull** may be checked with a flexible batten to ensure the curvature of the hull is fair.

(g) A breakwater may be fitted between the mast and the mainsheet horse or track.

D.4 DECK

D.4.1 Materials

(a) The deck shall be built from one or a combination of:

(1) Wood (solid or laminated).

(2) GRP sandwich or wood sandwich.

(3) GRP.

D.4.2 Construction

(a) Deck thickness shall not exceed 25mm.

(b) Struts to support the side-decks are permitted. The sum total side cross sectional area of the struts shall not exceed 50cm<sup>2</sup>.

### New rule



### D.3.2 CONSTRUCTION

(d) **Hull** shell and centreboard case thickness is optional, except that for foam sandwich construction it shall not exceed 25mm including stringers.

(e) 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. No attempt shall be made to concentrate weight at any point. If it is suspected that this rule is being broken, an **Equipment Inspector** or an **Official Measurer** may authorise test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include either paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for the mast step, drain tube, bracket for mainsheet block or pads to secure flotation, or joins in the core).

(f) Single skin wood boats may have an extra layer of plywood, with a maximum thickness of 4mm, added on the cockpit floor from a maximum of 50mm aft of station 1 to a maximum of 50mm forward of station 2.

~~(h) The **sheerline** between stations 1 & 2 shall not be convex.~~

~~(i) Measured athwartships the fore and aft decks shall not be concave.~~

(d) The surface of the **hull** may be checked with a flexible batten to ensure the curvature of the **hull** is fair.

~~(j) A breakwater may be fitted between the **mast** and the mainsheet horse or track.~~

## D.4 DECK

### D.4.1 MATERIALS

(b) The deck shall be built from one or a combination of:

(4) Wood (solid or laminated).

(5) GRP sandwich or wood sandwich.

(6) GRP.

### D.4.2 CONSTRUCTION

(c) Deck thickness shall not exceed 25mm.

~~(b) The **sheerline** between stations 1 & 2 shall not be convex.~~

~~(c) Measured athwartships the fore and aft decks shall not be concave.~~

~~(d) A breakwater may be fitted between the **mast** and the mainsheet horse or track.~~

(e) Struts to support the side-decks are permitted. The sum total side cross sectional area of the struts shall not exceed 50cm<sup>2</sup>.

**Reason** – Moves rule concerning the deck into the correct section

## 9. Bevels on bulkheads

### New Rule

#### D.5.2.k

**OPTION B** - The corners between the deck and bulkheads at stations 1 and 2 may be beveled or curved. Measured from the **Hull Datum Point**, no part of the bevel or curve forward of 1809mm or aft of 785mm shall be below the **sheer**.

Reason – This is current practice for many builders. There is no rule for this so we need to have one in order to maintain some control over the size. Please see the Technical Report for further explanations.

AUS, GBR, GER, DEN, NZL were in favour of Option B. SWE was in favour of Option A

## 10. Keelbands

### Current rule

D.7.1.a.3 Keel bands shall be built from one or a combination of:

- i. Wood (solid or laminated).
- ii. GRP.
- iii. Metal.
- iv. Plastic.

### New rule

D.7.1.a.3 **Keel bands shall be fixed to the keel line of the hull. They shall run both sides of the centerboard case slot and may be faired together at the either end of the case.**

They shall be built from one or a combination of:

- i. Wood (solid or laminated).
- ii. GRP.
- iii. Metal.
- iv. Plastic.

Reason – this clarifies current practice

## 12. Sail reinforcement

### Existing rule

G.2.2 (c) **Sail reinforcement** shall consist of:

- (1) **Primary Reinforcement:** Any material.
- (2) **Secondary Reinforcement:** as per ERS definition.

### Proposed Rule

G.2.2 (c) **Sail reinforcement** shall consist of:

- (1) **Primary Reinforcement:** Any **permitted** material.
- (2) **Secondary Reinforcement:** as per ERS definition.

Reason – To clarify. Primary reinforcement must be from **ply** as permitted by the rules.

## 13. Headboard slides

### Existing Rule

G.2.3 (f) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham: one eye or not more than two pulleys, **batten pocket patches**, **batten pocket** elastic, batten retaining devices, boom slides, leech line, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

### Proposed Rule

G.2.3 (f) The following are permitted: Stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham: one eye or not more than two pulleys, **batten pocket patches**, **batten pocket** elastic, batten retaining devices, boom slides, leech line, windows, tell tales, sail shape indicator stripes, **headboard slides not extending more than 160mm from the head point** and items as permitted or prescribed by other applicable rules. **All permitted items shall be used for their intended purpose.**

Reason – many sail makers are already adding these fittings to prevent damage to the sail track from alloy headboards.

## 14. Headboards

### Current rule

G.2.4 Extension of headboard from headpoint max 160mm

## **New rule**

G.2.4 Extension of headboard from headpoint max 175mm

Reason - Headboards with a luff length of 160mm are no longer commercially available. Most of the headboards available are 165mm or 170mm long. It would be in line with current policy to only allow commercially available products. Proposal 13 above regarding headboard slides would change accordingly.

## **15. Footshelf**

### **Current Rule**

G.3.3.(c) A foot-shelf of not more than 300mm is permitted to be of a different material. For the purpose of this rule a foot-shelf is defined as any panel or panels of material attached to the **body of the sail** below a straight line from the **clew point** to the **tack point**.

### **Proposed Rule**

G.3.3.c A foot-shelf of not more than 300mm width is permitted to be of a different material. For the purpose of this rule a foot-shelf is defined as **a panel or panels of material, attached to the body of the sail and which is continuous between the clew eye and the tack eye and which shall taper to a point at the tack eye and clew eye.**

Reason – The definition of the foot-shelf inadvertently made some current practices outside the rules. The new wording allows what some sailmakers have been doing and maintains the same concept of a foot-shelf.

## ***Proposals voted on individually***

Proposal 1 regarding Certification was withdrawn by the President after concern was expressed from the floor. It will be reworked and presented again at a later date.

Proposal 8, Bulkhead thickness was approved with one minor amendment.

### **8. Bulkhead thickness**

#### **Current rule**

D.5.2 CONSTRUCTION

(a) Bulkhead thickness shall not exceed 12mm.

#### **Proposed rule**

D.5.2 CONSTRUCTION

(a) Bulkhead thickness shall not exceed **20mm for GRP sandwich with a foam core or end grain balsa, or 12mm for wood or GRP sandwich with a wood core.**

Reason – One of the requirements in writing the new rules was that as we had hull and deck thickness, we needed to include bulkhead thicknesses as well. We did not want to simply allow 25mm bulkheads so 12mm was chosen as an acceptable number.

However, it appears some builders are using 15mm and 18mm foam core for bulkheads. The new wording allows for thicker foam bulkheads while leaving the maximum allowed thickness for wood the same.

Proposal 11 was passed with one minor amendment

### **11. Hiking pads**

#### **Current Rule**

D.7.1.b.9 Any hiking pads, provided they fall within the side deck measurements in D.7.2. However, padding up to 10mm thick is allowed to cover the **sheerline** measured 90 degrees to the surface.

#### **Proposed Rule**

D.7.1.b.9 Any hiking pads provided they fall within the side deck **and gunwale dimensions** in D.7.2. However, padding up to 10mm thick is allowed to cover the

**sheerline** measured at 90 degrees to the surface. **Padding on the gunwale shall not be higher than 10 mm above the adjacent sheerline.**

Reason – this clarifies an existing rule.

## **8. Future venues**

8.1 Lyme Regis Sailing Club, UK, was voted to host the 2022 World Championship.

8.2 Royal Queensland Yacht Squadron, Australia was voted to host the 2023 World Championship.

8.3 It was noted that there were no bids for the European Championship from 2020 onwards.

## **The AGM was closed at 18.45**

### **Open forum/discussion**

1. There was general consensus that if the class changed its Junior age category, it should be to U23 to align with many under youth level sports.

2. There was general consensus to introduce a wider range of age categories for Masters, Grand Masters, Great Grand Masters, Legends etc

3. Mark Jackson pointed out that a summary of the current position regarding OKDIA's 10-year strategy was published on the website and encourage everyone to read and get involved.

4. A report was received from Simon Probert on progress and planning for 2019 Worlds – New Zealand

5. A report was received from Jonas Borjesson on progress and planning for 2020 World Championship – Sweden

6. A report was received from Robert Deaves on progress and planning for 2018 European Championship – Bandol

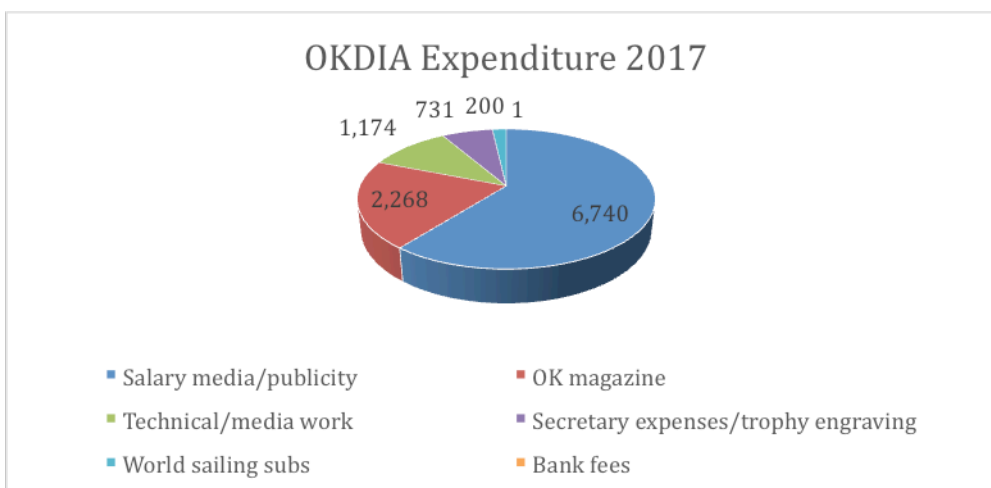
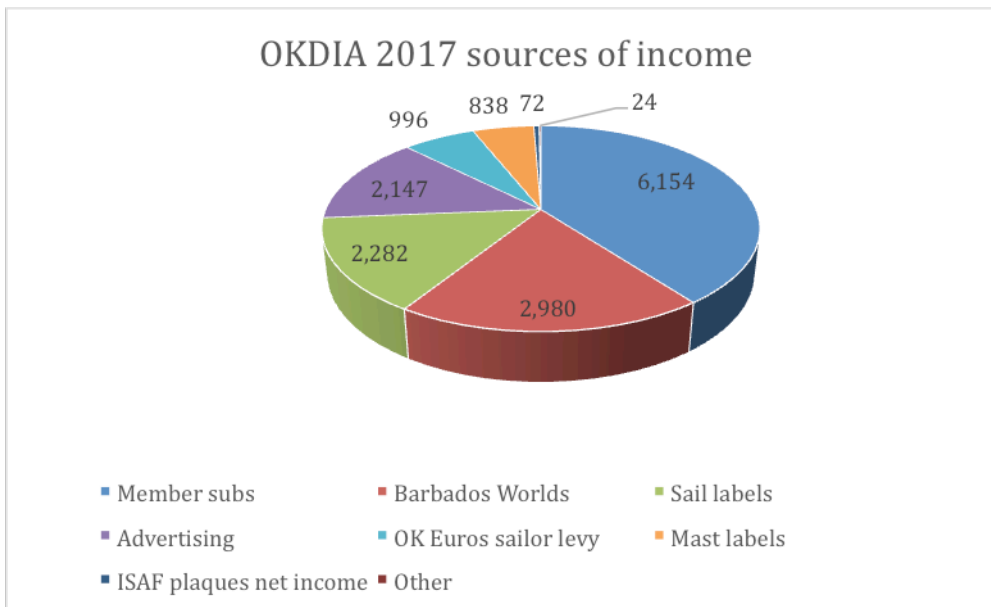
7. The German Association expressed concern that the 2019 Europeans at Kiel Week had been arranged without consultation with the German Association. The OKDIA Committee took this on board and welcomed any help offered.

## Appendix A – OKDIA Accounts 2017

### OKDIA 2017 income statement

Includes NZ account at  
£1=1.90NZ\$

	£
<b>Opening balance</b>	<b>20596.75</b>
<u>Income</u>	£
Member subs	6,154
Barbados Worlds	2,980
Sail labels	2,282
Advertising	2,147
OK Euros sailor levy	996
Mast labels	838
ISAF plaques net income	72
Other	24
<u>Expenditure</u>	
Salary media/publicity	6,740
OK magazine	2,268
Technical/media work	1,174
Secretary expenses/trophy engraving	731
Website	513
World sailing subs	200
ISAF measurement seminar	182
Bank fees	1
<b>Closing balance</b>	<b>24,282.17</b>
<b>2017 surplus</b>	<b>3,685.42</b>



## **OKDIA Balance sheet, 31 December 2017**

### **2017 OKDIA Balance sheet position - 31 Dec 2017**

<u>Assets</u>	£
Bank balance	24,282
Debtors i.e. who owes OKDIA money	2,485
* 10 World sailing plaques - AUS association	650
* FRA members subs	400
* Others <£200 each	1,435
<u>Liabilities</u>	
Creditors i.e. who OKDIA owe money to	174
<b>Net asset position</b>	<b>26,593</b>