

2021 ANNUAL GENERAL MEETING OF OKDIA

The 2021 Annual General Meeting of OKDIA was held via Zoom 21 November at 10.00 UCT.

Present: Mark Jackson (President), Robert Deaves (Secretary), Alistair Deaves (Chairman of the Technical Committee), Peter Scheuerl, Jonas Börjesson (Vice President Northern Hemisphere), representatives from AUS, BEL, DEN, FRA, GBR, GER, NED, NZL, POL, SWE and 10 sailors.

Apologies were received from Mike Wilde (VP Development) and Peter Robinson (Treasurer).

MINUTES

1. Approval of 2020 Minutes

The minutes, previously circulated, of the 2020 OKDIA AGM, held online from 8-14 August 2020, were approved.

2. Reports and Accounts

2.1 Committee reports for the year up to 31 December 2020.

a. President

Welcome to the 2021 OKDIA AGM.

Firstly, let me say it is strange to be writing a report on the year to 31 December 2020. 2020 seems like a lifetime ago and we are almost a full year on from then.

I finished my report to last years' AGM, by saying "my fingers are crossed that I will see you all next year in Lake Garda, Italy."

The World Championships planned for Arco on Lake Garda in July this year was perhaps the most highly anticipated event in the history of OK Dinghy sailing. I hope that is not too big a statement to make, but the decision to cancel the event was all the more disappointing based on this anticipation.

The disappointment was further heightened because, as a class, we are experiencing the excitement associated with a strong growth and resurgence around the world. The decision was personally extremely disappointing, not only because I was unable to travel to Europe and sail at this iconic location, but it also represented the end of my planned four-year term as President. This should have been my last AGM as President, but as I have now missed two in person AGMs, I have agreed (with of course your permission and support) to continue on for another two-year term. This will allow me to be present in Marstrand in August next year and then in Lyme Regis in 2023.

I don't want cancelled events to define us as a class and as a community moving forward. We will bounce back and bounce back quickly as the world returns to a sense of normality.

A few things I want to cover. I would like to thank Jonas Börjesson, who is stepping down as a Vice President. I have truly valued your thoughtfulness, wisdom and support. Thanks also to Peter Robinson who has agreed to move from a Vice President position to our Treasurer. This leaves two Vice President vacancies (Sailing and Marketing) which will be voted on as part of the AGM. In addition, there are up to three Committee positions to be filled. I want to thank the Committee for

their work during the past year and I look forward to working with the newly elected Committee. Of course, thank you to Robert, for holding us together; Alistair for your tireless work on the technical side of things and with World Sailing and Peter for keeping us informed as our Webmaster.

As I wrote in the Newsletter earlier this year, we are now due for a review of the Road Map for the Class for the next step in our development. I would like this to be an inclusive and participatory process as to how we continue to grow and develop; how we remain relevant for many years to come and retain and celebrate the rich history of the class of over 60 years. We will reach out to you as to how you can be involved.

I finally wanted to raise what I think will be an issue in the next few years as to how we promote participation in the class across the world. We are currently experiencing a global shipping crisis. For many years Australians and New Zealanders in particular have been able to travel to Europe for World Championships and major events at relatively low cost, due to cheap airfares and cheap shipping. We have also held successful events outside of Europe in the past decade in Thailand, Australia, Barbados and New Zealand.

While we expect airfares to return to a reasonable level within a short period, it looks like global shipping may continue to be a problem for some years, making participation of Australians and New Zealanders, in particular in Europe in 2022 and 2023, a problem. Similarly, shipping to the Worlds in Brisbane in early 2024 is only just over two years away, and I fear the shipping difficulties may not be resolved before then.

I think as a class we should think laterally and look to find a solution to this problem. Certainly, for the Finn Class, large numbers of private and commercial charters are generally available across Europe for many events, meaning large numbers can participate relatively easily. I am reaching out to see if we can find a solution. We have a number of excellent boat builders and equipment manufacturers. Maybe one solution is a new boat charter and post regatta sale arrangement for major events. I don't have the answer, but collectively we will find one.

Mark Jackson
President OKDIA

b. Secretary

Even though this AGM report mainly refers to 2020, as it is held so late in 2021, it also refers to the 2021 season where needed.

Despite the pandemic we still experienced substantial growth in the class during 2020. All the sailmakers, boatbuilders and mast makers were as busy as ever. That trend continued into 2021 and even though it was still not possible to hold any major events, attendance at many of the other events was very encouraging. I am sure when everything returns to normal we will all be surprised at the level of interest in the class. Many national associations are still expanding and attracting new, and old, sailors back into the class.

Total membership in 2020 was 853, a 6% increase on 2019. That trend decreased in 2021 but looks likely to jump back up strongly in 2022. In 2020 OKDIA sold 82 boat plaques, which is the highest number since 1980. In addition OKDIA sold 318 sail labels and 95 mast labels.

There is very little to say about events in 2020. Almost everything was cancelled. I would like to acknowledge the cooperation of all our future worlds organisers in being so flexible and accommodating and allowing us to shift the calendar by one year. We didn't think it was fair to make this request again in 2021, so the upcoming events will not be moved again, by the cancelled Lake Garda worlds has been rescheduled to 2025.

Though it is really an item for next year's report I'd like to put on record that when the Worlds on Garda was cancelled, we already had a venue pencilled in for the Europeans. As it turns out they could not proceed and by then it was too late to reschedule for anywhere else.

Because we have worlds lined up until 2025, we will not be accepting any bids for future events until 2023 at the earliest and only after the 2022 worlds in Marstrand has taken place. We are however looking for venues for the Europeans from 2024 onwards. We are awaiting a committee decision for a venue in 2022 and have approached Circolo Vela Arco to run the Europeans in 2023 quite late in the year so it does not detract from the Worlds in Britain.

We all hope that in 2022 things will start to return to normal and we can begin to reintroduce all the initiatives that were put on hold in early 2020 such as the Euro League and the World Ranking. The ad hoc Euro Series in 2021 was really an afterthought when we saw that most national events would go ahead, and thanks to Art of Racing for providing headline sponsorship. It provided a very valuable promotional opportunity for the class.

The class finances remain in good shape, even though we have not benefited from event fees for two years. The only major investment in 2020 we invested in new Worlds ties, even though they are still stuck in Australia. We will also need to invest in some new medals in the coming year as stock is now quite low.

Thanks to Jonas Börjesson for his valuable held over the past four years, and to Peter Robinson who has side-stepped from VP to Treasurer, and who, as it turns out was quietly an expert with Xero and has sorted out the accounts, which have been audited for the first time in many years. I look forward to welcoming the new VPs to the committee and continuing to promote and grow the class in the coming years.

* We are very aware of the problems of intercontinental shipping, and one of our objectives will be to look at charter options, and how much a role OKDIA can play in connecting boat owners to prospective charterers.

In 2021 we welcomed three new members to OKDIA, Brazil, Bulgaria and Italy – all small but growing and I hope there will be more new members to follow in 2022.

We also recently heard from Thailand, which wishes to join as well, with at least 10 boats under construction.

One of the tasks of the AGM is to ratify the Committee decisions to admit these countries as members, so I hope you will all join me in welcoming these four members to OKDIA.

Robert Deaves
OKDIA Secretary

* *Verbally given at AGM in addition published written report.*

Motion: OKDIA membership for Bulgaria, Brazil, Italy and Thailand was approved by

the meeting and thereby ratified.

c. Treasurer

I was appointed by the OKDIA committee to the Treasurer position and have taken over the duties previously held by Nick Craig. I vacated my committee role of Vice President. The first task was to reconcile the accounts as the transition to Xero had not been previously completed.

There were a few discrepancies with the accounts compared to the bank accounts and these have now been corrected. This has resulted in some minor changes to the figures reported in the 2019 accounts, including the slightly higher expenses writing off sundry debtors and creditors from previous periods.

The most significant change for this financial year has been the effect of the global travel restrictions and the loss of the World Championship event. This has reduced the year's income but also reduced the associated costs, resulting in a near zero overall impact. (Note: member subs increased in 2021, some travel costs will be refunded, and we project a profit for 2021).

Once again, we have seen our normal activities result in a continued, small loss, however funds are still adequate for our needs with total current assets of STG17,004.

The accounts will be audited this year and we will have authoritative reports on an ongoing basis.

Peter Robinson
OKDIA Treasurer

d. Chairman of the Technical Committee

The aim of the Technical Committee, as always, is to create a set of rules that are simple to understand for sailor, builder and measurer while not increasing costs or changing the fundamental nature of the boat such that equipment becomes outdated. A strong class needs a stable set of rules.

Technical Committee work during 2020 (and 2021) was mainly concerned with work on clarifying some of the rules. There is a continual process to modify wordings to take into account different understandings, move rules into more appropriate sections and also to correct some historical errors that have crept in.

One of the major changes in 2020 was a rewrite of class rule A.4 which deals with the administration of the class and this work was carried out in conjunction with a rewrite of the Constitution. Pandemic lockdowns created a lot of time for this work. There were also some changes in definitions and wordings approved by the TC but also some rewording and addition of some ERS definitions as requested by the World Sailing Equipment Committee.

Over the last few years, probably due in part to budget and pandemic reasons, World Sailing has transferred some of the responsibility for approving class rule changes from their technical staff and onto the Equipment Committee and its Equipment Rules Sub-committee. Rule changes approved by classes now get reviewed by these committees before they are published. Our previous class technical specialist Hendrik Plate has left World Sailing and we have not been informed who the new specialist will be, but we suspect that most of the work will now be undertaken by these volunteer committees and WS will publish when approved. With the Tokyo

Olympics finally taking place WS are in a better financial situation and there are promises of hiring more staff.

Further to this, plans are underway for rule changes submitted to World Sailing to be subject to a quarterly time scale. There will be four periods for the EQRSC to review class rule changes and deadlines to submit, which come with an expected publication date. So now rule changes can be submitted at any time of the year with the expectation that they will be reviewed in a time appropriate manner. With this in mind the next submission deadline is December 15th with an expected publication date of 1st March. The requirements for such submissions have been increased with a view to reducing the time needed for review and so consequently any missing items will lead to a longer review time and possible a later publication date.

Over the course of 2021 I had a few requests from people keen to join the Technical Committee. In August I asked the group if they were keen to stay and to reply accordingly. Several people requested to leave either by replying or by their lack of reply. Therefore, I have to thank the following people who have given their time over the last few years but no longer wish to stay on the TC. Rory Barnes (GBR), Lars Edwall (SWE), Tomasz Gaj (POL), Christian Midtgaard (DEN) and Alex Scoles (GBR).

Alistair Deaves

e. Webmaster

Due to the pandemic not much happened in regards to event pages for Worlds and Europeans. The main work was on the calendar trying to keep up with cancellations and changing dates. For the bigger events like Lake Garda I tried to keep everyone informed via Twitter on a daily basis.

As hopefully many have found useful, I keep a calendar of events for all events I have information about on the website. This includes links, driving directions for 3 Google Maps, Apple Maps and Here Maps and other information.

Unfortunately hardly any organiser or national association keeps me informed about events, so I have to find the time to search it all up for all nations. so in order to keep the calendar and results up to date, it would be great of organisers and national associations would send me the calendar and changes as well as links to results, so I could keep the website more up to date.

News are generally tweeted first. When information is on the website, it is also published via RSS - the RSS channel is also listed on Apple News for the people in english speaking countries.

I'm also working on a few changes, both of the main website and on the boats database.

So for 2022 I would ask you all to please send me your countries Calendar, including either geolocation (Lat/Long) or address of the club for the driving directions.

And also to send me short (tweet long) daily reports and final results of events so I can publish them.

A few statistics of the website:

okdia.org: 17.000 visitors this year, with 56200 page views

rules.okdinghy.org 10000 visitors this year with 26500 page views

2022.okworlds.org (Sweden): 3600 individuals this year, will likely go up a lot soon

Regards and stay healthy,

Peter Scheuerl

2.2 The meeting acknowledged and approved the reports.

3. Accounts

3.1 The annual accounts for the year up to 31 December 2020 were presented. Mark Jackson gave a brief summary.

3.2 The meeting acknowledged and approved the accounts (appendix A).

4. Election of Officers

4.1 The following officers were re-elected unopposed.

President: Mark Jackson

Treasurer: Peter Robinson

Committee Member: Peter Scheuerl, as OKDIA Webmaster

4.2 Following an online vote for two Vice President positions, the following votes were received.

b. Vice-President Sailing

Andreas Pich (GER): 23; Pontus Göbel (SWE): 1; Rodney Tidd (GBR): 3; Simon Probert (NZL) 2.

Andreas Pich is thus elected as Vice President Sailing for 2021-2023

c. Vice-President Marketing

Pontus Göbel (SWE): 15; Rodney Tidd (GBR): 4; Simon Probert (NZL) 11.

With lowest score eliminated and second votes used to achieve >50%

Pontus Göbel (SWE): 16; Simon Probert (NZL) 14

Pontus Göbel is therefore elected as Vice President Marketing and Publicity for 2021-2023

4.3 Ralf Tietje (GER) and Sean Cleary (NZL) join the Technical Committee
Rory Barnes (GBR), Alex Scoles (GBR), Tomasz Gaj (POL), Christian Midtgaard (DEN) and Lars Edwall (SWE) leave the Technical Committee

5. Appointment of an auditor

Mark Perrow (NZL) was reappointed as auditor.

6. Class Rule Changes

Following the AGM, an online voting form on the Class Rule changes was distributed to National Secretaries by email. The voting deadline was December 13.

The following Class Rule changes were approved unanimously by all 12 members.

6.1 Change 1

To adopt some of the new ERS changes. The current ERS has created new definitions for some words that we currently use and these words can be changed to **bold** in invoke the ERS definition where the intent of the rule is not altered.

Examples of new ERS definitions that we can use are listed here. These definitions properly define actions already permitted but provide consistency and mean we can delete some rules that are included twice.

Fittings • modification • maintenance • repair • hull appendage depth • connect • install • fastening

Further, the definitions of who can appoint **equipment inspectors** has changed.

Not all uses of these words can be automatically changed but approval of this proposal will result in the work being undertaken in consultation with the World Sailing Technical Department.

6.2 Change 2

Current Rule

D.4.2(d) Struts to support the side-decks are permitted. The sum total side cross sectional area of the struts shall not exceed 50 cm².

New Rule

D.4.2 (d) Struts and knees to support the side-deck are permitted, except that struts and knees that extend more than 80 mm below the sheerline

i) shall have a maximum combined longitudinal thickness per side of 20 mm; and

ii) shall not extend more than 240 mm inside the sheerline.

Reasons

The current rule is both incorrect (should be 50cm² per side) but also redundant, as struts have not been used to support side-decks for many years. Struts also get confused with knees, for which there is no rule except for their general description under framing.

This rule change intends to define both struts and knees to make it easy for the measurer and builder to know what is permitted and also to limit the size of knees that extend below the side-deck.

6.3 Proposal 3

Current Rule

F.2.5 Distance from lower point to centre of gravity 1430 mm

New Rule

F.2.5 Distance from **lower point** to centre of gravity, 1430 mm

with **halyard** fully hoisted, including shackle, and with the remaining **halyard** tied to the mast at the **lower point**.

Reasons

To clarify the method used to obtain the measurement of the centre of gravity by using the wording (adapted to suit the OK) from the ERS. (And without having to invoke the actual ERS definition as that would require the rule is moved to Section C and measured to the mast datum point.)

6.4 Danish Proposals

Two proposals from the Danish Association were rejected. Voting was as follows: Proposal 1 approved by DEN, GER, all others reject. Proposal 2 approved by DEN, GER, USA, all others reject. POL abstained on both.

9. Future venues

9.1 Circolo Vela Arco has kindly agreed to reschedule the cancelled 2021 World Championship to 2025.

9.2 No further proposals will be accepted for World Championships until the 2022 AGM at the earliest, and only if the 2022 World Championship goes ahead.

9.3 Circolo Vela Arco has kindly agreed to host the European Championship in 2023 late in the year. The World Championship is quite early in 2023, so proposed dates would be in September.

9.4 The 2022 European Championship will be held in Bandol, France from 25 September to October 1.

9.5 Presentations were received from Per Westlund on behalf of the 2022 World Championship in Marstrand and from Mary Reddyhoff, on behalf of the 2023 World Championship in Lyme Regis GBR.

9.6 The dates for the 2024 World Championship in Brisbane were set for 19 February to 2 March.

There were no items presented for discussion.

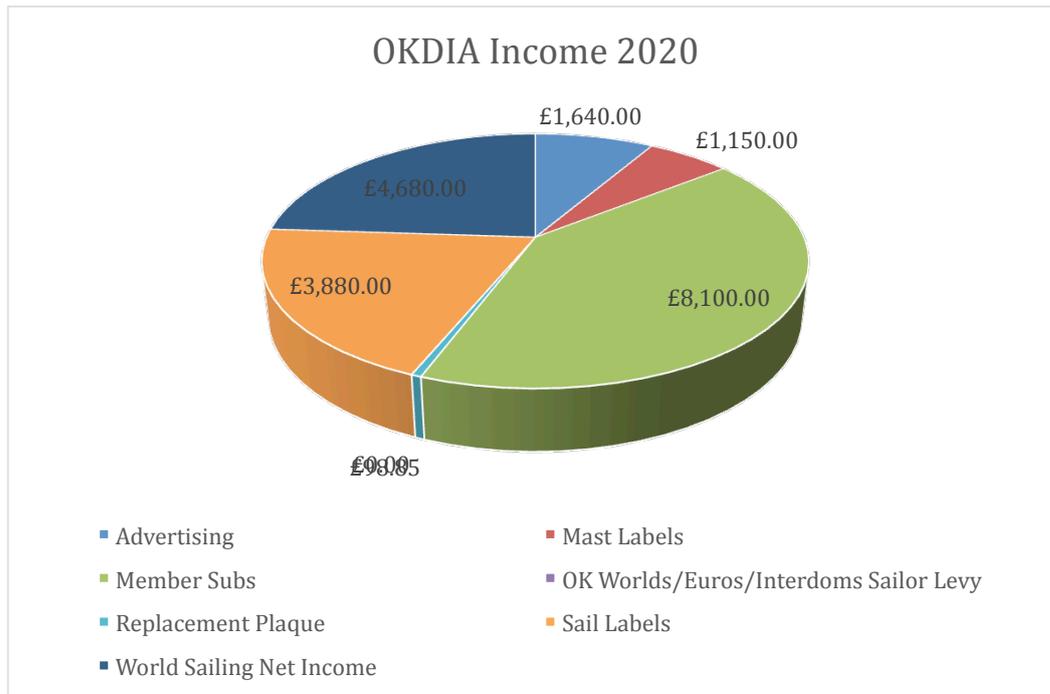
AGM was closed at 11.04 UCT

Profit and Loss

OK Dinghy International Association
For the year ended 31 December 2020

Account	2020	2019
Turnover		
Advertising	1,640.00	1,634.31
Mast Labels	1,150.00	820.00
Member Subs	8,100.00	7,588.53
OK Worlds/Euros/Interdoms Sailor Levy	0.00	5,247.75
Replacement Plaque	98.85	25.00
Sail Labels	3,880.00	3,392.13
World Sailing Net Income	4,680.00	2,057.86
Total Turnover	19,548.85	20,765.58
Cost of Sales		
World Sailing Plaques	4,604.50	0.00
Total Cost of Sales	4,604.50	0.00
Gross Profit	14,944.35	20,765.58
Administrative Costs		
Bank Fees	80.89	30.95
Bank Revaluations	(125.46)	(538.80)
General Expenses	5,314.96	262.28
Media/Publicity stipend	3,650.00	8,075.00
OK Magazine	883.36	1,667.19
Postage & Shipping	475.01	0.00
Realised Currency Gains	42.84	21.62
Secretary Expenses	0.00	3,079.53

Secretary Stipend	4,200.00	450.00
Stickers	173.16	163.00
Technical chair expenses	1,065.64	1,214.64
Technical chair stipend	753.94	746.53
Technical other	0.00	983.33
Travel Expenses	136.32	2,277.96
Website Expenses	1,079.52	2,643.69
World Sailing Subs	516.60	256.94
Worlds costs	0.00	(65.28)
Xero Fees	406.07	570.68
Total Administrative Costs	18,652.85	21,839.26
Operating Profit	(3,708.50)	(1,073.68)



Balance Sheet
OK Dinghy International Association
As at 31 December 2020

	31 Dec 2020	31 Dec 2019
Assets		
Bank		
HSBC Bank Account	£9,018.46	£0.00
HSBC Bank Account (Previous - DO NOT USE)	£0.00	£13,165.42
NZD Bank Account	£1,165.82	£1,636.80
Total Bank	£10,184.28	£14,802.22
Current Assets		
Accounts Receivable	£4,335.00	£850.00
Sundry Debtors	£0.00	£2,485.00
Total Current Assets	£4,335.00	£3,335.00

Total Assets	£14,519.28	£18,137.22
Liabilities		
Current Liabilities		
Accounts Payable	£264.60	£0.00
Sundry Payables	£0.00	£174.04
Total Current Liabilities	£264.60	£174.04
Total Liabilities	£264.60	£174.04
Net Assets		
Equity		
Current Year Earnings	-£3,708.50	-£1,073.68
Retained Earnings	£17,963.18	£19,036.86
Total Equity	£14,254.68	£17,963.18

Notes:

1: Figures converted into British Pound using the following rate:

1.89925 NZD New Zealand Dollar per GBP. Rate entered by Peter Robinson on 31 Dec 2020.

2: Figures converted into British Pound using the following rate:

1.97316 NZD New Zealand Dollar per GBP. Rate provided by XE.com on 31 Dec 2019.