

## **2022 ANNUAL GENERAL MEETING OF OKDIA**

The 2022 Annual General Meeting of OKDIA was held in Marstrand, Sweden on August 6 at 17.00.

Present: Mark Jackson (President), Pontus Gäbel (VP Marketing), Andreas Pich (VP Sailing), Robert Deaves (Secretary), Alistair Deaves (Chairman of the Technical Committee), representatives from GBR, AUS, NED, GER, SWE, BEL, NOR, NZL, THA, POL and around 40 sailors.

Apologies were received from Mike Wilde (VP Development).

### **MINUTES**

#### **1. Approval of 2021 Minutes**

The minutes, previously circulated, of the 2021 OKDIA AGM, held online from 13-21 November 2021 were approved

#### **2. Reports and Accounts**

2.1 Committee reports for the year up to 31 December 2021.

##### **a. President's Report**

It is wonderful to be in Sweden, at Mastrand on the eve of the OK Dinghy World Championships. It is a relief after 3 years to be able to say these words.

The raison d'être of the Ok Dinghy Class is to come together, sail, socialise, have a drink with friends and enjoy being together at regattas. While we have been mostly able to sail on a country and continental basis without any great restrictions, sadly full international competition was not possible in 2021.

Hopefully with the worst of the pandemic now behind us, at least in terms of restrictions to travel and movement, we can plan to resume and continue our class calendar and traditions unimpeded from now on.

Let me first thank the Committee who were elected to office at the AGM held via Zoom late last year. This is now the first term where newly elected officials were elected into their individual portfolios;

- Vice President -Sailing Andreas Pich
- Vice President – Marketing Pontus Gäbel
- Vice President – Development Mike Wilde
- Secretary – Robert Deaves
- Treasurer– Peter Robinson
- Chair of TC – Alistair Deaves
- Committee – filled by current Webmaster Peter Scheuerl

The purpose of the individual areas of focus for the committee roles is to work with the Secretary to effectively run the major association tasks, with collective responsibility then taken by the whole committee. We are now starting to see the benefits of these major constitutional changes taken in 2018 and 2019.

This has translated into new countries joining OKDIA, new boats being built across all continents and the beginnings of real changes to the OK Class across the world for the first time in many years. I extend a very warm welcome to all the new countries to OKDIA. It also means the association continues to be run to a high level of professionalism and is in a very healthy state. I would like to personally thank Robert, Alistair, Peter Scheuerl and

Peter Robinson in this respect. Their efforts are not only recognised internally within OKDIA but externally with World Sailing.

Looking forward, I think the class is at a bit of a crossroad. My sense was this was always coming but has been brought on sooner due to the pandemic. Many people have been around and about the OK Class for a long time, but I think we are seeing a shift, not necessarily a generational shift to a younger cohort, but people trying the class to see if it is for them. We have done the hard work to 'attract' them, now we need to 'retain' them to participate and travel to events.

What this shift means for the class, I am not quite sure. My opinion is anecdotal, with some facts and statistics. I think we need more evidence both quantitative and qualitative. My sense is that World Championships will start to look different. In some areas we will attract large numbers of local sailors relatively new to the class. However, those people may not travel, so large regattas will be dominated by locals and new or exotic events may be small in numbers.

What is best for the class? I am not sure. 100 to 150 boats made up mostly of locals sailing in traditional European venues, or small fleets 50 to 60 boats, sailing in newer or exotic venues. So, we have some big questions around events moving forward. This will put a lot of pressure and strain on OKDIA resources as we look to take the class on the right path. Having said that, we understand that the world has changed and meanwhile we have our major regattas set until 2025. I anticipate in the next 2 to 3 years, travel will continue to be expensive. The world is moving into recession. Shipping is very difficult and travel between the UK and Europe has its challenges.

Finally, I wanted to make mention of the OKDIA Strategic Road Map. This continues to be the guiding path with some on the plans now implemented and others will need a refresh, so over the next 12 months, we will get on with this work as to, what does the next 10 years look like? What are our priorities and goals?

## **b. Secretary's Report**

It has been another year of growth for OKDIA membership both in terms of nations and individual membership of those member nations.

OKDIA now numbers 17 members, the highest for probably 40 years. In the last year we have welcomed Thailand back, as well as well as welcoming Brazil, Bulgaria and Italy, and this year will ratify the membership of Argentina and Spain. Spanish membership has long been an ambition and then suddenly we see a number of new boats being built as well as used boats being bought. It is very exciting to see this growth to add to our Mediterranean membership.

Overall, individual membership of OKDIA in 2021 rose to 866, a 1.5% increase on 2020, but in 2022 has so far increased to 919, a 6% increase.

In 2021 OKDIA sold 94 building plaques, another new record since 1980, as well as 289 sail labels and 80 mast labels. Most builders and manufacturers are so busy they have waiting lists for production.

The new committee elected at the 2021 AGM has been very active on various new projects, including the charter boat platform. Shipping prices are rumoured to be gradually coming down again, but we still think charter boats will be needed for the next few years to boost local fleets at our major events. There is also ambition to take the fleet to a new exotic location but until international shipping has reset, this seems unlikely.

International events have returned in 2022 and the World Ranking List was resumed at the Spring Cup. We have around 115 boats for the worlds and so far around 50 for the Europeans in Bandol, though we are expecting a final number of about 70-80. Planning for the 2023 worlds in Lyme Regis and the 2024 worlds in Brisbane is also well underway and more information will be published shortly.

Planning is also underway for an 2023 Autumn double bill in Europe with the Europeans on Garda and the Autumn Cup in Bandol.

For the coming years we have a full programme of events, though need a European Championship venue in 2023 and 2024, which will be a full week's event.

The class finances remain in good shape, largely due to sales of boats and gear, even though we have not benefited from event fees for two years. Having this fluidity gives us great flexibility and confidence when we are planning events and new initiatives, and while we have a large surplus at the moment, we consider this a healthy situation given the current economic conditions.

Finally, thanks to my fellow committee members for their work over the past year, which has not been easy through the pandemic. Hopefully, we can now put that behind us and again focus on further developing this great class.

### **c. Treasurer's report**

The 2021 financial year saw a partial return to normal trading with the resumption of many of the European championships, including the alternative championships at Lake Garda replacing the cancelled Worlds.

No further adjustments were required in 2021 after the reconciliation and remediation of the OKDIA accounts for prior years.

As mentioned in last year's report, refunds for cancelled travel and events were recorded into this year's accounts. Along with a resumption of activities and continued scrutiny on costs, we returned to profitability with an operating profit of GBP4923

The association has cash of GBP18,687 and no debts of any significance.

The accounts have again been audited this year.

### **d VP Marketing Report**

The focus for marketing within OKDIA has primarily been directed towards a few topics; Charter boats: As the Covid pandemic is easing its hold on travel the big regattas are back on schedule and with the recent surge in interest for the OK Dinghy there are many sailors wanting to join these events. There is a concern that the possibility to ship boats at a reasonable cost will be difficult, hence the need for charter boats is increasing. Based on a survey sent to all national organisations we concluded that there is an interest to charter up to 10 boats for the big events, such as the Worlds, Europeans Bandol etc.. A simple web site has been developed to start communicating charter boats, for sailors to show their interest and boat owners to share details on boats available for charter. Please visit and charter boat pages on [events.OKDIA.org](https://events.OKDIA.org) and share your feedback

Events site: We are promoting the [events.OKDIA.org](https://events.OKDIA.org) site to become the hub of future information on the bigger OKDIA events.

A possible bonus inputs to share:

After listening to many sailors of different nationalities, one of the challenges to grow the class is the supply of entry level second hand boats. Many sailors tell the same story; having been approached by other sailors in the harbour or at the yacht club and chatting about the boat. There is undoubtedly a lot of interest! Having few second hand boats makes the step bigger than needed and does not result in new members and an even stronger and more vital class.

What can we collectively do to support the growth of the OK Dinghy? ... two new countries have joined the OKDIA family!

### **e. Chairman of the Technical Committee**

The last year has been rather quiet on the technical front although emails continually arrive asking questions for clarity about rules and permitted construction methods. The resurgence of home and kitset building continues unabated and most questions relate to these boats.

Boats are being built in many new places by new builders and we try to work with them as closely as possible to ensure they are making OK Dinghies.

As a result of some of these questions, there are currently several more clarifications to the class rules being discussed by the Technical Committee and these will be published in due course when they are written up. The plan is then for another online vote later in the year.

These clarifications are needed as rules can always be interpreted in different ways and so insight into the way a builder reads a rule is beneficial to the process of improvement. I would encourage anyone who is unsure on a meaning to ask first.

One of the items under discussion is whether we should look at permitting GPS and some “smart” devices to be carried aboard, but not used, while racing. This is a topic that other classes are already looking at given the prevalence of available devices at the moment of course brings with it a whole raft of concerns about how to police it. The discussion is just starting and although there is no clear path forward at the moment, it is something that members should think about.

The process of online voting for rule changes seems to be working very well with more members than ever before contributing to the decisions made. This is a process that we are keen to see continue.

The proposals passed at the Nov 2021 AGM were approved by World Sailing in January 2022 with only one minor wording change, and published on February 1<sup>st</sup> 2022.

The Technical Committee welcomed two new members at the last AGM: Ralf Tiejte (GER) and Sean Cleary (NZL).

2.2 The meeting acknowledged and approved the reports.

### **3. Accounts**

3.1 The annual accounts for the year up to 31 December 2022 were presented. Mark Jackson gave a brief summary.

3.2 The meeting acknowledgment and approved the accounts (see Appendix A).

### **4. Election of Officers**

There were no positions up for election and no nominations were received.

### **5. Appointment of an auditor**

Mark Perrow (NZL) was reappointed as auditor.

### **6. Class Rule Changes**

No Class Rule changes were received in the allowed time frame.

### **7. Membership of OKDIA**

7.1 The membership of Argentina, previously approved by the Committee, was ratified

7.2 The membership of Spain, previously approved by the Committee, was ratified.

### **8. Future venues**

9.1 To note no further proposals were received

9.2 Rodney Tidd provided an update on 2023 World Championship, in Lyme Regis, Britain.

He mentioned shipping and customs arrangements and said there should be no problem bringing boats to the UK post Brexit and carnets were not required from the EU. More information will be published soon.

Accommodation – Chris Turner providing field for cars and motorhome, accommodation is in short supply but more will be available nearer the time. Expression of interest form will be online soon.

9.3 The Secretary provided an update on 2023 European Championship, Arco, Italy. Dates were fixed and will be confirmed shortly. Website and documents will be published later in the year. *[Update: Dates are now confirmed from 9-14 September.]*

There was a discussion on scheduling the Autumn Cup in Bandol after the Europeans. By a majority of 4 to 1, the preference was for the minimum gap between events to limit costs and time away. *[Update: Autumn Cup dates for 2023 are 16-19 September.]*

9.4 Mark Jackson provide an update on 2024 World Championship, Brisbane, Australia.

It will be a big challenge to ship boats. Brisbane port is close by, but also building boats similar to Ovi to be made available for charter and then sold afterwards. The current thinking is all boats will be charter boats.

The President closed the AGM at 17.54

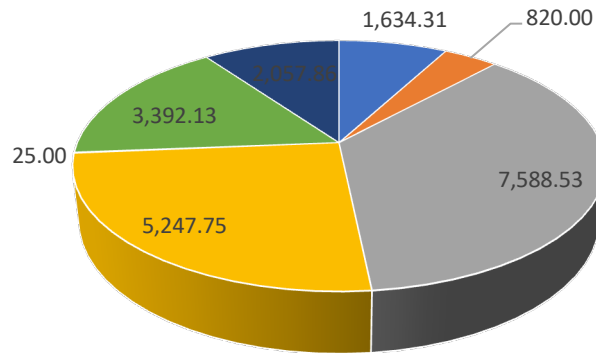
## Appendix A - Accounts

# Profit and Loss

OK Dinghy International Association  
For the year ended 31 December 2021

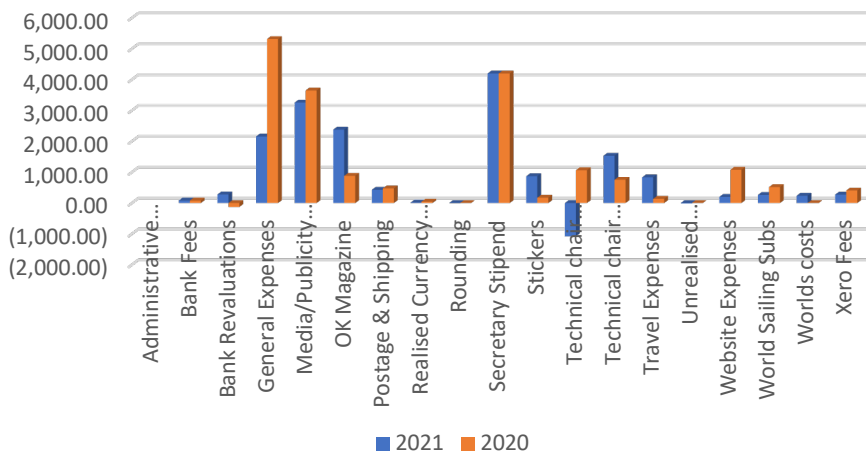
Account	2021	2020
<b>Turnover</b>		
Advertising	1,350.00	1,640.00
Mast Labels	1,122.00	1,150.00
Member Subs	9,250.96	8,100.00
Other Income	30.00	0.00
Replacement Plaque	0.00	98.85
Sail Labels	3,243.80	3,880.00
World Sailing Net Income	5,834.70	4,680.00
<b>Total Turnover</b>	<b>20,831.46</b>	<b>19,548.85</b>
<b>Cost of Sales</b>		
World Sailing Plaques	0.00	4,604.50
<b>Total Cost of Sales</b>	<b>0.00</b>	<b>4,604.50</b>
<b>Gross Profit</b>	<b>20,831.46</b>	<b>14,944.35</b>
<b>Administrative Costs</b>		
Bank Fees	82.24	80.89
Bank Revaluations	276.70	(125.46)
General Expenses	2,157.72	5,314.96
Media/Publicity stipend	3,255.81	3,650.00
OK Magazine	2,379.49	883.36
Postage & Shipping	429.16	475.01
Realised Currency Gains	11.34	42.84
Rounding	(2.65)	0.00
Secretary Stipend	4,200.00	4,200.00
Stickers	869.90	173.16
Technical chair expenses	(1,076.94)	1,065.64
Technical chair stipend	1,533.25	753.94
Travel Expenses	833.42	136.32
Unrealised Currency Gains	(15.52)	0.00
Website Expenses	200.64	1,079.52
World Sailing Subs	264.60	516.60
Worlds costs	235.87	0.00
Xero Fees	273.90	406.07
<b>Total Administrative Costs</b>	<b>15,908.93</b>	<b>18,652.85</b>
<b>Operating Profit</b>	<b>4,922.53</b>	<b>(3,708.50)</b>

### OKDIA Income 2020



- Advertising
  - Member Subs
  - Replacement Plaque
  - World Sailing Net Income
- Mast Labels
  - OK Worlds/Euros/Interdoms Sailor Levy
  - Sail Labels

### OKDIA Expenses 2020-21



# Balance Sheet

OK Dinghy International Association  
As at 31 December 2021

Account	31 Dec 2021	31 Dec 2020
<b>Current Assets</b>		
<b>Cash at bank and in hand</b>		
HSBC Bank Account	16,692.96	9,018.46
NZD Bank Account	1,994.04	1,165.82
<b>Total Cash at bank and in hand</b>	<b>18,687.00</b>	<b>10,184.28</b>
Accounts Receivable	754.82	4,335.00
<b>Total Current Assets</b>	<b>19,441.82</b>	<b>14,519.28</b>
<b>Creditors: amounts falling due within one year</b>		
Accounts Payable	264.60	264.60
<b>Total Creditors: amounts falling due w</b>	<b>264.60</b>	<b>264.60</b>
<b>Net Current Assets (Liabilities)</b>	<b>19,177.22</b>	<b>14,254.68</b>
<b>Total Assets less Current Liabilities</b>	<b>19,177.22</b>	<b>14,254.68</b>
<b>Net Assets</b>	<b>19,177.22</b>	<b>14,254.68</b>
<b>Capital and Reserves</b>		
Current Year Earnings	4,922.54	(3,708.50)
Retained Earnings	14,254.68	17,963.18
<b>Total Capital and Reserves</b>	<b>19,177.22</b>	<b>14,254.68</b>