

2016 ANNUAL GENERAL MEETING OF OKDIA

The 2016 Annual General Meeting of OKDIA was held
at ENVSN, Quiberon, France
on Saturday, 23 2016 at 18.10.

MINUTES

Present: Robert Deaves (Acting Secretary), Peter Scheuerl (Webmaster) and representatives of AUS, BEL, FRA, GBR, GER, NZL and SWE. Proxy votes received from POL.

Mark Jackson (AUS) took the chair in the absence of the President.

1. Apologies were received from Bo Teglers (Pres), Darek Kras (VP NH), Mike Wilde (VP SH), Juliane Hofmann (Secretary)

2. Approval of 2015 Minutes

The minutes, previously circulated, of the 2015 OKDIA AGM at Puck, were approved.

3. Reports

3.1 President's report (from Bo Teglers)

Dear fellow sailors.

Welcome to the AGM, I am very sad that I couldn't make it, but as you might have heard, the situation in South Sudan is very unstable and sadly I cannot go to France at this moment.

When we had the European Championship in Carnac three years ago, we sailed the pre-Europeans in Quiberon. We didn't need to stay there very long to realize that this would be an ideal place to host the worlds. I am happy that more than 110 sailors agreed with this.

Please remember that the AGM is the only time a year where sailors from the whole world can meet and exchange ideas on what will bring the class forward. I hope that you will be able to go through the formalities and voting quickly without rushing and spend more time on visions for the class.

One of the items on the agenda is the adaption of the new set of class rules. Alistair and the TC team has done a lot of hard work. This is an important step for the class as we wish to be a class for the future.

I have followed the action taken for helping our Australian friends and it makes me very proud to be an OK sailor when we are able to ensure that they can participate. This is what defines us as a class. A big thanks to those who made this happen.

Enjoy the pre-sailing, sailing and after sailing

3.2 Secretary's report

The Acting Secretary reported that membership was up on the previous year by 5-10%. The class continues to look healthy and the committee is gradually rolling out some of the work outlined in the roadmap. The association's finances are also in good shape allowing it to increase its activities and invest in the class where necessary.

3.3 Report from the Chairman of the OKDIA Technical Committee (from Alistair Deaves)

The last twelve months have been another busy time for the OKDIA Technical Committee. On account of the Standard Class Rules (SCR) conversion, many other jobs have taken a back seat. However, as well as the work on the new rules there have been long discussions on several items. These are described below. The SCR work itself has produced the draft set of rules that are now being discussed by the whole membership. It has been a long process and we have used many experts from around the world to help in getting them together. At the time of writing I have just heard back from World Sailing (WS) with their thoughts on the draft. They have many comments

and adjustments, many of them are regarding formatting but there are a few questions that I shall take back to the Technical Committee for discussion. However WS are convinced that we can get a final draft ready for October/November so that they can come into effect properly at the start of next year.

Centreboards

There has been a lot of concern regarding the recent growing trend for thinner and thinner centreboards. The issue is not only the expense and possible performance issue, but also the confusion a new sailor may face when presented with the prospect of ordering a new boat and deciding what size case they wanted. There have been 12mm boards for many years but currently we have builders making boards at 10mm thickness. There was a lot of discussion on the subject but we thought it good for the class to stop the trend and so have proposed a 10mm minimum. Part of this was a discussion on metal boards which led to the emergency rule change earlier in the year. These ideas are contained in the proposals and the draft of the new rules. The 10mm applies to the part of the board inside the case as clearly the part in the water is profiled and has varying thickness. A few members of the TC are of the opinion that all cases should be 20mm as that is what is in the plans (but not the rules). This possibility was left open, but it would have major effects on the class in that existing boats would become “special” if thinner boards are proved faster.

As part of the decision around foils, the subject of carbon reinforcing strips was also raised. Many were of the opinion that the reinforcing strip rule should be deleted either because it cannot be measured once a foil is painted and also because carbon strips are being used for stiffening. However, any Rule change to remove “any material” from what is allowed for a reinforcing strip would become just as difficult to enforce as you still cannot see what is inside the board. Taken further it would also be impossible to judge how old a board was and whether it was pre or post rule change. So if we did pursue this change we would need numbered certified boards and that was beyond the scope of the current discussion.

Sheerlines and gunwales

Another trend seen this year has been a few boats with no gunwales and a rounded sheer. After some consultation, both the TC and the General Committee expressed a view that they would like to see the class maintain its traditional looks by having a gunwale. The rules as they are permit an optional gunwale but are vague about whether the sheer-line must be part of the boat. This question is currently with WS and I hope to have an answer soon.

Matters arising from 2015

1. You will all hopefully have seen the new Rules website. This is still being worked on and should grow to be a useful tool and reference facility.
2. The Boats Database is also underway as a very rough draft. I had wanted it to be ready for this year but other commitments slowed down the work.
3. Register of Measurers – This is also still a work in progress. Some Associations still have to supply us with a list of their measurers. When this list is complete it will be added to the Rules microsite.

Technical Committee Membership

Earlier this year I asked the TC if members wanted to remain on the committee. As a result of that round of emails, there will be some changes at the AGM. My thanks to those that are leaving for their participation over the last years.

In addition I would like to propose a new member in the form of Rory Barnes (GBR). Rory was an OK Dinghy sailor for many years and has just taken over as the Chairman of the Finn Class Technical Committee from Richard Hart. This proposal is part of a new co-representation arrangement between the Finn and OK. I have been opted onto the Finn TC as part of this. It is hoped that insight into the running of classes very similar to each other will benefit both classes.

3.4 Webmaster report (Peter Scheuerl)

Additionally to okdia.org we started to have other pages now, so we can make it easier to find what you need:

Worlds have YEAR.okworlds.org now for all information about that world championship,
Europeans have YEAR.okeuropeans.org starting with 2017

At the moment OKDIA is mainly editing the content, ideally the organizers will do more in the future. These pages will stay online as they are under our control

We also got the domain okdinghy.org where we will have more and more 'micro' sites for important topics. The first page online there is rules.okdinghy.org where we plan to publish all rules related issues and offer a question and answer service.

In the near future there will be a boat database with some key data about boats available to everybody and some more detailed information related to measurements available to selected measurers e.g. for event measurement.

When it comes to results, we still need more input from all nations, when there is a major event in your country, just send the link to report and results to webmaster@okdia.org and we can publish results quickly.

Other than Facebook or events pages, the results on okdia.org stay online 'forever', at least as long as OKDIA exists.

4. Accounts

The annual accounts for the year up to 31 December 2015 were presented.

Matters arising: The levy from the 2015 Worlds in Puck was still outstanding by the Polish Association. It was reported that the association had no money to settle the invoice as it had been spent on the regatta. The meeting decided that the debt should remain on the accounts and that efforts should be maintained to collect it.

The meeting also decided that in future the Levy should be paid by Member associations collecting entries direct to OKDIA and not to the organisers. This is already in place for 2017, though for different reasons.

5. Election of Officers

5.1 Constitution changed to add a third Vice-President. Unanimously approved. The names and roles of the three VPs will now be looked at in detail to task the VPs with specific oversight each year to help the management team.

5.2 The following officers and members of the committee were (re)elected
Vice-President, Southern Hemisphere: Mike Wilde (NZL)

Secretary: Robert Deaves (GBR).

Third VP: Peter Robinson (AUS)

Jonas Borjesson (SWE) also stood for Third VP, but following the vote the meeting suggested that he was co-opted to the Committee for the coming year. Unanimously approved.

5.2 Rory Barnes (GBR) was added to the Technical committee (see 3.3). Others who had not expressed a wish to remain would be removed.

6. Appointment of an auditor

Mark Perrow (NZL) to continue in this role.

7. Decisions in line with the development strategy

7.1 Change to constitution:

Insert in constitution: 13.1 Election of officers: Nominations for available positions must be sent to the secretary at least 4 weeks before the AGM

Unanimously approved.

7.2 Adoption of the new OKDIA Event Manual (to replace Addenda a)

Unanimously approved.

7.3 Minimum Full Membership fee of £50 (for small nations of 10 or less members that do not compete internationally.)

Unanimously approved.

7.4 Allocation of World and European Championships

Insert into Event Manual

1. Nominations for a venue shall be sent to the OKDIA Secretary at least 12 weeks before the AGM at which it will be presented.

2. A maximum of four potential candidate venues are invited to make a 5-6-minute presentation.

3. All bids must be accompanied by a completed and signed declaration form, and accompanying papers including a proposed budget, and must be with the OKDIA Secretary one month before the AGM.

4. After the presentation(s) the Members present will take a vote. This decision shall be by a majority show of hands. If all venues get less than 50% of the vote, the venue with the lowest vote will be removed and the vote re-held. This process will be repeated until there are only two venues left, if appropriate.

Unanimously approved

8. Summary of Class Rule change proposals (for details see Appendix A)

Adoption of SCR to ERS format was unanimously approved.

Section one (minor changes): voted as a block and unanimously approved.

Section two (major changes): each rule change was voted on individually and all were unanimously approved.

Two proposals had various options:

Proposal 14 – Option 1 was approved 6:2 so no further voting took place

Proposal 16 – Option 1 was unanimously approved. Metal is no longer an allowed material for centreboards

The meeting gave the TC a mandate to tidy up any remaining corrections with a view to getting World Sailing approval and adopting the new Class Rules on January 1 2017.

9. Future venues

9.1 Wakatere, New Zealand was approved as the venue for the 2019 World Championship. New Zealand had previously been offered the event.

9.2 The 2020 World Championship will be held in Marstrand, Sweden. (Voting was 6:2 in favour of Marstrand against Hayling Island in the UK).

9.3 Bids and suggestions are requested for the 2018 European Championship

9.4 The meeting mandated the Committee to approach a Lake Garda club for a future event such as the 2019 European Championship.

Close of AGM at 19.45

Appendix A - Class Rules Changes

Section One

Proposal 2 – Corrector weights

C.6.2.a **Corrector weights** of **approximately equal weight** and of optional material shall be permanently fastened so as to touch the aft face of the bulkhead at station 2 and situated within an area of 150mm athwartships, 150mm vertical and 80mm aft from the intersection point of the **sheerline** and station 2 bulkhead when the **hull** weight is less than the minimum requirement. (N.B. Wing nuts are not considered permanent fastening)

(c) If the **hull** is found to require more than 5kg of **corrector weights**, additional **corrector weights** of **approximately equal weight** and of optional material, shall be attached to the underside of the deck at bow and transom.

Proposal 3 – Engraved sail number

D.2.5.b The hull of all boats shall carry the sail numbers and national letters, in figures not less than 20mm high, either cut out, burned or engraved into

- (1) the hog
- (2) the centreboard case in the cockpit
- (3) on the bulkhead at station 2 on the centreline
- (4) a plaque of any material permanently glued to the bulkhead at station 2 on the centreline

Proposal 4 – Construction of the hull

D.3.2.c Construction of the **hull** with the exception of stringers, framing and deck, shall be of approximately even thickness (within 10%) and density longitudinally and no attempt shall be made to concentrate weight near mid-length, or at any other point. If it is suspected that this rule is being broken, an MNA may order test holes to be drilled in the skin or structure. (For the purpose of this rule the thickness shall not include paint, non-skid paint in the cockpit, fairing filler or repairs, reinforcements for either the mast step, drain tube, self bailers, bracket for mainsheet block or pads to secure flotation.)

Proposal 5 - Construction

D.3.2.l **Phenolic laminate may be used to line the inside of the centreboard case.**

Proposal 6 – Shape of mast

F.3.3.e (e) Any cross section shape of a spar shall be in principal round, oval or teardrop in a single geometrical figure and shall have no hollows on the outside with the exception of the sail track or groove. **The inside shape shall not have any convex curves.**

Proposal 7 – Mast centre of gravity

F.3.5 **Distance from lower point to centre of gravity in condition as described in ERS 1430 mm**

Proposal 8 – Foot shelf

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.**

Proposal 9 – Appendix H 2 - Definitions

Fastened – joined using rivets, screws or bolts.

Attached – joined using sealant or glue. May also be fastened.

Integral – joined using ARP, GRP or CRP. May also be attached and/or fastened.

GRP – A composite material made from glass fibres bonded with polyester, epoxy or vinylester resin.

CRP – A composite material made from carbon fibre bonded with polyester, epoxy or vinylester resin.

ARP - A composite material made from aramid fibre bonded with polyester, epoxy or vinylester resin.

GRP Sandwich – A composite sandwich material made from glass fibres bonded with polyester, epoxy or vinylester resin and having a core material of foam, wood or cormat.

Wood Sandwich – A composite sandwich material made from wood and having a foam core, bonded with polyester, epoxy or vinylester resin.

Exotic materials – non metallic materials which may include thermoplastics, thermosets, ceramics and composite products reinforced with materials not defined above.

Proposal 10 - Grandfathering.

All reference to dates and grandfathering are to be removed. The new class rules has provisions for saying that equipment shall comply with the class rules in force at the time of initial certification. Therefore dates when rules came in are no longer needed. However, at some stage OKDIA will produce a list of grandfathed equipment and boats that have dispensation.

This includes the following

1. 6.1 The hull of all boats built after **1st September 1973**.....

9.1 All the space aft of the cockpit shall form a buoyancy compartment. The space forward of the cockpit shall be occupied by not less than 0.12 m³ of closed cell expanded plastic foam material properly secured. Sandwich construction shall not be regarded as buoyancy for the purposes of this rule. Wooden boats first measured before **1st March 1980**.....

12.2 Construction

The construction of the **mast** is optional, with the following exceptions:

(i) Masts constructed after **1st November 2014**

Section 2

Proposal 11 - Administration of the class.

A.4.1 **The administering authority is the OKDIA. Except as provided for under A10.4, the certification authority shall be the MNA. The MNA may delegate part or all of its functions, as stated in these class rules, to a NCA.**

Proposal 12 - Personal sail number certificates.

A.10.4 **The NCA shall issue official OKDIA PSN certificates.**

B.3.2 **The owner shall have a valid official PSN certificate where applicable.**

Proposal 13 - Definition of sheerline

D.2.4.c **Possible wordings.**

1. **The sheerline is the intersection of deck and topside panel.**

2. **The sheerline is the intersection of deck and topside panel extended if necessary**

Proposal 14 - Gunwale and Rubbing Strakes (D.6)

Option 1 was unanimously approved: **Gunwales are mandatory and shall run the full length of the boat.**

Proposal 15 - Centreboard thickness.

E.2.3.e **The part of the board that is above the line shown on Diagram 7 shall have a minimum thickness of 10mm.**

Proposal 16 - Metal boards (E.3)

On 12th May 2016 the General Committee, with the approval of World Sailing, took action to temporarily remove metal from the allowed materials for the centreboard. That temporary change was unanimously approved by AGM

The clause in E.2.1.c allows existing boats with metal boards to replace them if needed.

(a) Alterations or replacement to centreboards shall comply with current class rules except that when a metal board needs to be replaced, it may be replaced by an aluminium board.

Proposal 17 - Sail measurement

G.2.2.d **Sails** shall be measured by an **official measurer** before leaving the sail loft.

Proposal 18 - Deleted Rules.

5.7 All boats will be liable to gyration tests at the discretion of the National Authority or race committee. If necessary, additional blocks shall be attached to the boat if there is no sheerguard, or if the sheerguard is inadequate, to engage swing hooks.

Proposal 19 - SCR Conversion.

To approve the SCR conversion, including the decisions of the above proposals (2-18).