

2020 ANNUAL GENERAL MEETING OF OKDIA

Due to the COVID-19 pandemic, the 2020 Annual General Meeting of OKDIA was held online from 8-14 August. It consisted of written executive reports and presentations, and an electronic voting form (using Google Forms) for essential items.

In attendance were representatives from 11 member national OK Dinghy associations: AUS, BEL, DEN, FRA, GBR, POL, NED, NOR, NZL, SWE, USA

MINUTES

1. Approval of 2019 Minutes

The minutes of the 2019 OKDIA AGM in Wakatere, NZL, were approved with 2 abstentions (NED, POL). There were no matters arising.

2. Reports and Accounts

2.1 To receive the committee reports for the year up to 31 December 2019.

President's report

Welcome to the 2020 OKDIA AGM. I am imaging myself sitting in the sailing club in beautiful Marstrand with a complimentary OKDIA supplied beer and a room full of passionate OK Dinghy sailors, having just come off the water after a glorious days' sailing in the open sea off the Swedish Coast, welcoming you all to the 2020 AGM.

In fact, as I write this at 12 noon on Saturday 1 August, I should be just leaving my home in Sandringham, Melbourne to travel to the airport to catch my 3pm Thai Airways flight to Stockholm. It seems a lifetime ago when we booked our flights to Sweden for the Marstrand World Championships.

This AGM is like no other and I thank everyone for your cooperation to make this happen in less than ideal circumstances. As you will be aware, the AGM will essentially manage the mechanics of OKDIA for the year, while the key decisions such as rule changes and proposed changes to the constitution have been deferred to a postal ballot later in the year.

The AGM reviews the preceding year's activities. 2019 saw the largest ever fleet of OKs at a southern hemisphere World Championships, held at Wakatere, Auckland, New Zealand. The fleet reflected the massive resurgence of interest in OK Dinghy sailing in New Zealand and the re-emergence of OKs in the USA. The event also showed the increasing standard of boats, equipment, competition and professionalism in the class over recent years. It was an extremely well run event and I would like to thank Alistair Deaves and Simon Probert and their team on their achievement.

I would also like to thank the German Association for their work in hosting a successful European Championship in Kiel in June 2019. There were also many other national, regional and local events held during 2019 and I personally enjoyed participating in some and following others from a distance.

The OKDIA Committee has continued to focus on the effective management of the class internationally and continues to promote growth in both existing member countries and in countries new to the OK Dinghy. I would like to thank Robert as Secretary for his excellent work in keeping the organization running. I think you will all agree we are very lucky to have such a competent and hardworking person in our corner working on all our behalf. I would also like to thank the OKDIA Committee for their commitment over the past 18 months. I truly appreciate your contribution and dedication.

I want to mention Nick Craig specifically as our Treasurer. Nick took on the job at the AGM in Barbados 2017, at the same time as dominating the World Championship, I might add. Nick has moved our accounts to the online Xero platform and developed budgets and sound financial practices to support the increased level of revenue and expenditure coinciding with the class growth and increase in professionalism. As we all know Nick is a very busy man with a young family and has indicated a need to step down from the role as Treasurer. I express my sincere thanks for his contribution as Treasurer, in the full knowledge that it is only a small part of his overall and ongoing contribution to the class.

Finally, just a few comments on the meeting and the future plans for a postal ballot on rule and constitution changes. In the next few months, we will be asking you to support how we can practically encourage OKDIA membership in developing countries. We now have quite a few of them. We agreed to some key changes in 2019 such as removing the category of 'associate member' and reducing the minimum number of owners/sailors to 5 for a country to join OKDIA. In practice we are still finding this to be a barrier to joining, so we are

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working on a practical solution for your consideration at the postal ballot.

Wherever you are in the world, please stay safe and I hope you are able to get out on the water and have a sail in your OK Dinghy. My fingers are crossed that I will see you all next year in Lake Garda, Italy.

Mark Jackson, President
1 August 2020

Secretary's report

The OK Dinghy class continues to expand and grow in many areas of the world in spite of the current global situation. While this report should mainly focus on 2019, it is worth noting that at July 2020, OKDIA has sold more new boat plaques for the year than in any year in the past 40 years, and we are only half way through the year.

Boat, sail and mast labels form a significant part of OKDIA's income, and this has been strong for the past year, highlighting the continuing growth. This year we have also seen new boats in Spain, Russia, Thailand and Canada and a continuing strengthening of the USA fleet with a group in Miami having just imported a container of boats and the old Strandberg Marine moulds. This group includes two Brazilians, who will be the first South American registered OK Dinghy sailors in living memory.

Membership in 2019 was up slightly from 2018 to 804. In 2020 it jumped to 853, a 6% increase. This trend is expected to continue. In 2019 there were 57 new boat plaques sold (compared to 68 in 2018 and 72 so far in 2020).

So it all looks good, except that we have had very little sailing this year.

2019 will be remembered as the year of the fantastic worlds in Wakatere, which now seems like a world away from where we find ourselves this week, when we all hoped to meet in Marstrand. I have to say it has been as much work to cancel and reschedule events as to organise in the first place, but thanks again to all those who remained flexible and helpful to allow us to realign the calendar over the coming years.

Next year will hopefully bring the first worlds in Italy, on Lake Garda. This was supposed to be a key event in our ongoing event programme development. At the moment there is no Europeans in 2021, but I suspect we will wait to see what happens to the European and global situation before making any further firm plans. An autumn championship remains an option, especially as the worlds will be earlier than usual.

We attempted to start a Euro circuit, but this unfortunately got cancelled just weeks after being launched. We will try again next year. There are a few events planned for the European autumn this year and we hope these can go ahead, especially the Autumn Trophy in Bandol and Kiel Week, which increased the entry limit for us after huge interest.

We remain in a good position financially, technically and administratively, but there is still much to do. Over the coming months there will be some proposals to improve our admin side to better accommodate the current growth. These changes will be done by a postal vote before the end of the year.

Finally thanks to Nick Craig for being OKDIA Treasurer for the past three years and for his valuable input on many subjects.

Robert Deaves
August 2020

OKDIA Treasurer's report 2019

As at the end of 2019, OKDIA finances remain in healthy shape with £16,497 of cash and a net asset position of £16,080. With income growing, losses have reduced from loss of £(4,265) increased slightly to £(2,911) in 2019.

With c.£16K of net assets, we could afford to run at this level of loss for around 5 years. Losses should reduce if income continues to grow, as it has for the last couple of years. We may need to be careful on expenditure in the near term as covid-19 will result in a loss of income, although there will be some offsetting expenditure reduction.

Income grew by some +19% in 2019 after growth of +53% in 2018 as the class continues excellent international growth. Expenditure increased by less than income, which we need to continue so that we move towards a breakeven position.

To ensure we remain on track to achieve a sustainable financial position, the committee propose a +2% increase to all fees in 2021, which is broadly in line with global inflation expectations.

Nick Craig, OKDIA Treasurer,
4 August 2020

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Chairman of the Technical Committee Report to the 2020 AGM

In October of 2019 OKDIA undertook an email vote for a number of class rule changes. Some proposals were new and some were left over from the 2019 AGM in Auckland. The process showed how much better the process of an online vote could be as we had replies from every member. Many countries also used the time to discuss the options rather than the hasty decisions that are sometimes made in an AGM. I think that the lesson was valuable and that as a class we should adopt these procedures as standard practice.

Of the fifteen proposals last year all were passed with a two-thirds majority of the members in accordance with the OKDIA Constitution. Ten of these proposals were simply clarifying rules or slightly changing them to properly cover their intent. A new rule was also introduced to allow a mast to be in three parts and this should help encourage sailors to travel and charter boats knowing that they can take their own rig with them. Of the remaining five, two were concerned with adjusting the allowed mast movement rules to control the permitted movement when a mast is rotated. At the 2019 AGM there was a wide ranging discussion on the recent trend of having masts fitted, and often retro fitted, with off centred deck bearings in order to obtain extra masthead movement when the mast is rotated; in effect the rake of the mast changes as the boom is let out towards 90 degrees. Ironically most alloy masts had an off- centre deck bearing. However almost all carbon masts built since 2004 have the mast roughly centred in the deck ring. The question was asked whether the class wanted to allow this practice to continue, which in effect allowed possible performance gain through extra costs. The Meeting was undecided on the course of action and asked the Technical Committee to come back with a proposal later in the year. After some testing with mast movement when the mast was at 90 degrees to the centreline it was determined that the mast crane itself added 50 mm to the measured movement, hence the new rule for maximum movement of 150 mm when the mast is rotated. Boats that have fitted an off-centre mast bearing need to be careful that their movement in the deck bearing added to the rotational movement is now not infringed and may need to add an extra chock to limit this movement.

Two more rules were changed to limit the number of masts, booms, centreboards and rudders permitted to be used at major events to one. The reasons behind this are cost and the time saved at equipment inspection. These rules need to be invoked in the NoR or SI in order to be used. The Sailing Instructions for any such event will also need to include a process for exchanging damaged gear for when an Equipment Inspector is not readily available to approve such a change; e.g. between races.

The remaining rule change concerned the tow rope. At the meeting of measurers and builders in Auckland in 2019 it was agreed to propose that tow ropes should be kept outside the buoyancy tanks. It is very rare that a boat needing a tow will sink because the tow rope is inside a watertight hatch and the removable of that hatch lets the water in. But this is a possibility and so the correct safe practice is to keep the tow rope outside. The tow rope needs to be a floating line so any fears that it will soak up water and increase in weight are fairly groundless.

After converting our Class Rules to the World Sailing Standard Format using the Equipment Rules of Sailing (ERS) in 2017, there were inevitably going to be a few missed loopholes and some rules that needed refining. We are slowly fixing them and there is certainly still more work to do. The intention, as always, is to create a set of Class Rules that maintain the value of your OK Dinghy by keeping the boat as close to the original concept as possible and by not allowing developments that would change performance at extra cost.

*Alistair Deaves, Chair OKDIA Technical Committee
June 2020*

Webmaster's Report 2020 OKDIA AGM

Hello everyone, here is a short report from our Web activities.

At the beginning of the year I started moving the event calendar to a new platform embedded in the website under upcoming events. We now use a service called "Airtable" in its basic free version for the event calendar. Over time this makes it easier for me to add events which are held at the same location as before, as connected data such as links to navigation software and club contact details are already in the database and for the users it offers many ways to filter and sort the events by country, dates etc.

It still requires the dates of events of course, so getting these from the different national associations is still a challenge sometimes.

With the pandemic hitting all of us at the beginning of the northern hemisphere season, there were not many regatta reports to publish, but especially at the beginning of the season it was a bit tricky to follow up with all the cancelled events and updating the calendar with it.

We also had to re-link the worlds sub-pages on okworlds.org and setting up some upcoming ones. For worlds up to 2023 the worlds pages are set up now and handed over to the organising clubs who can add

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any content. In many cases either me or Robert also add content to the worlds pages if the hosting club has not appointed someone responsible for the website yet.

In 2019 we also started using sub domains on okdinghy.org for links to national association pages. So for example swe.okdinghy.org links to http://okjolle.se

As our hosting plan includes near unlimited sub domains, we are in the position to offer not just re-direction but also a basic Wordpress set up for national associations to use. If any national associations website is not available via <CountryCode>.okdinghy.org, please email me and I will set that up. If any national association likes to have a website set up under that address directly I will set up a Wordpress install as a free service by OKDIA, at the moment only usa.okdinghy.org uses this service. However all site management would have to be done by the national association, OKDIA would have to charge for any editorial or design work.

Some statistics:

The okdia.org website has about 60 daily visitors, mainly from member nations but also from some other sailing nations, but there are quite some hits from the USA and also Italy, Canada and other nations.

The rules.okdinghy.org pages get an average of just over 20 visitors a day and about 3 a day on the class rule section of it.

The okworlds pages of course draw some attention, even though in the situation we are in at the moment, it's not as many as we normally have.

We are working on improving the online information constantly, one major part of course is still reports.

Unfortunately it's only a very limited amount of people who notify me of any results of interesting activities directly. I have to name Adrian Coulthard as a positive example here, as he remembers to send me something as text message from events in New Zealand, it doesn't take much more than just a text with a photo and ideally a link to the results for me to put out a tweet and put something on the website, so if more people could do that and either email or text / iMessage me a few words and a link about an event, we could keep each others much more informed.

I hope that we all stay healthy and that we soon all can join in some fun on the water again, my club went on lock down days after I put my boat there and even though my regatta schedule was pretty limited anyway, I certainly look forward to some proper racing again!

Peter Scheuerl, Webmaster

2.2 Reports acknowledged and approved with one abstention (POL).

3. Accounts

3.1 To receive the annual accounts for the year up to 31 December 2019. See Appendix 1

3.2 Accounts unanimously acknowledged and approved.

3.3 Proposal to increase fees (membership, plaques, labels etc) in line with treasurer's report by rate each year to match global inflation - equates to 2% for 2021. Approved with one rejection (POL).

4. Election of Officers

4.1 The following offers were re-elected unopposed.

- a. Vice-President SH: Mike Wilde
- b. Vice-President: Peter Robinson

4.2 There were no changes to record in the composition of the Technical committee.

5. Appointment of an auditor

Mark Perrow (NZL) was appointed.

6. Changes to OKDIA Constitution

6.1 The proposal to allow the Committee to remove voting on Class Rules changes at an AGM and instead pass all Class Rules changes by electronic vote was passed unanimously.

Current Wording

- 12.g In the event the Committee decides to obtain a decision of members outside a General Meeting, the Committee can request a decision of members by Postal Ballot. In the event of a postal ballot, all ballot papers and supporting material will be sent by the Class Secretary and all returns shall be made to the Class Secretary. A postal ballot shall only be conducted via email and be returned within 3 weeks of the date of posting the ballot paper.

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New wording

12. g In the event the Committee decides to obtain a decision of members outside a General Meeting, the Committee can request a decision of members by Postal Ballot. **The Committee may also decide to defer all Class Rule changes to a Postal Ballot not more than 6 months after the AGM.** In the event of a postal ballot, all ballot papers and supporting material will be sent by the Class Secretary and all returns shall be made to the Class Secretary. A postal ballot shall only be conducted via email and be returned within 3 weeks of the date of posting the ballot paper.

Reason

Sometimes AGMs become very long due to the number of changes proposed and decisions are taken without due consideration. This will allow complex changes to be voted on with more consideration and with greater response from members.

6.2 All other changes deferred to a Postal Vote in October/November 2020.

7. Changes to OKDIA Event Manual

7.1 The proposal to change the scoring system for OKDIA major championships from 5 counting races for a series to 4 was passed unanimously.

Current wording

8. Scoring

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 5 races shall be completed to constitute a Series.

New wording

8. Scoring

The series shall be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System. Ten races are scheduled, of which 4 races shall be completed to constitute a Series.

7.2 All other changes deferred to a Postal Vote in October/November 2020.

8. Changes to Class Rules

Deferred to Postal Vote in October/November 2020.

9. Future venues

9.1 No proposals will be accepted for World Championships until the 2022 AGM.

9.2 No proposals have been received for European Championships for 2021 onwards. To note the Committee now reserves the right to select a venue.

Close of AGM

Open forum/discussion

1) USA - Add USA to Technical Committee [James Bland or Rob Coutts] - This is efficient format. I like removing the Class administration from Competitive events to allow Class officers to focus on sailing/competition. e-format keeps the business focused and data can be examined at leisure. Bravo Zulu. USA flying "Charlie Golf 1".

Response: Nominations to the TC should be received before the next AGM.

2) We notice the technical committee already comprises 4 GBR members, 2 of whom are boat builders. As Ovington Boats is a significant boat builder in Europe, could they be copied into the Minutes of meetings so they are aware of trends in discussion? Other countries may perceive adding another GBR member would imbalance the composition of the committee.

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Response: See above response. There is regular correspondence to all builders and manufacturers. Otherwise, anyone is welcome to be proposed to join the TC. When there is a specific issue affecting certain manufactures they are often contacted for opinion.

3) We would like to raise a comment to point 9 Future venues: 'To note the Committee now reserves the right to select a venue for 2021 and 2022.' We fully support the ambitions of OKDIA to run a European circuit, comprising a number of events which includes the European Championship. As a country, we feel asking for volunteers is probably more effective than OKDIA choosing a venue as we assume the venue will be the organising authority in conjunction with OKDIA. If we have misinterpreted and OKDIA will be the organising authority, then our concerns will be less.

Response: The OKDIA Event Manual states then when there are no bids received two years before an event is due (because there are no volunteers), then OKDIA can select a venue. In practice this means that the OKDIA Committee will identify, discuss and reach agreement with a venue for holding the championship, normally in conjunction with the national OK Dinghy association. To expedite the process, the decision will lie with the OKDIA committee, the NOKDA and the venue, and not through a members vote as happens at a AGM.

Appendix 1: 2019 Accounts

Profit and Loss

**OK Dinghy International Association
For the 12 months ended 31 December 2019**

	2019	2018	Index vs. year ago
Income			
Advertising	£1,649.88	£1,114.83	148
World Sailing Plaques Net Income	£2,822.86	£1,449.41	195
Mast Labels	£1,090.00	£973.88	112
Member Subs	£7,988.53	£7,757.39	103
OK Worlds/Euros/Interdoms Sailor Levy	£5,247.75	£4,433.44	118
Sail Labels	£3,962.13	£3,383.86	117
Total Income	£22,761.15	£19,112.81	119
Less Operating Expenses			
Bank Fees	£30.95	£30.00	103
Foreign Currency Gains and Losses	£198.41	-£17.00	n/a
General Expenses	£284.42	£447.00	64
OK Magazine	£1,667.19	£1,697.00	98
Media/Publicity stipend	£9,775.00	£9,100.00	107
Secretary Expenses	£4,584.98	£3,672.00	125
Stickers	£163.00	£167.00	98
Technical chair expenses	£2,143.08		
Technical chair stipend	£1,593.95	£5,588.00	84
Technical other	£983.33		
Travel Expenses	£654.25		n/a
Website Expenses	£2,831.45	£1,068.00	265
World Sailing Subs	£256.94	£200.00	128
Worlds costs	-£65.28	£1,102.00	n/a
Worlds medals		£324.00	0
Xero Fees	£570.68	£0.00	n/a
Total Operating Expenses	£25,672.35	£23,378.00	110
Net Profit	-£2,911.20	-£4,265.19	

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Balance Sheet OK Dinghy International Association As at 31 December 2019

	31 Dec 2019	31 Dec 2018
Assets		
Bank		
GBP Bank Account	£16,165.43	£14,803.10
NZD Bank Account	£1,636.80	£3,191.81
OK DINGHY	-£1,304.89	£0.00
Total Bank	£16,497.34	£17,994.91
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Current Assets		
Accounts Receivable	£1,320.00	-£65.00
Sundry Debtors	£2,485.00	£2,485.00
Total Current Assets	£3,805.00	£2,420.00
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Total Assets	£20,302.34	£20,414.91
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Liabilities		
Current Liabilities		
Accounts Payable	£4,048.63	£1,250.00
Sundry Payables	£174.04	£174.04
Total Current Liabilities	£4,222.67	£1,424.04
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Total Liabilities	£4,222.67	£1,424.04
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Net Assets	£16,079.67	£18,990.87
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Equity		
Current Year Earnings	-£2,911.20	-£6,781.62
Retained Earnings	£18,990.87	£25,772.49
Total Equity	£16,079.67	£18,990.87
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Notes:

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

1.18152 EUR Euro per GBP. Rate provided by XE.com on 31 Dec 2019.

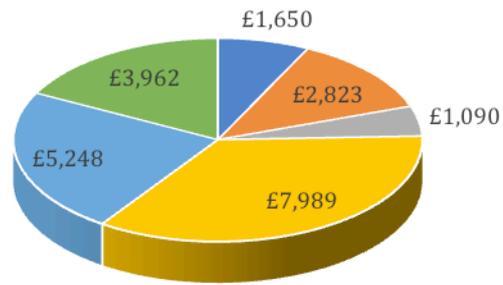
1.97316 NZD New Zealand Dollar per GBP. Rate provided by XE.com on 31 Dec 2019.

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

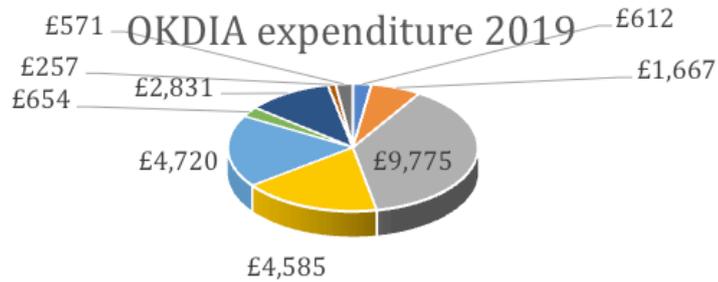
1.89483 NZD New Zealand Dollar per GBP. Rate provided by XE.com on 31 Dec 2018.

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OKDIA income sources 2019



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



- Other
- OK Magazine
- Media/Publicity stipend
- Secretary Expenses
- Technical stipend/expenses
- Travel Expenses
- Website Expenses
- World Sailing Subs
- Xero Fees