

2003 SPECIAL GENERAL MEETING OF OKDIA

Held at Warnemunde, Germany between 11 July 2003.

Present: Thomas Hansson-Mild (Chairman), Bart Bomans, Peter Scheuerl, Christian Hartmann, Robert Deaves and representatives from BEL, GBR, DEN, SWE, POL and GER. Postal votes had been received from IND, NZL, AUS and FRA.

1. The following rule changes received from the British Association were approved by a vote of 8 in favour, 2 against.

RULE 10 - CENTREBOARD

Delete existing rule 10.1

"The centreboard shall be made of wood or metal; except that a protecting strip of any material is permitted. Wood centreboards may be sheathed with GRP."

Insert new rule 10.1

"The centreboard shall be made of wood or metal or foam cored GRP, except that a protecting strip of any material is permitted. Wood centreboards may be sheathed with GRP."

RULE 11 - RUDDER

Delete existing rule 11.1

"The rudder blade shall be made of wood or metal; except that a protecting strip of any material is permitted. The blade may be sheathed with GRP"

Include new rule 11.1

"The rudder shall be made of wood or metal or foam cored GRP; except that a protecting strip of any material is permitted. Wood rudders may be sheathed with GRP"

2. The following changes to the OKDIA Constitution presented by the British Association were approved 6 in favour, 4 against.

Addendum A International Championship Races

Racing Rules.

Part 2

Current wording:

2b "Every attempt should be made to sail seven races for a series. Two races can be scheduled on each of two days."

2c “The course shall be a triangle, a sausage and a beat with angles of 45⁰, 90⁰ and 45⁰, start and finish about 300m from the marks. The length of the beats shall be between 1.2 and 1.5 nautical miles. The course is not to be shortened.

(d) Time limits

Start – Mark 1 – Mark 2	= 1 hour
Start – Mark 1 – mark 2 – mark 3 – mark 1	= 2 hours
Start – finish	= 3 hours

Any boat which has not finished within 30 minutes of the leading boat will be scored DNF.

(e) The race committee has the option to reduce the length of the windward leg and increase the number of rounds where the course area requires it, under exceptional circumstances and with the approval of the OKDIA committee.

(f) Racing shall not be started when the wind strength exceeds 14 metres per second. Racing will be abandoned at the discretion of the race committee.

Course diagram of a windward-leeward-triangle course

Wording of replacement paragraphs:

2b “Every attempt should be made to sail ten races for a series. Three races can be scheduled on each of two days.”

2c “The course shall be a triangle, a sausage and a beat with angles of 45⁰, 90⁰ and 45⁰, start and finish about 200m from the marks. The length of the course shall be such that the race takes approximately 70 minutes for the leading boat to complete the course. The course is not to be shortened.

(d) Time limits

Start – Mark 1 – Mark 2	= 40 mins
Start – Mark 1 – mark 2 – mark 3 – mark 1	= 1 hour 20 mins
Start – finish	= 2 hours

Any boat which has not finished within 20 minutes of the leading boat will be scored DNF.

(e) The race committee has the option to reduce the length of the windward leg and increase the number of rounds where the course area requires it, under exceptional circumstances and with the approval of the OKDIA committee.

(f) Racing shall not be started when the wind strength, measured at not more than 3 metres above sea level, exceeds 14 metres per second. Racing will be abandoned at the discretion of the race committee.

Course diagram of a windward-leeward-triangle course

3. The following proposal received from the New Zealand Association was not approved, 4 in favour, 6 against.

Proposal from NZOKDIA

Proposal A

Delete rule 12.5

Insert

12.5 WEIGHT

The **spar weight** including all fixed fittings in their normal *racing* position shall be not less than 6.5kg. Lead **Corrector weights** totalling not more than 0.6kg permanently fixed above deck to the exterior face of the **spar** are permitted.

Current position

12.5 WEIGHT

The **spar weight** including all fixed fittings in their normal *racing* position shall be not less than 8kg. Lead **Corrector weights** totaling not more than 0.6kg permanently fixed above deck to the exterior face of the **spar** are permitted.

DISCUSSION

1. The Chairman of the Technical Committee was to chase ISAF to confirm the final wording of the mast rule, which through a lack of communication had not actually been published by ISAF.
2. The Technical Committee were instructed to come back to the 2004 AGM in England with proposals to the problem of mast weight regarding increasing corrector weights and other possibilities.
3. The increase in the number of races for International Championships has led to the need for three more trophies. A Kjell Nystrom Memorial Trophy would be commissioned. Thomas to take a collection during this championship to fund the trophy. The British Association offered to present a new trophy and so did the German Association.

Robert Deaves
Secretary OKDIA