

**Minutes of the Annual General Meeting
held at the Race Office, Kalmar Harbour, Sweden
on Monday 27th July 2009**

Present: G Wilcox (Chair), M Reddyhoff (Secretary), D Kraz (Vice Chair North), National representatives from AUS, DEN, FRA, GBR, GER, NOR, NZL, POL, SWE and some twenty OK Dinghy sailors.

Apologies: J Porebski (Vice Chair South), D Ager (Treasurer), C Hartmann (Chair Technical), P Scheuerl (Webmaster), R Deaves (Marketing)

1. Reports from the Officers

President: Retiring as President, he was pleased to see the Class in such good shape, particularly with a Norwegian representative here also. A full complement of boats at a World Championship is a sign of a healthy class. During his term, he was enthused to see the continual development of the Class, but as always, time was the constraint from doing more. With 40 new boats built over the last two years, it is encouraging to see boat builders active in GBR, GER, POL, NZL and SWE, each offering to sell boats in various stages of completion.

Secretary:

- There are 780 members of OKDIA in 13 countries, with 28 boats built in 2008.
- ISAF has a twitter site: <http://twitter.com/isafupdates> , and welcomes input from sailors.
- Activity in new countries continues to grow: CAN is flourishing with fleets on east and west coasts; Brad Johansen (CAN) sailed at the Spring Cup at Medemblik and Christian Heinze entered Kiel Week and this Worlds as USA 607. Regrettably, Joe Schubert (RSA) could not make the Worlds. Brazil is building two wooden OKs and Costa Rica is keen to set up a fleet of OKs there. Venue, time of year and expected wind conditions are being researched with a view to holding an international regatta – preferably with the international sailors leaving their boats behind to augment the local fleet! They are actively seeking a carpenter to work in Costa Rica for 6 months to build OKs. Please contact the Secretary if interested.
- The European Championships will be held in Medemblik in late July 2010.
- Dick Batt (GBR) has agreed to become the Chief Measurer for the Class and is currently completing his paperwork.
- Confirmation of numbers and names for this Worlds were very late arriving from some National Secretaries. This made planning and budgeting more difficult for the Swedish Association. Fortunately there were Swedish sailors keen to participate as places became available, ensuring a full complement of 80 boats.
- Two entries from Poland submitted entry forms but failed to pay or turn up to the regatta. OKDIA will pay their entry and will bill the sailors. These sailors will not be allowed to attend international events until they have cleared this debt. The reasoning is two fold: it encourages a full complement of boats to attend as

host country club sailors can utilise spare places; the host sailing club can guarantee their budget, making it easier for them to provide the extras eg. meals and a beer after racing.

Treasurer: A set of audited accounts for 2007 and 2008 were available for inspection. Arising from the audit is a number of small adjustments which will be discussed with National Secretaries. Audited income and expenditure accounts and the balance sheets for 2007 and 2008 are attached to these Minutes.

The bank balance currently stands at £5,500.

The costs and sales of the book 'Completely OK' is being managed by Robert Deaves.

2. Election of Officers and members of the Committee

President : Andre Blasse AUS

Proposer: NZL, Seconded: AUS. The vote was unanimously in favour.

Vice President Northern Hemisphere: Darek Kras POL was re-elected unopposed.

Secretary: Mary Reddyhoff GBR was re-elected unopposed.

Webmaster: Peter Scheuerl GER was re-elected unopposed.

Marketing: Robert Deaves GBR was re-elected unopposed.

Chair of Technical Committee: Christian Hartmann proffered his resignation.

Alistair Deaves was nominated by NZL, seconded by AUS. The vote was unanimously in favour.

The new President, Andre Blasse, took the Chair.

He thanked Greg Wilcox for his four years of Presidency, during which the Class has moved forward.

He also recognised the large amount of work that Christian Hartmann had done on the rules during the previous ten years and thanked him in his absence for being Chair of the Technical Committee. Alistair Deaves will form his new Technical committee, with Terry Curtis as Vice Chair.

He also thanked Terry Curtis for his work on the measurement process over the last year. The Swedish National Association was thanked for running a smooth measurement check at the start of this World Championship.

3. Appointment of Auditor

Bill Tyler was reappointed for another year on the understanding he would stand down in 2010.

4. Membership subscriptions

The Treasurer recommended that subscriptions remain unchanged at £39.00 for 30 members, with additional member subscriptions at £1.50.

5. OK Dinghy Class rule changes

CONSTITUTION

Amendment 1: Poll voting

Section 5 Rule 5d: re-insert poll vote numbers

<i>Full Membership numbers</i>	<i>Number of poll votes</i>
<i>1 - 49</i>	<i>1</i>
<i>50 - 99</i>	<i>2</i>
<i>100 - 149</i>	<i>3</i>
<i>150 - 199</i>	<i>4</i>
<i>200 - 249</i>	<i>5</i>
<i>250 - 299</i>	<i>6</i>

Re-insertion of poll vote numbers into the constitution was passed unanimously.

Amendment 2: Number of races at the International Race Championships

Addenda A Racing rules 2(a) to be replaced with:

7, 8, 9 or 10 races are scheduled in the discretion of the organising authority for that Championship, of which 5 races shall be completed to constitute a series.

A presentation was given by NZL followed by a brief discussion to clarify meaning and establish that it should be OKDIA, not the host country, who should decide the format of the World Championship.

For: AUS, NZL, SWE

Against: DEN, GBR, GER, POL, NOR

The proposal was defeated.

CLASS RULES

Amendment 3: Mast weight

Rule 12.5 to be replaced with:

The mast spar weight including all fixed fittings and the halyard in their normal racing position and in dry condition shall be not less than 7.5 kg. Lead corrector weights totaling not more than 0.6 kg permanently fixed above deck to the exterior face of the spar are permitted.

A full discussion on mast weights ensued.

Key points arising:

- Celidh masts are built to the 8kg. weight without correctors, therefore the rule should be instigated after the 2010 World Championship as current masts cannot be made to weigh less.
- C-Tech masts weigh much less, maximum correctors and a stainless steel mast bearing is used to bring the mast weight up to 8kg.
- It seems pointless to keep the mast weight artificially high as the extra carbon and labour costs raise the price of the mast.
- A reduced mast weight may not reduce the costs, but over time it may benefit the sailor through increased choice of mast builder.
- Carbon masts are lasting upwards of ten years in other classes.

- The vision for the future is to reduce the mast weight and, ideally standardise the mast length for new boats. Gandfathering of equipment may be necessary.
- There was unanimous support for a proposal mast weight of 8kg. with 1.5kg corrector weight, whilst keeping the centre of gravity the same. The Technical Committee was asked to formulate a proposal which would be circulated to National Secretaries for a postal vote as per Constitution Section 12g.
- As a result of this discussion, the President suggested that future AGMs are used as a forum for discussion on potential rule changes, after which rules could be formulated by the Technical Committee and voted upon using the postal ballot.

For: AUS, NZL, POL, SWE

Against: DEN, GER, GBR, FRA

Abstained: NOR

A 2/3 majority was not gained so the proposal was defeated.

Amendment 4: Mast

Rule 12.3 to be replaced with:

The width between the arms of the forks shall be 36mm +/- 4mm

The discussion stated that goosenecks could now be made to fit all booms.

For: AUS, DEN, FRA, GBR, NOR, NZL, POL, SWE

Against: None

The proposal was carried.

Amendment 5: Mast weight

Rule 12.5 to be replaced with:

The mast spar weight including all fixed fittings and the halyard in their normal racing position and in dry condition shall be not less than 7.5 kg. Lead corrector weights totaling not more than 1 kg permanently fixed above deck to the exterior face of the spar are permitted.

As this amendment differed only in the weight of correctors that could be fitted, this amendment was voted on immediately.

For: AUS, FRA, NOR, NZL, POL

Against: GER, GBR, DEN, SWE

A 2/3 majority was not gained so the proposal was defeated.

Amendment 6: Mast weight

To be voted upon if amendment 5 was defeated.

Rule 12.5 to be replaced with:

The mast spar weight including all fixed fittings and the halyard in their normal racing position and in dry condition shall be not less than 7.5 kg. Lead corrector weights totaling not more than 0.6 kg permanently fixed above deck to the exterior face of the spar are permitted.

This being the same proposal as amendment 4, it was voted upon immediately.

For: AUS, NZL, POL, SWE

Against: DEN, GER, GBR, FRA

Abstained: NOR

A 2/3 majority was not gained so the proposal was defeated.

6. Proposal for South Africa to become a member of OKDIA

The Secretary outlined the discussions that had taken place during early 2009 between herself and a number of OK Dinghy sailors who wished to sail under the RSA country insignia. The paperwork outlining the RSA Constitution had been circulated earlier with the Agenda paperwork.

For: AUS, DEN, FRA, GBR, GER, NOR, NZL, POL, SWE

Against: None

The proposal was unanimously accepted, and the RSA National Association was welcomed into OKDIA by the President.

7. A.O.B.

(i) NZL presented an update on 2010 World Championships.

Sponsors: BMW, Barter Card, Wellington City Council

Sailing area: 30 minute sail out to new location, further removed from potential ferry disruption.

Boat storage: by museum, with full marina facilities adjacent

Charter boats: through Steve McDowell

Accommodation: free campervan parking; dormitory style free accommodation awaiting confirmation.

Shipping deal: approx. €400 per boat from Hamburg.

Weather: totally unpredictable!

Nightlife: 200m away.

A show of hands suggested that numbers would be in the region of 24 NZL, 24 AUS, 30 Europeans, of which 12 would be from GER, DEN 5, GBR 4, SWE 4, FRA 2. Interest from CAN, USA and RSA had also been expressed prior to the AGM.

- (ii) A full presentation of the 2011 World Championship at Largs, Scotland**
will be available at the AGM in 2010.
- (iii) Denmark expressed an interest in running the 2012 World Championships.**
They have two venues in mind and negotiations are under way. As Thailand has yet to respond to the OKDIA request to hold the World Championship in this country, the membership welcomed Denmark's proposal.
- (iv) France expressed their intention to hold the World Championship in 2013.**
This was warmly received.
- (v) Although the Swedish Association had worked hard to fulfill the criteria that OKDIA lays down for a World Championship, POL felt that the venue had not**

proved satisfactory on a number of criteria, for example the distance of the campsite was 5km from the dinghy park; although adequate, the temporary shower block was 300 m from the dinghy park.

The official business of the OKDIA AGM was concluded and a general discussion followed.

Open Forum:

a) From the French Association

Standardisation of equipment eg. rudder pintle positions, rudder security method, tiller to rudder attachment, mast length etc.

A general discussion applauding this sentiment ensued, especially as strict one-design classes already had this format. However, the flexibility within some rule measurements allowed the OK Dinghy to be individualised to the helm, a criterion that was considered essential if the OK Dinghy was to survive.

The Technical Committee would encourage conversation between the current builders to see if some standardisation could be achieved through recommendations rather than rules. The President welcomed the 2 French sailors to their first World Championship and they in turn were pleased to receive such a warm welcome.

Action: Technical committee

b) Intermediate and Junior rigs

A 92% sail area rig is being used by a 70kg adult in Australia. Upwind speed was excellent, though downwind speed was slightly compromised. Development was continuing as it provided opportunity for lightweight sailors to enjoy competitive sailing in the OK Dinghy. The junior rig is being enjoyed by siblings, children and nephews of current OK Dinghy sailors. Much experimentation was continuing with a view to getting a proposal together for presentation at the next AGM.

The Secretary was given documentation in electronic form, available to anyone who requested it from her.

Action: AUS National Association

c) Vision for the next four years

The international status of the OK Dinghy is dependent upon having 3 continents represented at each World Championship. The emphasis must be on achieving this attendance as some countries get Government aid to travel to international events. AUS and NZL send representatives to the Northern hemisphere 3 in every 4 years, so they are looking for a similar commitment from the Europeans for the upcoming Worlds in Wellington in 2010.

A way forward is for each country to sponsor one competitor to attend every World Championship to ensure a maximum number of countries is always represented.

Action: all National Secretaries

Meeting closed at 21:18.