

2011 ANNUAL GENERAL MEETING OF OKDIA

The 2011 Annual General Meeting of OKDIA will be held in Largs, Scotland in July 2011.

Date: Wednesday 27th July 2011

Time: tbc

Venue: Largs Sailing Club

AGENDA

1. To receive the committee reports and annual accounts for the year up to 31 December 2010.
2. (a) To receive nominations and elect the following officers and members of the committee:
President: Andre Blasse is happy to be re-elected
Vice-President, Northern Hemisphere: Darek Kras is happy to be re-elected
Secretary: Mary Reddyhoff is happy to be re-elected
(b) To record changes in the composition of the Technical committee
3. Appointment of an auditor.
Mark Perrow (NZL) has expressed a willingness to undertake this role.
4. Membership subscription
5. OK CLASS RULES CHANGE PROPOSALS 2011
Rule Change 1
Replace:
4. REGISTRATION AND MEASUREMENT CERTIFICATE
4.1 No boat is permitted to race in the class unless it has a valid measurement certificate.
4.2 The certificate is only valid for racing if the owner is a current member of a National OK Dinghy Association.

With:

4.SAIL NUMBERS AND MEASUREMENT

4.1 SAIL NUMBERS

4.1 (i) Sail numbers shall be issued by the National Authority.

4.1 (ii) Sail numbers shall be issued in consecutive order starting at 1 for each National Authority. No two boats that are registered in the same country shall have the same sail number.

4.1 (iii) The builder or owner shall apply to the National Authority for a Sail Number enclosing the Building Fee Receipt (BFR). The National Authority shall issue a Sail Number only on receipt of evidence that the BFR has been paid.

4.1 (iv) Where a numbering system used by a National Authority requires any alteration or review, this shall be undertaken with and approval by OKDIA.

4.1 (v) Personal sail numbers may be issued by the National Authority in a sailor's home country, following consultation and approval by OKDIA. Personal sail numbers are additional to the sail numbers issued to all boats. If the use of a personal sail number is likely to cause confusion, a race committee may require that a boat use the sail number issued under rule 4.1 (i), or another agreed number.

4.2 MEASUREMENT

4.2 (i) No boat is permitted to race in the class unless it has a valid Measurement Certificate.

4.2 (ii) The Certificate is only valid for racing if the owner is a current member of a National OK Dinghy Association.

4.2 (iii) The boat shall be measured by a measurer officially recognised by the NA. The completed Measurement Form shall be supplied to the owner of the boat.

4.2 (iii) The owner shall send the completed Measurement Form to his NA together with any registration fee that may be required. On receipt of this the NA may issue a Certificate to the owner.

Reasoning:

The basic idea of the Rule change is to bring us into line with most other classes who issue sail numbers using a sequential system. Many NAs already issue numbers on a sequential basis, but there is actually no rule demanding that we do this at the moment. The real effect of this Rule change is to ensure sequential, permanent numbering of the hulls within an NA. The PSN part is concerned

with assisting those countries that have not been using some form of sequential numbering. For a country to use PSN, approval must first be secured from OKDIA. The Technical Committee will welcome any thoughts on this at the AGM and the Rule is open to modification before any submission will be made to ISAF. If this Rule change is passed, OKDIA will also issue some recommendations and guidelines about how PSN should be used.

6. A.O.B

(i) Discussion on laminated sails

To start the discussion, the summary from the technical committee:

This "round robin" forum about laminated sails started out trying to define what events they could be used at and as usual has evolved into a broad ranging discussion on the subject.

After reviewing all the replies, I wish to summarise it, and add my own thoughts.

An "International Event" is clearly defined within Appendix B as an event which is organised for the competition of more than one Member Nation. As far as I am concerned these events are:

1. Worlds

2. Europeans

3. Nordics

4. Europeans

5. Spring Cup, Medemblik

For the purposes of this Rule, all other events, even if they are called "International", are valid events for the use of laminated sails. However, National Associations still have the right to ban laminated sails from some or all of their own events.

I have to say that the discussion suggested ways of changing the class beyond all recognition of what it now is. As Chairman of the Technical Committee I have no wish to see the Rules opened up to allow such things as fully battened sails, carbon booms, exotic sail cloth and high aspect rigs. This is simply not what the OK is all about. These changes would cut off 75% of the fleet from the second hand market, because there would be no second hand market. The Class thrives on the fact that you can buy a 30 year old hull, used mast and sail and still be reasonably competitive. And if we want to grow fleets in new countries, then

"modernising" the rig to such an extent that second hand masts and sails simply don't exist is just madness.

Going back to the Laminated Sail issue, if I can paraphrase Greg, who has just made a Technora sail for me to use... "The idea is to once again prove that they are a waste of money as it will not last and it will shrink and it will cost 1000€. This sail is not to gain the approval of the class for these sails but rather the opposite."

Greg and Jule have put money into this because they care about the class and want to see this laminated sail issue firmly rejected, once and for all. And I agree with them.

The fact of the matter is that these sails just don't last. The Kiwi Finn sailor, and occasional OK sailor, takes 12 laminated sails to Europe every summer. Do we really want a class where newcomers have to buy a new sail just to go sailing and be reasonably competitive? How many of us bought our first sail as a 2 year old hand me down from a top sailor at our club? This process would come to an end. If we were to adopt laminated sails, in whatever form, I am also absolutely sure that a new arms race would develop and that would see a corresponding redesign of the whole rig. As Terry so rightly said, we sail OK because of the "hard boat on boat racing". We don't need to change unless we have to. Carbon masts came in because we were on the verge of losing our major alloy spar maker. I really cannot see the demise of Dacron in the near future, although I admit that sailmakers may have a more informed view of this.

I believe the future growth of the class lies, as it always has, in good advertising and marketing. Imagine what would happen if every OK sailor took responsibility for bringing someone new to the class. Just imagine! The world fleet would double overnight.

No amount of messing about with the rig could achieve anything like that.

(ii) DEN presentation on 2012 World Championships

(iii) Thailand presentation on 2013 World Championships
Number of interested sailors who want to go Thailand by end February 2012.

(iv) FRA presentation on 2013 European Championships

(v) GER discussion on venue for 2014 European Championships

(vi) 2014 World Championships in Melbourne, Australia
*Proposed dates for Melbourne Worlds and Australian National Championships, 27th Dec 2014
(Probably 10 days Approx.)*

7. Close of AGM

Open forum

No items have been submitted to date.