

2015 ANNUAL GENERAL MEETING OF OKDIA

The 2015 Annual General Meeting of OKDIA
was held in Puck, Poland on July 27 at 18.00.

MINUTES

Present: Representatives from eight voting nations: Australia, Denmark, France, Germany, Great Britain, New Zealand, Poland and Sweden and five members of the OKDIA Committee: Bo Teglers, Robert Deaves, Juliane Hofmann, Darek Kras, Peter Scheuerl.

1. Apologies

Apologies were offered from Daniel Ager, Alistair Deaves and Mike Wilde

2. Approval of the Minutes of the 2014 AGM

Proposed: Bo Teglers; Seconded: Mark Roberts. Unanimously approved

3. Reports and accounts

President: Bo Teglers said, "We are in a great state as a class. We have had some issues over the past year and I think it is time for all us of to recognise that we have some very old rules and there will be some work to do with those in the coming years so we can get them inline and keep them in the spirit of the class. I think that is one of the main tasks in the coming years. We also have to follow up on our own constitution and our championship rules. We are heading for a great year ahead and I can only say I am happy we have so many sailors competing at the worlds and I think that trend will continue.

Treasurer: In the absence of the Treasurer, Bo Teglers read out the Treasurer's report (see addenda A). Denmark queried the secretary's expenses in 2013. It was explained that historically the secretary received travel expenses to worlds outside Europe once every four years as compensation for the work done. The accounts were passed.

Peter Scheuerl summed up the Technical Committee report (see addenda B)
Proposal by Bo Teglers. Seconded by NZL. All in favour

4. Election of officers for 2015-2017

President – Bo Teglers (DEN)

Vice-President Northern Hemisphere – Darek Kras (POL)

Publicity – Robert Deaves (GBR)

Treasurer – Rene Johanssen (DEN).

Changes in Technical Committee: Bo Teglers (DEN) to step down. Christian Mitgard (DEN) to join.

5. Appointment of an auditor.

Mark Perrow was appointed as auditor.

6. Development

6a. Development plan

Bo Teglers summed up the progress made so far and explained the budget for the coming year. (See addenda B.)

On the matter of the database, Denmark stated they already run a membership database and it could be used as a model for the OKDIA proposed database. Australia pointed out a matter of principle and stated that the meeting should not vote on the 2016 budget.

6b: To adopt a European Championship every year

In years when the World Championship is in the Southern Hemisphere between November and March, there will be the normal five day European championship. In other years there will be a 3-4 day championship, normally combined with an existing event to reduce costs and organisation.

Proposed by DEN. Seconded by FRA. For: 4 plus President; against: 4. Carried
Bo Petersen suggested the concept of a 'Gold Cup' rather than a Europeans.

6c: OKDIA levy on Europeans and Interdominions

To apply a £10 levy to all Interdominion and European Championships to bring it into line with the Worlds.

Proposed: NZL; Seconded: DEN. All in favour. Carried

6d: Change to the Constitution, Addenda 2

Insert (i): Where entry is open, the fleet may be sailed in two or more groups. Addenda A 2 (c) and (d) may be changed by the Organising Authority in conjunction with OKDIA.

Proposed: DEN; Seconded: GBR. For: 7: against AUS. Carried

7. Class Rule changes

7(a) Boom dimensions

Old rule

13.4 The depth of the boom, including the sail track, forward of the outer point shall be 70mm ± 20mm and the width shall not exceed 37mm.

New Rule

13.4 The depth of the boom, including the sail track, from 200mm from the centre of the gooseneck hole to the outer point shall be 70mm ± 20mm and the width shall not exceed 37mm.

All in favour. Carried

7 (b) Fittings

New Rule

8.15 In conjunction with 8.3, all fittings shall be of a reasonable size for their intended use. All protective and backing plates shall be of a reasonable size for their fitting.

For: 7; against: GBR. Carried

7 (c) Plywood boats

New Rule

8.3.2 Single skin timber boats may add a layer of plywood, with a maximum thickness of 4mm, for reinforcing in the cockpit only.

Amendment 3. Cockpit reinforcing as described in 8.3.2 may extend 50mm from the bulkheads at Stns 1 and 2.

Amendment 4. The type of plywood used for cockpit reinforcing as described in 8.3.2 must be no heavier than the plywood used in the skin of the boat.

A long discussion was held before voting. For: 7 Against: NZL.

Amendments 1 and 2 were not proposed by the floor, and therefore not carried.

Amendment 3: Proposed: DEN, Seconded: GBR: For: 7; Against: NZL Carried

Amendment 4: Proposed: DEN, Seconded: FRA: For 4: Against: 4. Not carried

7 (d) (i) **Windows**

Old Rule.

15.2.3 The following are permitted: stitching, glues, webbing, woven and PTFE tapes, corner eyes, a boomslide, headboard with fixings, one eye or not more than two blocks fixed to the sail to feed the Cunningham line through, **batten pocket** elastic, batten retaining devices, leech line with cleat, one **window**, sailmaker's labels and advertisements as permitted by the RRS, sail numbers, national letters and class insignia, tell tales and draft stripes. The **sail** shall have a **luff** and a **foot** bolt rope of not less than 80% of their respective lengths and which may be elastic, running in a track or groove on the aft side of the mast and the upper side of the boom.

New Rule

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15.3 Dimensions	maximum
Window area (total)	.3m ²

Proposed: GBR; Seconded: NZL. All in favour. Carried

7 (d) (ii) **Leech line cleat and luff and foot rope lengths**

Old Rule

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15.3 Dimensions

Head Point to start of luff bolt rope	Max 50mm
Tack point to end of luff bolt rope	Max 300mm
Tack point to start of foot bolt rope	Max 450mm
Clew point to end of foot bolt rope	Max 100mm

Proposed: GBR; Seconded: AUS. All in favour. Carried.

7 (d) (iii) **Class insignia**

Old Rule

15.4 The Class Insignia shall have a height of 200 mm and a width of 335 mm. National Letters and Sail Numbers shall comply with RRS Appendix G.1.2 (b)

New Rule

15.4 The Class Insignia shall have a height of 200 mm +/- 20mm and a width of 335 mm +/- 20mm. National Letters and Sail Numbers shall comply with RRS Appendix G.1.2 (b)

Proposed: DEN; Seconded: FRA. All in favour. Carried.

7 (d) (iv) **Batten pockets**

Old Rule

15.3 Dimensions

Batten Pocket length:	Maximum
Uppermost and lowermost pockets	
Inside	585
Intermediate pockets	
Inside	735

Change to

15.3 Dimensions

Batten Pocket length:	Maximum
Uppermost and lowermost pockets	
Inside	605
Intermediate pockets	
Inside	755

Proposed: SWE; Seconded: FRA. All in favour. Carried.

7 (d) (v) Foot-shelf

Old Rule

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a foot-shelf of not more than 300 mm width is permitted to be of a different woven cloth. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail **except for Batten Pocket Patches which can be of any material**. All woven ply fibres shall be polyester.

New Rule

15.2.2 The body of the sail shall consist of the same woven ply throughout, however a foot-shelf of not more than 300 mm width is permitted to be of a different **material**. Primary reinforcement may consist of any material. Secondary reinforcement shall consist of the same material as used in the body of the sail **except for Batten Pocket Patches which can be of any material**. All woven ply fibres shall be polyester.

Proposed: SWE; Seconded: GBR. All in favour. Carried.

8. Future venues

Two representative from the Barbados organising authority made a short presentation on the 2017 World Championship.

Germany made a short presentation on the venue for the 2018 World Championship, which will be in Warnemunde.

9. Change of age for Junior World Championship

Proposed: FRA; seconded DEN: For: 4, against: 4. Not carried.

The meeting was closed at 20.10

Open forum

1. Henrik Kofeod (DEN) outlined the suggestion of the Euro Tour encompassing some of the existing major events and trying to attract a major sponsor with a marketing and media plan. This will be worked on during the Autumn.

2. GBR expressed an interest in hosting the 2020 World Championship and will present a proposal at the AGM in 2016.

ADDENDA A - OKDIA Income and Expenditure to year ending 31/12/14

	2013	2014
	£	£
Income		
Subscriptions (i)	1371.00	1286.00
Building Fee Receipts (ii)	1537.00	1936.00
World Championship Levy(iii)	727.00	-
Plans	57.76	-
Website adverts	200.00	200.00
Overpayments made	5.00	-
Mast labels	-	365.00
	3897.76	3787.00
Expenditure		
ISAF subscription	218.40	240.00
Purchase of Building Fee Receipts	1603.11	672.01
Medals	-	316.58
Hall of Fame	-	-
Media Fee – Robert Deaves	300.00	220.00
Cost to OKDIA of Thailand worlds entries	83.13	-
Secretary's expenses	915.89	139.89
Euro account charges	65.00	59.98
Half model for Mary	-	185.00
Dick Batt accommodation Europeans	-	192.05
Transporting jig to Poland	-	270.25
Bank charges deducted from receipts	30.00	6.00
	2915.53	2301.76
Surplus for 2014		1485.24

Notes

- (i) AUS £152 BEL £20 DEN £260 FRA £50 GBR £202 GER £312 NOR £20 NZL £90 POL £30 SWE £150
- (ii) AUS 1 replacement DEN £600 GBR £600 and 1 replacement GER £400 and 3 replacements NZL £200 and 2 replacements
- (iii) The way the dates of the Worlds fell in 2014, there was no levy raised.
- (iv) The Euro account has a monthly charge which totalled 72.04euros for the year

OKDIA funds as at 31/12/14

Cash at bank (GBP)		£10289.21
Paypal account	GBP	£
	Euros	€
Euro account		€2098.05

Treasurer's report

There is again a surplus of income for the year at the end of 2014. Last year's accounts are under the "old regime" of the lower subscriptions and "normal" expenditure. Therefore the figures shown follow a similar pattern from previous years.

It will be the accounts for this current year that should begin to show the much larger income and expenditure. At present, OKDIA has just over £14,000 in the bank account and 2200 euros. This is after the production costs of the first magazine.

There has been the usual input of the worlds levy for Melbourne but along with this went the costs of media coverage and the presence of Dick Batt. So the income and expenditure largely cancelled each other out. Hopefully a large entry in Poland will generate a further amount to go into the coffers to finance those plans set out in the roadmap.

However, producing those accounts will be the task for someone else. With a more professional approach being required to run the class, it is certainly time for someone with more time to give the role and fresh enthusiasm to have a go.

ADDENDA B

Progress report of development plan

Much of the early part of the year was taken up by covering the secretary's maternity leave, including membership management, organisational coordination for the Worlds in Puck and correspondence regarding future world championships in 2016, 2017 and 2018. OKDIA has also achieved a number of key objectives in the seven months since the AGM in Black Rock.

Organisational

- The class has a new event website www.okworlds.org, which will be the sole web address for future World Championships, either managed by OKDIA on behalf of the organiser or by the organiser.
- Already we have set up 2016.okworlds.org and 2017.okworlds.org. The 'root' address, okworlds.org will always point to the current year. Past and future years will have the year as a sub-domain.
- Early planning for 2017 Worlds in Barbados – we shouldn't underestimate how much work this will take to make it a successful.
- The class has its World Championship venues sorted for the next four years.

Media and Publicity

- Regular event reporting and media exposure from key events including The World Championship in Black Rock, The Lindhardtsen Classic in Hellerup and the Spring Cup.
- Regular e-newsletter sent to around 700 sailors and media
- Publication of the first edition of the OK Dinghy Magazine. 80% of the costs of this were covered by advertising

Technical

- SCR (Standard Class Rules) - The conversion to ERS compliant rules is underway. OKDIA has been in contact with ISAF and they are very keen for this to happen and to assist where they can. The plan is to get a draft version ready for wider TC consideration later in the year when no doubt there will be many adjustments and then get something together that we can send to ISAF, after which there will no doubt be a lot more adjustments and changes.
- Digital Plans - Various people on the Committee have contacts that are able to do this. We just need to decide what we want, how much we want to pay and who is best for the task.
- Standardisation of gear – OKDIA has catalogued most of the data from most of the builders. What is needed now is the time to discuss what to do with it.
- In house measurement of sails - This will require a lot of work from whoever does this and coordination between sail makers and ISAF. At the moment time is being spent on other projects.
- Updating of measurement form - This will happen after the new ERS compliant Rules have been issued. There will be many changes as the format to the new Rules will be different
- Boats database - Discussions have taken place around this and a general format has been suggested.
- Event measurement – Discussions are ongoing regarding improvements and procedures

Development plan budget for 2015

Revenue	2015 Budget
Subscriptions	8000
Building Fee Receipts	1000
World Championship Levy	2000
Plans	50
Sail labels	1000
Mast labels (from 2016)	0
Advertising	1300

13350

Expenses	2015 Budget
Operational expenses (ISAF, Office, Bank etc)	1000
Organisational activities (Event and OKDIA management)	3000
Magazine - Production	600
Magazine – Printing	680
Magazine – Mailing	240
Website and web server expenses	1500
SCR	1500
Database	500
Media	1500
Total Expenses	10520

ADENDA C - Report from the Chairman of the Technical Committee

With the recent positive trend of more new boats and builders continuing this year, work for the Technical Committee has also been busy. To date this year, I have received and sent over two thousand emails on technical matters. Of these over a thousand concerned weight concentration and swing testing while the rest are spread over ply boat construction, sails, masts and on general committee and coordination with the International Measurers. Most discussions held by the TC are about aligning the Rules with current practice and you are voting on some of these at the AGM. Others discussions reflect trends in the class which may lead to larger rule changes. Overall the aim is to maintain the class integrity in all aspects that affect speed while also keeping costs as low as practical.

2014 Rule changes and matters arising

The proposals that were passed by the SGM in Steinhude and the 2014 AGM in Melbourne were approved (except one) by ISAF in April and have been published as Amendments.

These are.

1. Personal Sail numbers
2. Sequential sail numbering
3. Adding the word "framing" to the allowed construction rule.

The proposal regarding construction (8.3.2) was not to ISAFs liking, although they approved of the concept. They have asked us to reword it into something more specific.

Mast licensing - The mast licensing scheme is working well. So far we have six mast builders signed up and have sold 98 mast stickers. It is interesting to note that early proposals for carbon masts included the request for licensed builders and numbered masts.

Register of Measurers - OKDIA has requested a list of national measurers from national secretaries so that we can create a mailing list. So far replies have only been received from AUS, GBR, NZL and POL. The remaining associations are currently being chasing up.

SCR/ERS Rules.

The process of converting our current Rules into a SCR (Standard Class Rules) ERS (Equipment Rules of Sailing) compatible format is under way. ISAF are very keen to see this done and will assist in the process. The bulk of the work will be done by an ERS expert and then the Technical Committee will amend and adapt. This process will take quite a while and there will be many drafts for both ISAF and OKDIA to check and amend. I will aim at getting a final draft ready for final approval at the 2016 AGM in France. Rest assured that this is no minor undertaking and we will make sure that everyone is happy with them before they are adopted. Ultimately though, we hope to rid ourselves of many of the inconsistencies and misinterpretations that we have seen in recent years.

Many Rules will remain the same but they will be organised in a more structured fashion and will be adjusted to be ERS compliant. Until this is done though, all work on updating the Measurement Form will wait until this process has been completed as the measurement form will also need a thorough rewrite at that time.

Swing testing.

Following the Worlds in January there has been a lot of excitement surrounding weight distribution and swing testing. The main activity took place in Denmark while the rest of the world watched with interest. The evidence, as we have it, points to small differences between the majority of newly constructed boats. The effective difference between two boats at the ends of the range of the boats tested, is the equivalent of taking two Kg from the cockpit of the boat with the lowest gyradius and placing one Kg at either end of the boat. These calculations were done independently by Andre Blasse (AUS) who will be the Finn Class measurer at the Rio Olympics, and Peter Hindrichsen (CAN) who has been a swing test guru for 20 or more years and has worked closely with the Finn class. To put these numbers into perspective, the difference is roughly the same as taking off a slightly damp spray top and a thermal top and placing them in the aft tank. Timber boats were at the low end of the scale and there were some suggestions that swing testing could level the field, but the calculation above and that fact that two homemade timber boats took gold and silver in Melbourne emphasises that they are at no apparent disadvantage.

The Technical Committee did not think there is a large enough difference between the boats to warrant any introduction of dynamic swing testing. We also feel that many boat builders and measurers would not be able to cope with the increase in time and costs that swing testing would bring. We are still currently looking at some static testing but have yet to come to any conclusions.

The opinion of the OKDIA General Committee and of the Class IMs is the same as that of the Technical Committee and that is that we do not want to see swing testing introduced to the class.

2015 Proposals.

While we are going through the ERS process there are still some changes proposed and discussed. If they are passed then they will all be present in the new Rules.

At this AGM we have the following.

1. Sail Rules. These proposals are mainly to bring the Rules into line with current practice and to make

- measurement easier.
2. Boom Rule – In Melbourne while I watched some measurement it seemed clear that many booms have a tapered or rounded front end. The current Rules specify that the height of the boom must be 70+/- 20 all the way to the front and I thought that many of booms did not measure. The Finns start their height measurement at 300mm from the gooseneck hole and I see no reason why we should not do something similar. The number proposed can be modified by the AGM but 200mm seems adequate as a starting point.
 3. Following on from some protests at the Melbourne Worlds, I have received many requests to propose a Rule stating that fittings shall have a size reasonable for their purpose. The wording of this Rule is rather unspecific but it gives measurers the authority to complain about any fittings or backing plates that they think might be excessive.
 4. Finally, the TC further discussed the reinforcing of ply boats with an extra layer of plywood on the cockpit floor. We all agreed that 4mm should be the limit and that this ruling would produce longer lasting ply boats. When the swing tests were carried out in Hellerup, timber boats were towards the top end of the scale and so it was our opinion that reinforcing the cockpits with an extra layer of ply would not enhance the weight concentration to any advantageous level.

Future work

SCR Conversion – underway as mentioned above.

Measurement Form – As mentioned above this will need a major re-write after the SCR conversion has been completed.

Database - The concept of a boat Database first arose around 2005 when the new jig started in operation. The basic idea was to record boats that had gone through the jig so that they did not need to go through again in subsequent years. This idea has grown since then into a whole class database of which the jig check would be but one field. We have been recording data from the last six World Championships and once we have chosen a format and software for the database it can all be uploaded. The intention is to make it available online but only have a few people able to update.

List of measurers – as mentioned above OKDIA are still compiling this list. The intention is to create a mailing list to keep everyone up to date with current measurement news.

Update the Measurement Manual – This is a document from 1999 that describes the processes involved in measuring a boat. It also contains useful ideas of how to interpret some of the Rules. A different version was issued in 2009. These both need updating and modifying.

Update the Event Measurement Guidelines – This document is also from 1999 and describes the methods used for measurement checks at International events. This needs updating and aligning with the Jig Guide and the Event Measurement Check Form that has been used since 2011.

My apologies for not being there.
I wish you all a good regatta.

Alistair Deaves

Chairman – OKDIA Technical Committee
July 2015