

# OKDIA Major Championship Event Manual

International OK Dinghy Class Association (OKDIA)

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The OK Dinghy was designed in 1957 by Knud Olsen  
and was adopted as an International Class in 1972.

## **USE OF THIS EVENT MANUAL**

When this Manual is invoked in the Notice of Race and/or Sailing Instructions, all items in Parts A and E are mandatory, unless amended by written approval from OKDIA.

Sections B, C and F are intended as Guidelines for the Organising Authority and should be followed as closely as possible, with agreement from OKDIA.

Sections D, G and H are intended as Guidelines for Clubs wishing to bid for a Major Championship.

## **ACCEPTANCE OF THESE RULES**

Notwithstanding the declaration form in Part H, by bidding for and accepting, the organisation of a major OK Dinghy Championship, the Organising Authority (OA) is deemed to have agreed to comply with all the requirements laid out in the OKDIA Major Championship Event Manual and in all matters pertaining to the organisation and running of the proposed championship, and:

The OA agrees:

- To comply with all points in the OKDIA Major Championship Event Manual;
- That any deviation will only be on the prior written approval of the OKDIA;
- To pay the Fees (see Rule A.3) into the OKDIA account, as invoiced, no later than two weeks following the final race of the Championship.

For clarification or explanation on any point please contact the OKDIA Secretary: [secretary@okdia.org](mailto:secretary@okdia.org)

### **Definitions and abbreviations used:**

OKDIA = OK Dinghy International Association

WS = World Sailing

NCA = National OK Dinghy Class Association

OA = Organising Authority

RC = Race Committee

IJ = International Judge

IM = International measurer

The following domains are used for OKDIA Major Championships

[year.okworlds.org](http://year.okworlds.org)  
[year.okeuropeans.org](http://year.okeuropeans.org)  
[events.okdinghy.org](http://events.okdinghy.org)

## **SECTION A - MAJOR CHAMPIONSHIP RULES**

The following Rules shall apply to all OK Dinghy Major Championships without exception, unless amended by OKDIA.

### **1. Organisation**

- 1.1 The racing area for OK Dinghy Major Championships shall be exclusive and separate.
- 1.2 The official language of the regatta shall be English. All documents shall be written in English.
- 1.3 Final decisions on any matters that are not covered by the Racing Rules of Sailing (RRS) or the International Jury shall be made by OKDIA.
- 1.4 These rules shall not be changed or modified except with the written permission of OKDIA.
- 1.5 These Section A rules shall apply to the World and European Championships and shall be invoked in the Notice of Race and Sailing Instructions. They may also be used for other continental championships at the discretion of the Organising Authority.
- 1.6 The Organising Authority shall use the official OKDIA templates for the Notice of Race, Sailing Instructions, Entry Form and Equipment Limitation Form unless prior approval is given by OKDIA. The documents are available from the Class Secretary.
- 1.7 These Rules may be modified by the OKDIA Committee where the contents need updating in line with changes to RRS, Class Rules or where further clarification is useful.

### **2. Eligibility and entry**

- 2.1 The Event Organising Authority should invite sailors to send their applications for entries at least six months before the event is held.
- 2.2 The Event may either be limited entry or open entry.
- 2.3 The OA may increase the entry limit in 2.4 (below) or make the event open, only with agreement from OKDIA.
- 2.4 If entries are limited, the number of boats taking part shall not exceed 80, plus the current and all previous World Champions, the current Committee and the officers of OKDIA. OKDIA will allocate the number of places per country, and this will reflect the proportion of Members in each of the NCAs.
- 2.5 Entries shall only be made through NCAs that are members of OKDIA, unless the OA and OKDIA agree that a direct entry system is more practical.
- 2.6 OKDIA may accept entries from non-members on application.
- 2.7 Only competitors under the age of 23 on the date of the first race of the Championship will be eligible for the Junior Trophy.
- 2.8 Only competitors over the age of 40 on the date of the first race of the Championship will be eligible for the Veteran's Trophy.
- 2.9 Only competitors over the age of 55 on the date of the first race of the Championship will be eligible for the Master's Trophy.

### **3. Fees and costs**

- 3.1 The organising National Class Association (or Organising Authority) of the World, European or Inter-Dominion Championship shall pay to OKDIA a Sailor Levy for each competitor, which shall be included in the entry fee. The amount of the levy shall be fixed by the AGM and may be changed from time to time. (2022: Worlds and Europeans EUR 40; Inter-Dominions EUR 20).
- 3.2 Payment of the Sailor Levy is due on the final day of the Championship and must be paid within two (2) weeks of the final day of the Championship.
- 3.3 The OA shall pay the travel, accommodation and subsistence costs of the following:
  - a) Two (2) International Measurers, who shall be appointed by OKDIA, and one of which shall be the Chairman of the Technical Committee for the event. Please also note E1.2.
  - b) The Secretary of OKDIA
  - c) The Media Officer, which shall be appointed by OKDIA (if additional to 3.2b).

#### **4. Notice of Race (NoR) and Entry Forms**

- 4.1 The Notice of Race shall be approved by OKDIA before it is published.
- 4.2 The Organising Authority should publish the official Notice of Race and Entry Forms in the English language at least six months prior to the event.
- 4.3 The entry fee shall be agreed with OKDIA and shall include the cost of the opening ceremony, the prizegiving dinner and the Sailor's Levy (see Rule B1.2).
- 4.4 National Prescriptions to the Racing Rules shall not apply to OKDIA World Championships.

#### **5. Sailing Instructions (SI)**

- 5.1 The Sailing Instructions should be approved by OKDIA no later than 2 months prior to the event.
- 5.2 The Organising Authority shall publish the Sailing Instructions in accordance with the provisions of current RRS, World Sailing Race Standards, OKDIA Class Rules and the OKDIA Major Championship Event Manual.
- 5.3 Preliminary Sailing Instructions shall be published on the event website at least one month before the first race. The final version will be produced at registration.

#### **6. International Jury**

- 6.1 There shall be an International Jury in accordance with RRS Appendix N. It shall include at least five members (six when instructed by OKDIA) of which two (2) may be from the organising country. The majority must have proven experience of on the water judging of RRS 42 (Propulsion) and at least two (2) jury members shall have practical OK Dinghy (or similar) racing experience. If racing is held in more than one fleet, there shall be a minimum of six (6) Jury, as directed by OKDIA. A majority shall be International Judges (IJ).
- 6.2 The Jury Chairman shall not be of the same Nationality as the organising country.
- 6.3 One national judge may be appointed through the EUROSAF exchange scheme, as long as Appendix N is applied. One national judge from the host country may also be appointed.
- 6.4 The Jury members will be selected and recommended by OKDIA and the Organising Authority will issue official invitations. The jury should be approved by OKDIA at least 6 months prior to the event.
- 6.5 Organisers of European and continental Championships shall consult with OKDIA over whether an International Jury is required.
- 6.6 Appendix T shall not be used unless approval is given by the OKDIA.

#### **7. Format**

- 7.1 The fleet should sail in one group unless entry is open and the number of entries exceed what is practical for the venue. However, the final decision will depend on the expected number of entries and what is realistic on the sailing water and shall be taken by OKDIA in conjunction with the OA.
- 7.2 The format for racing shall be published in the Sailing Instructions.
- 7.3 No more than two races shall be scheduled on a single day, unless there is a danger that a series (four races) may not be completed. The final decision shall be left to the discretion of the Race Officer in consultation with the OKDIA representative.
- 7.4 A practice or invitation race may be scheduled.
- 7.5 Under exceptional circumstances 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, and only after the approval of the OKDIA Committee.

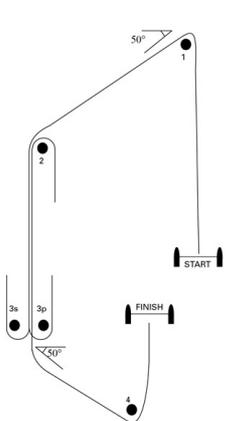
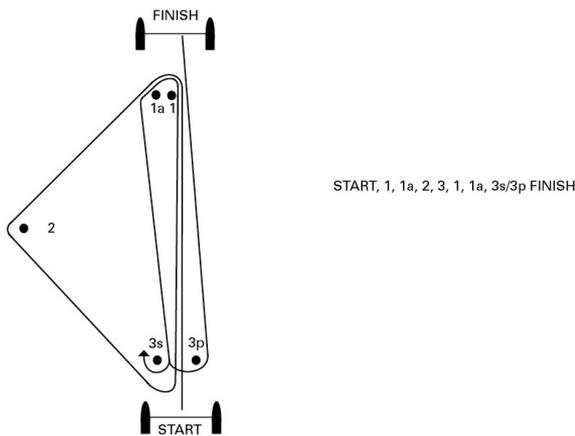
#### **8. Scoring**

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

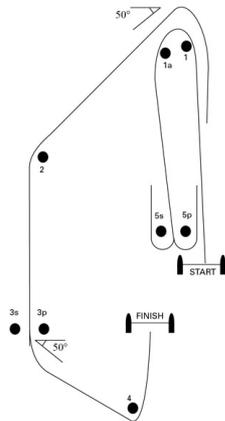
#### **9. Courses**

- 9.1 When there is one fleet, the course shall be a triangle, a windward/leeward and a final windward with angles of 45°, 90° and 45°. The start and finish lines shall be about 200 metres from the leeward and windward 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 shall not be shortened.
- 9.2 When the fleet is sailed in two or more groups,
  - i. The courses shall be discussed with OKDIA but in general shall be a trapezoid with an upwind finish.
  - ii. The courses may be modified by the OA in conjunction with OKDIA.
  - iii. The courses, grouping system and method of identification of the boats in the different groups shall be defined in the Sailing Instructions.
- 9.3 An Offset Mark (about ten boat lengths from Mark 1) and a Leeward Gate (separation about ten boat lengths) as shown on the course diagram in Rule 10 is recommended. If included in the Sailing Instructions, it will apply for the entire regatta.
- 9.4 Time limits: for course as described in 9.1
  - Start – Mark 1 – Mark 2 = 40 minutes
  - Start – Mark 1 – mark 2 – mark 3 – mark 1 = 1 hour 20 minutes
  - Start – finish = 2 hours
- 9.5 Any boat which has not finished within 20 minutes of the leading boat shall be scored DNF.
- 9.6 Course diagrams

Windward-Leeward-Triangle Course



COURSE A: START, 1, 2, 3s/3p, 2, 3s/3p, 4, FINISH  
 Alternatives: Finish at 4, Finish after upwind from 3s/3p



COURSE B: START, 1, 1a, 5s/5p, 1, 2, 3s/3p, 4, FINISH  
 Alternatives: Finish at 4, Finish after upwind from 3s/3p

## **10. Advertising**

- 10.1 The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with RRS 80 & Regulation 20.

## **11. Insurance, National Association Dues**

- 11.1 All eligible Competitors shall be members of a National OK Dinghy Association for the year of the Championship.

## **12. Race Officer**

- 12.1 The OA shall appoint a Race Officer, who should be a current World Sailing International Race Officer (IRO) and their appointment shall be subject to the approval of OKDIA.

## **13. Minimum/maximum wind strength**

- 13.1 Racing shall not be started when the wind strength, measured at not more than 3 metres above sea level, is predominantly less than 2 m/s or exceeds 14 m/s.
- 13.2 Racing may be abandoned if the wind drops below 2 m/s for more than 5 minutes.
- 13.3 The decision to start or abandon racing will be at the discretion of the Race Committee.

## **14. Declarations**

- 14.1 Each competitor shall be required to sign a form (this may be done using the event website) to confirm the following items with a positive opt-in on each:
- a. A liability clause as per RRS 4.
  - b. That they have understood and will abide by RRS 3.
  - b. That they have understood and will abide by the risk statement as written into the Notice of Race.
  - c. That the boat has a valid measurement certificate, and the boat meets the OKDIA Class Rules.
  - d. That the competitor has a third-party insurance to an amount of at least the amount stated in the Notice of Race.
  - e. That they are a member of an OKDIA NCA.
  - f. That they will grant the Organising Authority, NCA, OKDIA and any party to which they may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, still pictures, live, taped or filmed television, or any other form of media, of or relating to the event.

## **SECTION B – RULES FOR THE ORGANISING AUTHORITY**

The Organising Authority shall abide by these rules unless varied in writing by OKDIA

### **1. Organisation of the championship**

- 1.1 The Organising Authority (OA) will organise and manage the Championship in close conjunction with OKDIA. The OA is financially responsible for the whole event.
- 1.2 The OA should inform, consult and liaise with OKDIA at all times in matters pertaining to venue, organisation and racing before announcing details.
- 1.3 OKDIA may, at its discretion, place an advisor to the Race Committee, or representative, on the main committee vessel.
- 1.4 The Organising Authority (OA) will appoint one person who will be the primary contact between OKDIA and the OA. The OA will acquire and take full responsibility for establishing and maintaining all the relevant permissions and licenses required to run the event. This will include liaison with authorities such as the Police, Military, environmental organisations, local and port authorities, community, health and safety, etc.

### **2. Race office**

- 2.1 Starting from the first measurement day the Race Office should be open daily from 8.30 am until 5 pm.
- 2.2 Preliminary race results should be available as soon as possible after each day's racing and posted onto the Official Notice Board.
- 2.3 The Official Notice Board shall be in, or close to, the Race Office.
- 2.4 Results and other information on the Notice Board must be published online within a short time of being published on the Notice Board, ideally at the same time.

### **3 Skippers Meeting**

- 3.1 A briefing meeting for the sailors should be held before the start of the practice race, or before the first race if no practice race is scheduled or it is not practical. The Race Committee and the International Jury will be introduced to competitors. The Race Officer shall be present.

### **4. Windward mark boat**

- 4.1 Wherever possible there should be a mark boat at the windward mark displaying a clearly visible shape or flag, ideally on a high mast, in such a manner as to assist identification of the windward mark. This is particularly important in poor visibility.

### **5. OKDIA requirements**

- 5.2 OKDIA shall be provided with a secure and exclusive room, with wifi, for the duration of the event.

### **6. Safety**

- 6.1 There shall be sufficient safety boats in order to secure the competitors safety. There shall be at least 1 patrol boat for 20 competitors. This shall not include starting and finishing vessels, but can include coach boats. Each designated patrol boat shall have 2 able-bodied people on board, of which 1 shall be able to jump into the water for assistance, when necessary.
- 6.2 The Organising Authority should demonstrate that it has an adequate safety plan in place.
- 6.3 There shall be 24 hour security on any event organised boat parks and campsites, to continue until 12.00 on the day after the last official day of racing during the Championship
- 6.4 The OA will organise medical assistance and will have contact with a medical doctor.
- 6.5 When sailing at sea or on a wide lake a sign out / sign in system is recommended for each racing day. This shall be described in the Sailing Instructions, together with the penalty for not having signed in or out.
- 6.6 In poor visibility a lead boat should be provided.

## **7. Prizes**

- 7.1 The OA will provide prizes (e.g. cups) for at least the top 10 (or 10%, whichever is higher) sailors in the Overall Results and for the top three sailors in each age category. It is normal to provide a small gift or memento for every competitor.
- 7.2 OKDIA will supply medals for the top three competitors and top three juniors, and OKDIA ties for the top 10, the top junior and top veteran.
- 7.3 The prizegiving ceremony should be held as soon as possible after the end of the last race.

## **8. Budget**

- 8.1 No later than one month after the regatta, the OA shall provide to OKDIA a complete budget and financial breakdown of the event.

## **9. Start line**

- 9.1 The start line shall be equivalent to approximately 1.5 times the length of the OK Dinghy (4m) multiplied by the number of starting boats. In addition to the Committee Boat there shall be a pin end boat that shall repeat non time critical flag and sound signals made by the Committee Boat.
- 9.2 It is recommended that both ends of the line shall be boats with high masts showing line flags.

## **10. Starting signals**

- 10.1 Audible signs will be given, when possible, by a gun.
- 10.2 The Starting Vessel should display the approximate magnetic compass bearing from the leeward mark to the windward mark in clear, large numbers.
- 10.3 The Committee Boat shall ensure that it is able to post all boats numbers that have been black-flagged in a manner that is legible from a reasonable distance.
- 10.4 The Class Flag shall be the OKDIA flag, supplied by OKDIA.

## **SECTION C - CHAMPIONSHIP GUIDELINES**

The OA shall work with OKDIA to meet as many of these guidelines as possible.

### **1. Dates**

- 1.1 Dates for championships shall be suggested in the bid and agreed with OKDIA.
- 1.2 In the Northern Hemisphere the OK Dinghy World Championship is usually held in the last week of July or the first week in August (Friday to Friday) with, if possible, a pre-event or Nationals (3 days) preceding it. A similar format is expected in the Southern Hemisphere and held during the months of November – March.
- 1.3 In a year when the World Championship is held in the Southern Hemisphere, there should be a five-day European Championship. In other years, if a European Championship is arranged, there should be a 3-4 day Championship, normally combined with an existing event to reduce costs and organisation.

### **2. AGM**

- 2.1 The OKDIA Annual General Meeting shall be held during the World Championship. The date and location shall be decided at least two months prior to the regatta. Facilities required include two tables for committee, about 30-50 chairs, and microphone if the room is large.

### **3. Other facilities**

- 3.1 The following facilities should be available:
  - Free parking for at least 100 cars.
  - Campsites with special rates, including sanitary facilities and electric power supply. These sites must be in walking or biking distance.
  - Communication services, including adequate Wi-Fi, for competitors and press.
  - Fresh water in the dinghy park
  - Launching facilities sufficient to launch the fleet in due time.
  - Emergency medical facilities.
  - Security in camping sites and boat park.
- 3.2 The OA must ensure that, if appropriate, road signs are in place to guide motorists to the venue from the main arterial routes. Accommodation must be available on or very close to the venue. Every effort should be made for accommodation to be within walking or biking distance from the boat park.

### **4. Opening and Closing Ceremonies**

- 4.1 The opening ceremony should include short speeches from the OA's President, the OKDIA President and local officials (i.e. the Mayor of the hosting city) as a welcome to the sailors. This should be followed by a snack buffet and drinks for all competitors and their companions. Speeches will be as much as possible in the English language.
- 4.2 The prizegiving should be immediately followed by a closing ceremony, and, (unless scheduled for mid-week) a Championship dinner/buffet for competitors.
- 4.3 The OA will provide locals gifts for the Race Officials, Measurer and the members of the Jury.

### **5. Arrival and departure**

- 5.1 The OA should be prepared to receive competitors from at least three days before the start of the Championship.
- 5.2 The OA should be prepared for a staggered departure of competitors after the Championship.

### **6. Results**

- 6.1 Six result lists should be printed for use in the prize giving ceremony:
  - a) Overall results
  - b) Results for Juniors
  - c) Results for Masters
  - d) Results for Veterans

- e) Results for Grand Masters
- f) Results for Females

**7. Miscellaneous**

- 7.1 The OA shall provide each competitor with an event t-shirt or polo shirt.
- 7.2 During the week (preferably mid-event) there shall be a sailor's party evening with a dinner. This dinner shall be free of charge for the competitors. Wives or others accompanying may pay at the information desk on arrival and will receive a ticket.
- 7.3 Other after race parties and social events, e.g. beer and snacks, free or at low cost may be organised at the discretion of the OA.

**8. Data protection**

- 8.1 At no time shall the contact information for competitors be passed to a third party for their use. This would be a breach of data protection.
- 8.2 Data collection and processing shall be GDPR compliant.

## **SECTION D - SELECTION OF EVENT VENUE**

The following shall be considered when choosing a venue for an OK Dinghy Major Championship

### **1. Location**

- 1.1 All OK Dinghy Major Championships shall be sailed on waters that have a record of stable wind directions and good breezes; variable and very light airs venues shall be avoided.
- 1.2 Championships shall be sailed on open water within a one-hour sail from the launching area. They should generally not be held in water that experiences strong tidal current that varies across the course area.
- 1.4 The date and place shall be published on [www.okdia.org](http://www.okdia.org) no later than 12 months prior to the event. The World and European Championships will take place at a venue to be decided upon by the AGM of OKDIA, or
- 1.5 If, within two years of the expected date of the Championship, there are no proposals to run a major championship or the AGM cannot agree on a venue, the OKDIA Executive Committee reserve the right to select the venue.
- 1.6 When choosing a venue, organisers shall make every effort to locate it near to a major container port and ideally an international airport (particularly important for a World Championship).
- 1.7 If the venue is at some distance from a container port, then the organisers shall offer some form of logistical support in transporting boats/containers from the port to the venue. Organisers shall make every effort to ensure that transport expenses of boats/containers are kept to a minimum and shall recommend shipping lines, shipping agents and hauliers which offer the most economical or subsidised rates.
- 1.8 The host club should have space for storage of shipping containers and a large measurement tent or shed and ideally space for camper vans and tents.

## **SECTION E – EQUIPMENT INSPECTION**

### **1. Overview**

- 1.1 The Organising Authority for all OKDIA Major Championships shall make provisions for inspection of equipment.
- 1.2 OKDIA will be solely responsible for appointing two International Measurers (IM) to World and European Championships, who will be covered under Rule A3.3. In the absence of an available IM, OKDIA or the OA may appoint an OKDIA official measurer.
- 1.3 OKDIA, in conjunction with the OKDIA Chief Measurer where possible, shall liaise with the Chief Equipment Inspector to define the measurement procedure for the event and the items to be measured.
- 1.4 At least four months prior to the regatta the Chief Equipment Inspector shall be informed of the measurement location, the space available, the equipment available and the number of local people to assist.
- 1.5 The Organising Authority shall liaise with OKDIA regarding the production of event Equipment Limitation labels.
- 1.6 The OA shall organise coffee, drinks and meals for all equipment inspection volunteers.

### **2. Technical Committee**

- 2.1 A Technical Committee (TC) shall be established in accordance with RRS 89.2.c. The TC shall consist of the Event Equipment Inspector(s) including at least one official measurer (if possible).
- 2.2 Equipment Inspectors shall carry out spot checks on the class rules during the Championship on boats selected at random. These spot checks will be carried out directly after racing. For this purpose, a separate inspection boat shall be available. The details shall be published in the SI.
- 2.3 The OKDIA Chief Measurer shall have the final say on any decisions. If the OKDIA Chief Measurer is not present and an answer cannot be received in good time then the Chair of the Technical Committee shall have the final say on decisions.

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### **3. Equipment Inspection**

- 3.1 Boats will be measured in accordance with the Equipment Rules of Sailing (ERS), the current Class Rules and any amendments thereto.
- 3.2 All competing boats shall present a valid Measurement Certificate.
- 3.3 Organisers are recommended to use the OKDIA standard Equipment Inspection Form (ELF) which may be adapted if necessary in consultation with OKDIA.
- 3.4 When Class Rules C.7.2(a) and C8.2 (a) are invoked by the NoR, competitors may only present the following for inspection. 1 hull, 1 mast, 2 sails, 1 boom, 1 centreboard and 1 rudder.
- 3.5 Equipment Inspectors may check any measurements within the Class Rules at any time during the event.
- 3.6 Equipment Inspection (as defined in E1.3) may comprise of the checking of all or some selected equipment and may comprise some level of self-checking.
- 3.7 The designated Chief Equipment Inspector shall inform the OA of the inspection procedures prior to arrival at the Championship venue.

### **4.0 Recommended Equipment for Inspection**

- 4.1 The area chosen for Equipment Inspection should be flat and undercover and ideally all in the same location.
- 4.2 The OA should supply all items in part b) below.
- 4.3 The following items should be made available for Equipment Inspection
  - a) OKDIA Supplied
    - i. Hull measurement jig. (Box of station templates and bag of beams)
    - ii. Sheerline gauge, rulers, station 3 templates

b) Mandatory

- i. Desk and chair for measurement secretary and paperwork
- ii. Space to set up measurement jig - Min size 8m x 8m
- iii. Table 7m x 1m x 0.9m high for mast and boom inspection
- iv. Table 7m x 3m for sail inspection
- v. Table 2m x 2m for rudder and centerboard inspection
- vi. 200Kg platform scales with calibration certificate
- vii. 20kg scales for weighing masts with calibration certificate

c) Recommended

- viii. Duct tape for connecting tables
- ix. 5 x black permanent marker pens
- x. Event sail stamp if budget allows
- xi. Spray paint for adjusting limitation marks (white and black)

## **SECTION F – MEDIA REQUIREMENTS AND GUIDELINES**

### **1. Website**

- 1.1 The main event website will be either 20xx.okworlds.org or 20xx.okeuropeans.org.
- 1.2 The OA shall manage the event website in conjunction with OKDIA.
- 1.3 Entries shall be made through the event website and shall be open at least six months prior to the event.
- 1.4 The event website should be up and running no later than nine months before the event

### **2. Media coverage**

- 2.1 Whenever possible OKDIA will provide the press coverage of the event with daily reports, photos and video footage, published during and after the event on the OKDIA Class website, electronic newsletters and social media feeds.
- 2.2 In return the OA shall supply travel, accommodation and subsistence to the press officer, who shall be nominated by OKDIA. See Rule A3.3.
- 2.3 The organisers may be asked to provide additional on-the-water photographs through a local photographer and to provide coverage of the event in local and national media.
- 2.4 The OA shall provide a suitable secure media room (can be combined with the OKDIA office) with fast Wi-Fi.

### **3. Results**

- 3.1 Results should be available as soon as possible after racing, and ideally as soon as the fleet has reached the shore.
- 3.1 Results shall be provided in text, Excel or html format (not PDF).

## **SECTION G – MAJOR CHAMPIONSHIP BIDDING PROCEDURE**

### **1. Nominations for a venue**

- 1.1 Nominations for a venue shall be sent to the OKDIA Secretary at least 12 weeks before the AGM at which it will be presented.
- 1.2 New venues may be visited by a representative of OKDIA as soon as possible.
- 1.3 After OKDIA has approved the venue and an agreement has been made on the Event Manual, an invitation to present the venue at the next AGM will follow.
- 1.4 During the AGM a maximum of four potential candidate venues are invited to make a maximum of a 5-minute presentation.
- 1.5 All bids must be accompanied by a completed and signed declaration form (Part H), and accompanying papers, including a proposed budget, and must be with the OKDIA Secretary one month before the AGM.

### **2. Voting procedure**

- 2.1 After the presentation(s) the members present will take a vote.
- 2.2 If any proposal receives more than 50% of the vote, it shall be selected.
- 2.2 If no proposals receive more than 50% of the vote, the venue (s) with the lowest vote (at the discretion of the Chairman) will be removed and the vote re-held. This process will be repeated until there are only two venues left, if appropriate.
- 2.3 The decision will be ratified by the minutes of the AGM and by the OKDIA Secretary who shall confirm the result of the vote in an email to the OA.

### **3. Venue visits**

- 3.1 If requested by OKDIA, a representative of OKDIA shall be invited for a short site visit, either between placing the application and the AGM where it is voted on, or after the venue has been selected.
- 3.2 OKDIA will pay for travel and expenses up to the point of arrival. The bidding country will pay for accommodation, meals and internal travel.
- 3.3 Venues that have successfully held previous OK Dinghy championships may not be visited.

### **4. Documentation**

- 4.1 At least one month before the AGM where the venue will be voted on, the OKDIA Secretary shall be sent the following:
  - Signed declaration in Part H.
  - A proposed budget for the event
  - Brief details on prevailing weather and sea conditions at the time of year
  - A letter of approval from the host club's MNA to hold a world championship

### **5. Presentations at an AGM**

- 5.1 Bidding clubs may bring, or send, documentation to hand out/display at the AGM where the vote will be taken, but online material is preferred for publication on okdia.org
- 5.2 Any presentation made at the AGM shall be no more than 5 minutes duration and shall be limited to the main points: location, expected conditions, accommodation, funding, experience etc. All other information shall be provided in advance for distribution and publication.

**SECTION H – Organising Authority Declaration**

Notwithstanding this declaration, by bidding for an Event, the OA agrees to comply with all the requirements laid out in the OK Dinghy Major Championship Event Manual Sections A and E, and to endeavour to comply with all matters pertaining to the organisation and running of the OK Dinghy major championship

A representative of the Organising Authority shall also sign below to verify that he understands, accepts and will abide by these Rules.

I \_\_\_\_\_ of \_\_\_\_\_

[name] (name of Organising Authority/Yacht Club)

agree:

- To comply with all points in the OK Dinghy Major Championship Event Manual Sections A and E
- To endeavour to comply with the guidelines as described in the Manual
- To discuss any deviation from these guidelines with OKDIA and obtain approval before acting on them.
- To pay the Sailor's Levy (see Rule A3.2) into the OKDIA account no later than two weeks following the final race of the Championship
- Approval for any deviations of these rules and guidelines should be sought in writing from either the OKDIA Secretary or President.

On behalf of the Organising Authority

\_\_\_\_\_  
[signature] [print name] [date]

On behalf of OKDIA

\_\_\_\_\_  
[signature] [print name] [date]