Annual General Meeting OKDIA 2014

WILL BE HELD AT BLACK ROCK YACHT CLUB

DATE : 29 DECEMBER 2014

VENUE: BRYC LOUNGE

TIME: 16.00

AGENDA

1. **To receive the committee reports and annual accounts for the year up to 31 December 2013.**

2. (a) To receive nominations and elect the following officers and members of the OKDIA Committee

Vice-President,Southern Hemisphere: Mike Wilde is available for re-election
Treasurer: Dan Ager is available for re-election
Webmaster: Peter Scheuerl is available for re-election

(b) To record any changes in the composition of the Technical committee

3. Membership Subscriptions. This is to be covered in the Strategic Roadmap proposal

4. OK Class rule changes

A. Strategic road map

There is no current plan for the class so these proposals are intended to provide a strategic plan for the class as a whole. (see Addendum A document for further explanation).

Proposal 1
a) Increase the OKDIA membership fee per sailor to £10
OR b) Increase the OKDIA membership fee per sailor to £15
National Associations of 10 or less members may choose to pay a fixed fee of £35

Current position: Currently OKDIA receives just £1.50 per member.

Proposal 2
a) Every sail made after 1 Jan 2016 (unless later varied) for use in competition shall have a certified sail label purchased by the sailmaker from OKDIA and permanently attached near the tack. The cost will be £10.
b) Increase the cost of the required mast label to £10. Will apply from 1 Jan 2015.

Current position: No payment is required for sails. Masts labels cost £5. This change brings the class into line with many other classes.

Proposal 3
Increase Class Building Fee for ISAF Plaque to £65.

Current position: The cost of a plaque is £40. Still cheap compared with many classes.

Proposal 4
Increase worlds levy to £25 per entrant, charged by the organising authority.

Current position: The current levy is £10 and has been at that level for a number of years Increasing the levy adds this burden on those who most benefit.

Proposal 5
a) Introduce £25 levy on Europeans and Interdominions/Southern Hemispheres
OR b) Introduce £10 levy on Europeans and Interdominions/Southern Hemispheres

Current position: None.

Reason for Proposals 1-5: To generate increased revenue for OKDIA so it can offer increased level of services, can source professional help for some services and to widen the scope of OKDIA's activities without depending on already limited volunteer time.

Proposal 6
Add to Constitution Addenda A: 1 (c) Entry at the World Championship can be made open, or limited, with the agreement of both the host club and OKDIA.

Current position: entry limited to 80 boats plus past champions and committee. On occasions it has been beneficial to increase the entry, but there is no mechanism for this.

Proposal 7
Delete constitution rule (section 4, rule 9) “No National Association shall have more than 2 representatives serving on the committee.”
Replace with: “No National Association shall have more than 3 representatives serving on the committee, unless there are at least four nations represented among all its members.”

Reason: This rule stems from a time of limited communication and some very strong National Associations. Current practice has proved this constraint can be a limiting factor in getting the best people onto the committee.

B. Technical Committee Submissions

The TC would like to propose the following amendments to the Class Rules for the AGM in Melbourne.

1. Sequential Sail Numbers

Existing Rule
4.3 (i) The builder or owner shall apply to the National Authority for a Sail Number enclosing the building fee receipt. The NA shall issue a number only on evidence that the building fee has been paid.

Amended Rule
4.3 (i) The builder or owner shall apply to the National Authority for a Sail Number enclosing the building fee receipt. Sail Numbers shall be issued by the NA in consecutive order starting from '1'. In countries where consecutive numbering has not been applied previously, they shall start from a number approved by OKDIA. The NA shall issue a number only on evidence that the building fee has been paid.

Reasoning
This is to stop any 2 or more boats being issued with the same hull number as has often happened in the past in Sweden and in Poland. With the introduction of personal sail numbers it is very important to ensure the hulls remain identifiable with a unique hull number that follows the boat.

2. Draft stripes on sails

Rule 15.2.3
add ....draft stripes.....

Reasoning
This is simply ensuring there is no confusion on whether or not draft stripes are allowed. They are in common use and have been for over 30 years in the class but as the sail rule is closed they are in theory currently illegal.

3. Hull Construction

Rule 8.3.1
Construction of the hull, with the exception of stringers **and framing,** shall be of approximately even thickness (within 10%) and density longitudinally and no attempt shall be made to concentrate weight near mid-length, or at any other point. If it is suspected that this rule is being broken a NA may order test holes to be drilled in the skin or structure.

Reasoning
Over the years many boats have been built with frames supporting the centrecase and other areas. This simply removes the grey area of legality.

8.3.2 All framing and longitudinal stiffening, including stringers, shall be consistent throughout the boat.

Reasoning
Again this removes a grey area on whether stringers have to run the length of the boat or not.

4. **Addition to Constitution**

Insert:

SECTION 6

Technical Committee

15. Class Rule changes

a. All Class Rule proposals must be submitted to the Technical Committee at least 4 weeks before the deadline for the AGM Agenda.

b. The TC can modify the proposal where needed and shall vote on whether to recommend the proposal to the AGM.

c. If the TC votes against the proposal it may still be submitted to the AGM but with an unrecommended note from the TC.

Reason: At the moment there is very little in the way of protocol and procedure for how the technical committee is operated or a proper recognised process for rule changes. This should produce proposals that are sound in structure and principle. This is just the first step towards formalising a lot of the technical committee's activities.

C. Proposal from the Danish Association

1. Hull Construction
Add to rule 8
8.3.3 Single skin plywood boats with no stringers or longitudinal stiffening may have reinforcing in the cockpit floor and ring-frames as follows.
(i) The maximum distance of the reinforcing, projecting from stations 1 and 2, shall be 50mm.
(ii) The reinforcing in the cockpit floor shall not be thicker than the skin of the boat.
(iii) The material used for the reinforcing shall have the same specification as the material used for the skin.
(iv) Ringframes (if fitted) shall be equally spaced between the stations with a tolerance of 5% of the distance between the stations. The material used shall have the same specification as the material used for the skin.

Reasoning

Motivation for the proposal

• This method elegantly solves the issue of stiffening the cockpit. There is a need to stiffen the cockpit which is recognized in the original Drawings. In the drawing is mentioned a 6mm plywood glued to the bottom.

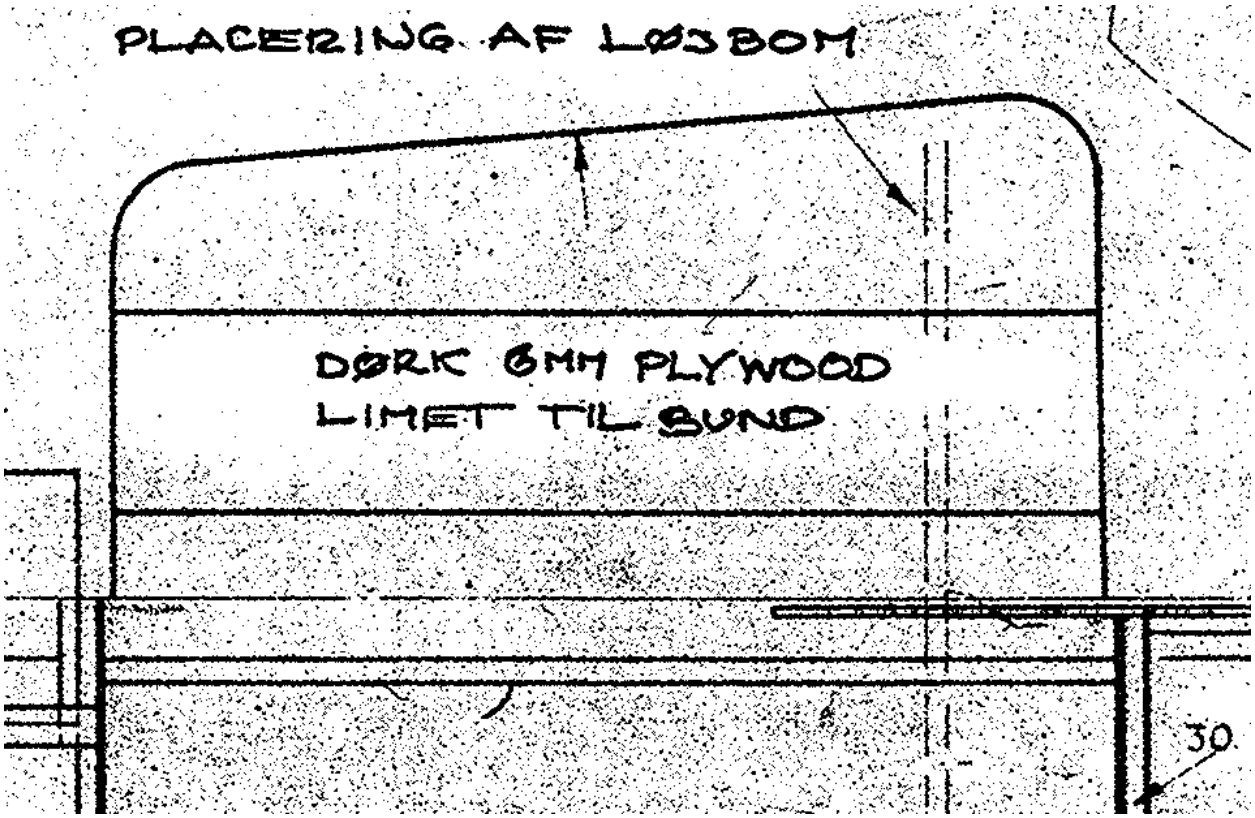
• In recent kitset solution a 4mm plywood option which both solves the issue of keep the two bottom panels together in the cockpit. For wooden boats you would otherwise need the big middle reinforcement and the reinforcement in the middle of the cockpit which is terrible for the knees downwind.

• Hundreds of wooden boats have been build with the 6mm ply reinforcement. Weight wise the 4mm option and the 6mm will end up around the same 1.2kgs and 1.5 kg. As a comparison the thread master which is put in the cockpit in many new glassfibre boats weigh around 3 kgs. So this is not a weight concentration question and it is a variation of the construction.

• We are simply suggesting a reinforcement method which was in the initial drawing. Below is a picture from the original drawings where the 6mm Plywood reinforcement of the cockpit was shown.

In Danish it says “Dork 6mm Plywood limet til bund” in English it translates to “Floorboard 6mm plywood glued to the bottom”.

When the new drawings were approved in the 80s this was left out, we believe this was a mistake done in an era where very few people were building wooded boats. We seek to incorporate this into the rules again as we want people to be able to build solid lasting and competitive boats in plywood. This is the legacy of the class and we should not forget where our roots are.



The class should allow for Kit-set boats to be designed like this as we want to encourage these types of constructions.

• The 50 mm distance was suggested by the two boat builders(Strandberg and Scoles) as it would allow the wooden builder to have the stiffeners extended under the station 1 & 2, which could be a much more solid construction and reducing the stress on the plywood just after station 2.

• The proposal will both embrace the new building technologies and at the same time it does not open a door to weight concentration.

5: Any other business

1 Mast rule licensing progress
2 Update on worlds in Puck, Poland 2015

3 Update on 2016 (Germany/France?)
4 Update on 2017 (Barbados)
5 Update on 2018 (France/Germany)
6 Update on 2019 New Zealand

6: Close of AGM

OPEN FORUM
No items have been received to date

Addendum A

OKDIA Strategic Roadmap – Phase 1

BACKGROUND AND DISCUSSION

Following feedback on the Roadmap that it was too detailed and complex for many to understand it has been simplified to 7 proposals. These are the most important changes and anything that may follow depends on these being passed. Many of the other proposals in the Roadmap do not need AGM approval to be implemented, and the decisions should perhaps rest with the OKDIA Executive. Other proposals may follow in Puck depending on the outcome of the 2014 AGM. Please refer to the Strategic Roadmap published in May 2014 (on www.okdia.org) for further information.

The process laid out in the Roadmap will hopefully be realised through a 3 phase plan:

Phase 1: Financial proposals and urgent admin changes – 2014 AGM
Phase 2: Management and structural change; updated constitution – 2015 AGM
Phase 3: Class manager (or other posts) – 2015/16 AGM

BUDGET: OKDIA has limited reserves in the bank. An increasing trend to use professional services for specific tasks necessitates an increase in revenue generation. The expected spend of this extra revenue includes, but is not limited to:

1) Media
- Event media, both specific events and ongoing general work through the year
- One event (Flights - £200; Accom - £300; food - £200; fee - £600) = £1300
- Publicity (social, videos, brochures, articles) at £15/hour/10 hours a month = £1800
- Magazine (Production: £700; print: £800; mailing - £500) = £2000 (or £700 for emag)
- Website: £15 hour/10 hours a month = £1800

Total media expenditure = £6900

2) Admin
- Representative to ISAF Conference (Flights - £200; Accom - £300; food - £200) = £700
- Work by Class Secretary/Class Manager at £15/hour/10 hours a month = £1800

Total admin expenditure = £2600

3) Technical
- Conversion of Class Rules to ERS = £1000
- Update and produce CAD files of plans = £1000
- Produce database of boats and members = £1000
- Travel costs for IM to the major events = £500

Total technical expenditure = £3500

TOTAL annual expenditure: £12,400

NB: These figures are rough estimates to highlight areas where spending is needed. It is not exhaustive nor should it be limited by this proposal.

REVENUE: Through the Phase 1 proposals the needed revenue could be generated as follows:

Proposal	Quantity	Unit increase	Total Revenue (GBP)
1a	800	8.5	6800
2a/b	200	10	2000
3	40	25	1000

4	80	15	1200
5	40	25	1000
TOTAL			**12,000**

ADDENDA B

Comments from the Chairman of the Technical Committee regarding the Danish proposal.

This proposal stems from a builder in Denmark making four plywood boats based on the original plans and without realising they had been updated in 1986. It is commendable that the builder has started this project but unfortunate that he has used outdated Plans and Rules.

The Technical Committee was asked to formulate a Rule change on construction based on these boats to allow them, and possibly others, to be built inside the Rules. The motivation was ease and speed of construction and potentially a lot of boats made.

The boats all had a second layer of plywood glued to the cockpit floor to stiffen it thus doing away with the need for any stringers. The opinion of the TC was that this clearly contravened the 10% Rule and the weight concentration Rule but it was worth investigating for the above reasons. Many boats were built this way in the early years of the class but it was open to abuse and so when the plans were redrawn in 1986 by the then Chairman of the Technical Committee Jonty Sherwill, the glued double bottom was specifically left out as it was seen as an unregulated form of weight concentration and did not comply to the Rules at the time. This was not a mistake as the proposal seems to imply; it was intentional.

Two of the boats in question were altered to make them complaint for the European Championships. One had 4kg of material removed from its floor and 700gm put back in as a glass reinforcing. This boat did not have the ply extending under the bulkheads as the proposal allows but had a layer of ply glued to the floor after the boat was made.

It is true that hundreds of such boats have been built, but as far as I know this method has not be used since the 80's when weight concentration became an issue and the 10% rule and weight concentration rules were introduced.

The current proposal does not seem to describe why it is easier to make double bottom boats rather than boats with stringers. All the panels are all CNC or laser cut so cutting notches in the bulkheads and frames and sliding stringers in from the transom before the deck went on is a very simple process. Alternatively if the boat is built light enough then the bottom skin can have a 4mm layer glued over its entire length. Both these methods would comply with the current Rules. Further, the proposal does not give evidence of possible wide scale building of these boats by amateurs as was part of the reason for pursuing this within the TC.

I have grave misgivings about changing the Rules to legalise boats built outside the current Rules as this sets bad precedents. I am also concerned about reverting back to rules that were considered open to abuse 30 years ago. I think that if we are to change one of the fundamental building rules we should have some pretty good reasons to do so and I see very little from this proposal.

This may or may not be a good way to make OK Dinghies, and it may or may not cause a massive increase in home construction in Denmark and other countries, but if the proposal is passed it will change the way most ply boats are built from now on. This is not a decision we should make lightly.

Ultimately though, we are a democracy and so the Class must decide, but we must have all the details to weigh the decision properly and I don't think this proposal provides that at the moment.

Alistair Deaves
Chairman OKDIA Technical Committee