

2024 ANNUAL GENERAL MEETING OF OKDIA

The 2024 Annual General Meeting of OKDIA was held at RQYS, Brisbane, Australia on 24 February at 17.30.

MINUTES

Present: Mark Jackson – President; Robert Deaves – Secretary; Peter Robinson – Treasurer; Simon Probert – VP Development; Alistair Deaves – Chairman of the Technical Committee. Representatives from AUS, GER, SWE, NZL, GBR, NED and 35 members.

Postal votes were received from DEN, FRA and USA

Apologies: Richard Furneaux, Glenn Williams, Brent Williams, Sean Homan, Duncan Lock, Peter Royal and Jon Ward.

The President welcomed all OK sailors and acknowledged the traditional owners of the land and paid respects to elders past and present.

1. Approval of 2023 Minutes

The minutes of the 2023 OKDIA AGM, held in Lyme Regis were unanimously approved.

2. Reports and Accounts

2.1 The following committee reports for the year up to 31 December 2023 were presented

a. President's Report

Welcome to the 2024 Annual General Meeting for OKDIA and welcome to Brisbane Australia. Brisbane and Queensland were once a stronghold of the OK Dinghy Class in Australia with the 1980 Australian Championships held just across the bay at Sandgate. The class has had a resurgence in Queensland in the last 10 years firstly at Southport on the Gold Coast and now also here at Royal Queensland Yacht Squadron in Brisbane.

The choice of venue, while originally scheduled for 2023 and delayed a year due to the Pandemic, demonstrates nicely the OKDIA event strategy. Again, our long-term planning has seen a record number of entries for an Australian Worlds, a great venue and facilities and has resulted in the significant growth of a local fleet with around 20 locals sailing this week.

2023 was a big year for the class and signalled the bounce back from the Pandemic. Lyme Regis was huge with close to 150 boats, sailing in glorious open sea conditions. We experienced Lake Garda for the first time as a class for an international event for the European Championships, also with more than 100 boats. Clearly it is important that we fixture events in locations where members want to sail and support the continuing development of the class. With this in mind, we are here in Brisbane, but later in the year we will be in Palma, Mallorca, also for the first time where we expect up to 20 local boats.

As your Committee we continue to meet on a regular basis and I would like to thank the Committee for their efforts during the year. Vice President -Sailing Andreas Pich; Vice President – Marketing Pontus Grael; Vice President – Development Simon Probert; Secretary – Robert Deaves; Treasurer– Peter Robinson; Chair of TC – Alistair Deaves and the Committee position filled by current Webmaster Peter Scheuerl.

There are two things I would like to mention on the work of the Committee;

- Firstly, we had committed to get a first draft of the new strategic road map 2024 to 2034 to this meeting. Unfortunately, that task was allocated to me and I am running behind schedule.
- Second, we have had to make some difficult decisions around finances and expenses during the course of the year which has meant we have eaten into our reserves. We felt each of these decisions, although relatively minor on their own, were important to continue the growth, development and improved professionalism of the class. We felt it is important to us to invest in the future. We expect to return to surplus in 2024.

Finally, I would like to personally thank everyone for your continued support, participation and friendship that makes the OK Dinghy Class special all around the world.

Mark Jackson, President OKDIA

21 February 2024

b. Secretary's Report

Projected membership for 2024 (some returns are not yet in) should be in the region of 970, up from 947 in 2023, and from 919 in 2022. When the Roadmap was endorsed by the AGM in 2014 membership was around 750. There is a continual upward trend that should see us pass 1,000 members in the next few years.

OKDIA numbers 18 member nations and much of the work for the OKDIA office is working with the smaller members to advise and guide them through the process of membership, measurement, and certification. One example during 2023 was to gain FIV permission to send a measurer to Italy to measure the two Italian boats. As well as building huge goodwill, this resulted in two Italian boats at the Europeans on Garda, the first Italian boats at a championship that anyone can remember.

Both major championships in 2023 attracted record numbers. 144 boats in Britain was incredible and just short of the largest worlds ever, while 112 on Lake Garda was amazing and the largest Europeans ever. We now have 110 entries in Brisbane, which is a record for Australia. That's three events in a row when class records have been smashed. But it's not just about breaking record numbers, it is about putting on quality events at great locations, that provides competitive, but fun racing, alongside the social activities for which the class is famous.

These increasing numbers show no sign of subsiding, so I think we are going to have to look hard at our traditional formats and come up with something that works for a large fleet without losing what is crucial for OK sailors. Do we want to continue with big, long courses, or move to smaller groups on shorter courses? The Committee will be engaging with the membership over the coming year as we debate this, so there is a plan in place for the 2025 World Championship in Garda where 200 boats are expected. The dates have been set at 12-19 September at Circolo Vela Arco.

The class finances remain buoyant, though reserves are lower than recent years. This matter was addressed at the 2023 AGM with an increase in all fees by 5%, which should reset the balance by 2025. In 2023 OKDIA sold 55 building plaques, almost the same as 2022, as well as 274 sail labels and 37 mast labels, both down compared to 2022.

Over the year the Committee has continued to review the Roadmap and carried out two surveys to see what has gone well and what could be improved. A new website is in progress, a new magazine was published in January, with another planned in the summer. And in the Autumn, we have the first ever OK Dinghy championship in Spain, with the Europeans in Mallorca. There is huge interest in going to Palma and it is sure to be a great event.

As usual, final thanks again to my fellow committee members for their work over the past year. We have a diverse range of skills on the committee and after a while of finding their feet, we work well towards meeting individual and group objectives.

The future for OKDIA and the OK Dinghy continues to look auspicious.

Robert Deaves

c. Treasurer's Report 2023

The 2023 year has resulted in a net loss due mainly to increased expenditure. Gross profit was up by 3.5% year-on-year reflecting increases in membership and participation fees. A reduction in income associated with new boats, sails and masts offset some of the CPI increases.

Similarly, expenses were typical of prior financial years but with a notable increase in staffing costs (stipends), as well as travel costs – reflecting the increased activity and budgeted increases. An additional edition of the OK Magazine during the year doubled the associated expenses.

The Profit & Loss shows a loss of GBP7,579 and Capital Reserves are GBP7,757.

Maintaining a level of income to cover the operational expenses of OKDIA is an ongoing priority for 2024. A budget for 2024 estimates a return to a surplus.

The accounts have again been audited this year.

Peter Robinson

d. Report from the Chairman of the Technical Committee.

It doesn't seem long since I was writing the report for the last AGM in Lyme Regis! Once again I can report a quiet year. Most of the work continues to be answering questions from sailors to clarify some rules and in doing so considering whether any rule can be worded more clearly.

During the World Championship in Lyme Regis a technical meeting was held with almost 20 people in attendance. As a result of those discussions there are some proposals for class rule changes at the 2024 AGM.

The main discussion was about creating a register of manufacturers. This was considered useful as OKDIA can better coordinate technical services and help to the manufacturers. Of the subjects discussed the use of electronic equipment is one that appears more and more and we need to come up with a rule that is both workable and enforceable. It is now common practice to have online notice boards and communication and so all classes need to address the situation when every sailor in the boat park has to have a mobile phone to hand, and often with no place to safely store them while they are afloat.

The same applies for GPS capable watches and cameras. The proposal at the AGM is the start of a process to have more control over wearable and portable electronic equipment. After many years of permitting laminated sails to be made on an individually approved basis the technical meeting proposed the removal of this rule. The rule was put in place to gather information about new materials but over the years only about 10 such sails have been made (officially). The sailmakers also do not see a problem with the supply of Dacron so there is no urgency to introduce new materials.

Late in 2023 the Technical Committee email system was updated as part of the change over to the new website. This was achieved successfully.

There are no nominations for new members and no members leaving this year.

Alistair Deaves

e. Webmaster report

Over the European winter we moved the okdia.org domain and website over to the same server as the other websites - okdinghy.org, okworlds.org and okeuropeans.org this will give us many more options in re designing the website and using a more complex content management system than in the past. So while at the moment all the work done was purely technical, like moving all the files, email addresses etc over to the new server, we hope to soon be able to publish the re design of the website to give it a more modern and fluid design for all devices, from Phone to Computer. Also we tie together the different websites for events, rules and general okdia and also some social media outlets, so that we can do the next step in the long history of our digital presence. The OK was one of the first classes with a Website in the world - long before even World Sailing went online and thus have a huge amount of information online and we will continue to serve both as first point of news about events and results but also as an archive of previous events.

As every year I ask all secretaries to please send me information about major events, both for the calendar for people to attend and after the event to publish results.

I wish everyone at the 2024 Worlds a great time and god results and hope to see many of you during the upcoming European season.

Peter Scheuerl

f. VP Development Report

Since being elected in June 2023 my focus has been mainly spent on the following areas.

Strategic Plan

Understanding and contributing towards the development of the strategic plan for the OK fleet, specifically understanding its impact on fleet development.

OK Fleet Development

Fleet development while most simply measured in numbers of sailors participating is also about the strength and engagement of individual sailors, i.e. being a member of the association and turning up to a worlds is great, however a more important goal is to ensure sailors race competitively as often as possible in local events.

Document Management

OKDIA creates, manages, and collaborates on a significant number of documents both internally as a committee and with external parties. The management of all these documents and collaborators has become cumbersome.

A review of current working practices was completed and a recommendation for the adoption

of cloud file storage has been made and will be implemented for the committee post the Worlds in Brisbane, in close consultation with the class secretary. In the near future this will be expanded on to how we collaborate with all parties external to the committee such as event organisers, suppliers and sponsors.

This will also improve our security of these documents.

I am thoroughly enjoying the time spent with my other OKDIA Committee members and remain in awe of the time commitment spent on OKDIA matters. I look forward to the coming year with some significant events including the Europeans in Palma, Mallorca one of my favourite places in the world.

Simon Probert

g. VP Marketing Report

The focus for Marketing within OKDIA has primarily been directed towards these topics.

Strategic plan and survey results

Follow up on the Secretary and Member survey conducted in May of 2023.

We are working on incorporating the feedback from the OK community into our strategic plans. Making OK sailing, OK racing, and OK camaraderie accessible is in our focus.

Providing high quality media coverage and class updates

We have seen an increase in the amount class communication through newsletters and coverage from major regattas throughout the last year. It has been appreciated by members and we have featured in several sailing related channels. As an example, the OK class was a story in the German boating magazine "Yacht", comparing the plywood with GRP OK. The latest issue of the OK Magazine was published in January, digitally and print. Thank you, Robert, for making the magazine possible.

Website

Fun fact: The OKDIA site is one of the oldest class sites that exist. It was launched in 1995 when the internet was in its infancy, and it is the true source of OK facts and racing results. We are busy with new site hosting and a rework of the OKDIA sites to bring them up to date and better integrated with social media as requested in the member and secretary surveys.

Expanding the reach of the class

For the first time in history the OK class sailed a major event on Garda with more than 100 boats and the great atmosphere we have become used to. The 2024 Europeans will take the class to Mallorca to support the newly established and rapidly growing fleet.

Pontus Gäbel

2.2 The meeting acknowledged and approved the reports.

3. Accounts

The annual accounts for the year up to 31 December 2023 were presented and approved.

See appendix A.

4. Election of Officers

There were no positions up for election and no nominations were received.

5. Appointment of an auditor

Mark Perrow (NZL) was reappointed as auditor for 2024.

6. Class Rule Changes

The following class rule change were approved.

6.1. Register of builders

D.2.5 MANUFACTURERS

(a) The **hull** may be built by any amateur or professional builder.

(b) From June 1st 2023, the first **hull** manufactured from new moulds that are intended for production, shall be fully measured by either an International Measurer or an **official measurer** appointed by OKDIA.

(c) All builders and manufacturers of **hulls** shall register with the OKDIA secretary using the form on the class website.

Approved unanimously

6.2. Remove laminated sail approval exception

Delete

~~G.2.2 LIMITATIONS~~

~~(d) Sail makers are only permitted to build sails from laminated sail cloth upon request and approval by the OKDIA Technical Committee and on a sail by sail basis. For laminate sails only, rules G.2.3 (a), (b) & (c) and all dimensions from G.2.4 except leech length, half & three quarter widths and top width shall not apply, if the approval document from the OKDIA is presented when measuring. The use of those sails is allowed in any OK regatta with the exception of International events.~~

Approved with one abstention recorded from DEN

6.3. Mast stop

Add

C.8.1(b) When the mast **halyard** is held by a cleat, a device shall be fitted to the **mast** to prevent any part of the **sail** extending above the **upper point**. When the **mast** has a fixed hook, fork or similar to lock the halyard in place, either at the top or bottom of the **mast**, no such device is needed.

Approved unanimously

6.4. Onboard electronics/wearable technology

Add:

C.3 PERSONAL EQUIPMENT

C.3.1 (a) MANDATORY

The **crew** shall wear a **personal flotation device** to the minimum standard ISO 12402-5, or USCG Type III, or AS 4758 Level 50, or equivalent except for short periods when changing or adjusting clothing.

(b) OPTIONAL

- (1) Devices that display timing functions only
- (2) Wearable technology that is limited to devices that monitor the health of the **crew**. (eg heart rate monitors).

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

(a) MANDATORY

- (1) Any equipment supplied or required by the Organising Authority if stated by the Notice or Race or Sailing Instructions.

(b) OPTIONAL

- (1) Any equipment specifically permitted by the Notice of Race and/or Sailing Instructions
- (2) Any of the following, or a combination, provided that they perform no other function or display any information not relating to the specific function(s) of the device.
 - (i) Any electronic or mechanical timing devices.
 - (ii) Any electronic or mechanical inclinometer.
 - (iii) Any camera.
 - ~~(iv) Any heart rate monitor.~~
 - (iv) Any compass – maximum of two
- (3) Any mechanical wind indicators.
- (4) Any hand bailers and/or buckets.
- (5) Any anchor and warps.
- (6) Any writing equipment.
- (7) Any spares such as ropes, fittings, and tools.

C.5.2 NOT FOR USE

(a) MANDATORY

- (1) Any floating towing rope with a minimum length of 10 m of not less than 6 mm in diameter, and which shall be accessible without opening a watertight bulkhead.

(b) OPTIONAL

(1) Electronic items such as a phone or other devices.

(2) One paddle.

(3) Mooring line.

(4) Flags.

(5) Bags.

(6) Fenders.

C.5.3 If mobiles phones or electronic devices capable of communication (including GPS) are carried aboard while *racing* they shall be sealed inside a buoyancy tank and not used, either to make nor receive voice transmissions, radio or data communications, from the time the boat leaves the shore until returning to the shore, except in an emergency.

C.5.4 A mobile phone is permitted to be connected to wearable technology as permitted in C.3 and if placed in the boat as per C.5.3.

Approved with one comment from DEN that a mobile phone in a buoyancy tack is not a safe place for a safety device, as the tank should remain sealed in an emergency. It was pointed out the purpose of the rule was the security of the phone itself and it was not intended that the phone was a safety device.

7. Future venues

7.1 The 2026 World Championship will be held in Skovshoved, Denmark hosted by the By the Royal Danish Yachtclub (KDY) together with Hellerup Sejlklub.

7.2 An update was received on the 2024 European Championship, Palma, Spain

7.3 An update was received on the 2025 World Championship, Arco, Italy. The dates have been confirmed for 12-19 September.

There was a discussion on availability of charter boats and what could be done to encourage more availability.

It was discussed whether a single agent could be used to coordinate container arrivals.

7.4 An update was received on the 2025 European Championship, Warnemunde, Germany. This will be held during the first part of Warnemunder Woche 2025.

8. AOB

8.1 There was a discussion on events and venues. The President explained about the cycle of events every five years alternating between New Zealand and Australia, together with destination and traditional venues and that the class is getting more interest from more places to run events. The Committee has a strategy and is planning for 6-7 years ahead, even if venues were not specifically fixed.

8.2 There was a long discussion on use and control of coach boats

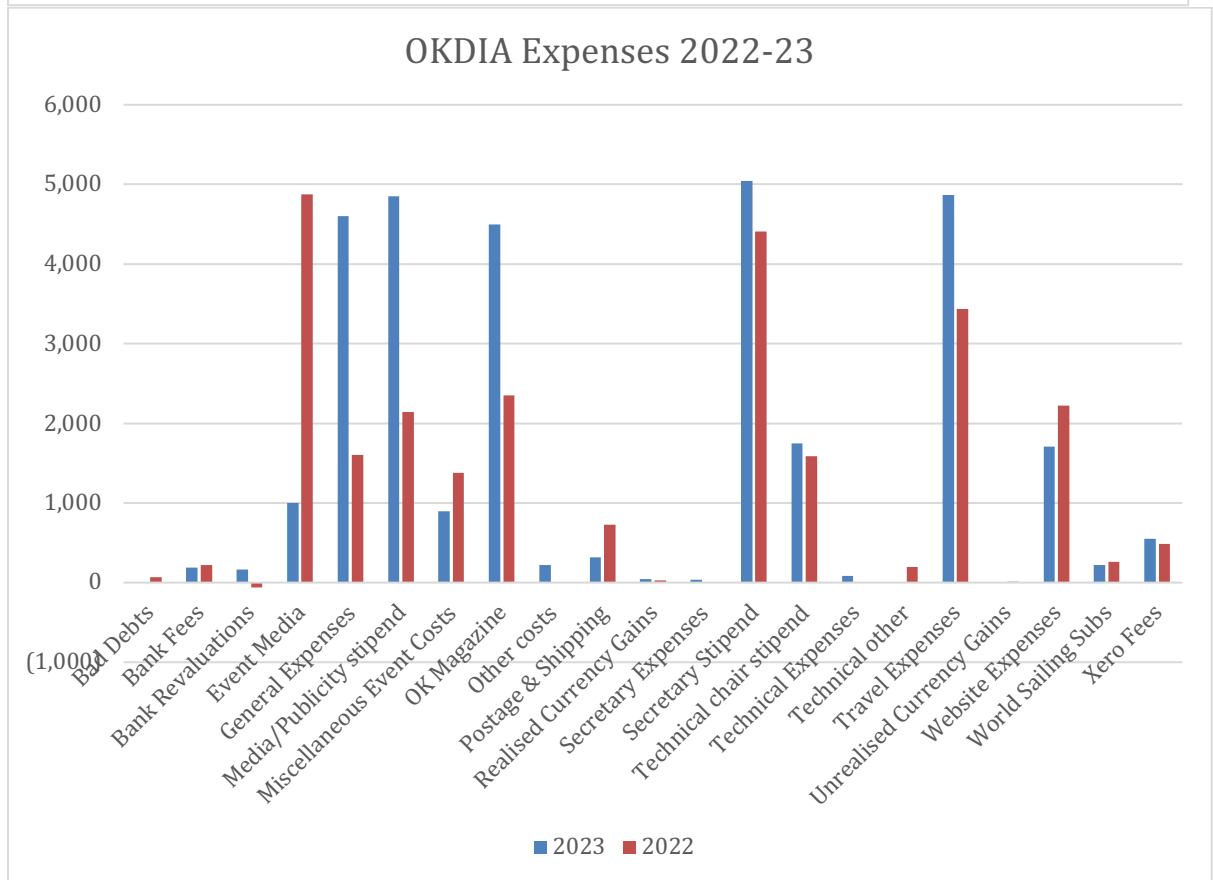
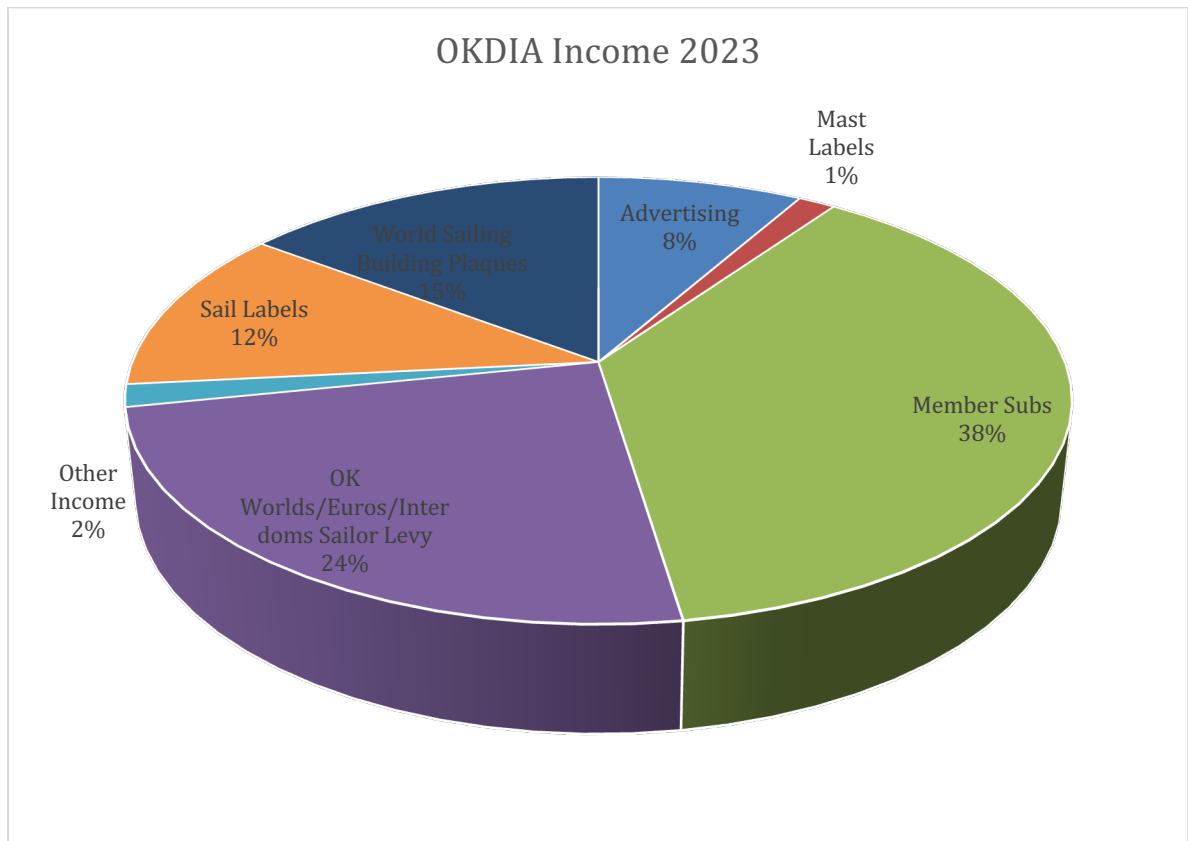
Main points:

- Strong desire at the meeting to control use of professional coach boats before it became a problem, though there is no problem at the moment.
- However, strong feeling that wording needs to be carefully thought through to not restrict limited outside assistance where needed.
- Suggestion for a working party to look at this in detail and come up with proposals to implement a policy before the 2025 World Championship. Those interested to contact the President.

8.3 A late proposal came from Thailand to ban the use of cleats to hold the centreboard up was rejected. The technical meeting discussed this at length and were unanimous that further control would be detrimental, and it was up to the individual skipper to decide on fit out. However, it was suggested a 'recommended method' be published on the website,

The AGM was closed at 18.32

Appendix A – Accounts



Profit and Loss

OK Dinghy International Association

For the year ended 31 December 2023

Account	2023	2022
Turnover		
Advertising	2,167.50	1,300.00
Mast Labels	392.20	1,643.66
Member Subs	9,932.20	9,547.20
OK Worlds/Euros/Interdoms Sailor Levy	6,348.13	4,725.00
Other Income	425.84	30.00
Sail Labels	3,121.08	3,597.65
World Sailing Building Plaques	3,861.26	4,505.62
Total Turnover	26,248.21	25,349.13
Cost of Sales		
World Sailing Plaques	2,803.00	3,251.67
Total Cost of Sales	2,803.00	3,251.67
Gross Profit	23,445.21	22,097.46
Administrative Costs		
Bad Debts	0.00	67.63
Bank Fees	185.92	217.87
Bank Revaluations	160.29	(63.85)
Event Media	1,000.00	4,877.18
General Expenses	4,603.32	1,599.75
Media/Publicity stipend	4,853.52	2,140.11
Miscellaneous Event Costs	896.71	1,374.19
OK Magazine	4,494.88	2,352.46
Other costs	222.00	0.00
Postage & Shipping	314.61	726.35
Realised Currency Gains	44.46	30.05
Secretary Expenses	31.98	0.00
Secretary Stipend	5,040.00	4,410.00
Technical chair stipend	1,750.31	1,588.72
Technical Expenses	87.48	0.00
Technical other	0.00	200.00
Travel Expenses	4,870.12	3,438.64
Unrealised Currency Gains	(3.44)	2.87
Website Expenses	1,704.99	2,221.79
World Sailing Subs	220.50	264.60
Xero Fees	547.20	489.60
Total Administrative Costs	31,024.85	25,937.96
Operating Profit	(7,579.64)	(3,840.50)

Balance Sheet

OK Dinghy International Association

As at 31 December 2023

Account	31 Dec 2023	31 Dec 2022
Current Assets		
Cash at bank and in hand		
HSBC Bank Account	4,192.31	12,892.90
NZD Bank Account	1,686.01	1,995.95
Wise Business GBP	199.31	220.00
Wise Business NZD	210.65	0.00
Total Cash at bank and in hand	6,288.28	15,108.85
Accounts Receivable	1,912.82	640.80
Total Current Assets	8,201.10	15,749.65
Creditors: amounts falling due within one year		
Accounts Payable	444.02	412.93
Total Creditors: amounts falling due within	444.02	412.93
Net Current Assets (Liabilities)	7,757.08	15,336.72
Total Assets less Current Liabilities	7,757.08	15,336.72
Net Assets	7,757.08	15,336.72
Capital and Reserves		
Current Year Earnings	(7,579.64)	(3,840.50)
Retained Earnings	15,336.72	19,177.22
Total Capital and Reserves	7,757.08	15,336.72