

Minutes of the International OK Dinghy Special General Meeting

held at Carnac Yacht Club, Carnac, France

on Thursday 25th July 2013

Present: Bo Teglers (President), Mary Reddyhoff (Secretary), Mark Roberts (Publicity)

Representatives from AUS, DEN, FRA, GBR, GER, NZL and some 10 members

At 10:00 the President opened the meeting by welcoming everyone and stating that this was his first meeting since his election to President in April at the World Championship in Thailand. He regretted that he had been unable to attend the World Championship. He is looking forward to his 2 year tenure as President, hoping to oversee the continuing development of the OK Dinghy class.

1. OK Class rule change

(i) Rule change 1

Current rule:

8.12 The types, positions and arrangement of floor boards, fittings, self-bailers, sheeting and centreboard hoists are free. The mainsheet track may extend outboard to the topside panel. If the side-deck profile is cut away for this purpose the panel on which the track sits must satisfy rules 8.4(iv) and 8.4(v).

New rule:

8.12 The types, positions and arrangement of floor boards, fittings, self-bailers, sheeting and centreboard hoists are free except that the use of CFRP is limited to compass brackets or mounts, cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons and pintles as well as protective and backing pads used in association with the aforesaid cleats, fairleads, pad eyes, blocks, traveller supports, gudgeons and pintles, side deck pads (provided they do not exceed 550mm length and otherwise comply with 8.4(xv)), mast bearings and chocks, mast step adjusting mechanisms, block organizer wings (provided the block organiser wing is not constructed so as to incorporate the mast gate) and other fittings as may be determined from time to time by the Committee of OKDIA. The use of CFRP is further limited in that where permitted, it shall only be glued, screwed or bolted, shall not be recessed in any way into the hull, decks, case and bulkheads and shall be removable without its removal causing anything more than superficial damage. The mainsheet track may extend outboard to the topside panel. If the side-deck profile is cut away for this purpose the panel on which the track sits must satisfy rules 8.4(iv) and 8.4(v).

Current Appendix A

Appendix A Definitions

A.1 Materials

(i) Where used the abbreviation GRP is defined as glass fibre reinforced polyester.

(ii) Where used the abbreviation GRE is defined as glass fibre reinforced epoxy.

(iii) Where used the abbreviation CRE is defined as carbon fibre reinforced epoxy.

(iv) Where used the abbreviation CRP is defined as carbon fibre reinforced polyester.

Amended Appendix A

A1. Materials

Add:

(v) Where used the abbreviation CFRP is defined as carbon fibre reinforced polymer

Mark Roberts explained the purpose of the new rule, emphasising that the technical committee was committed to maintaining the concept and style of the boat, of keeping costs down and providing an equal opportunity for everyone to sail a competitive boat. The use of carbon fibre reinforced polymer on boats was increasing. The word 'fittings' is not defined in the OKDIA rules, nor by ISAF and this new rule had a twofold purpose: to clarify the word 'fittings' and to clarify where carbon fibre reinforced polymer could be used in the construction of an OK Dinghy. The rule was not intended to ban the use of carbon fibre reinforced polymer – for example in tillers and the control line organiser, masts and booms.

A vote was carried out:

In favour: AUS, DEN, FRA, GER, NZL

Against: none

Abstention: GBR

The rule change was agreed with the required 2/3 majority.

The formal part of the meeting was completed at 10:20.

Open Forum

1. Mast construction:

The rule to ban ultra-high modulus carbon from use in masts had been fully discussed during the World Championship in Denmark 2012. The proposed wording was informally agreed during the World Championship in Thailand. A postal SGM was circulated after the AGM in Thailand. A number of countries had not returned their ballot papers; the Secretary would send a reminder to National Secretaries to ask them to respond next week.

2. Measurement:

Raymond Dodard was congratulated for his successful organisation of the measurement process at Carnac. The opinion from the members was that the measurement process should be shortened as it currently takes 2 days of the regatta week to complete and it is an onerous task for the host country. Our current International Measurer has been advising that the onus is on the owner to make sure his/her boat complies with the measurement rules. OKDIA would like to initiate this new procedure during the Europeans in Germany in 2014. Key measurement equipment would be available for use by competitors, for example scales and templates; a Chief Measurer would be appointed for events – preferably an International Measurer who would be available to discuss measurement issues; a spot check of 3 or 4 dinghies would be carried out at the end of each race to check they conformed to the OK Dinghy Class Rules. If a dinghy failed its measurement spot check the International Jury, in consultation with the Chief Measurer of the event, would decide on the penalty. Our current International Measurer had failed to respond to a number of key communications regarding the changing of Class Rules. The meeting decided a replacement should be sought. Ideally an International Class Measurer should be appointed for the Northern Hemisphere and a second for the Southern Hemisphere. Members were encouraged to seek suitable personnel.

3. Venues for future events:

World Championship 2016: Warnemunde in Germany was preferred to Medemblik in Holland, the event to take place towards the end of July after Warnemunde Week. The venue would be confirmed during the AGM at the 2014 Europeans in Germany.

World Championship 2017: after a very successful regatta held at St Pierre Quiberon the week before the Europeans, the meeting was very keen to hold the Worlds at this same venue as the site offers both camping

and accommodation on an enclosed site at the water's edge. The French Association also suggested La Rochelle. The French Association would make a decision and bring a proposal to the Europeans in 2014.

4. Marketing:

The meeting agreed the marketing strategy of attracting Juniors had not seen a significant increase in numbers. The OK Dinghy seems to appeal to men of 30+ age and the marketing strategy should focus on them. A number of ideas were suggested; they are recorded below in **no** order of priority:

- Everyone enjoyed reading the daily reports with results, written by Robert Deaves; they would like these to continue
- The National Association holding the Worlds could buy a number of new boats, charter them for the event and then sell the boats after
- Try an OK during an Open Meeting / National event
- Pre-regatta clinic / coaching / videos run by good sailors who would be paid. GBR ran such an event prior to 2004 World Championship with John Derbyshire (RYA Performance Director / Racing Manager) which was well attended.
- Sell advertising on the website. Members are encouraged to approach useful suppliers.
- Improve the website by paying the webmaster
- OKDIA to organise a coaching session in each country; the country to provide date and venue
- The Veteran Trophy is awarded to a 40 year old – is this the right image, should the ages for such trophies be reviewed, for example Junior eligibility to rise to 25 years?
- The Constitution says only 80 competitors can enter the Worlds – should this statement be removed from the Constitution?
- It was agreed that individual Nations should continue run the Worlds in their country; OKDIA is available to offer assistance.
- It is essential the Worlds programme concentrates as much on social activities as the racing. The bulk of competitors attend to improve their racing techniques and to meet with fellow sailors from other countries. The social programme for families in Largs, Scotland had been very popular and well supported.
- It was suggested a member of the National Association hosting an international event is elected to act as a Social event coordinator.
- The guidelines for holding an International event are written in very prescriptive terms; the members would like the genre to change so when they approach their sailing clubs, the clubs would receive them more favourably.
- It was recognised that funds were needed to execute some of these plans. It was suggested that funds could be raised by increasing the membership subscription paid by National Associations to OKDIA from £1.50 per member to £10.00.
- The committee is keen the International status of the OK Dinghy Class is sustained. To this end it is important that the image of the Class is modernised and communication is improved. A regular newsletter which is professionally produced was suggested.