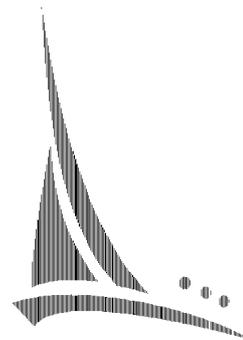

International Dragon Association



Minutes

2007 Annual General Meeting

Royal Norwegian Yacht Club, Huk Aveny 1, 0287 Oslo

Saturday 27th October 2007 at 10.30 am

Name	Position	Country	Representing	Also Representing
Rupert Fischer	Chairman IDA	Germany		
Andrew Craig	Treasurer IDA	Ireland		
Robert Alpe	Vice Chairman IDA	Australia		
Xavier Rouget-	Vice Chairman IDA	France	France	
Peter Warrer	Vice Chairman IDA	Denmark		
David Dale	Secretary IDA	UK		
Mike Hayles	Chairman Technical Committee	UK		
Antonio Cardona	Chief Measurer	Spain	Spain	
Gunter Ahlers	International Measurer	Germany		
Tim Tavinor		UK		
Andrew Merrett	Vice President NDA	Australia	Australia	
Christoph Schindler	Secretary NDA	Austria	Austria	
Karl Odent	President NDA	Belgium	Belgium	
Peter De Gryse	Secretary NDA	Belgium		
Jorgen Bonde	Commodore NDA	Denmark	Denmark	
Timo Nurmilaukas	Officer NDA	Finland	Finland	
Thomas Müller	Vice Commodore NDA	Germany	Germany	
Themis Lempesopoulos	Officer NDA	Greece	Greece	
Ferenc Zenthe	President NDA	Hungary		
Vilmos Naray	Secretary NDA	Hungary	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland	
Michiel van Dis	President NDA	Netherlands	Netherlands	New Zealand
Marc van Bommel	Tech.Officer NDA/Tech Com IDA	Netherlands		
Rolv Giske	Secretary NDA	Norway	Norway	
Einar B.Moen	Chairman NDA	Norway		
Tor Moenich		Norway		
Steff Herbern	Herbern Marina	Norway		
Mário Quina	President NDA	Portugal	Portugal	
Igor Frolov	Vice President NDA	Russia		
Thomas Olrog	Officer NDA	Sweden	Sweden	
Dieter Schmid	Chairman NDA	Switzerland	Switzerland	
Robert Campbell	Chairman NDA	UK	UK	USA
Owen Pay	Officer NDA	UK		
Jill Hayward	Assistant Secretary IDA	UK		

1. Apologies for Absence

Christopher Dicker (UK) Jude Hooson (NZ) Frans de Court (NZ) Mickey Lake (USA),
Phyllis Chang (HK), Evgeniy Braslavets (Ukraine) Antonio Viretti (Italy)

2. Declaration of Proxies

Robert Campbell (UK) for USA, Michiel van Dis (New Zealand)

3. The 2006 Minutes

The 2006 Annual General Meeting Minutes previously circulated were approved.

4. Chairman's Report

Dear Delegates of the National Dragon Class Associations, Fellow Officers, Dragon Sailors and Guests of the Annual General Meeting 2007,

Within the following paragraphs I will try to deal with the activities of the Officers of IDA and how they look on the past year since the AGM 2006.

4.1 Racing

IDA Championships and Major Regattas in 2007

At Easter, we had the Gold Cup at the Real Club Nautico in Palma de Mallorca. This regatta did not meet our expectations, especially because the Secretary and myself had spent more time than ever before to assist the Organizers.

At the beginning of August we saw a European Championship in Hanko/Finland with a very positive number of entries. The World Championship 2007 in Dun Laoghaire/Ireland was very well prepared and organized.

All sailors felt very welcome at the Royal St. George Yacht Club. Unfortunately the "Dragon breeze" did not show up and we could sail only 6 races, 5 of them in very light conditions. However in both cases (Europeans and Worlds) the final result list contained no big surprises at least in the top ten.

Rota

Apart from the complaints about the Gold Cup we received some criticism about the timing of the Europeans and the Worlds (being only 3 weeks from each other). We accept those points and try to propose solutions to it in the course of the meeting which hopefully will have a positive effect on the race calendar for 2009 and onwards if accepted by the delegates.

In springtime we received a letter from the Dubai International Yacht Club with which they withdrew their offer to host the Gold Cup 2009. Therefore a few items on the Rota for 2009 and 2010 will have to be re-arranged.

Improvements of Dragon racing in general

The current group of Officers started nearly two years ago to discuss intensively about the possible future of Dragon racing. Vice-chairman Peter Warrer has put together the issues and results of these discussions in a strategy paper. He published this paper on the forum to obtain broad feedback from sailors. Since then we have refined it further and during the course of the AGM Peter will present our key proposals for improvements. If accepted they will be published in our Regatta Regulations as modified or amended items.

Please let me point out one major insight after being an Officer of the Class for four years now and associated as National delegate before that. Either the Dragon Class takes this whole issue very seriously. Then most of the definitions have to be made mandatory for IDA Championships and (what we call now) Grade 1 events. In this case the Officers of the Class have to have means to enforce that all Organizers adhere to the given standards. The other way is to leave everything as it is, i.e. in form of recommendations and rely totally on the quality and goodwill of the Organizing Authorities. This will work out quite often (as it has done in the past) but on some occasion it will end in a very disappointing event (as we have also experienced). Because each participant spends much time and a considerable amount of money to attend events I would advise strongly for the more controlled approach to improve the chances for all to enjoy a good regatta.

International Ranking List

Finally we have defined and installed a first version of the International Ranking List. I am proud to present the first issue for the period of 1st December 2006 until 30th November 2007 at the AGM. It contains the ranking of helmsmen only; but the lack of the ranking for crews is due to the fact that many result lists today contain only the names of the helmsmen. This will change quickly with the awareness of the ranking list.

Now we should examine closely the results of this ranking list definition over the next two seasons; maybe the definition has to be fine-tuned in order to achieve its goals.

4.2 Work of the Technical Committee and the Measurers

Buoyancy

The work of our Technical Committee has since the last AGM centered around the sinkings of racing Dragons in 2006 and this year. The main questions were if, how and to which extent can we increase the buoyancy in our Dragons.

Mike's report will deal with the approach taken and the findings so far, but an effective, efficient and good solution to the problem needs very careful consideration and cannot be found in a rush. We hope that the discussion of this topic at the AGM 2007 will give the Officers and the Technical Committee good guidelines for their continuing work on this issue in 2008.

For the discussion of the Class Rule changes I have a general comment: You will find not too many proposals in your AGM documents but a few of them have been raised in the recent past. As an example rule 13.30, the crew weight limit, has been on the table since I first joined your group in 1999. So it will happen again this year; in the run-up to the AGM I have seen several dozens of e-mails dealing with modifications to this particular Rule.

We should make better use of this time. Around 2000 we decided to have a “moratorium” of 5 years concerning the major rules of building a Dragon. This did not work out because it seemed too unspecific and too long for most of the delegates. But maybe we could re-try with a slightly different approach: Once we have taken our decision about a certain class rule change we attach a rule-specific moratorium. For example: Once we are through with the discussion about the crew weight limit and how it shall be checked we should state that the earliest time to re-open the debate about rule 13.30 and the attached procedures will be the AGM 2010.

Event Measurers

We have tracked the activity of event measurers and see from their reports that the rule conformity of our boats, spars and sails is satisfying. Only very minor corrections had to be requested from participants and manufacturers.

Again all preparations have been made to weigh a sample of Dragons before the World Championship. However, once more the weather conditions at the measurement days prohibited the execution of the weighing. It has to be stated that the goal to compress the championship regattas in between two weekends is to a certain degree counteractive to the goal of a thorough control of the participating boats; but if the process of first measurement works satisfactorily this might be acceptable.

Boat Builders and Measurements

The overall number of new builds remained quite stable over the past few years and also for 2007. Whereas individual numbers of builders for example in Germany have dropped we encounter new builders especially in the East-Europe countries. Often those new shops underestimate the task to build a Dragon in full accordance with our Class Rules. In addition we see that some of the old classic Dragons undergo major repairs.

The Class has to have a tight grip on those developments to avoid major trouble. In this context it is good that we still have Guenter Ahlers on board. His excellent knowledge of our class rules and his well-known attitude are very valuable assets. I would like to suggest we make use of his skills and his readiness to travel to the relevant places.

It will cost money for the association but this is well-spent, especially if we ask him to train two or three new first measurers and to prepare another experienced man who may succeed him in a couple of years.

4.3 Professionalism in the Dragon Class

This has been and still is a controversial issue in the Class. We have sailors in the class who earn their living (at least partially) by helming boats, crewing on boats, conducting trainings and/or working as consultants for boat builders and sailmakers. It is my personal firm conviction that the Dragon class never would have arrived at the level of racing we see today without the group skills and the dedication of those people.

The downside is that we risk splitting the Class in two (events mainly for and with professionals and events on a pure local level) and that we lose long-term Dragoneers to other classes. The strength of the class results from the broad base it has in many

countries and regions. I can speak mainly for the German Dragon scene and there I observe a remarkable decrease in regatta and traveling activities over the past 10 years. Entries for the major regattas in Bavaria have dropped from 60 – 70 in the 1990s down to 40 – 50 nowadays. Not a single month passes without a Dragon being replaced by some other boat in my home club. Quite often long-term Dragon sailors leave the Class once and for all or simply do not participate in regattas outside the local level.

When I ask those people for their reasons I usually receive the stereotype answer: “I cannot / do not like to compete on the level of the professional sailors but I also do not like the idea of just filling up the entry list”. At least in Germany I see a steady negative development.

There is no easy solution to the problem, maybe there is no solution at all. However the officers felt the necessity to deal with the issue. You will find a summary of our findings amongst your AGM documents and we will discuss the matter at the AGM in order to obtain directions for further activities. As the chairman of the German Dragon Association I am interested in as much feedback as possible from the other National Secretaries in this respect.

4.4 Constitution

Today we all experience rapid and frequent changes to all aspects of our life. So it is not a surprise that the IDA is also subject to these kinds of changes. Today we receive an amount of information over communication channels which did not exist 20 years ago. In the eighties of the past century one could foresee the number of regatta events per year we have now and the amount of money which is needed to run them. Together with boat building and sail making the Dragon market has become a multi-million Euro/Pound/Dollar business. The IDA is meant to provide the guidelines for some aspects of this business and oversee the important activities and players.

With justification sailors, business operators and organizing authorities expect good service from the IDA. This is based mainly on the work of volunteers who serve the association a limited period of time. Hence the constitution should be a well adapted framework to make the best use of the available resources. By looking at our current constitution we found a few items which can be improved or clarified. Vice-chairman Robert Alpe spent some time to spot those areas and to draft possible solutions. At the AGM we will discuss these ideas with you if and to which extent the officers shall proceed.

With this AGM my 2-years term as Chairman of the IDA will end. It was a challenge and by the same time a great pleasure to work on behalf of the International Dragon Class Association. I would like to thank my fellow officers for their time and contributions, Mike Hayles and his team for their work and all National delegates and interested sailors for their input.

And finally a very special “Thank you” goes to our Secretary David Dale. In addition to the enormous amount of day-to-day work he makes himself available to the class for all kinds of special tasks and with his knowledge his advice is invaluable to the Officers.

I look forward to discussing all relevant matters of our beloved Dragon Class,

Best regards, Rupert Fischer

5. Treasurer's Report

Overview

Last years receipts and payments account shows a very satisfactory outturn. Income was very strong across all headings and while some costs increased most were generally in line with the budget. As a result our reserve increased by £ 7,436 giving us a closing bank balance of £50,559.

The Association continues to benefit from subsidies from the officers in terms of travel costs and administrative support.

The strength of the class and good turnout at major regattas continues.

Receipts

Subscriptions were ahead of budget and last year as a result of a strong drive by the Assistant Secretary to get all countries to remit their subscriptions early.

A further drive will be made next year following requests for subscriptions in February for immediate settlement.

Buildings fees were at the same level as last year reflecting the strength of the class and the interest in new boats with 47 new plaques issued during the year.

Sail label income, which had showed a significant reduction of almost £ 6,000 in 2006 recovered strongly in 2007 with 1,537 being sold as against 1,233 in 2006. The high sales are a reflection of very strong turnouts at major regattas especially the World Championship in Ireland.

As I reported last year, volumes can be affected from year to year by major events and by the build up of stock at the main lofts, North, Petticrow and Fritz. The five year average is 1,350 labels per year and this is the normal level for setting the budget.

Newsletter and website advertising increased strongly. The better than budgeted income allowed for improvements to be made in both the newsletter and website and this is reflected in higher costs under both these headings.

Other income reflected higher than expected income from the sale of plans, rules and templates.

Payments

Expenditure was approximately £ 4,500 over budget and £ 7,000 over the prior year. As I reported last year there were savings in 2006 on officers and secretaries travel which were not expected to, and did not, occur in 2007.

Newsletter costs were ahead of budget and prior year by approximately £1,000. Our newsletter costs were higher than budget as we increased the size due to stronger advertising revenue and, in addition, we did not benefit from savings we had hoped to achieve by changing our newsletter producer.

We also invested more in the website and Jill Hayward did great work on this. These additional unbudgeted costs were more than covered by increased income from advertising.

Secretary and Officers travel were increased over last year as there was more monitoring of the major regattas during their planning phase. It was agreed at last years AGM that this monitoring was a necessary activity as we attempted to improve the quality and consistency of the Major regattas. There is a proposal before the AGM to seek to recover these costs from the regatta budgets in future.

Other costs were broadly in line with budget and the affairs of the Association continue to be solidly and professionally managed by the Secretary/ Manager David Dale with strong support from Jill Hayward.

6. Budget for the year 2008

We continue to maintain a reserve of approximately £50,000 and are budgeting for a small increase in this figure for the coming year. This is despite predicting a reduction in income from sail labels and providing an additional figure for the work of Measurers relating to the buoyancy issue. It is vital that we preserve a balance of this order to deal with any unexpected issues which might threaten the strength of the class. The current review of buoyancy is a specific matter which could require class funds to bring it to a conclusion. While the major cost will, and should, be borne by the builders it is expected that there may be incremental technical committee activity around the subject.

Any additional one off significant expenditure which has not been budgeted will be approved by the Treasurer and Chairman as and when it occurs.

Our commitments continue to increase in line with the demands of our members for a higher level of service however the affairs of the Association are well managed and we have a sound base for moving forward but will need to continue to ensure that our income keeps broad pace with the increased expenses going forward.

The strength of our Class and it's standing on the International stage, continued to be maintained. Major events attract very large high quality fleets. The challenge for the National Organizations is to encourage growth at country level as the International and travelling fleet is well catered for by a Rota of events at a range of interesting venues.

7. Technical Committee Chairman's Report + Class Rule Changes

Mike Hayles reported that the Technical effort this year had been on trying to match a need to increase the buoyancy of new boats with constraints such as cost, design of the internal spaces, and the integrity of current and future bulkheads. Mike had consulted the designer David Cannell who indicated that the buoyancy could be increased to a minimum of 2500 litres comparatively simply. At a recent meeting of all the boat builders there was general agreement that they could meet this target, if certain Class Rules could be altered to enable the necessary changes in construction.

Mike, had classified the Rules which would require changing as those relating to "Building Policy" and those affecting "Safety"

Building Policy

Class Rule 2.191 Minimum Buoyancy

Amendment: Replace existing rule with the following:

“All Dragons first measured after 1st March 1991 shall have a minimum of 1,400 litres positive buoyancy.

All Dragons first measured after 1st March 2000 shall have a minimum of 1,700 litres positive buoyancy.

All Dragons, with the exception of those build in timber, first measured after 1st March 2008 shall have a minimum of 2500 litres positive buoyancy.

The buoyancy may consist of buoyancy tanks and/or closed cell polyurethane foam with a minimum density of 32 kg/m³.

Each new type of Dragon, first measured after 1st March 2008 shall pass a test, where the hull in racing condition, but without sails, shall be inclined to 90 degrees for not less than 1 minute. After this time, the boat shall come upright and float for not less than 30 minutes with no part of the deck submerged. The test shall take place with either an IDA officer or Measurer present.

The Builder shall issue a “Declaration of Buoyancy” for each Dragon built after 1st March 2008, stating the type, capacity and location of the various watertight compartments and the total buoyancy, when the cockpit and cabin area has been swamped.

Reason: To permit improving the buoyancy of the Dragon and for consistency/clarification of the Rule. Further to give the Builder more freedom for improvement of buoyancy but also more responsibility. Further, it is no good to have Rules that can not be controlled; the Class wants a way to check the buoyancy in future.

Rule 2.192

Amendment: Replace existing rule with the following:

“Watertight bulkheads shall be positioned within 300mm of stations 5, and 12. The bulkheads may be of timber or any sandwich construction. Watertight inspection hatch(es) shall be fitted. The weight of each hatch shall not be greater than the part of the bulkhead which they replace. Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead.

Any hatch to any watertight compartment shall be closed while racing. A means of pumping the fwd and aft watertight compartments clear of water shall be fitted, this shall be capable of being operated from the cockpit. Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam. Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.

Rules to permit increased buoyancy below the cabin and cockpit floors

Class Rule 2.515.2 (c) Partial Bulkheads

Amendment: Replace existing rule with the following:

Partial bulkheads in way of the mainsheet arrangement and within 300mm of station 8. If the cabin and/or cockpit floor and/or sides tanks are forming buoyancy compartments, the bulkhead shall be watertight to each adjacent compartment, The bulkhead may be watertight above the cabin floor on each side, have a doorway and means to be closed watertight.

Reason: To permit the increase of safety for being swamped and to make clear that a bulkhead may be fitted near the aft end of cabin.

Class Rule 3.41 Area of Floorboards

Amendment: Replace existing rule with the following:

Floorboards shall not exceed 16mm in thickness and shall be of timber or GRP. Floorboards forward of the bulkhead near station 8 may be sealed to form a watertight compartment.

Floorboards between stations 9 and 8 may create watertight compartments, but shall not be sealed for a minimum width of 500 mm. Note: - The original floorboards in boats laid down before 15th November 1958 may be retained.

Reason: To permit the increase the buoyancy of the Dragon within the cockpit below the floor, but to leave a proper sump to collect all water which enters and to enable pumping out the Dragon and access to the bilge.

Rule 3.42 Floorboards

Amendment: Replace existing rule with the following:

The area of floorboards shall not be less than 0.2m²

Reason: To permit the wings or spaces underneath the sides of the cockpit floor on each side were the sump is, to be made in to buoyancy compartments. To increase the buoyancy within the cockpit.

Rules to permit increased buoyancy by larger side tanks

Class Rule 2.505 Internal Hull Moulding

Amendment: Replace existing rule with the following:

The upper part of the moulding shall not be below a continuous fair curve between the minimum points on each side of the hull, nor shall it extend higher than 200mm below underside of deck, with the following exception. Between the bulkhead near station 5 and 8 the inner moulding may extend higher, provided it forms a watertight compartment. Between the bulkheads near stations 8 and 12, the inner moulding may extend to the lower edge of the cockpit coaming and be joined with it, provided it forms a watertight compartment.

Reason: To permit the increase of the buoyancy in the Dragon and for clarification of the rule. Further, the lower 1000mm limit is not needed here since this limit is being covered in CR 2.507 "Floors"; it has been removed for that reason.

Amended Class Rule 2.507 Floors

Amendment: Replace existing rule with the following:

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700mm. The floors shall extend up to the underside of the cabin sole.

The floors shall be of a uniform laminate of 7.5kg/m². The floors shall be bonded to the hull with a laminate of not less than 6kg/m².

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100mm forward of station 4 or exceed 350mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650mm.

Reason: To permit the increase of buoyancy of the Dragon within the cockpit and cabin below the cockpit sole and to make the rule consistent with the previous change made to rule 2.505 when the lower limitation on the inner moulding of 1000mm was also removed

Class Rule 2.508 Weight of Internal Hull Mouldings

Amendment: Add the following to the end of the current rule:

When the inner moulding is joined to the cockpit coaming, in accordance with CR. 2.505.3, the total weight of it may increase by 5kg.

Reason: When the inner moulding is being raised above the current 200mm below deck level by approx 200mm for the entire length (Approx 2.3m) of the cockpit, some additional weight for it has to be allowed.

Rules to permit improved safety

Spinnaker Chute

Class Rule 3.31 Hatches

Amendment: Add the following to the end of the current rule:

If used as Spinnaker launching hatch, a watertight spinnaker chute shall extend from below the hatch to the bulkhead near station 5 and to the bulkhead at station 8 if fitted.

The chute shall be rigid from the hatch to the bulkhead at station 5 from there the chute may be flexible.

The inner diameter of the rigid part of the chute from aft of the hatch shall not exceed 300mm.

The material of the chute is optional.

Reason: So far the spinnaker launching chute has nowhere been covered in the Dragon Class Rules. The aim is to specify a minimum standard and to assure the integrity of the various watertight compartments.

Class Rule 11 Equipment

Class Rule 11.10.6 Bucket

Amendment: Replace existing rule with the following:

Two buckets each holding not less than 9 litres and with a lanyard of not less than 1 metre.

Reason: There is no better pump than two frightened men, each with a sturdy bucket in their hands.

Class Rule 11.10.8 Position of emergency equipment

Amendment: Add New Rule

“The anchor, anchor rope, buckets, towing rope and all other emergency equipment, which may be required by other rules, shall be stowed in positions where they are accessible without having to open any watertight or sealed compartment.”

Reason: It is a basic lore of sound seamanship that one shall not have to open any buoyancy compartment, when it becomes necessary to reach any vital equipment in an emergency situation.

Class Rule 2.192 Bulkheads and Watertight Compartments

Amended Rule:

‘Bulkheads shall be positioned within 300mm of stations 5, and 12 and shall be watertight.

The bulkheads may be of timber or any sandwich construction.
Inspection hatches, which shall be watertight, shall be fitted.

The weight of each hatch shall not be greater than the part of the bulkhead which they replace

Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead

Any hatch to any watertight compartment shall be closed when racing.

A means of pumping the fwd. and aft watertight compartments clear of water shall be fitted, capable of being operated from the cockpit.

Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam.

Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.’

Reason: To permit improvement of the buoyancy and safety of the Dragon and for consistency/clarification of the Rule.

The following minor Amendments to Class Rules where subsequently approved:

Class Rule 6.72 Spinnaker Boom

Amendment: Replace existing rule with the following:

The spinnaker boom length shall not exceed 2240mm.

Rule 6.73

Amendment: Add New Rule

The fore and aft projection of the spinnaker boom fitting shall not exceed 75mm and shall not project athwartships at the mast.

Finally Mike mentioned that there had been some proposals that Rule 13.30 be amended to ensure that the total weight limit per boat was not exceeded throughout an event. After some discussion it was decided that there should be no change to the current Rule and that it should not be discussed again until 2010 at the earliest.

Following a reference to the possibility of using carbon fibre in the construction of the new rigid Spinnaker chutes, The UK representative asked to be assured that 'exotic' materials were not creeping into the construction of new boats. He was concerned that they would be reflected in higher costs as well as not being permitted by current Rules.

On the general safety issue of racing boats in heavy weather, the Chairman asked that the builders provide more advice on safety and seamanship to owners in future. He suggested that this might be provided on the website or in a column on safety in the new 'Yearbook'

8.Items for Discussion

a) Venues for Major Events and Regatta Rota

Dates were confirmed for the Europeans and Gold Cup next year and the Worlds in Medemblik for 2009. Russia was confirmed as the hosts for the Europeans in 2009 subject to one condition being met, and Denmark would hold the Gold Cup in Skagen. All these venues were formally voted by the delegates as were Balatonkenese for the Europeans and Marstrand for the Gold Cup in 2010.

In 2011 (Jan) Melbourne was finally voted to hold the Worlds, which, it was agreed could be classified as an 'open' event. Kiel would bid for the Europeans with St Tropez seeking the Gold Cup against Ostende. In 2012 Ireland bid for the Gold Cup to be held in Kinsale, against Vigo, whilst Douarnenez, bid for the Europeans.

It was the continued intention to confirm venues by a vote 3 years before the event based on the IDA having received a detailed application from National Associations detailing the dates for the event as well as the facilities and experience of the nominated host Club.

b) Regatta Regulations.

The Secretary reminded the Meeting that there were many details about all aspects of running a major event in the Regatta Regulations. The Booklet would be reissued in January and will have been re-organised into 4 sections covering,

1. Overall organisation of an event from initial application to specific facilities required.
2. Detailed management of the racing itself and advice to PROs.
3. Rules of specific championships, templates for Notice of Race and Sailing Instructions, and other associated forms.
4. Details of the recently introduced International Ranking List.

Copies will be sent to all National Associations and will also be available to download from the IDA website. National Associations are asked to translate the important parts of the document regarding Race Management to improve the use of the Regatta Regulations by local regatta organizers

c) Proposal for a Grading System for International and National Events

The paper previously circulated was presented by Peter Warrer, and the proposed ranking system agreed as follows:

Championship Events; World and European Championships and Gold Cup

Grade 1 Events; Princess Sofia, Petite Navire, German Grand Prix, Regates Royales.

Grade 2 Events; All National Championships and one other suitable national event nominated by National Associations. Both events to have more than 20 entrants.

These categories and events to be reviewed each year by IDA Officers at the AGM.

An IDA Officer will be formally assigned to the Championship events to ensure that the Organising Authority is fully aware of and can provide the quality of racing and infrastructure expected by the Class.

The Officer's intend to form a group of 3 to monitor all aspects of the graded events and their development in the future.

The paper also outlined certain criteria for the running of these events all of which are, or will be, included in the Regatta regulations, but two additional initiatives are the encouragement of Regional circuits, such as the Iberian Championships and New Regatta Venues in areas of potential Dragon development such as the Caribbean, North and South America and certain states in the Middle East. However it was recognised that in planning any such Regatta, care must be taken not to detract from Graded events scheduled in a non-European location within 12-18months of a proposed date.

d) The International Ranking List

A final version of this paper was presented to the Meeting with a sample of the rankings worked for the period 01.12.2006 – 24.10.2007.

It is a comprehensive explanation of the Ranking List and how it is calculated. This, with any subsequent amendments will be included in Section 4 of the Regatta Regulations when re-issued in January 2008. The success and accuracy of this Ranking List will depend on National Associations (or Organising Authorities) submitting full results as soon as possible to their own and the IDA websites after an eligible event. A list of eligible events will be included in the ranking List paper as Appendix A, as will be a Regatta Report Form, Appendix B which must be submitted to the Secretary of the IDA as soon as possible after the event. Rupert Fischer has kindly agreed to oversee the compilation of the Ranking List for the next 2 seasons, and any query about its working or structure should be addressed to him on E-mail at either; info@drachenklasse.de or Rupert.fischer@gussbau.de

e) Growth of Professionalism in the Dragon Fleet

Following a paper sent to all National Associations about this topic together with the outline of a method that is widely and increasingly used by other classes to deal with it, a general discussion concluded that the benefits of having professionals closely associated with it as crews, skippers, coaches, tacticians, and general advisors, currently far outweighed any perceived disadvantages. There was no discernable desire to limit their involvement and it was therefore decided not to pursue the ISAF Sailor Classification Code in the immediate future, Furthermore it was agreed that this subject should not be raised again until 2010 at the earliest.

f) Comments on the Current Class Constitution

Robert Alpe, (Vice-Chairman) had raised with the Officers during the past 2 years the wording of the current Constitution and his concern that it no longer matched the aspirations, activities and governance of Class now or in the future.

He outlined to the Meeting his fear that the current Rules no longer provided sufficient protection for the Class and its Officers in an increasingly litigious environment, and may not be suitable to allow progress and initiatives we may wish to make in the future.

After wide consultation and study of Rules and Constitutions for similar organisations in several different legal environments he had produced a new set of Draft Rules for the IDA as a basis for consideration and discussion. He asked that National Associations study this draft and report to the Secretary by the end of March 2008 if they feel that a review of our Rules is necessary. If there is general acceptance for change then he suggested that a small Committee of past IDA Officers and one current Officer to fully develop a new IDA Charter for consideration by members at the end of June 2008 following which it would be considered by the AGM in November of that year.

g) Yearbook and Communications

The Secretary said that it was felt to be time to revue the Newsletter, which in recent years had become somewhat repetitive in its style and layout. It was acknowledged that it contained much useful and interesting material but it needed an updated design and style to make it more of more permanent interest during its 12 month life and of more appeal to potential new and younger owners.

Accordingly we are engaging for the production of the Yearbook a professional editor/publicity Consultancy, very experienced in the yachting world (handles publicity and the yearbook for the Melges 24 Class, and publicity for the British Dragon Association). The Consultancy will also help us with the production of up to 4 E-letters per year to the Class, as well as being able, if required and funded, to cover the major IDA events. The Consultancy, managed by Fiona Brown will be an excellent resource for the Class to use as required in the future on an ad hoc basis.

9. Election of Officers - Appointments and Retirements

Robert Campbell was elected as Chairman in succession to Rupert Fischer.

Xavier Rouget-Luchaire and Peter Warrer were re-elected for a further 2 years each as Vice Chairman of the IDA.

10. Date of Next Meeting Note change to this date

Saturday 18th October, London, (venue to be confirmed)