

# International Dragon Association



**2009 Annual General Meeting**  
Royal Yacht Club de Franc, Paris  
Saturday 24<sup>h</sup> October 2009 at 10.30 is

<b>Name</b>	<b>Position</b>	<b>Country</b>	<b>Representing</b>
Christopher Dicker	Vice President IDA	UK	
Robert Campbell	Chairman IDA	UK	
Andrew Craig	Treasurer IDA	Ireland	
Robert Alpe	Vice Chairman IDA	Australia	Australia
Xavier Rouget-Luchaire	Vice Chairman IDA	France	
Peter Warrer	Vice Chairman IDA	Denmark	
David Dale	Secretary IDA	UK	
Mike Hayles	Technical Committee Chairman IDA	UK	
Jill Hayward	Assistant Secretary IDA	UK	
Marc van Bommel	Chairman NDA, T/Comm. IDA	Netherlands	Netherlands/New Zealand
Christoph Schindler	Secretary NDA	Austria	Austria/Switzerland
Peter de Gryse	Representing NDA	Belgium	Belgium
Benoit Quatannens	Secretary	Belgium	
Lars Gelbjerg-Hansen	Treasurer NDA	Denmark	
Eric Le Bon	Chairman NDA	France	France
Thomas Müller	Vice Commodore NDA	Germany	Antigua
Rupert Fischer	Secretary NDA	Germany	Germany
Themis Lempesopoulos	Officer NDA	Greece	
Ferenc Zenthe	President NDA	Hungary	Hungary
Vilmos Naray	Secretary NDA	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland
Cameron Good	Kinsale Dragon Fleet	Ireland	
Barry Lynch	Kinsale Dragon Fleet	Ireland	
Antonio Viretti	Secretary NDA	Italy	Italy
Guisepppe Duca	Observer	Italy	
Mário Quina	President NDA	Portugal	Portugal/Spain
Tore Hovda	Secretary	Norway	
Ulf Bjurman	Secretary NDA	Sweden	
Olga White	President NDA	Russia	Russia
Mikhail Mouratov	Representative	Russia	
Patrick Gifford	Vice Chairman NDA	UK	USA

## 1. Apologies for Absence

Poul Hoj-Jensen (Antigua) Paul Taylor (Canada) Phyllis Chang (Hong Kong), Jude Hooson (NZ), German Gill (Spain), Dieter Schmid (Switzerland), Mickey Lake (USA), Owen Pay (UK)

## 2. Declaration of Proxies

Austria for Switzerland, Germany for Antigua, Netherlands for New Zealand, Portugal for Spain, UK for USA

### **3. The 2008 Minutes**

The 2008 Annual General Meeting Minutes previously circulated were approved.

### **4. Chairman's Report**

Welcome to the AGM. Delegates of the National Associations, Fellow Officers, Dragon Sailors and Guests, 2009 has been another busy and, I believe, generally successful year for the Dragon Class. Entries at our Championship and Grade 1 events have remained very good despite the worldwide recession. The financial results of your Association have been disappointing, due to an unusual reduction in the number of new sail labels purchased in the year. Our Treasurer will comment in greater depth, but both he and your Officers believe this is a one off occurrence and we do not need to take any specific remedial action at this time. Sponsorship of our major events has been difficult in the recession but I am pleased to report that satisfactory support has always been achieved in 2009. I will try to deal with the overall activities of the IDA and how we look on the past year.

#### **Technical**

The Technical Committee, chaired by Mike Hayles, has had another good year and I am pleased to report that there have not been any major new technical issues in the last 12 months but Mike will summarise their activities in his report.

You will all be aware that ISAF rejected our proposal of last year to allow rope runners and backstay, this rejection being prompted by some research ISAF are conducting into possible degradation of these new ropes. Other classes have also had technical changes put on hold for the same reason including, I believe, offshore boats that have applied to use rope for lifelines. Several Dragons have been given special dispensation to use rope during the last year and their overwhelming response has been positive.

I am also pleased to report that the Technical Committee are appointing a new Chief measurer. He is Marcel Wagenaar from Holland. He is a well qualified Naval Architect and has been measuring Dragons for some years as well as a number of other classes, including IMS boats. Gunter Ahlers has continued to act as an adviser as required and we hope he will continue in that role for some time to come.

Our event measurers have reported very favourably on rule conformity in 2009 – long may it continue.

#### **IDA Championships and Grade 1 Regattas**

Our Grade 1 events have all been held, with good entries at Douarnenez and Kiel. Unfortunately, the entries at Princess Sophia were down this year with only 38 boats – we hope this may be a blip following the Gold Cup at Palma last year and are recommending that this should remain a Grade 1 event in 2010 despite the low entries.

Championship Events. An IDA Officer was appointed to oversee each event with a mandate to take much closer interest in the detail than in previous years. I believe this has resulted in real improvements to the overall organisation of our Championship Events in 2009. This will be repeated in 2010. The Gold Cup was in Skagen and won by Ruslana Taran. I believe this is the first female victory in one of our Championship events and is to be welcomed. In particular it helps communicate the message that one does not have to be a gorilla to succeed in the Dragon Class! The Borge Borresen Memorial Trophy was won by Stephan Link. The Nations Cup was won by Ukraine. Peter Warrer oversaw this event for the IDA, with very good results. The World Championship was held in Medemblik and was won by Poul Richard Hoj Jensen. The Europeans were held in St Tropez, and won by Marcus Wieser. Our congratulations go to all of them and to their crews. Special thanks must go to the entire French team organizing the Europeans, overseen by Xavier Rouget-Luchaire. They accepted the task just 12 months before the event and St Tropez proved to be the most popular venue we have ever experienced, certainly vindicating the difficult decision taken by the IDA Officers to move the venue just 12 months before the event. The amazing popularity of the St Tropez Europeans created a totally new problem for us, whereby probably around 25 properly qualified boats were unable to compete due to the excessive number of entries. A separate paper discussing this point will be distributed later today under AOB.

On the racing side, there has been a continuing push to improve race management. Coach boats' activities were restrained at all our Championship events in 2009 with much stronger Sailing Instructions – I believe this has been successful.

### **International Ranking List**

The International ranking List, I regret to say, is suffering growing pains. Firstly, I am very pleased to report that Robert Alpe has done a magnificent job in getting the IRL software up and running exactly as promised. He decided, having tried for some time to reconfigure the existing German software, to start again from scratch. The results are now available on the IDA website. I hope you have all looked at it and can see what superb output we now have. We are having real difficulties; however, with persuading Dragon sailors and event organisers to fulfill their part of the bargain. Robert Alpe has prepared a presentation for this meeting to outline the issues in detail. With your agreement, we will incorporate this into our Agenda as item 7. The winner in 2009 of the IRL Trophy is Anatoly Loginov – he always seems to be near the front and has achieved this accolade through exceptionally consistent sailing.

### **The Gold Cup Owners' meeting**

We were able to make constructive use of a no wind day in Skagen to hold a successful owners' meeting. I estimate we had around 70 owners present, probably a record. Much debate has taken place over the last couple of years about the use of VHF and about allowing sailors to use GPS.

Both propositions were rejected soundly. GPS presents the Class with an intriguing issue, somewhat similar to the old issue of adjusting rigging whilst racing.

It is a subject that is almost impossible to police. In that situation we are faced with 2 alternative scenarios. Should we:

- a) rely on sailors' integrity not to use it if it is outlawed or
- b) accept that it will be used anyway and alter the rules to make it legal?

This is a real conundrum and I listened to a number of senior members of the fleet arguing strongly the 2 different viewpoints.

### **Professionalism**

I believe the British Association took the lead in 2009 in holding the first event to award an amateur trophy. This was in the Edinburgh Cup, which is the British National Championship. The British decided to define an amateur boat as all 3 crew being ISAF category 1. It appeared to be popular and other associations may decide to make a similar move. I personally would like to see this happening at Grade 1 and Championship level events at some stage.

### **Personnel**

Xavier Rouget-Luchaire and Peter Warrer are both retiring this year as Vice Chairmen after their full 4 year term. I would like to thank them both for tremendous contributions in the 2 years we have worked together. I repeat what I said earlier, that particular thanks go to Xavier for accepting, on behalf of the French, the late responsibility for organising the European Championships in St Tropez.

We will be proposing Richard Blickmann from Holland and Robert Alpe from Australia as new Vice Chairmen.

This is also the opportunity for me to thank our Secretary, David Dale. David has great knowledge in depth knowledge of most of the issues that arise. He has great commitment and enthusiasm and I find his support absolutely invaluable. I would also like to thank Jill Hayward for all her support.

Phyllis Chang, Vice Chairman, has asked me to apologise to the meeting that she is not present today. Prince Henrik is currently visiting Lowell and Phyllis and they are escorting him on a visit to China.

### **2010**

As we move into 2010, I see a new landmark with a Championship Event, the Europeans, being held in an East European venue. This is an exciting development and recognises the growth of our class eastwards from Western Europe. I do hope it will gain strong support – I certainly plan to attend. If, as appears possible, the worst of the recession is behind us, then we will be able to say that the Dragon Class is almost recession proof. We certainly keep getting very strong entries and I expect this to continue in 2010.

We have much business to conduct today, so let's get down to it.

## **5. Treasurer's Report**

The economic crisis, and the resulting uncertainty, was felt in the finances of the IDA, but there are some encouraging signs that some of the major economies are emerging from recession and the outlook is looking somewhat more positive than 6 months ago.

This years receipts and payments account shows a reduction in our reserves of £8,318 an almost exact reverse of last years result when our surplus increased by £8,172. As a result our closing cash balance amounts to £50,413 which continues to be a strong financial position.

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

### **Receipts**

Subscription income was in line with budget and last year as a result of a drive to get all countries to pay on time and I am happy to report that the position is now fully normalised.

Building fees were marginally down but still reflect strong activity at the builders.

In last years report I noted that sail label income was exceptionally strong and that 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. There would now appear to have been a major build up of stock of labels at lofts over the last 2 years but this year has shown significant de-stocking. The economic situation also caused reduced consumer confidence and a reduction in discretionary spending. These 2 factors are the main contributors to the collapse in sail label income, 665 labels were sold compared to 1,703 in 2008, a fall of 61%. The long term average is 1,400 per annum so 2009 is considered to be an abnormal year and volumes are expected to recover in 2010.

As reported at last years AGM the introduction of the mast label created another stream of income and receipts from this source were £ 1,393, about 50% of prior year, probably also reflecting some de-stocking.

Yearbook and website advertising remained strong and the yearbook quality continued to improve and was well received by members.

Other income includes income from the sale of plans, rules and templates.

### **Payments**

Expenditure was approximately £ 7,500 below budget and £ 12,500 less than the prior year reflecting the need to make savings as a result of weaker income. None of the savings had a negative impact of the service to members.

Last year an investment was made in the yearbook and the quality of the content and production were significantly improved, however this was achieved at significant additional cost and while advertising revenue covered approximately 70% of the cost last year the continuing cost of the yearbook will have to be revisited in the light of the reduced income level of the IDA.

Technical committee / measurement expenses were contained as there were no major technical issues arising during the year and measurer's expenses were covered by the events which required an official measurer. Savings of over £ 5,000 were made against budget and last year.

After the heavy investment in the website in 2008 costs were reduced by some £ 2,000.

Secretary and officers travel were reduced by £ 1,000 from last year and were well below budget. We continue to work with regatta organising authorities to recover any travel costs associated with officers input to overseeing the planning of major events.

Other administrative expenses were over £ 2,000 below last year and budget reflecting careful cost control.

Other costs were broadly in line with budget and the control of other costs was good, particularly when it became clear that sail label income was going to be very weak.

## **Conclusion**

We continue to maintain a reserve of approximately £50,000. It is vital that we preserve a balance of this order to deal with temporary income fluctuations, such as that experienced this year, any unexpected issues which might threaten the strength of the Class.

## **6) The Budget**

The Budget, predicts an improvement in revenue from sail labels, and a continuing care to reduce outgoings generally. Consideration had been given to reduce the standard and costs of the Yearbook. However, it was decided to maintain the standard and quality of the Yearbook. Consequently both the advertising income and the costs of the Yearbook budgeted were increased by £2,000 from the draft budget, thus maintaining an overall budgeted breakeven for 2010.

Subscriptions will remain at the current level for 2010, though it was recognized that having had no increase for the last 5 years, the Officers would consider an increase next year to possibly £15 in the light of our financial situation at that time

## 7. International Ranking List

A very comprehensive presentation was given by Robert Alpe, who confirmed that the IRL for this current year was now available on the IDA website. Once again he stressed that the individual helmsmen's unique **ISAF Sailor ID must be collected on the entry form for ALL Dragon graded events and included on the overall Results List of these events as well as being sent to: [irl@intdragon.org](mailto:irl@intdragon.org) on the completion of each event.** He went on to state how the IRL is developed to also capture CREW results where their ISAF numbers are supplied. This will be presented in a separate crew Ranking List next year if sufficient crew ISAF's are supplied to [irl@intdragon.org](mailto:irl@intdragon.org)."

## 8. Technical Committee Chairman's Report

Technical issues in 2009 have been relatively few in number. Nevertheless the work of your Technical Committee has been continuous throughout the year.

Petticrow's produced a new hull mould .This required extensive measurement by Gunter Alhers, first on the plug and then the first hull produced from it.

Doomernik completed their first boat with the enhanced buoyancy which was duly tested. So the Class now has four builders who have completed the inclination test. Interestingly the report from one crew member who sank in Cannes and again broached filled but stayed afloat on the Medway, was that the increased buoyancy in the new boats had made a significant difference.

Following a request by ISAF that the Dragon Class adopt their Equipment Rules of Sailing for sail measurement to take advantage of their 'In loft' sail measurement regime that is being introduced worldwide, the Technical Committee concluded that it could not recommend that the Class change from our current system. The result is that North Sails cannot perform in loft measurement on Dragon sails, and will have to bring in an RYA approved sail measurer since all their sails are routed through their UK loft for onward distribution. I do not believe this pressure from ISAF will go away and if their regime is successful we may find that more of our sail makers are unable to in loft measure sails. There is also an underlying agenda at ISAF for all International Classes to use their Class Rule book template which would involve rewriting our Class Rules.

At the Owners meeting in Skagen, two technical issues were raised and the Technical Committee has considered them. First, it was suggested that the minimum weight of the anchor rope be eliminated. The TC view is that one either defines the minimum weight of the anchor rope or its minimum diameter, and we concluded that there was no need to change it.

Second was a proposal that pumps in the forward and aft buoyancy tanks had become unnecessary as no- return valves are now mandatory. The TC concluded that these were a sensible safety feature since the inclination tests had shown that water can enter these tanks and the pumps can speed up its removal.

We have not had a Chief Measurer since Antonio Cardona resigned although Gunter Ahlers has been available as an International Measurer. We are therefore appointing Marcel Wagenaar of the Netherlands to this position.

## **9. Class Rule Changes for 2010**

The proposed Rule Change to enable rope for Runners and the permanent Backstay were approved by the meeting subject to ISAF approval.

In addition minor wording changes to Rule 1.82 for clarification purposes were approved and will be forwarded to ISAF for approval. An announcement on the website will be made to inform all competitors of our minimum requirements for accepting measurement forms in 2010. In addition, Regatta Measurers will be asked to be strong in following our Class Rules.

The above Rule Changes were subsequently accepted by ISAF at their Annual meeting in November 2009.

## **10. Items for discussion**

### **a) Event selection**

The paper previously introduced at the 2008 AGM and circulated again for this meeting was endorsed by the National Associations. That is, that for the European Championships, less well known locations may be selected in order to encourage the development of local Dragon Fleets. However it was agreed that before the final selection of a venue it should, if possible, be visited by an IDA representative for assurance that it would be able to handle the logistics ashore, and the adequate quality of racing afloat, that a Fleet of around 50 boats would expect of a Championship event. The desire to encourage a Fleet should not unreasonably prejudice the quality of the event and the expectations of the competitors.

World Championships and the Gold Cup could only be considered for the very best venues with all the facilities to handle top class Fleets of up to around 100 boats.

### **b) Update of Rota**

The following events and locations were confirmed for the next 3 years, events after 2012 appear in the Championship Rota

	<b>Worlds</b>	<b>Europeans</b>	<b>Gold Cup</b>
2010		Balaton, (Hungary)	Marstrand, (Sweden)
2011	Melbourne, (Australia)	Kiel, (Germany)	Ostende, (Belgium)
2012		Lake Attersee, (Austria)	Kinsale, (Ireland)

- 1) **2010** The updating Report from Hungary was accepted. It was noted that the total number of entries would be limited to 75 boats, with a cut off date for entries of 31<sup>st</sup> March. The Notice of Race would be issued at the beginning of 2010.

**2010** Sweden reported that arrangements are well in hand for the Gold Cup in Marstrand. A PRO and Chairman of the Jury have been appointed and the racing schedule will shortly be confirmed. A Notice of Race will be published at the turn of the year.

- 2) **2011** Robert Alpe assured the meeting that planning for the Worlds in Melbourne in Jan 2011 was well in hand. A shipping deal with Schenker was being arranged with pick up from 4 European ports, a round trip cost of approximately \$6-7000 per boat was hoped to be finalised shortly. (This and any other prices quoted in literature and/or website are subject to change.) The meeting was asked to approve a mid series lay day, extending the total duration of the event one day beyond the Rules for the Event, to enable contestants from Europe and elsewhere to experience some of the wider attractions of Melbourne or its environs. This was agreed.

Rupert Fischer reported that the Europeans scheduled for Kiel, might relocate to an alternative venue, yet to be decided during 2010.

Belgium - arrangements are well in hand for the Gold Cup, with new pontoon mooring areas and parking for trailers. A proposal to permit Fred Imhoff to be the principal Race Officer, though not internationally qualified, was approved as it was felt that his unique experience with Dragons and along this tidal coast as a Race Officer had given him the practical qualification for the position.

- 3) **2012** The Union Yacht Club on Lake Attersee was awarded the European Championships. There is a very active local Fleet of Dragons and adequate facilities ashore and on moorings for a fleet of around 60 Dragons. The meeting accepted that the location can be subject to 'Mountain' weather and is limited if the wind blows in certain directions. However the 'normal' conditions at the time of year selected, should enable good courses to be set and up to 3 races per day can be sailed. The facilities ashore will easily handle the numbers expected. Final dates for the event to be advised.

Gold Cup. Kinsale will host the event this year and has open, but sheltered water about 1 hours sailing from the Harbour. Facilities ashore and afloat are excellent. There are direct Ferry services from France and three crossing points from the UK. The key posts of Chairman of the Organising Committee, Race Committee and Jury are all filled and the search for sponsors well in-hand. Irish hospitality is of course legendary!

- 4) **2013** the British Dragon Association updated the meeting on arrangements for the Worlds, to be held from the Olympic yachting facilities at Portland in Weymouth Bay at the beginning of September. The facilities for boats ashore and afloat should be superb, and the area should be attractive to friends and family accompanying the sailors. Again the region is well served by Ferries from the near continent and the Channel Tunnel for those coming from both Northern and Southern Europe and beyond. For the Europeans Cascais has indicated an intention to bid next year, and France will compete against Palma to run the Gold Cup.
- 5) **2014** Both Holland and Italy have indicated interest in running these events, the venue in Holland likely to be Medemblik and in Italy, San Remo and/or Porto Cervo.
- 6) **2015** World championships, Antigua has already lodged an interest in running the event, and has been joined by Portugal (Cascais). Germany is interested in bidding for the Gold Cup.

**c) Review of Grade 1 Events and Regatta Gradings**

Despite the falling entries last year it was agreed that the Princess Sophia should remain a Grade 1 event this year and be reviewed again at the 2010 AGM. An application for The Portuguese Dragon Association to have the King Juan Carlos Cup rated a Grade 1 event was agreed.

**d) Nations Cup**

A minor change to the Deed of Gift to clarify sail letters was agreed

**e) Qualification for Worlds and Europeans**

A proposal that the Chairman of the IDA Technical Committee shall have automatic qualification to the above events was agreed by the meeting.

**11. Election of Officers**

Rob Campbell was elected as Chairman for a further and final 2 years.

Richard Blickman (Netherlands) was elected as a Vice- Chairman for a period of 2 years, in place of Xavier Rouget-Luchaire (France)

Robert Alpe (Australia) was elected a Vice Chairman for a period of 1 year in place of Peter Warrer (Denmark). Robert tendered his resignation with effect from October 2010.

**12. Any Other Business**

- I. **Qualifications for the Worlds and Europeans** A paper mentioned in the Chairman's Statement was circulated. It outlines one of the problems that was experienced this year at the Europeans, which, held in a very popular location, produced an unexpectedly high number of qualified entries, eventually capped at 105, all of whom were qualified for the event. This brought into focus the number of methods by which sailors can qualify for the Worlds and Europeans. (See Regatta Regulations Appendices 1 and 2). National Associations are asked to consider the current entry paragraphs and make any submissions for change to the IDA by 1<sup>st</sup> June 2010.
- II. **Crew Weights** A proposal from the Netherlands to increase the crew weight limit to 300kgs was raised. It had not been included on the Agenda because it was received after the closing date for items. However it was informally put to the meeting, which whilst expressing some sympathy with the proposal rejected it unanimously by a show of hands.
- III. **Windward Legs** A proposal from Denmark to require windward legs at all Regattas to be a minimum of 2 miles had been received. It was explained that this requirement was already covered, see the Regatta Regulations in Part II Para 21.8.
- IV. **Corporate Identity.** The Austrian National Association raised an issue about the corporate identity of the IDA and different logos, ties etc used by individual National Associations. The Chairman accepted the point and undertook to review the entire issue of Dragon branding and identity.

### **13.Date of Next Meeting**

The next AGM will be held on Saturday 23<sup>rd</sup> October 2010 at the Royal Thames Yacht Club, London, or in Athens, Greece. The venue would be advised early in the New Year.