

Annual General Meeting
Royal Thames Yacht Club, Knightsbridge, London
 Saturday 23rd October 2010 at 10.30 am

Name	Position	Country	Representing
Christopher Dicker	Vice President IDA	UK	
Robert Campbell	Chairman IDA	UK	
Andrew Craig	Treasurer IDA	Ireland	
Robert Alpe	Vice Chairman IDA	Australia	Australia/New Zealand
Phyllis Chang	Vice Chairman IDA	Hong Kong	Hong Kong/Japan
Richard Blickman	Vice Chairman IDA	Netherlands	
Mike Hayles	Tech.Committee Chairman	UK	
Marcel Wagenaar	Chief Measurer IDA	Netherlands	
David Dale	Secretary IDA	UK	
Jill Hayward	Assistant Secretary IDA	UK	
Poul Hoj-Jensen	Secretary	Antigua	Antigua
Sophia Hoj-Jensen	Non-voting representative	Antigua	
Christoph Schindler	Secretary NDA	Austria	Austria
Peter de Gryse	Representing NDA	Belgium	Belgium
Thomas De Schrijver	Treasurer NDA	Belgium	
Lars Hendriksen	Chairman NDA	Denmark	Denmark
Admiral/Mohamed Khalil	President Egyptian Sailing	Egypt	Egypt
Eric Le Bon	Chairman NDA	France	France
Reemt Reemtsma	Non-voting representative	Germany	
Rupert Fischer	Secretary NDA	Germany	Germany/Switzerland
Themis Lempesopoulos	Officer NDA	Greece	Greece
Ferenc Zenthe	President NDA	Hungary	Hungary
Vilmos Naray	Secretary NDA	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland
Antonio Viretti	Secretary NDA	Italy	Italy
Gianni Murzi	Observer	Italy	
Mário Quina	President NDA	Portugal	Portugal/Spain
Jaap A.G. Bakker	Regatta Secretary	Netherlands	
Jens de Waardt	Secretary NDA	Netherlands	Netherlands
Tore Hovda	Secretary	Norway	Norway
Vasily Senatorov	President NDA	Russia	Russia
Ulf Bjurman	Secretary NDA	Sweden	Sweden
Tim Wilkes	Secretary NDA	UK	UK
Martin Makey	Vice Chairman NDA	UK	USA

Apologies for Absence

Bocci Ayoma (Japan), Jude Hooson (NZ), German Gil Mendoza (Spain), Dieter Schmid (Switzerland), Mickey Lake (USA)



2. Declaration of Proxies

Australia for New Zealand, Germany for Switzerland, Hong Kong for Japan, Portugal for Spain, UK for USA

3. The 2009 Minutes

The 2009 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, 2010 have been another busy and successful year for the Dragon Class. Entries at our Championship and Grade 1 events have remained very good. The financial results of your Association have recovered well. Sponsorship of our major events remains a challenge to organisers but I am pleased to report that satisfactory support has always been achieved in 2010. I am also pleased to report that South Korea has formed a new NDA and joined the IDA – they have no boats at present but expect to start building a fleet in the next 12 months or so. I am also pleased to welcome a representative from Egypt, the first time for some years. 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.

I am pleased to report that there have not been any major new technical issues in the last 12 months.

Our Chief Measurer, Marcel Wagenaar is visiting all the main builders, Vejle yacht Services is the only one not yet visited. He is becoming well established in his role. I would like to welcome Marcel to his first AGM. Gunter Ahlers has continued to act as an adviser as required, and the technical team has worked successfully together.

Our event measurers have continued to report very favourably on rule conformity in 2010 – long may it continue.

IDA Championships and Grade 1 Regattas

Our Grade 1 events have all been held, with good entries at Cascais, Douarnenez and Kiel. Unfortunately, the entries at Princess Sophia were down again this year with only 15 boats and as a result the Officers are recommending that this should no longer be classified as a Grade 1 Regatta. This would leave us with no Grade 1 event in the Mediterranean, which would clearly be inappropriate. Cannes Yacht Club have agreed to host a new regatta, starting next February, and your Officers are recommending that this be given Grade 1 status, in view of the large numbers of Dragons participating in the winter circuit at Cannes.

Championship Events: The Gold Cup was in Marstrand and won by Anatoly Loginov. The Borge Borresen Memorial Trophy was won by Dr Helmut Schmidt and the Nations Cup was won by Russia. A Corinthian Trophy was competed for the first time at a Dragon Championship Event and was won by Patrick Gifford. I am confident that Corinthian Trophies within our major events will be a significant feature in future. I



would like to thank the KSSS for so kindly donating the trophy in recognition of the GKSS 150th anniversary. The Europeans were held in Lake Balaton, Hungary, and won by Marcus Wieser. This is the first time a Championship event has been hosted in Hungary and I believe all competitors were seriously impressed by the large expanse of open water and by the facilities – it was a very well run event.

You will recall that your Officers agreed to develop detailed recommendations to improve the qualification criteria for World and European Championships. These are being put to today's meeting. We believe these, if accepted, will clarify the entry procedures and avoid the difficulties of over subscription that were experienced in St Tropez in 2009.

International Ranking List

The International Ranking List has moved forward most successfully in 2010. Competitors appear, at last, to be registering with ISAF ID Numbers, making it possible for us to identify each competitor accurately. The work being done by Robert Alpe is prodigious – thanks Robert. Robert is also keen to expand the Ranking List System down to National Level and I hope many NDA's will introduce this in their own countries in the next year or so.

Dragon Class Identity

The Graphic Identities used by the Class have for many years been unsatisfactory, as National Associations were encouraged to develop their own logos. This resulted in inconsistency of presentation around the World for the Dragon Class. Your Officers were mandated last year to investigate this and propose a way forward. This has been a major task and, as you would expect, has been difficult. It has involved many people over the last year but I would like to thank particularly Robert Alpe who is a professional in this field and who has given his time and expertise to this project on a completely no cost basis. It was relatively easy to agree the objectives and I hope everyone here today will subscribe to them. The Graphic Solution is inevitably somewhat subjective. Our recommendation is built upon our prestigious history and I do hope that we can approve it today. The most important thing is to agree on one single graphic solution and to carry it consistently around the world, something we are just not doing at present. The consistency will, over time, make a major contribution to building awareness of our Class and what we offer.

The Gold Cup Owners' meeting

We had a very constructive meeting in Marstrand, with debate centering on race management. No issues of consequence were raised about the technical specifications of the Dragon. Action has already been agreed on introducing VHF, a technical rule recommendation for today's meeting.

We are also toughening up the standard sailing instructions to keep coach boats to leeward of the course throughout races.

The issue of appointing a professional race officer to the class was also discussed. Your Officers are reviewing this but, at present, do not feel the case has been fully made. We believe the issue of costs is important, as is the potential benefits of a PRO with local knowledge. This subject remains under consideration.



Personnel

Mike Hayles has decided to retire as Chairman of the Technical Committee. His tenure has been highly successful, overseeing, among many Class issues, the new increased buoyancy rules. The qualifications for Chairman are onerous. One needs to have an engineer's type of mind, be a consummate politician and sail at a high level to know exactly how those sailors on the cutting edge are trying to gain a competitive advantage. I appeal to you all to help find a suitably qualified and willing person. Mike has very generously agreed to continue to serve until a replacement is in place. This should be his last AGM as Chairman of the Technical Committee. On behalf of the whole Class, I would like to take this opportunity to thank Mike for his absolutely outstanding contribution to the class over the last 5 years. Thanks, Mike.

Robert Alpe retires as Vice Chairman, but has generously agreed to continue with the International Ranking List. He will also continue to act for the IDA for the next 3 months in overseeing the success of our Jan 2011 World Championships in Melbourne. Your Officers are recommending that Reemt Reemstma should be appointed as a Vice Chairman at today's meeting. Phyllis Chang has served 2 years as Vice chairman and I am pleased that she has agreed to stand for a further 2 years

This is also my opportunity to thank our Secretary, David Dale. David's enthusiasm and commitment to the job are absolutely outstanding. He and the Officers are also very well supported by Jill Hayward and I thank her for her continuing work for the Class.

2011

2011 will have a great start for the Dragons, with our Worlds in Melbourne. We already have over 73 entries, a fantastic achievement and over 30% more than our previous largest Championship Event in the Southern Hemisphere. I feel confident that the year will be very full and successful. Our 2 other Championship Events this year are the Europeans in Germany and the Gold Cup in Belgium.

I would also comment that the 2011 Yearbook will be issued in late January – this is a little later than usual as we have decided to hold it back to enable a full report on the World Championships to be included – I thought I should mention this to avoid any possible criticisms of inefficiency by the IDA secretariat!

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

5. Treasurer's Report

Overview:

The year ended 31 August 2010 saw a gradual improvement in global economic conditions following the crisis in financial markets in 2008 and 2009. As I reported this time last year there were encouraging signs that the major economies were emerging from recession, and although this has been the case the recovery is generally slower than hoped for due to the reduction in government sponsored support and stimuli. In addition most countries are facing austerity measures as governments look to balance their books following the fall off of revenue post recession.



As set out in last years report the financial position of the IDA had deteriorated by over £8,000 however I also noted that I considered 2009 to be an abnormal year in relation to sail label income and that I expected volumes to recover in 2010. I am happy to report that volumes are now more in line with the long term average and the financial position of the IDA is much more satisfactory.

The 2010 receipts and payments account shows an increase in our reserves of £2,649 reversing the significant deficit of £8,318 in 2009. As a result our closing cash balance amounts to £53,082 which continues to be a strong financial position.

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:

Subscription income was in line with budget and marginally down on last year. The Assistant Secretary continues her drive to get all countries paying on a timely basis.

Building fees were down by almost £2,000 compared to last year reflecting the fact that one builder purchased plaques in advance in 2009 and bought none in 2010, however the 2010 receipts were in line with budget.

In last years Treasurers report I noted that sail label income collapsed mainly due to a major build up of stock of labels at lofts in 2007 and 2008 and in common with most corporations there had been de-stocking during the 2009. Sail label volumes have returned to be close to the long term average and receipts increased by £14,250 during the year and were £2,125 better than budget.

Mast label income increased by almost £1,000 and was £800 better than budget.

Yearbook and website advertising improved on the previous year and was better than budget by £2,500. This result is very satisfactory as most advertising budgets have been cut in recent years and it reflects the quality of the yearbook and the consistent efforts by the assistant secretary to gain advertising copy for the yearbook.

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

Payments:

Expenditure was approximately £2,000 greater than budget and the prior year. The budget was very tight in the light of the collapse in the prior year income and the additional spend was more than covered by increased receipts during the year of almost £5,500.

Last year an investment was made in the yearbook and the quality of the content and production were significantly improved and, as agreed at the AGM last year, this investment was continued. As already noted this investment has been rewarded with a highly professional and visually strong yearbook, with improved content which has made it more attractive to advertisers.



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.

We continued to invest in the website and spent £1,000 more than was budgeted however the site is being continuously developed for the benefit of members and it is keeping fleets current with what is going on across the various countries on a real time basis. This can be seen by National Associations getting their event reports up on the web. The website is now highly relevant with good content and a dynamic feel and the investment has been well received by the class.

Secretary and officers travel were in line with budget and last year. We continue to work with regatta organising authorities to recover any travel costs associated with officers input to overseeing the planning of major events.

Cost control continues to be good 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.

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 fluctuations in income and to cover any unexpected issues which might threaten the strength of the class. This prudent approach to the management of the IDA's financial affairs has allowed us to maintain the level of quality with no curtailment of service to members despite the reduction in our income in 2009. We continued to invest in our key communication resources – the website and the yearbook.

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 expenses going forward. As I noted in my report last year the budget for 2010 was prepared on a cautious basis with a key assumption being the recovery of income from sail labels. I also proposed that no radical alteration be made to the cost base in 2010 and this continues to be the case however this is a matter that will be kept under careful review by the Treasurer and Officers. We will continue to invest in the promotion of the class and have set aside an amount in the budget for promotion activity during 2010/2011. This activity will be financed from our reserves as it is considered to be in the long term interests of the class and is not considered to be a recurring cost.

The strength of our Class and it's standing on the International stage, continued to be maintained. Notwithstanding the economic slowdown our major events attract very large high quality fleets. The challenge for the National Organisations 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.

6. Technical Committee Chairman's Report

I am pleased to say that technical issues in 2010 have been relatively few in number. The Technical Committee welcomed back onto the committee Yves Leglise after a few years absence. Marc van Bommel resigned during the year and I take this opportunity to thank him for his work and support over the years.



Lars Hendriksen has indicated that he wishes to retire from the Committee but I have been reluctant to accept his resignation since it is important that some members of the Committee are regular top flight Dragon sailors. So we are fundamentally searching for two new members of the Committee.

During the year we introduced on the website an item under Rules and Regulations called "Technical Committee Rulings" in order that the decisions by the Technical Committee are available for all Dragon sailors to see in a timely manner. In due course some of these rulings will be incorporated in the Class Rules. The bulk of this year's rule changes are simply tidying up the Class Rules. However there are a couple which will require some debate. At the end of the presentation there is also a Technical Committee Ruling.

7. Class Rule Changes

The following Rule Change proposals previously circulated, achieved the necessary 2/3rds voting majority and were forwarded to ISAF for approval:

1.24 Advertising	7.40 delete
	9.0, 9.14, 9.16, 9.22 Sails
1.32 Measurement Certificate	10.0, 10.10, 10.11, 10.32 Wt of Yacht
2.192 Bulkheads	11.11 Equipment (VHF)
2.193 New Rule on Drainage	7.50 Rigging
2.506 New Rule on Mast Step	
3.41 Floorboards	

ISAF decisions on these proposals will be advised on the Dragon Class Website as soon as they are known.

Rule 11.10 Equipment: The Antigua Dragon Association had proposed a change to permit a floating anchor rope on the grounds that it did not absorb water, and remained in good condition when stowed under floorboards. It was also said to be easier to pick up if used as a tow line. Counter arguments included propensity to be caught in propellers when floating, and the natural floatation detracted from the effectiveness of the anchor. It was decided to withdraw the proposal and for further investigation by the Technical Committee leading to a recommendation next year.

Rule 11.11: A new rule to permit the use of VHF was amended to allow the PRO and his race team to communicate by private channel, or other means of private communication. The details of any communication planned shall be incorporated in the NOR. The Rule was approved as amended and forwarded to ISAF.

Rule 13.30: A proposal to amend this rule by specifying the timing of weighing at Registration was withdrawn following general discussion and that the current rule was sufficiently effective

Rule 9.14: Following approval to introduce the new Corporate Branding, and specifically the new Insignia on the mainsail – a D above a wave bar and the new letter and number style, the Rule was amended to incorporate the new design.

2 further proposals were made by Antigua

- a) that the length of the first beat should be defined in the Sailing Instructions. It was agreed that the Regatta Regulation should be amended for Championship Events with guidance that ideally the first beat should not be less than 30 minutes duration.
- b) that an owner should be permitted only one boat in a race. This was rejected. In general discussion the issue of alleged 'team racing' by owners of two or more boats was discussed. It was agreed that this was very difficult to see by an on water jury member and if seen, to prove later in the Jury room. The Chairman said that he felt that any competitor who felt he had become the victim of team racing and simple recourse through the current Rules, specifically RRS 2.

8. Items for Discussion

a) Corporate Identity

The Proposed Corporate Identity was widely discussed. There was general agreement that it achieved to the objective of providing a new, fresh, Corporate Logo suitable for all National Associations to use and providing a new insignia, and letters to be used on the mainsail and spinnaker. The intention is that it should be used consistently throughout the Dragon world on items connected to the Class to achieve immediate recognition and class identity.

At the eventual vote to adopt the proposed Logo, there were 3 votes against, 3 abstentions and 23 in favour.

Instructions for introducing the first elements of the Logo would be sent to National Associations immediately and it is intended that the new identity will be universally in use within 3 years.

The meeting thanked Robert Alpe and Rob Campbell for the commitment given to carry this project through to fruition.

b) New Rules for Worlds and Europeans

The proposals for selection of entrants to the Worlds and Europeans were approved. These will be included in the Regatta Regulations, to be renamed the Dragon Class Regulations for the 2011 season in recognition that they now include information on the International Ranking List and will include instructions for the introduction and use of the Corporate Identity.

The quality of Race Officers at Championship events was also raised. The IDA Officers tried hard to ensure that those appointed had sufficient experience of the Class and the local conditions to ensure top class race management, and reserved the right to have an IDA representative on the Committee Boat to give advice if necessary. However it was also suggested that an experienced and successful Dragon sailor competing in the event be appointed as a 'sailors representative' to 'advise' the PRO of any immediate issues on the water. This suggestion was not unanimously agreed, and remained on the Agenda for further consideration.

c) Venues for Major Events and update of the Championship Rota

2011	Europeans Gold Cup:	Boltenhagen was confirmed as the venue for this event with a maximum number of 75 entries. Ostend, preparations well in hand, maximum entries 100		
2012	Europeans Gold Cup	Attersee Kinsale	maximum 65 boats maximum 100 boats	confirmed confirmed
2013	Worlds Europeans Gold Cup	Weymouth Cascais, Douarnenez	maximum 110 boats maximum 100 boats maximum 100 boats	awarded awarded awarded
2014	Gold Cup Europeans	Medemblik/North Sea San Remo		tentative tentative

The revised Rota, including longer term tentative applications, is attached

d) Review of Grade 1 events

It was acknowledged that the Dragon entries at the spring event in Palma had fallen since the Gold Cup was last held there in 2007. Reluctantly therefore it was agreed that the Princess Sofia should lose its current grade 1 status.

It was felt that there should continue to be a Grade 1 event in the Med in the future and the Semaine de Cannes, thee new event planned in Cannes in 2011 in February will, initially be given Grade 1 status (to be reviewed again next year). Planning for the event is well in hand and pre Notice of Race is expected soon.

9. Election of Officers

- Reemt Reemtsma (Germany) was elected as a Vice Chairman for a period of two years to succeed Robert Alpe
- Phyllis Chang was elected to continue as a Vice Chairman for a further and final two years.

11. Any other business

International Ranking List and National Ranking List.

Robert Alpe reported that the IRL is well established with sailors around the World, but he still has great difficulty in getting event organisers to supply results and sailor information (ISAF ID numbers) in a format that will enable direct access to the IRL. He asked that National Secretaries please ensure that those organising Championship events and graded Regattas always send the correct information in the correct format, directly to irl@intdragon.org immediately after an event so that the information can be uploaded directly into the IRL which can then be continually updated.



He then went on to say that he has now modified the software to accept information from National Secretaries who wish to run National Ranking Lists, based on a number of designated National events from National Championships and others in their country to be used for the ranking list.

This was (and will again be) explained by Robert in detail and in the amended version of the Dragon Class Regulations, and on the website to be published shortly.

Technical Committee

Vasily Senatorov suggested that Poul Ricard might become a member of the Technical Committee. The Chairman said that this is a Technical Committee matter, but the first priority is to appoint a Chairman to replace Mike Hayles. This is in hand.

IDA Trophy Insurance

The Officers at their pre AGM meeting had considered the difficulty of insurance for the increasing number of Trophies sailed for each year. The difficulty is generally, that Insurers if they will quote at all are very reluctant to do so for high values articles with no secure storage, as they are handed from one winner to the next from many different locations around the World.

After consideration the Officers recommended that the IDA should 'self insure' these trophies in future and the meeting was asked for their agreement to this recommendation. They did so unanimously.

Date of next meeting

The Chairman reminded delegates that the Greek Association had twice previously offered to host the AGM and he felt that their kind offer should be accepted. The Delegates agreed and the 2011 AGM will be held at the Yacht Club of Greece in Athens on Saturday 22nd October 2011.

25.11.2010