

MINUTES

Annual General Meeting 2014

Army and Navy Club, London

Saturday October 25th at 10.30 am

Name	Position	Country	Representing
Chris Dicker	Vice President	UK	
Richard Blickman	Chairman IDA	Netherlands	New Zealand
Andrew Craig	Treasurer IDA	Ireland	
Reemt Reemtsma	Vice Chairman IDA	Germany	
Vasily Senatorov	Vice Chairman IDA	Russia	
Jose Matoso	Vice Chairman IDA	Portugal	
Thomas Wilton	Secretary IDA	Sweden	
Philip Dohse	Technical Committee Chairman IDA	Germany	UAE
Gunter Ahlers	Chief Measurer IDA	Germany	
Martin Payne	Sailing Coordinator IDA	UK	
Poul Ricard Hoj-Jensen	Secretary NDA	Antigua	Antigua
Sophia Hoj-Jensen		Antigua	
Geoff Totterdell	Chairman NDA	Australia	Australia
Marcus Oppitz	Board Member NDA	Austria	Austria/ Switz
Steven Vermeire	President NDA	Belgium	Belgium/Sri Lanka
Steven Boeynaems	Secretary NDA	Belgium	
Lars Broen	Board Member NDA	Denmark	Denmark
Teuvo Hyvönen	Chairman NDA	Finland	Finland/Estonia
Stephane Baseden	Chairman NDA	France	France
Helmut Schmidt	Vice Commodore NDA	Germany	Germany
Vilmos Naray	Chairman NDA	Hungary	Hungary
András Simon	Officer NDA	Hungary	
Ferenc Zenthe	Hon President NDA	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland
Paolo Giorgetti	Secretary NDA	Italy	Italy/Greece

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Jens De Waardt	Secretary NDA	Netherlands	Netherlands
Odd-Erik Aks	Officer NDA	Norway	Norway
Miguel Magalhães	President NDA	Portugal	Portugal
Hans Liljeblad	Vice Chairman NDA	Sweden	Sweden
Arkun Demircan	President NDA	Turkey	Turkey
Ron James	Chairman NDA	UK	UK
Tim Wilkes	Secretary NDA	UK	
Anne Garrett	Secretary NDA	USA	USA/Canada

1. Apologies for Absence

Apologies were received from:

David Dale Johnson	(Canada)
Phyllis Chang	(Hong Kong)
Antonis Nicolaras	(Greece)
Akira Sawada	(Japan)
Jude Hoosan	(New Zealand)
Dominique Goybet	(Sri Lanka)
Dieter Schmid	(Switzerland)
Verena Weiser	(UAE)
Alexander Karboinov	(Estonia)

2. Declaration of Proxies

Proxies have been received for the following:

Anne Garrett	for Canada
Paulo Giorgetti	for Greece
Marcus Oppitz	for Switzerland
Richard Blickman	for New Zealand
Steven Vermeire	for Sri Lanka
Philip Dohse	for UAE
Teuvo Hyvönen	for Estonia

3. Confirmation of previous Minutes

The Minutes of the AGM 2013 were approved unanimously.

4. Chairman's Report

Welcome to the 2014 AGM in London. On behalf of everyone a special thanks to Jill for organizing this year's AGM at the Army and Navy Club.

The year 2014 marked the 85 years young anniversary of our beautiful Dragon. Many national and international events this year with high attendances have commemorated these 85 years. The 2014 European Championships and the Gold Cup enjoyed above average attendances with 84 and 86 boats respectively from 17 and 14 nations. Apart from the major IDA international events, many graded and local events throughout the year have been enjoying good to above average attendances too. It's also very gratifying to report that many new sailors have joined the Dragon class, especially a few younger teams.

However there are persistent concerns that club racing is seeing less favourable developments. In general we are seeing smaller local fleets although there are some positive exceptions. The number of new Dragons built, 17, has increased slightly from last year. In Dubai the first Dragon was built by Premier Composite Technologies and was launched after careful measurement and building requirements control according to our Class Rules performed by our Chief Measurer, Gunter Ahlers and Technical Committee chaired by Philip Dohse who have reported separately on the technical issues and proposed certain class rule changes.

The IDA remains financially strong and our Treasurer Andrew Craig will report in detail. Last year's one-off investment in the position of an IDA Sailing Coordinator has resulted in an investment as proposed in the AGM which will be amortized over a 5 year period.

Now a few words about the backbone of our wonderful Dragon.

In 2014, as well known, we celebrate that 85 years ago, in 1929, the first Dragon was launched and, as highlighted in last year's Report and Yearbook in detail, it remains important to understand how the success of the Dragon over so many years has continued.

During this past year the IDA Officers, the Secretary, Treasurer, Technical Committee Members and the Sailing Coordinator have had many discussions with many sailors and organisers in particular at the major events to understand whether the elements of success spelled out in the 2014 yearbook are recognized.

In general everyone agrees with the following:

- 1) Overall boat qualities. Seaworthiness, aesthetics, easy transportation, only 3 member crew, low cost
- 2) Unique niche positioning. Appealing to mature sailors who have had success in other classes, crew technically competent, top fitness not required, successful crews mix with mature skipper with younger crew, age from 19 to 90
- 3) One design class with some tolerance for innovation. True one design, constant development in rigging and construction techniques thus enhancing the boat performance and giving it an aura of modernity in spite of her age. Development has been evolutionary and not revolutionary thus well-kept 8-10 years old boats can remain competitive
- 4) When drastic innovations were introduced, transition phases were created during which the innovation was penalized in order to maintain a level playing field
- 5) Very active club, national and international racing calendar. These races when successful mix serious racing with most congenial apres-regatta social events
- 6) Benefit over the years from the involvement and support of boat builders, themselves active and successful sailors in the class

The discussions about our values continuously evolve around two main drivers, namely, top class sailing in combination with a friendly and international ambiance and hospitality at yacht clubs. Many believe a continued strong development of the Dragon Class is only possible by combining the requirements for top class sailing with careful maintenance of Corinthian principles in the Class. These revolve around:

- 1) Careful worldwide stewardship
- 2) Honourable, competitive One-Design racing
- 3) Evolutionary modernization of the boat
- 4) Upholding Class traditions
- 5) Supporting ISAF
- 6) Enjoying the fellowship of our global sailing fraternity

Again a clear goal spelled out by many is to maintain the International Dragon as the world's pre-eminent One-Design keelboat Class standard with RM organization at the major events on a world class level. In the past decade the number of all year round professional sailors and sailors sailing with professional crews has increased and consequently also their level of sailing to a very high standard. The individual Corinthian rankings according to ISAF classification rules intends to create a more level playing field. ISAF currently has a proposal for its next meeting in November to stop the classification for unknown reasons. (Editors comment- Note this proposal was withdrawn by ISAF in November).

The current top ten in the International Ranking List comprises 10 professional teams - Markus Wieser, Lars Hendriksen, Yevgeni Braslavets, Anatoly Loginov, Pieter Heerema, Lawrie Smith, Thomas Mueller, Klaus Diederichs, Dmitry Samokhin and Jose Matoso.

For some sailors this increase in numbers of professional sailors and their influence on the Class is a major concern and they warn that this may result in a substantial reduction of Dragon sailing over time. However over the 85 years this phenomenon has always been the case - Corinthian helmsmen, in some cases with paid crews mostly because of time constraints and crew members who were part of the general household staff.

What is different in the current setting? One major concern is a shift towards a professional circuit whereby the boats and helmsmen may be owned by entities exploiting the Dragon Class for their own financial benefit. This could lead to a set of different rules being imposed upon the Class in return for financial commitments, and this in turn might lead to changes to the Dragon design rules and ambiance at major events.

The IDA, set up in 1961 after the 1960 Olympics, discusses these developments through a continued dialogue with all involved. Careful maintenance of Class Rules and Regatta Regulations are essential for the ongoing success of the Class. A broad range of Dragon sailors in many countries and by people in the National Organisations and the IDA consistently evaluate proposed changes in the framework of Class Rules and Regatta Regulations respecting the above mentioned key elements. This is performed by honorary members everywhere in the world maintaining top quality of decisions in combination with careful progress. We all must realise that changes to the class rules can only be made by proposals to the AGM and these have to be adopted by the AGM.

The Technical Committee consisting of Philip Dohse, Chairman, Gunter Ahlers, Chief Measurer, Graham Bailey, Andrew Johnson, Yves Leglise, Axel Waltersdorph also perform their activities in accordance with Corinthian principles which are the cornerstone of the 85 years maintaining class rules and progress in new/ adopted rules in the true one design spirit. For continuity the class has decided to maintain a paid Secretary and Assistant but these are people from within the Dragon

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class. Therefore everyone involved in the IDA has a duty to maintain the Corinthian values which are the basis for continued long term success.

MAJOR EVENTS 2014

The 2014 European Championship was held in San Remo Italy late March and was very successful with 84 entries from 17 nations. There was a spectacular opening and closing ceremony and great hospitality during the week organized by the Yacht Club San Remo. In total we enjoyed 6 races with varying conditions – indeed, two races finished just before sunset. The European Champion 2014 is Lars Hendriksen and Corinthian winner Nano Collanino.

The Gold Cup 2014 was held first week September in Medemblik organized by The Royal Netherlands Yacht Club (KNZ&RV) and The Royal Yacht Club Hollandia (KR&ZV Hollandia). The sailing conditions, apart from the first day with no wind, were excellent.

With 86 entries from 14 nations with 6 Gold Cup length races it was judged a great success.

The fleet was moored in the old harbour, which provided a great ambiance and social activity in accordance with the true Gold Cup spirit. This year's winner is Markus Wieser and the Corinthian cup winner is Poul Richard Hoj Jensen.

At the annual owners meeting held at the Gold Cup with 40 owners attending, questions were raised about the IDA involvement in the organization of our major events and in particular the request made by certain professionals for an IDA employed professional race officer. Also, restricting coach boats on the water was supported by many. In addition the introduction of a GPS device on board was discussed. An interesting discussion about all year round racing lead to a clear message from Markus Wieser warning that further professionalising and lifting the Class racing levels may result in an outflow of sailors. A Corinthian World Cup was proposed to be organised every other year following the successful Corinthian Deauville event this year. The mood was very constructive to maintain the spirit of all to enjoy Dragon racing at our major events. At the meeting present from the IDA were, Thomas Wilton Secretary, Martin Payne Sailing Coordinator, Vice Chairmen Vasily Senatorov and Reemt Reemsmma, and Chairman, Richard Blickman.

EVENT PREPARATION AND SUPPORT

A task of the IDA Secretary jointly with Officers is to support the preparation of our major events and apart from unfortunate exceptions this formula has worked well over many years. However last year as explained at the AGM the Officers decided to establish a trial IDA Sailing-Coordinator position to assist the Secretary and the Officers preparing the major and certain graded events.

We described last year this role as follows:

“The main purpose of this new role was to provide input and expertise to the IDA regarding events and agreed promotional activities. Undertake specific projects as outlined by the IDA Officers and Secretary and this role reports to the Secretary. A clear challenge will be to maintain the overall cost in balance with the aid of sponsors resulting in entry fees within the IDA regatta regulations defined range”.

We must conclude that although the IDA support provided at this year's Europeans, Gold Cup, German Grand Prix and certain preparation for next year's Worlds in La Rochelle was well received, it has increased cost for the IDA because this was not provided by the event organisers and therefore comprised a major investment for the IDA reflecting around 33% of our reserves. For this reason the sailing coordinator experiment in this form should end.

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Although the Corinthian teams are increasing and a growing number of trophies are awarded at all major events the ISAF is considering stopping the classification. We feel this is not supporting the true spirit in our Class longer term.

Since Thomas Wilton took over the position of IDA Secretary our involvement in the major events has changed to a more active one, but maintaining the principle whereby the responsibility lies with the specific event organiser. The sailing coordinator Martin Payne has contributed both in the preparation and communication during the event in his well-known great style.

The promotion of the Class through our website, yearbook and other social media depends on the efforts of many. In particular we thank Martin Payne and Fiona Brown for their contributions at all major events, graded and many local events.

Overall 2014 has been a great year and we can look forward with great confidence.

TECHNICAL COMMITTEE

Under the expert leadership of Dr Philip Dohse and reappointed Chief Measurer Gunter Ahlers we are assured of sound continuity and observation of the Class rules. Careful investigation of certain suggested changes have been made.

The main topic this year was to follow closely the new Dragon boat builder enterprise in Dubai Premier Composite Technologies LLC. Initial plans were revolutionary to the extent that our class Rules would have to be changed significantly because of measurement requirements. The architect involved and the builder have followed the expert advice of our technical committee and chief measurer resulting in the successful launch of the first boat. We will follow further developments closely.

Following the European Championships in San Remo in March this year the Technical Committee Chairman and the Officers decided to support the request of certain owners of Pedersen and Thuesen built Dragons between 1959 and 1963 to be re-measured by the IDA. The reason to honour the request was to eliminate the feelings that these boats do not measure according to the Class Rules. The IDA chief measurer Gunter Ahlers performed an extensive re measurement of 6 boats and concluded that every boat measures correctly.

Grade 1 Events

Our grade 1 events have been held with good entries in Kuhlungsborn, Cascais, Cannes and Douarnenez. Also the Prince Philip Cup in Australia was held as a grade 1 event.

PERSONNEL

Andrew Craig our Honorary Treasurer for over 20 years has decided to step down and hand over to Kasper Harsberg. Kasper was not present due to family reasons for which we have full understanding. Kasper is Danish and knows the Dragon Class well.

Andrew it is very easy to describe your contribution in numbers if we simply look at the accounts. However you have done much more than that. In the true spirit of the Class you protected the IDA from any sidestep away from our proven strategy but also allowed innovations to occur in a careful manner. I have had the honour to witness your actions and style over the past 5 years and learned a lot.

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On behalf of all many thanks.

Thomas Wilton accepted last year the position of Class Secretary on a temporary basis. Tim Pearson, an Irish National and Corinthian Dragon sailor for over 25 years has agreed to take over the position of IDA Secretary from Thomas. We are very thankful for Thomas' contribution this year in repositioning the IDA Secretary and in event preparation and supporting the trial with the sailing coordinator. Moreover Thomas has updated the Championship/Regatta Regulations which has been a great effort and will support for the Class for years to come.

In addition the preparation for the Yearbook is well advanced in a slightly modified setup more attractive for advertisers and broader contributions from Sailors, PRO's etc. Thomas has formed an editorial committee headed by Fiona Brown and the magazine will be ready for distribution in January.

Thomas has also formed a Small Fleet Development Committee with the purpose to encourage small and sometimes remote fleets. Anne Garrett, our North America Secretary, has kindly accepted this challenge. As an example we have seen the Belgian fleet re-emerge from struggling with low numbers and Anne will liaise with the Belgians and a few others to develop further.

We thank Thomas for his many contributions.

After 2 terms of 2 years Reemt Reemtsma retires and we thank Reemt for his contributions being at heart a Corinthian successful Dragon sailor. A clear mind and opinion have supported many of the important decisions in the past years. Reemt was also a member of the technical committee for many years.

Jose Matoso is proposed to be elected for a second 2 years term.

The Officers have proposed on the agenda for the meeting to appoint Stephan Baseden as Vice Chairman. Stephan is Chairman of the French Dragon Association and a keen Dragon sailor.

Jill Hayward the Class Secretary has decided to retire after more then 10 years fulfilling this very important position. All National secretaries have been in contact with Jill every year. Also you have done a great job in arranging advertisement income for the yearbook and also distributing the book every year. Organisation the AGM in London also this year has always been very good. Thank you on behalf of everyone.

The Officers, with the consent of the IDA President HM King Constantine, have asked Poul Ricard Hoj Jensen to become Vice President of the IDA and Poul has gladly accepted. Poul's contributions to the Dragons are enormous over a period of more then 40 years.

Next year 2015 will be a full major event year with a Worlds in La Rochelle, Europeans in Bastad, Sweden and Gold Cup in Kuehlungsborn, Germany. All events are well advanced in preparation.

We will continue to build onto supporting the event organisers in the spirit of the Class combining the advice of all sailors involved. We should cherish the support from all the volunteers at every event which offer their spare time for our joy. At the same time we have a responsibility to offer experience to the next generation as we have done for 85 years.

5. Treasurer's Report

OVERVIEW

Economic conditions throughout Europe in 2013 remained flat with little growth across the EU. The Class is not immune; however the Europeans in Italy and the Gold Cup in The Netherlands were held in popular venues and turnout was strong. The flat economy probably contributed to the shortfall in advertising receipts which were experienced in 2014 (along with the fact that there was no Worlds in 2014). The turnout at Grade 1 and Grade 2 regattas around the globe is very strong and individual National Associations continue to bid to hold our major events and the outlook for the Class remains positive.

As agreed at last year's AGM a Sailing Coordinator was engaged on a one year trial basis to work with the Secretary to further develop the oversight of our major events. During 2014, we were unable to recover the cost of this additional resource from the regatta organisers, whose own budgets were under pressure, and, going forward, the arrangements for the coordination role will involve limited call on IDA funds with the event budgets bearing any additional costs.

The 2014 receipts and payments account shows a decrease in our reserves of £ 5,945 which is due to the cost of £ 11,828 for the Sailing Coordinator, however the loss has been partially offset by cost savings in other headings.

The Association continues to benefit from subsidies from the Officers in terms of travel costs and administrative support. In particular The Secretary paid all his own travel and accommodation costs in relation to oversight and attendance at the major regattas and meetings. This is much appreciated however it is not a situation that can continue and future costs associated with oversight will be budgeted and paid for.

RECEIPTS

Income was £ 2,800 less than last year and £ 1,800 below budget. This reflects the difficulty in securing advertising revenue which hit a high in 2013 and was budgeted to decrease, however the decrease was greater than expected.

Subscription income was in line with budget and last year. Subscription levels have not been increased for many years. The Officers have considered subscription rates and decided they should remain at current levels to leave funds with National Associations for local fleet development.

Building fees increased during 2014 due to a timing difference between when the cash was received and when the plaques are issued as well as a small increase in the number of plaques issued during the period.

The sail label charge was increased to £35 per sail and the income was in line with budget and £ 3,100 more than the prior year.

Mast label income represents a very small part of total income and was in line with budget.

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

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The outlook for our income for 2015 is positive with Worlds, Europeans and the Gold Cup in popular European locations.

PAYMENTS

Expenditure exceeded receipts by £ 6,000 and the excess of payments over receipts was £ 7,000 worse than budgeted. This was mainly caused by the cost of the Sailing Coordinator offset by savings on website and internet and technical committee expenses.

The Yearbook cost was in line with budget and previous years.

The Technical Committee was active during the year conducting reviews of, in particular, Pedersen and Thuesen Dragons; however, the costs associated with this were covered by the boat owners, committee members and the GDA.

Investment in the website continued and the quality of the content continues to improve, Facebook, videos from major events and the Dragon Website is one of the best around. The professional webmaster develops and runs the site and ensures the quality is maintained. The hit rate continues to be very high and the web has become our main source of communication and the reach is enormous. Through the efforts of the Secretary there was less reliance on the Webmaster and this contributed to significant savings in this area with no impact on quality.

The Secretary and Assistant Secretary worked very hard to contain costs to partially offset the cost of the Sailing Coordinator

CONCLUSION

As noted at last year's AGM we would treat the cost of the sailing coordinator as an unbudgeted investment for the year if we were unable to recover it from events. It is the IDA policy that when such an item arises that the reduction in our reserve be made good in succeeding years and this will commence when setting the budget for 2015.

Despite the loss for 2014 we continue to maintain a strong cash reserve. 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.

We continued to develop our key communication resource which is now the Website which is kept fully up to date with news and Class developments.

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 we will need to continue to ensure that our income keeps broad pace with the expenses going forward and that our expenditure is correctly focussed and provides best value for money. We need to consider ways to promote the Class more widely through all our communication channels. Maintaining and growing the strength of the Class, particularly at country level is the key to ensuring that we hold on to our strong financial base. Our international events are strongly supported however a number of National Associations report that the number of active Dragons in their countries is falling. This is a matter of concern.

The key challenge for the IDA and National Organisations continues to be 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. 2015 Budget

The 2015 budget was submitted to the meeting. The Chairman reiterated that any new arrangements in the administration of the Class will be accommodated within the presented budget. It is IDA policy that any un-budgeted items require the prior approval of the Treasurer.

In 2014 the Sailing Co-coordinator role supported the main IDA Championship events and the Grade 1's. The Executive believe there are 3 ways to finance the Sailing Co-coordinator role:

1. The IDA pays the total cost (see below)
2. It is financed by the event organisers of the IDA Championships (Worlds, Europeans, Gold Cup and the cost is added to the event fee
3. It is financed by individual supporters in the Dragon community, which has not happened yet

The cost of the Sailing Co-coordinator in 2014 was £13,000 which cannot be supported from the current levels of IDA income. Additionally the Officers feel it would be inappropriate to allocate a substantial part of the IDA funds on an activity which impacts 70-120 boats attending the IDA Championships. So the solution for next year is to reduce the IDA financial support for the Sailing Coordinator to £1000.00 per major event with the remaining cost being financed out of the relevant event's budget.

Helmut Schmidt (Germany) confirmed that the additional cost is in the budget for the 2015 Gold Cup in Kuhlungsborn and Stephane Baseden (France) said that it was under discussion for the 2015 Worlds in La Rochelle. Helmut Schmidt strongly supported the concept that the cost of the sailing co-coordinator should be paid by the event as the coordinator should be part of the Organising Team.

Geoff Totterdell (Australia) commented that the IDA should not take on the role of Organiser at the IDA Championship as it would expose them to legal responsibilities. He explained the Australian model, which utilises contracts between the National Association and the Organiser. This is similar to the new proposals for Regatta management specified in the revised IDA Championship Regulations (to be published by end 2014).

It was agreed that the IDA will look at the concept of Events paying an IDA a licence fee for running an event but for now it is a requirement that they budget for the sailing co-ordinator role.

Concerns were raised about how much the entry fees would need to be raised to finance the additional cost of the Sailing Coordinator. The Chairman said it would only mean approximately £50 per entry fee at the three Major Championships.

Jose Matoso (Vice Chairman) commented that from his experience as President of the Clube Naval de Cascais it was achievable:

1. We are only talking of putting up fees for 2-3 regattas (i.e. the IDA Championships) a year so it is not a big impact on costs

2. These regattas have budgets of Euro 100k plus. If the IDA is providing a service to uphold standards then £3000 for the Sailing Coordinator role is a small amount
3. Most classes sailing in Portugal charge higher entry fees and have more detailed regulations than the Dragons. The IDA should focus on making sure organisers agree to work to our regulations and then police them rigorously

Lars Broen (Denmark) asked if the IDA could look for sponsorship to cover the cost of running the IDA. The Treasurer commented that it is unwise to rely on sponsorships to cover the administration cost of the Class as they are not predictable.

Lars Broen then suggested that running cost should be paid out of normal budget but a sponsor could be used for special activities ie promotion or web site.

The budget was approved unanimously with the additional £3000 retainer for the Sailing Coordinator.

Poul Richard Hoj Jensen (Antigua) questioned whether the IDA should do more marketing activity, as he believed that builders and sail makers were seeing a slowdown in production. It was also suggested that the Class should celebrate its 90th Anniversary in 2019.

The Chairman indicated there would be more emphasis next year on internal communications as well as better use of modern communication techniques such as Facebook etc.

7. Technical Report

The Technical Chairman commented that whilst there have been fewer big issues in 2014 there was still a high volume of questions from sailors, many of these at events. The major items that were handled in the year were as follows:

1. Additional foot supports (wooden or other materials) on Barney posts and Main Sheet Beams - the Technical Committee gave a clear answer that they were not allowed and have published a technical ruling with maximum measurements for Barney posts and main sheet beams.
2. Spinnakers – there were some issues with the measurement of spinnakers at the Europeans in 2014. The Technical Committee solved the issue but suggests a small clarification to the Dragon Class Rules in order to precise the method of measuring spinnakers.
3. Measurement of Pedersen & Thuesen (P&T) boats – sailors had raised some concerns that P & T boats are particularly fast and may not measure under the templates. Six P&Ts were measured at their owner's expense by Gunter Ahlers in June 2014. He reported all six measured to the old and also to the new templates and so comply with the Class Rules. They were also weighed. A note regarding this measurement has been placed on their measurement certificates.
4. Mast Step and Foot - The current rule permits a tolerance of 10mm at the fixing of the mast to the mast step. The proposed new rule 1) reduces this to 5mm and 2) restricts the materials used in the step and foot.

Poul Richard Hoj Jensen showed the new style Petticrow mast step/foot and explained:

1. The new style mast step will be more reliable because we now use more runner tension and the standard mast step can bend and
2. It is difficult to get a good casting for the standard mast step that is currently in use on older boats and a plastic foot is easier to manufacture.

Gunter Ahlers, the IDA Chief Measurer, confirmed that the new style mast step as shown at the meeting would be permitted under the proposed new rule provided the gap was narrowed to 5mm rather than the present 10mm (The Technical Committee has since clarified that this comment referred to the shape of the new step/foot and not the plastic material used, which would not be permitted under the new rule.)

Arkun Demircan (Turkey) commented that he was in favour of using plastic as it would solve corrosion problems in very salty water.

5. Mast movement at Deck level – the proposal of the Technical Committee is to restrict the mast movement at deck level by using chocks or screws to limit fore and aft movement as there are concerns that some sailors may not be adhering the present rule of fore and aft mast movement. The Technical Committee is clear that boats who don't have chocks in place as required will be disqualified. Existing boats will have until March 2016 to make the necessary changes while new boats have to comply from March 2015.
6. The delegates raised the issue of GPS. The situation is not clear at the moment so the Class will observe the further development would welcome any proposal that prevents or controls the use of GPS that could be robustly implemented and this issue will be discussed next year.

8. Class Rule Changes

The attached Rule Changes were approved at the meeting with no amendments and are still subject to ISAF approval:

9. Venues for Major Events and update of the Rota

The following events updates were given to the meeting.

Year	World Championships	European Championships	Gold Cups
2015	La Rochelle, France, 4-12 June Updates given	Bastad, Sweden, 31 July-8 August Updates given	Kuhlungsborn, Germany - dates 21-28 August Updates given
2016		St.Petersburg, Russia , 20-27 July	Hornbaek, Denmark – 26 August to 2 September
2017	Portugal (Cascais) provisionally April	Switzerland (Lake Thun) provisionally 14-19 August but request was made to have it earlier	France (La Grande Motte, 7-16 September
2018		Proposals were made from Hungary (Balaton) and Italy (Lake Garda). Balaton was selected by a significant majority. Proposed to be held late May early June	Proposal was made from Finland Helsinki and United Kingdom (Pwllheli). Helsinki was selected by a significant majority. No dates given

2019	Interest was confirmed by Russia (Vladivostok) and a presentation was made by Australia (Freemantle) for January 18-15. AGM asked them to consider Christmas period instead	Proposals were made by Denmark, France, The Netherlands, and Italy	Proposal was made from The Netherlands and from USA for Newport. United kingdom also indicated an interest (Pwllheli)
2020		Interest was notified by Germany	Interest was notified by Ireland
2021	Interest was notified by Hungary		

10. Sailing Co-ordinator

It was confirmed the Sailing Coordinator role is an IDA role. The person filling it reports to the IDA Secretary and will fulfil his tasks as an IDA person. He should act only in the IDA's interests. The role will support any event if requested by the Organisers to do so. The IDA objective is to ensure Championship events are run at as high a level as possible but will not be dogmatic about employing the Coordinator where he is not needed.

11. Election of Officers

Election of Officers – Jose Matoso (Portugal) having completed a term of two years as Vice Chairman has agreed to stand again for a further two years as Vice Chairman. Reemt Reemtsma (Germany) having completed 4 years as Vice Chairman is to stand down. The Officers propose Stephane Baseden (France) to replace Reemt Reemstma as Vice Chairman. Andrew Craig (Ireland) is to stand down as Treasurer. The Officers propose Kasper Harsberg (Denmark) as the new Treasurer.

The proposed Officers were approved by the AGM.

12. Vice President

The Chairman proposed to the meeting that Poul Ricard Hoj-Jensen should be elected as Vice President of the Dragon Class in recognition of what he has done for the Class over the years. The proposal was approved unanimously.

13. Any other business

1. International Ranking list – it was confirmed that the events that counted for the IRL are the IDA Championships, Grade 1 and the National Championships that are classified Grade 2. It was noted that the Grade 2 event results had very little impact on the Ranking List.
2. The Corinthian-only Event will be held 1- 5 May in Flensburg (Germany). Helmut Schmidt (Germany) asked if it could be included in the event rota voting in the future. There is no official policy on how to select venues for the Corinthians as yet but IDA will look into it.
3. Concerns were raised by delegates about the number of professional crews at events and how this impacts Corinthian sailors.

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4. Helmut Schmidt requested that the International Jury do more on-the-water judging, particularly regarding hiking. The decision was taken to request each International Jury to police this rule.

14. Date of Next Meeting

The next AGM will take place in Paris, France
October 24th 2015 at 10.30 hours.

Appendix 1

2014 CLASS RULE CHANGES

The International Dragon Association submits the following request for the alteration of their Class Rules for approval by the ISAF. These alterations were approved unanimously at the recent General Assembly of the International Dragon Association taking place in London on 24th of October 2014.

A.

Change of Class Rule 6.102

1. The present wording of CR 6.102 is:

“The fore and aft position of the mast is optional, except that it is prohibited to make changes while racing. The heel of the mast shall be fixed and not be capable of being moved while racing. However free movement of not more than 10mm shall not be considered as infringing this rule. Any device which enables movement is prohibited.”

2. The following alteration of wording of CR 6.102 is being submitted:

“The fore and aft position of the mast is optional, except that it is prohibited to make changes while racing. The heel of the mast shall be fixed and not be capable of being moved while racing. However, movement of not more than 5 mm shall not be considered as infringing this rule, ~~but any device~~ **or material** which enables **and/or encourages** movement is prohibited.”

3. Reasons:

Lately mast steps and heels were developed using different materials which permitted the mast heel to slide easily in the mast step. However, the prime intention of the rule is, that the heel has no capability of movement. The 10mm movement tolerated up until now originated in the timber days to allow for wear and tear. Materials employed since then have changed, permitting a reduction of the former 10mm to now 5mm. In addition it is desired to clearly rule out materials or constructions which are deliberately employed to exploit the given tolerance.

B.

Change of Class Rule 6.103

1. The present wording of Class Rule 6.103 is:

“A mark (made from metal or plastic plate) 50mm measured fore and aft and 20mm athwartships shall be fixed on the deck at each side of the mast opening, in such a position that the foreside of the mast shall not be outside nor be capable of being moved outside the limits of these marks.

Movement of the mast within these limits shall be restricted by either:

- (a) A mast ram (or controller) permanently fixed in such a way that total fore and aft movement of the ram (other than by adjustment of bottle screws) restricts the mast to

within these limits. Any adjustment of mast ram bottle screws or other devices which results in the mast being capable of movement outside these limits is prohibited.

or

- (b) Chocks (or other filling pieces) fixed in such a way that they cannot be removed with the mast in place or otherwise fixed by means of screws (which shall not be removed during racing).

Athwartship clearance of more than 10mm each side is prohibited. Any filling pieces limiting athwartship movement to 10mm shall be fixed such that they cannot be removed with the mast in place (note: any other filling pieces or chocks do not have to be fixed)."

2. The following wording of CR 6.103 is being submitted:

"A mark (made from metal or plastic plate) 50mm measured fore and aft and 20mm athwartships shall be fixed to the deck each side of the mast opening, in such a position that the foreside of the mast shall not be outside nor be capable of being moved outside the limits of these marks.

Movement of the mast within these limits shall be restricted by ~~either: (a) A mast ram (or controller) permanently fixed in such a way that total fore and aft movement of the ram (other than by adjustment of bottle screws) restricts the mast to within these limits. Any adjustment of mast ram bottle screws or other devices which results in the mast being capable of movement outside these limits is prohibited or (b) Chocks (or other filling pieces or bolts) fixed in such a way that they cannot be removed while racing with the mast in place or otherwise fixed by means of screws (which shall not be removed during).~~

Athwartship clearance of more than 10mm each side is prohibited. Any filling pieces limiting athwartship movement to 10mm shall be fixed such that they cannot be removed with the mast in place.

This Rule applies to all Dragons certified after 1. March 2015. Dragons certified before 1st March 2015 shall comply with this Rule after 1st March 2016.

3. Reasons:

The present rule was difficult to enforce and control and every now and again led to infringements. This is the reason why the class wants to return to the rule formerly in place, before the "mast ram rule" was introduced. The mast control devices, presently employed, may still be used and are not affected by the altered rule.

C.

Change of the wording of Class Rule 9.11

1. The present wording of CR 9.11 is:

"Sails shall be made and measured in accordance with the ISAF Equipment Rules of Sailing, (ERS) 2005 - 2008, except where varied herein."

2. The following alteration of wording of CR 9.11 is being submitted:

“Sails shall be made and measured in accordance with the ISAF Equipment Rules of Sailing, (ERS) ~~2005—2008~~, except where varied herein.”

3. Reasons:

As the ISAF Equipment Rules of Sailing are updated from time to time the wording should be changed to ensure that not always the Class Rules have to be altered as well.

**D.
Change of the drawing to Class Rule 9.50**

1. The present drawing to CR 9.50 is:

Rule 9.50

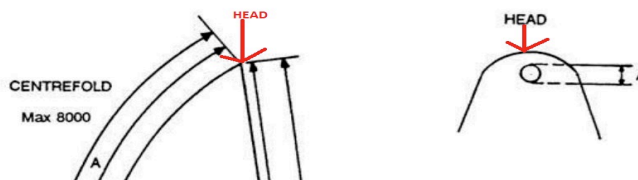
Spinnaker



2. The following alteration of the drawing to CR 9.50 is being submitted:

Rule 9.50

Spinnaker



3. Reasons:

During the past year concerning the correct measurement of spinnakers, it was disputed whether the ISAF Equipment Rules of Sailing (ERS) or the drawing in the Class Rules to CR 9.50 shall prevail. The IDA’s opinion is that the Class Rules shall prevail since the Class Rules are much longer in force than the ISAF Equipment Rules of Sailing (ERS). To prevent misunderstandings in future, the drawing to CR 9.50 must be amended with the red language and arrows describing the Head Measurement Point, as shown above, to make absolutely clear from where to measure.

E.

Change of the wording of Class Rule 10.20

1. The present wording of CR 10.20 is:

"Yachts first measured after 1st March 1989 or re-measured after this date according to rules 1.12 or 1.64 shall be subject to the swing test in accordance with rule 10.21, except where such re-measurement takes place as a result of reinforcement being added under 2.515.2"

2. The following amended wording of CR 10.20 is being submitted:

"Yachts first measured after 1st March 1989 or re-measured after this date according to rules ~~1.12 or 1.64~~ 1.62 – 1.64 shall be subject to the swing test in accordance with rule 10.21, except where such re-measurement takes place as a result of reinforcement being added under 2.515.2"

3. Reasons:

CR 10.20 refers to CR 1.12 but such a clause does not exist.

F.

Change of the wording of Class Rule 11.11 (2)

1. The present wording of CR 11.11 (2):

"Mobile phones which shall only be used in an emergency"

2. The following change of CR 11.11 (2) is being submitted:

"Mobile phones ~~which shall only be used in an emergency~~ or similar devices permitting the receiving of any outside information, but any of their functions may only be used in an emergency.
At all other times during racing they shall be turned off."

3. Reasons:

As only mobile phones are mentioned one could argue that recently developed smart phones like an iPhone may not be on board.

G.

Change of the wording of Class Rule 13.30

1. The present wording of CR 13.30:

"Except when excluded by the Sailing Instructions, the total weight of the crew shall not exceed 285 kg. The weight shall be taken with the crew wearing lightweight clothing. If a

crew has been officially weighed in immediately previous to the regatta, re-weighing during the regatta shall not take place unless there is a change of crew.”

2. The following alteration to the wording of CR 13.30 is being submitted:

“Except when excluded by the **Notice of Race Sailing Instructions, which is not permitted for World Championships, European Championships, Gold Cups and Grade I regattas**, the total weight of the crew shall not exceed 285 kg. The weight shall be taken with the crew wearing lightweight clothing. If a crew has been officially weighed in immediately previous to the regatta, re-weighing during the regatta shall not take place unless there is a change of crew.”

3. Reasons:

To be properly prepared for a regatta, the exclusion of the weight rule in the Sailing Instructions comes too late. This is important information and must already be announced in the Notice of Race. Further, an exemption from CR 13.30 shall not be permitted for major Championships and Grade I regattas.

Dr Philip Dohse
AGM 2014