

Minutes

Annual General Meeting 2015

Yacht Club de France, Paris, by kind permission

Saturday 24 October at 09:30

Attendance

Forty-four representatives, officers and sailors attended the meeting. There were 28 countries represented at the meeting out of a possible 31.

<i>Name</i>	<i>Position</i>	<i>Country</i>	<i>Representing</i>
<i>Chris Dicker</i>	<i>Vice President IDA</i>	<i>UK</i>	
<i>Poul-Ricard Hoj-Jensen</i>	<i>Vice President</i>	<i>IDA</i>	
<i>Richard Blickman</i>	<i>Chairman IDA</i>	<i>Netherlands</i>	<i>Officer vote</i>
<i>Vasily Senatorov</i>	<i>Vice Chairman IDA</i>	<i>Russia</i>	<i>Officer vote & Japan</i>
<i>José Matoso</i>	<i>Vice Chairman IDA</i>	<i>Portugal</i>	<i>Officer vote</i>
<i>Stéphane Baseden</i>	<i>Vice Chairman IDA</i>	<i>France</i>	<i>Officer vote</i>
<i>Kasper Harsberg</i>	<i>Treasurer IDA</i>	<i>Denmark</i>	<i>Officer vote & Hong Kong</i>
<i>Tim Pearson</i>	<i>Secretary IDA</i>	<i>Ireland</i>	
<i>Philip Dohse</i>	<i>Technical Committee Chairman IDA</i>	<i>Germany</i>	
<i>Gunter Ahlers</i>	<i>Chief Measurer IDA</i>	<i>Germany</i>	
<i>Sophia Jensen</i>	<i>Secretary</i>	<i>Antigua</i>	<i>Antigua</i>
<i>Geoff Totterdell</i>	<i>President</i>	<i>Australia</i>	<i>Australia</i>
<i>Marcus Oppitz</i>	<i>President</i>	<i>Austria</i>	<i>Austria</i>
<i>Steven Vermeire</i>	<i>President</i>	<i>Belgium</i>	<i>Belgium</i>
<i>Anne Vanneste</i>	<i>Secretary</i>	<i>Belgium</i>	
<i>Thomas Schmidt</i>	<i>Secretary</i>	<i>Denmark</i>	<i>Denmark</i>
<i>Teuvo Hyvonen</i>	<i>Chairman</i>	<i>Finland</i>	<i>Finland & Estonia</i>
<i>Jean Breger</i>	<i>Secretary</i>	<i>France</i>	<i>France</i>
<i>Gerard Blanc</i>	<i>Observer</i>	<i>France</i>	
<i>Helmut Schmidt</i>	<i>Chairman</i>	<i>Germany</i>	<i>Germany</i>
<i>Alexandros Kedros</i>	<i>Representative</i>	<i>Greece</i>	<i>Greece</i>
<i>Marc Castagnet</i>	<i>Member</i>	<i>Hong Kong</i>	
<i>Vilmos Naray</i>	<i>Chairman</i>	<i>Hungary</i>	<i>Hungary</i>
<i>András Simon</i>	<i>Officer</i>	<i>Hungary</i>	
<i>Ferenc Zenthe</i>	<i>Honorary President</i>	<i>Hungary</i>	
<i>Andrew Craig</i>	<i>Chairman</i>	<i>Ireland</i>	<i>Ireland</i>
<i>Paolo Giorgetti</i>	<i>Secretary</i>	<i>Italy</i>	<i>Italy</i>

<i>Umberto Di Luca</i>	<i>Observer</i>	<i>Italy</i>	
<i>Philip de Koning Gans</i>	<i>Secretary</i>	<i>Netherlands</i>	<i>Netherlands</i>
<i>Klaas Ruigewaard</i>	<i>President</i>	<i>Netherlands</i>	
<i>Rob Campbell</i>	<i>Past Chairman IDA</i>	<i>UK</i>	<i>New Zealand</i>
<i>Odd-Erik Aks</i>	<i>Boardmember</i>	<i>Norway</i>	<i>Norway</i>
<i>Miguel Magalhães</i>	<i>President</i>	<i>Portugal</i>	
<i>Tatiana Kurbatova Lueders</i>	<i>Secretary</i>	<i>Russia</i>	<i>Russia & Ukraine</i>
<i>Carlos Carbajal</i>	<i>Secretary</i>	<i>Spain</i>	<i>Spain</i>
<i>Robin Hennessy</i>	<i>Observer</i>	<i>Spain</i>	
<i>Patrick Delahaye</i>	<i>Chairman</i>	<i>Sri Lanka</i>	<i>Sri Lanka</i>
<i>Thomas Wilton</i>	<i>Nominated representative</i>	<i>Sweden</i>	<i>Sweden</i>
<i>Garlef Baum</i>	<i>President</i>	<i>Switzerland</i>	<i>Switzerland</i>
<i>Lotti Schmid</i>	<i>Secretary</i>	<i>Switzerland</i>	
<i>Verena Wieser</i>	<i>Secretary</i>	<i>United Arab Emirates</i>	<i>United Arab Emirates</i>
<i>Ron James</i>	<i>Chairman</i>	<i>UK</i>	<i>UK</i>
<i>Mike Hayles</i>	<i>Observer</i>	<i>UK</i>	
<i>Anne Garrett</i>	<i>Secretary</i>	<i>United States</i>	<i>United States & Canada</i>

Declaration of Proxies

Proxies were received as follows:

Vasily Senatorov	Japan
Kasper Harsberg	Hong Kong
Teuvo Hyvonen	Estonia
Rob Campbell	New Zealand
Tatiana Kurbatova Lueders	Ukraine
Anne Garrett	Canada

Apologies for absence

Apologies were received from:

HM King Constantine
Phyllis Chang, Hong Kong
Tim Wilkes, UK

Confirmation of 2014 Minutes

The Minutes from the 2014 AGM were taken as read and unanimously approved.

Chairman's Report

Welcome to the 2015 AGM in Paris. On behalf of everyone a special thanks to Stéphane Baseden and the French Dragon Association for organising this year's AGM at the Yacht Club de France. This is my last Chairman's report and as you all know the discussion about my successor has been extensive and I am convinced that this discussion has focused all involved on many core values of the Dragon Class and the role of the IDA.

Until now, always one Chairman candidate was presented to the AGM, but this summer we had two candidates both Vice Chairmen, Vasily Senatorov and Stéphane Baseden. The officers were not unanimous on the preferred candidate and therefore it was decided to prepare for an election at this AGM. Many discussions between July and October resulted in a Joint Statement from Vasily and Stéphane agreeing on certain principles within the framework of the IDA constitution whereby Vasily would remain the candidate Chairman and Stéphane would withdraw his candidacy and remain as a Vice Chairman. On Vasily's election as Chairman we have one Vice Chairman vacancy. According to the IDA Constitution this would mean a candidate VC from a different continent.

In 2015 we enjoyed three major events, i.e. the Worlds in June in La Rochelle, the European Championships in Båstad, Sweden and the Gold Cup in Kühlungsborn, Germany. Also the Grade 1 and Grade 2 events and many national and international events this year have been held with mixed attendances. The 2015 World Championship had over 80 entries, the European Championship and the Gold Cup enjoyed below average attendances, 55 and 66, respectively, with sailors from 20 to 14 different nations. There are persistent concerns that the Class is seeing less favorable developments in terms of the attendance at all events and moreover a significant decline in new Dragons built. The number of new Dragons built so far this year, 13, has decreased from 17 last year. This is becoming a major concern.

Certain technical proposals to improve sailing have been handled, such as GPS and other proposals for changes which have been put forward for this AGM, but this will not solve the issue of fewer Dragons built.

More is needed to revitalize the Dragon Class.

At the owners' meeting during the Gold Cup in Kühlungsborn on August 25, following subjects were discussed:

- 1) Event scheduling and attendance
- 2) Professional and Corinthian participation
- 3) Issues around boats and equipment
- 4) Election of new Chairman and Vice Chairmen at the next AGM

You will have received the Owners' Meeting Minutes with the AGM documents.

During the past year the IDA Officers, the Secretary, Treasurer, Technical Committee members and the Sailing Coordinator have had many discussions with many sailors, in particular at the major events, to understand what can be done to make the Class more successful. Moreover, what is the role of the IDA?

Most Dragon sailors expect a Class organisation that is actively involved, but, in the background safeguards our values and guides evolutionary progress as it has been done successfully for many years. Others expect a full commercial IDA professional circuit comparable to Formula 1 racing or maybe FIFA.

So far the IDA has operated in the background, safeguarding its one design character according to Class

Rules, and maintaining ISAF standards with evolutionary technical improvements, supported by a profound Corinthian/volunteer spirit. Everything has been achieved according to a clear and proven concept such as organising the selection process for major and Grade 1 events, i.e. rota, and in addition supporting the preparation of these events according to the IDA Class rules.

However, it has always left the responsibility for the event with the organising national Dragon Associations and yacht clubs, building onto local high standard regatta organisation experience.

A consistent message from many Dragon sailors over the past 6 years has been:

1. Decrease of Corinthian spirit and sailors at our major and Grade 1 events.
2. A focus on the quality of major and grade event organisation. Professional IDA organization.
3. Cost of Dragon sailing. Spending so much and no guaranteed top class events.
4. Sponsoring the solution everywhere. Ultimately free sailing.
5. Advertisement.

IDA cornerstones do not specify professional event organization. Rather they focus on:

1. Careful worldwide stewardship.
2. Supporting honorable, competitive One-Design racing.
3. Guiding evolutionary modernisation of the boat.
4. Upholding Class traditions.
5. Supporting ISAF.
6. Enjoying the fellowship of our global sailing fraternity.

The building pressure of certain sailors at our major and graded events to force the IDA into a commercial role of event organiser and through the financial support from a Class sponsor for

involvement of professional PROs, made me personally ever more concerned that going in this direction would change the Class forever and that a professional organised IDA could lead to an accelerated negative spiral for the entire Dragon Class. In many similar ways, as it developed during the Olympic years, resulting in a nearly extinct Dragon Class. Apart from the growing negative competitive atmosphere at the major events, the main reason to be very careful going into a professional direction, is that to my belief the Dragon is in the longer term not commercially interesting. Over the past 80 plus years the Dragon Class always attracted top class sailors around the world, often for generations, and the duty of IDA officers is to safeguard this proven formula.

The candidate officers responded in detail to the following questions:

- 1) Vision for the Dragon Class short and medium term.
- 2) The skills and commitment to manage the affairs of the IDA.
- 3) Professionalism in the Class in harmony with the Corinthians.
- 4) How to redress the balance between professionals and Corinthian sailors and encourage Corinthian sailors to take part in major events?
- 5) How to encourage competitors to encompass the Corinthian spirit of the Class?
- 6) How do we keep the Class together?
- 7) Changes in Class rules and the use of modern technology for all Dragon sailors.
- 8) Major sponsorship deals advantages and disadvantages.
- 9) The championship regulations and adherence to the Regulations.
- 10) The IDA constitution and areas where it might need further review and update.

At the Officers' meeting in June in St Petersburg when it became clear that we had two candidates among the current officers, a way had to be found to explain to our Dragon sailors around the world the different views of both candidates. In order to present the respective views in a structured way and available to the national Dragon Class Associations around the world both candidates Vasily Senatorov and Stéphane Baseden were asked to explain in detail their respective views on the main issues the Class is facing today and in the future in the form of a 10 item questionnaire and the responses have been published on the IDA website. Also the Vice Chairmen candidates, Helmut Schmidt and Marc Castagnet, were asked to respond to the 10 questions.

This procedure has created many reactions and views, opinions and feelings and has been very helpful to bring the main issues more clearly on the table followed by extensive discussions everywhere.

Stéphane considered carefully the potential for a split in the Class if there were to be a two candidate Chairman vote at the AGM and decided therefore to offer Vasily the Chairman candidacy if they could reach agreement on certain IDA fundamental principles. Stéphane and Vasily formulated a joint statement in Lake Garda on October 7, also published on the IDA website:

“Future of the IDA

As you are aware, a new Chairman for the IDA will be elected at this year's AGM. Up to this stage, we were both standing as candidates for this forthcoming election and have communicated our respective visions for the Dragon Class. Recently, we exchanged on the differences between our programs and we were able to reach a consensus on the fundamental issues. Subject to the following fundamental principles strictly being adhered to for the future of the IDA and in order to preserve the unity of our Class, Stéphane Baseden withdraws his candidacy to become Chairman at this year's election, proposes to remain Vice-Chairman and supports Vasily Senatorov to become the next IDA Chairman.

Within the framework of the IDA Constitution the following principles are agreed:

1. IDA Governance

All IDA officers with voting rights and the Technical Committee Chairman will be Corinthians (ISAF definition), that is, they will not have any direct nor indirect commercial interest in the Dragon Class.

2. Regatta Organisation

The management of Grade I regattas and IDA championships will continue to be organised by carefully selected clubs by the IDA, which comply with the IDA Race Management guidelines with the active support and supervision of the IDA. The ultimate responsibility and the ownership of these events will remain with the relevant Organising Authority (the selected club) as it has been traditionally in the Class.

3. Sponsors

Sponsors are welcome to contribute to the Class and the IDA will be proactive in recruiting sponsors to support the IDA and Organising Authorities of major events. However, the IDA will not engage in any sponsorship agreements that would create a dependency and conditions that interfere with Regatta management and the calendar of fixtures.

4. Communication

Communication within the Class needs to improve in order to capture more Dragon owners' expectations, to develop the image of the Class, to recruit new sailors, to exchange experiences, to sustain high standards and the quality of event organisation and to cultivate the comrade spirit of the Class. Beyond the existing formal AGM and the Owners' meeting at the Gold Cup, any new IDA communication forum (e.g. sailors/owners committee) will be decided through the AGM, and will be organised and managed through the existing IDA structure of national Associations, represented by their elected secretaries or chairmen, or their chosen delegates.

5. Professional Helmsmen at IDA championships

In order to avoid division within the Class and to continue to attract top sailors, the IDA will continue to support the principle that Professional (ISAF definition) helms can compete in all Grade 1 and IDA championships, including World and European championships.”

This statement has taken away the concern of many sailors that the professional ethos will take over. Is it watertight some may argue? We all, national Dragon Associations, here at the AGM share the responsibility to continue to build on a prosperous Dragon Class.

The IDA, set up in 1962 after the 1960 Olympics, discusses these professional and Corinthian developments through a continued dialogue with all involved, carefully ensuring that the Dragon remains available to a broad range of sailors in many countries which implies Corinthian Class rules and regatta regulations. This has been supported over the years by non-professional, Corinthian-spirit honorary officers around the world who maintain high quality decisions in combination with a careful evolutionary progress. Changes to the IDA constitution and Class rules can only be made by proposals to the AGM and have to be adopted by a two-thirds majority. I

have presented a resolution to change and clarify article 8.2 and 8.7 aiming to restrict the years in office for officers and to maintain the financial independence of officers.

The Technical Committee, consisting of Philip Dohse, Chairman, Gunter Ahlers, Chief Measurer, Graham Bailey, Andrew Johnson, Yves Leglise, and Axel Waltersdorph, also perform their activities in accordance with the Corinthian principles which are the cornerstone of 86 years of maintaining Class rules and progress in new/adopted rules in the true one design spirit. For continuity the Class has decided to maintain a Secretary under a financial arrangement, however, also a person from within the Dragon Class.

It is therefore the duty of everyone involved in the IDA to maintain the Corinthian values which are the basis for continued long-term success.

The IDA remains financially sound, although we have recorded a deficit in the past two years. Kasper Harsberg will report in detail on the accounts 2015 and budget 2016 separately.

MAJOR EVENTS 2015

The 2015 World Championship was held in La Rochelle, France, early June with 84 entries. An overall great success and the World Champion 2015 is Evgeniy Braslavets, and the Corinthian winner and winner of the Masters Trophy is William Packer.

The 2015 Europeans was in Båstad in early August, with 55 entries. The European Champion is Evgeniy Braslavets and the Corinthian winner is Joakim Persson.

The Gold Cup 2015 was held in August in Kühlungsborn, Germany with 66 entries. This year's Gold Cup winner is Lawrie Smith and the Corinthian cup winner Philip Dohse.

The Grade 1 events have been held with an average number of entries in Kühlungsborn, Cascais, Cannes and Douarnenez. Also the Prince Philip Cup in Australia was held as a Grade 1 event.

The International Ranking List continues to be maintained and the top ten places are:

1) Evgeniy Braslavets, 2) Dmitry Samokhin, 3) Hendrik Witzmann, 4) Markus Wieser, 5) Anatoly Loginov, 6) Lars Hendriksen, 7) Lawrie Smith, 8) Stephan Link, 9) Michael Zankel, 10) Hugo Stenbeck.

EVENT PREPARATION AND SUPPORT

A task of the IDA Secretary, jointly with the Officers, is to support the preparation of our major events. As explained in detail at the 2012 and 2013 AGMs, the Officers decided to establish an IDA Sailing Coordinator position to assist the Secretary and the Officers in preparing for major

and certain graded events.

We described 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”.

The IDA support was provided at this year’s Worlds, Europeans, Gold Cup, and German Grand Prix. If the meeting decides that the IDA should continue to financially support event preparation through a sailing coordinator role the IDA must insist on a matching contribution in advance from every major event organiser.

Since Tim Pearson has taken over the position of IDA Secretary the IDA involvement in the major events preparation has intensified, maintaining the principle whereby the overall responsibility lies with the event organiser. The current sailing coordinator Martin Payne has contributed both in the preparation but especially in communication between the sailors and the RC during the event. The promotion of the Class through Martin’s blogs on our website, in the Yearbook and other social media is welcomed by many. We thank Martin Payne especially for his contribution at all major events, graded and many local events.

TECHNICAL COMMITTEE

Dr Philip Dohse and Chief Measurer Gunter Ahlers have provided sound continuity and observation of the Class rules. Careful investigation of certain suggested changes have been made and Philip will report in detail.

OFFICERS

Philip Dohse has decided to step down as Chairman Technical Committee after six years. We thank Philip for his many contributions. The Chairman elect Vasily Senatorov is proposed by the Russian and Finnish Dragon Association. Marc Castagnet and Dr. Helmut Schmidt are proposed as Vice Chairmen.

According to the IDA Constitution the IDA officers consist of five Dragon sailors - one Chairman and three Vice Chairmen of which one Vice Chairman should be from a different continent, plus an Honorary Treasurer. Marc Castagnet representing Hong Kong should, according to the Constitution, be elected first as our Officer from a different continent to fill the Vice Chairman vacancy.

The Officers, however, will propose to the meeting to elect Helmut Schmidt as Vice Chairman in the first instance. In addition, the officers will propose Marc Castagnet to be nominated Honorary Vice Chairman for a period of one year (with no voting rights) with the intention to elect Marc as Vice Chairman at the AGM in 2017 upon retirement of José Matoso.

Richard Blickman
Chairman
October 2015

Treasurer's Report and Budget 2016

OVERVIEW

Economic conditions throughout Europe in 2014/2015 remained flat with little growth across the EU, and the Class is not immune from these effects. Nevertheless the World Championship in La Rochelle was very well attended and the Europeans in Sweden and the Gold Cup in Germany had decent numbers of entries even though the majority of these were local boats or from neighbouring countries. Many sailors have suggested that the lower numbers were due to the Europeans and the Gold Cup being held only a few weeks apart, and with the Worlds in France in June people had to be selective. A general tendency is that people are travelling less. However, the winter circuit in Cascais and regattas in the southern part of France see continuing positive attendances.

The turnout at Grade 1 and Grade 2 regattas around the globe is still 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 the Sailing Coordinator was engaged for one more year. The active sailors at the Owners' meeting in Kühlungsborn pointed out the importance and improvement this Coordinator has given to the class. The major points are the top quality of the courses and fair starting procedures, and the increased level of race organisation on and off the water.

The 2015 receipts and payments account shows a decrease in our reserves of £7,328 which is due to lower sales of sail labels than budgeted and higher costs than budgeted for Secretary's travel costs and remuneration of the secretary function where we have had a few months overlap. The higher travel costs to introduce the Secretary and extra remuneration cost equals £7,000 and will not occur next year.

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

RECEIPTS

Income was broadly in line with last year but came in £2,000 below budget. The main reason for this is that the income from sail labels is £4,700 below the budgeted figure, despite the fact that last year was a World Championship year and we had three major championships. The Officers have proposed raising the sail label fee in the new financial year from £35 to £45.

Subscription income was £1,000 higher than budget and last year mainly due to the fact that our Secretary was successful in recovering arrears from a number of fleets. Subscription levels have not been increased for many years. The Officers have proposed raising the minimum fleet subscription fee from £175 to £200 for fleets of up to 15 boats, and increasing the subscription fee from £11 to £14 per boat for fleets of 16 or more boats.

Building fees are in line with 2014 despite a historic low number of issued Building Plaques. There is a timing difference between when cash for the plaques is received from ISAF and when the plaques are issued, which tends to distort the true picture. However, overall only 13 plaques were issued within the last financial year. The number of plaques issued in 2012 was 31. In 2013, 18 and in 2014 it was 22. This trend is a major concern for the class.

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

The outlook for our income for 2016 is challenging. Therefore the Officers have decided to levy the IDA event royalty fee, allowed for in the rules, for the major championship events - Gold Cup, Worlds, and Europeans – as well as the Grade 1 events in order to balance our accounts. This initiative is listed in the budget for 2016 and the proposed fee will be £1,000 for Grade 1 events, £2,000 for the European Championship and £3,000 for the Gold Cup and World Championship.

PAYMENTS

Expenditure exceeded receipts by £7,300 and the excess of payments over receipts was £9,000 more than budgeted. This was mainly caused by the higher costs than anticipated for the Yearbook and cost of the Secretary's travel and some necessary overlap in remuneration of the Secretaries arising from the changeover, and the gradual phasing out of the Assistant Secretary role. This increased travel was at the Officers' request and was viewed as a necessary introduction and familiarisation for the new Secretary.

The Technical Committee was active during the year conducting reviews of potential rule changes regarding mast steps, electronic devices etc. and was present at all major championships. Some small expense is associated with this necessary function.

Investment in the website continued and the quality of the content continues to improve with blogs and videos from major events. The Dragon Website is one of the best around. The professional Webmaster develops and runs the site and ensures the quality is maintained.

We will continue to invest in Sailing coordination and communication so we can secure the high level of our major events from the planning stage throughout the events and maintain the blogs and video reports on our website etc.

CONCLUSION

Despite the loss for 2015 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 that 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.

With the last two years losses in mind we will do our utmost to look into cost savings without compromising the service provided to the sailors.

We continued to develop the key communication resource - the Website - which is kept fully up to date with news and class developments. We will urge the regatta organisers to become even better at posting their daily results on our website and encourage the sailors at national events to send reports to be uploaded.

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.

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.

*Kasper Harsberg
Honorary Treasurer
October 2015*

DISCUSSION

The meeting discussed the Treasurer's Report and the Budget for 2016 and there was concern expressed that implementing too many sudden increases might send the wrong message. The funding of the Sailing Coordinator role was also discussed and it was emphasized that they should report not just about the top few sailors but the whole fleet.

Under the heading of funding there was a discussion about attracting sponsorship to the class, as opposed to events. The meeting noted that because of the current corporate & legal status of the

IDA and its registration in the UK, there are fiscal constraints on its revenue which may affect its tax and other liabilities. It was agreed that this should be investigated and expert independent advice sought as necessary.

The Officers agreed to amend the Budget 2016 as follows:

- Sail labels to increase by £5 from £35 to £40 per label
- Country Subscriptions to remain at current levels – but the Officers gave notice that, at the AGM in October 2016, they will propose an increase for the 2017 season from £175 to £225 for fleets of up to 15 boats, and from £11 to £15 per boat for fleets of 16 or more boats
- Event royalties as proposed namely £1,000 for Grade 1 events, £2,000 for the European Championship and £3,000 for the Gold Cup and World Championship will be implemented as proposed except that any event that has already issued its NOR on 24 October 2015 will be excused (Prince Philip Cup Australia 2016)
- The Sailing Coordination budget will be divided into £6,000 for regatta management and £3,000 for communications activities

With these amendments the Accounts were proposed by Andrew Craig, seconded by Rob Campbell and passed by the meeting unanimously, and the revised Budget 2016 was proposed by Helmut Schmidt, seconded by Philip Dohse and passed by the meeting unanimously.

Technical Committee Report

Philip Dohse, Chairman of the Technical Committee, reported that there had been no major technical issues in the past year.

The following points were discussed:

1. Delegates were reminded that Class Rule 6.103, requiring the mast movement at deck level to be being blocked off, shall apply to all Dragons from 1st of March 2016. The wording is:

‘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.’

2. Gunter Ahlers, Chief Measurer, noted that the Technical Committee would shortly publish the definition of ‘a fitting’ on a Dragon to provide clarification.

3. The complexity and cost of building a Dragon and the related costs of entry to the class were discussed at length. It was noted that it takes longer to build a Dragon than a Bavaria 40. Notwithstanding the age profile of the Dragon class, and the kind of sailor it attracts, there was a strong view that we should do more to expand our share in the very competitive small keelboat segment of sailboat racing. The Officers agreed to set up a Sub Committee to review the cost (and location) of building and would ask the existing builders for their views. Poul-Ricard Hoj-Jensen agreed to provide a proposal to IDA Officers for the Sub Committee to review building costs.

Class Rule Changes

All the Rule Changes attached in Appendix 1 were approved unanimously at the meeting with no amendments and will be submitted to ISAF for approval. These proposals are in the main intended to tidy up rule wordings where ambiguities may exist.

Rule change 3.23 is designed to prohibit the cockpit coamings from being any further inclined outboard of the side deck than they are at present on the 'hammerhead shark' Dragons (see Appendix 1).

CR 6.112 concerning mast weight has been amended to allow for the now common practice of using rope backstays and runners (see Appendix 1).

The proposal to increase the total maximum crew weight to 295kgs (CR 13.30) was rejected.

The proposal to amend CR 11.11 concerning electronic devices provoked much discussion but was eventually withdrawn as the current rule already bans these devices. Nevertheless, many felt that this is a very difficult rule to police and the Technical Committee undertook to provide a proposal to Officers about how to handle the GPS issue in future.

The IDA will provide a recommendation to event Juries about how to cope with violation of the rule (11.11, and 12.20). It is the intention of the IDA to ensure that all sailors, regatta organisers and juries are reminded of their serious responsibilities under this rule.

Constitution Rule Changes

- a) The proposal to change Constitution Rule 8.2 so as (a) to reduce the total maximum term that may be served in both Vice-Chairman and Chairman positions from 8 to 6 years and (b) to restrict the Treasurer to an absolute maximum term of four years was not passed as the minimum two thirds majority was not reached (15/33 against).

- b) The proposal to change Constitution Rule 8.7 to provide a more explicit wording to ban professional sailors from being elected as Officers of the IDA in the future was passed unanimously. It was agreed the rule change could not be retroactive. The wording of the new rule 8.7 is provided in Appendix 2.
- c) The proposal to set up an IDA Sailors' Committee was withdrawn.

Championship Regulations Changes

- a) It was agreed to amend the Championship Regulations to tighten up the control of Coach or Support boats. It was also agreed to change the regulation guideline with regard to race length. The wording agreed and passed by the meeting for these two changes is in Appendix 3.
- b) The proposal to allow only Corinthian helms in Worlds, Europeans or Gold Cups was withdrawn.
- c) The proposal to give the Race Officer discretion to instruct the competitors to use a jib instead of a genoa was withdrawn.

Championship Rules Changes

- a) The proposal to amend the **World** Championship Rule 23 to permit more than 8 races was rejected.

The proposal to amend the **European** Championship Rule 23 so that the permitted number of races is increased from 7 to 10 was passed for a period of one year. It will be reviewed at the 2016 AGM.

The new wording is:

'The Championship shall take place over 5 days and comprise up to 10 races. There will be no more than 2 races per day. If 5 or more races are completed there will be one discard. There will be no discard if only 4 races are completed. If fewer than four races can be sailed the trophy shall not be awarded. A spare day cannot be scheduled for the last day of the series.'

Reasons for this change: To allow more flexibility in the number of races that can be scheduled in a 5-day championship when conditions allow and are favourable. Feedback from a large number of crew at the 2015 World Championship was that they found the races too long (2.5 to 3 hours) and would have preferred more but somewhat 'shorter' races (2.0 to 2.25 hours), whilst keeping the maximum number of races per day to 2. The current rules fix a maximum of 7 (for the Europeans) which is an unnecessary limitation given the compulsory number of sailing days.

- b) The proposal to request the Clyde Yacht Clubs' Association to amend the Gold Cup Rules to permit only Corinthians to be awarded the trophy was rejected.
- c) The proposal to re-introduce the old ISAF rule regarding ownership of a competing boat to prevent team racing was discussed. The IDA Officers agree with the spirit of this proposal but no vote or decision was taken. Vasily Senatorov will attend the next ISAF agm to ascertain what the current thinking is after which the Officers will discuss it and report at the next IDA AGM.
- d) The Deed of Gift for the World Championship Masters Trophy was approved and the attendance thanked the Wiltons for their most generous donation (by acclamation).

Championship Rota

Year	World Championship	European Championship	Gold Cup
2016		Russia gave an update on arrangements for the Europeans in St Petersburg (15 – 22 July) including details of shipping options.	The Gold Cup is scheduled to take place in Hornbaek (25 August – 2 September). However, it emerged that there is a disagreement over the venue within the Danish clubs and the Danish Dragon Association. The Officers have demanded a clear update by 6 November 2015 from the Danish Association showing that the disagreement has been resolved to all parties' satisfaction and the dates confirmed. If agreement cannot be reached St Tropez has confirmed that it is ready to take on the event. Any change from Hornbaek will have to be ratified by the CYCA
2017	Portugal gave an update on plans for the Worlds in 2017 (9 – 17 June). The French DA expressed some concern over the number of races planned	Switzerland gave an update on the Europeans in Lake Thun (14 – 19 August 2017) and will make a detailed presentation next year	France gave a brief presentation on the venue for the Gold Cup in 2017 (St Tropez 12 – 20 October)

	in Cascais in the run up to the Worlds as this would clash with Douarnenez and might affect attendances		
2018		Hungary presented details for the Europeans on Lake Balaton in 2018. A preference was suggested for early June rather than late May in order to leave the biggest gap after Douarnenez	Finland gave a short presentation on preparations for the Gold Cup in Helsinki in 2018 and focused on travel options
As the Championship Rules require venues to be ratified four years in advance the following venues were voted on and confirmed unanimously:			
2019	Worlds 2019 – Perth Australia, early January 2019 – Officers requested some guidance on travel and shipping as soon as this becomes available	Europeans 2019 – the Netherlands to confirm by end of November 2015 that they will undertake this regatta. If they cannot, San Remo, Italy, will step in	Gold Cup 2019 - Cannes (and this will incorporate the 90 th Anniversary celebrations)
Expressions of intent were confirmed for:			
2020		Either San Remo or Austria (depending on whether San Remo hosts in 2019). NOTE: It was agreed that the Europeans would revert to every alternate year with the Worlds after 2020, so the next Europeans would be in 2022)	Ireland confirmed its commitment to hold this event
2021	Germany		Belgium
2022		Austria	Majorca /or / UK

Election of Officers

Prior to the election of officers the outgoing Chairman invited a short discussion on the future direction of the IDA. Sail label sales are down, the number of new builds are down, and participation at the main regattas is down. Views were expressed by the Irish, Dutch and Antigua associations that the IDA had become inverted and focused only on the elite at the top, whereas it needed to focus more on the 'grass roots' of the class. Andrew Craig suggested that the IDA undertake an assessment of where the Class is, its culture, and social aspects as well as sailing and racing excellence, and present a plan for the future sustainability and development. Other members mentioned the importance of small fleets in the overall makeup of the class. All were agreed that we need to bring new people to the class.

Nevertheless many others felt that a very positive debate had been opened up and that the IDA should now listen, not just to the few elite sailors who made most noise, but also to the national associations, and they were urged to make their views known.

It was proposed that an eQuestionnaire be constructed and issued to all National secretaries to get their members' views.

Vasily Senatorov was proposed as Chairman for the next two years and elected unanimously. **Helmut Schmidt** was proposed as Vice Chairman for the next two years and elected unanimously. The Officers then proposed that **Marc Castagnet** should be made an Honorary Vice Chairman (without voting rights) for a period of one year, after which he would be put forward for election as Vice Chairman to replace José Matoso who would retire by rotation in 2016, and this was agreed unanimously.

The new Chairman, Vasily Senatorov, expressed his thanks and gratitude to the meeting for electing him. He agreed that the process had opened up new channels of communication and allowed the sailors to give vent to their feelings, and this could only be a positive thing. He acknowledged that the class faces challenges ahead and that all the Officers shared his concern for the future success of the class in a very competitive environment. He looked forward to this opportunity to make a significant contribution.

Role of Sailing Coordinator

It was agreed that the budget would be confirmed as £6,000 for Regatta Coordination and £3,000 for Promotion & Communications. Vasily Senatorov requested that Martin Payne's 2015 report should be forwarded to all National Secretaries.

The meeting agreed that the Sailing Coordinator role should be more clearly defined, that the events where he was required should be confirmed in advance and remuneration agreed in advance. It was also agreed that the communication element (blogs, photos etc), which are of such huge value to the class, should include mention where possible, and where space permits, of sailors down the fleet not just the top positions, and it was requested that a link to all results be provided as a matter of course. The purpose of this is to give the blogs the widest possible readership. The Secretary and Treasurer were asked to put this structure in place.

There was further debate about how IDA Officers could get more involved in implementing the Regatta Regulations at events and it was generally agreed that it should be arranged to have at least one Officer at every major championship as the authorized official representative of the IDA.

Any Other Business

Ron James said that the Corinthian Championship scheduled for Cowes next summer was in doubt as no sponsorship was available. This would be confirmed as soon as possible by the BDA.

Date and venue of next AGM

The 2016 AGM will be held on Saturday 22 October in Cascais, Portugal.

There being no further business the meeting closed.

Appendix 1 2015 CLASS RULE CHANGES

The International Dragon Class is submitting the following Class Rule changes

A. Change of Class Rule 2.161

1. The present wording of CR 2.161 is:

“The round (camber) of the top of the deck shall not exceed 9.5mm per 305mm of the width of the boat at that location (e.g. at station 6 where the yacht's beam is 1834mm the round shall not exceed 58mm).”

2. The following new wording of CR 2.161 was approved and has been submitted to ISAF:

“The round (camber) of the top of the deck shall not exceed 9.5mm per 305mm of the width of the boat at that location (e.g. at station 6 where the yacht's beam is 1834mm the round shall not exceed 57.1 mm).”

3. Reasons:

The example contains a wrong calculation (9.5mm per 305mm) and should be only 57.1mm.

B. Change of Class Rule 2.193

1. The present wording of CR 2.193 is:

“The following shall be fitted:

- a) One manual bilge pump.
- b) A means of pumping the fwd. and aft watertight compartments clear of water and capable of being operated from the cockpit.
- c) One non-return valve draining in to the main bilge, to any watertight compartment nominated in the “Declaration of Buoyancy”, except when it is filled with foam.

- d) The following may be fitted: an electric bilge pump.”
2. The following new wording of CR 2.193 was approved and has been submitted to ISAF:

“The following shall be fitted:

- a) *One manual bilge pump.*
- b) *One non-return valve draining into the main bilge, to any watertight compartment nominated in the “Declaration of Buoyancy”, except when it is filled with foam.*
- c) *The following may be fitted: an electric bilge pump.”*

3. Reasons:

Non-return valves are making the fwd. and aft pumps, which are adding to the weight, maintenance, complication and expense of the Dragon, obsolete and superfluous.

C. Change of Class Rule 3.23

1. The present wording of CR 3.23 is:

“The width of the side deck outside the cockpit shall not be less than 300mm.”

2. The following amended wording of CR 3.23 was approved and has been submitted to ISAF:

“The width of the side deck outside the cockpit shall not be less than 300mm. The unobstructed width of the deck measured from a vertical outside the cockpit coaming shall not be less than 190mm.”

3. Reasons:

It has become the fashion to incline the cockpit coaming much more outboards, as it used to be in the past. Since the coaming has to fair in to the sides of the cabin this changes the appearance of the Dragon. However, the advantages are more comfortable sitting and hiking. The disadvantages are, that it obstructs the deck so that it becomes unsafe to walk on it, at least if those coamings are inclined outboards any further. All existing Dragons comply with this new rule, but the new rule will prohibit that the coamings will be inclined further outboard.

D. Change of Class Rule 4.80

1. The present wording of CR 4.80 is:

“The aft end of the keel shall have a hollow locating round the rudder. This hollow may be constructed by metal non flexible flaps not less than 3mm thick but shall produce a hollow of equal depth to that shown on the plans.”

2. The following new wording of CR 4.80 was approved and has been submitted to ISAF:

“The aft end of the keel shall have a hollow locating round the rudder. This hollow shall be made of either:

- a) cast iron,*
- b) rigid GRP, or*
- c) metal non flexible strips not less than 3mm thick, but shall in any case produce a hollow of equal depth to that shown on the plans.*
- d) The lower rudder bearing shall be made of metal and be attached directly to the lower part of the iron keel.”*

3. Reasons:

This alteration represents how the boats are being constructed these days. Since many years the iron keel has been covered with a thin layer of GRP which then connects on its upper side to the hull laminate and also forms the hollow at the aft edge of the keel, with the exception of the lower part, where the lower rudder bearing is being attached. The advantages are, no more rust between hull, rudder and iron keel and much less maintenance

E. Change of Class Rule 6.112

1. The present wording of CR 6.112 is:

“The weight of the mast including all fixed fittings, jumper struts and diamond shrouds, but excluding all other standing rigging, running rigging, slides on any track fixed to the mast, and lower spreaders shall not be less than 30kg. The centre of gravity of the mast stripped for weighing shall be not less than 3400mm above the lower measurement band. Any corrector weights shall be permanently fixed [Note: This Rule shall apply to all masts regardless of the date of construction]

The mast complete with all fixed fittings, jumper struts, diamond shrouds, spreaders, standing and running rigging, shall weigh not less than 39kg. In addition when it is supported at the lower measurement band and weighed at the upper band it shall not weigh less than 13kg. For the purpose of this latter measurement the halyards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the lower coloured band may rest on the ground or be removed so as not to affect the tip weight. In case of doubt the first paragraph of this rule shall prevail.”

2. The following new wording of CR 6.112 was approved and has been submitted to ISAF:

“The weight of the mast including all fixed fittings, jumper struts and diamond shrouds, but excluding all other standing rigging, running rigging, slides on any track fixed to the mast, and lower spreaders shall not be less than 30kg. The centre of gravity of the mast stripped for weighing shall be not less than 3400mm above the lower measurement band. Any corrector weights shall be permanently fixed [Note: This Rule shall apply to all masts regardless of the date of construction].

The top weight of the complete mast with all fixed fittings, jumper struts, diamond shrouds, spreaders, standing and running rigging, shall not be less than 13 kg when the mast is supported at the lower measurement point and weighed at the upper measurement point—For the purpose of this measurement shall the halyards be in the sailing position and the standing rigging be secured along the mast. The ends of the rigging below the lower coloured band may rest on the ground or be removed so as not to affect the tip weight.”

3. Reasons:

Some years ago a total minimum weight of 39 kg for the compete mast including its standing and running rigging was introduced. Already then, this was not necessary since the minimum particulars of the standing rigging are specified and the prime requirements for the weight control of the mast are its minimum weight of 30kg, its minimum mast tip weight of 13kg and its minimum centre of gravity of 3400mm above the lower measurement point.

Since then however things changed. Formerly the backstay and the runners were made of 3mm wire rope, and the running rigging was much heavier too. Now rope (Dyneema or similar) backstay and runners as well as lighter running rigging are widely in use with the result that the total mast weight is less than it used to be (around 1.4 to 1.6 kg). It does not make sense to have corrector weights fitted in positions (if they are being fitted at all after a change of rigging) where they may influence the tip weight and the centre of gravity. The top weight and the centre of gravity themselves shall, however, remain as they are.

F. Change of Class Rule 8.10

1. The present wording of Class Rule 8.10 is:

Fittings are optional except where specially restricted or prohibited by these rules. Supports for fittings shall be of wood, GRP or metal, or a combination of these.

The following new wording of Class Rule 8.10 was approved and has been submitted to ISAF:

*“Fittings are optional except where specially restricted or prohibited by these rules. Supports for fittings shall be of wood, GRP or metal, or a combination of these.
For the purpose of this rule is a fitting any device intended to be used to moor, anchor, hoist, or control the boat, its sails or standing or running rigging, or to prevent chafe, or damage at collisions and shall be removable either by hand or use of tools, but without destruction of its surrounding structure or supports.”*

Reasons:

In previous years there have been frequently different opinions between Juries, Measurers, Owners and Builders of Dragons, about what shall or may be considered as being a “fitting”.

This we intend to clarify with the attached wording to the present rule.

Dr. Philip Dohse
IDA TC Chairman
AGM 2015

Appendix 2 AMENDMENT OF CONSTITUTION 8.7

The present wording of Constitution point 8.7 is:

No person who is a member of or employed by a commercial undertaking involved with the Dragon Class may be elected to any Office within the International Dragon Association.

The following wording for Constitution point 8.7 was approved:

No person who is a member of or employed by a commercial undertaking involved with the Dragon Class, *or who is in receipt of any payment for competing in a race or preparing a boat for racing, may be elected as an Officer of the International Dragon Association as defined in the Constitution.*

Reason for the amendment of Constitution point 8.7:

There is a clear conflict of interest for someone who receives payment for their involvement in the class and an officer who must represent the views of all sailors.

Appendix 3 CHAMPIONSHIP REGULATIONS CHANGES

The following changes were approved by the AGM

1. Appendix 6 Rule 21 Support Boats

(i) Add a new point:

'If coach or support boats are permitted Rule 21 must be referred to in the NOR. National Authorities may exempt any or all of the rules in section 21 for Category 2 (or lower) events.'

Reason: Greater clarity

(ii) Add a second new point:

'Coach/support boats shall not tow competitors out to the race course (unless requested to by the Race Committee) and may only tow boats in after the last competitor has finished or retires from the last race

of the day'.

Reason: Competitors with coach / support boats gain further unfair advantage by being towed (less stress on sails, less energy used).

2. Regulation 21.3 New wording:

'Subject to SI 21.6, team leaders, coaches and other support boats shall stay more than 100 metres to leeward of the starting line and from the leeward marks and from any racing Dragon from the time of the preparatory signal until all boats have finished the last race of the day, or all races are abandoned. Support boats may be allowed up the course on one specified side only if special dispensation has been granted by the IDA (via application to the Jury) for reasons of safety, health, tourism, spectating, or sponsor's request. Such boats applying for dispensation may not have a coach or ISAF category 3 sailor on board. Support boats that have been granted dispensation will be issued with a different colour flag to Coach boats.'

Reason: To further restrict the activities of Coach Boats and prevent illegal communication with competitors

3. Section 5 Race Management New wording:

'It is essential that the first beat of the race is sufficiently long to prevent overcrowding at the first weather mark. A beat of at least 2.5 nautical miles and of not less than 30 minutes duration is recommended. The race should be abandoned if the first beat exceeds 75 minutes sailing time. However, the subsequent beats should be shorter than 2.5 nm, consistent with achieving a total race time of around 2.5 hours; this is especially important on days when more than one race is planned.'

Reason: Feedback from professionals as well as Corinthian sailors is that 3 hour races are too long.