

Annual General Meeting 2017

Minutes

Société Nautique de Saint-Tropez by kind permission

Saturday 21 October 2017 at 0930

1. Apologies for absence and attendance

Apologies were recorded from

HM King Constantine	President IDA
Poul-Ricard Hoj-Jensen	Vice President IDA
Klaus Diederichs	Chairman Technical Committee IDA
Yves Leglise	Member Technical Committee IDA
Sophia Hoj-Jensen	National Secretary Antigua
Thomas Schmidt	National Secretary Denmark
Peter Bowring	National Secretary Ireland

Attendance

Name	Position	Country	Representing
Chris Dicker	UK	Vice President IDA	Non-voting
Vasily Senatorov	Russia	Chairman IDA	Officer + UAE
Stéphane Baseden	France	Vice-Chairman IDA	Officer
Helmut Schmidt	Germany	Vice-Chairman IDA	Officer
Marc Castagnet	Hong Kong	Vice-Chairman IDA	Officer + Hong Kong
Kasper Harsberg	Denmark	Treasurer IDA	Officer + Denmark
Tim Pearson	Ireland	Secretary IDA	Ireland + Antigua
Gunter Ahlers	Germany	Chief Measurer IDA	Non-voting
Martin Payne	UK	Sailing Coordinator IDA	Non-voting
Richard Franklin	Australia	President AIDA	Australia
Marcus Oppitz	Austria	President	Austria
Steven Vermeire	Belgium	President	Belgium
Chris Winter	Finland	Vice Fleet Captain	Finland
Gérard Blanc	France	Chairman	France
Gregor Berz	Germany	Board Member	Germany
Alexandros Kedros	Greece	Member	Greece
Klaas Ruigewaard	Holland	Chairman	Non-voting
Philip de Koning Gans	Holland	National Secretary	Holland
Vilmos Naray	Hungary	President	Hungary
Umberto Zocca di Montenero	Italy	Member	Italy
Odd-Erik Aks	Norway	Board Member	Norway
Jose Matoso	Portugal	Board Member	Portugal
Mikhail Senatorov	Russia	Treasurer	Russia
Carlos Carbajal	Spain	President	Spain
Juan Company	Spain	Member	Non-voting
Gutta Johansson	Sweden	Chairman	Non-voting

Olle Jo Johansson	Sweden	National Secretary	Sweden
Ramon Winterberg	Switzerland	National Secretary	Switzerland
Lotti Schmid	Switzerland	Observer	Non-voting
Garlef Baum	Switzerland	Vice President	Non-voting
Tim Wilkes	UK	Chairman	UK
Anne Garrett	USA	National Secretary	USA & Canada

Thirty-two national representatives, officers and sailors attended the meeting. There were 29 votes present, representing the 31 countries worldwide where Dragons are registered.

2. Proxies

Proxies were received and verified as follows:

Vasily Senatorov	UAE
Marc Castagnet	Hong Kong
Kasper Harsberg	Denmark
Tim Pearson	Antigua and Ireland
Anne Garrett	Canada

3. Minutes of AGM 2016

The Minutes from the 2016 AGM were taken as read. Proposed by Marc Castagnet, seconded by Tim Wilkes and unanimously approved.

4. Chairman's Report

IDA Chairman, Vasily Senatorov, welcomed the delegates to Saint-Tropez for the 2017 AGM and, on behalf of all present, he thanked the **Société Nautique de Saint-Tropez** for hosting this year's meeting.

Events 2017

The Chairman noted that it has been a very busy year since last year's Annual General Meeting in Cascais, with a World Championship, a Europeans and a Gold Cup, as well as the usual five Grade 1 events, one all-Corinthian championship (kindly hosted by Belgium at short notice) and many national championships. In particular, he mentioned the outstanding participation shown in Germany in September with 60 boats starting at Lake Ammersee for the nationals. Excellent numbers were also reached in Holland with 37 competing boats and in the UK also with 37 teams.

This year the IDA paid close attention to the wishes of sailors regarding sailing in the best conditions at the best time of the year, and the location and timing of the Grade 1 regattas in particular, followed a convenient logistical route so that participants could move easily from one event to the next.

Following the Prince Philip Cup in Melbourne in January, where an entry of 19 boats was dominated by 91-year-old evergreen Gordon Ingate, the European season began as usual in Cannes with the Grand Prix regatta at the end of February. This was well attended with 45 boats, attesting to the continuing popularity of this event and venue.

After this, the centre of sailing activities moved further West to Cascais, where many teams had already been preparing all winter long for the Worlds. This concentration of the World's best semi-professional and Corinthian sailors in Portugal was always going to threaten the traditional Regatta Guyader in Douarnenez in the early part of the season, which is why the IDA officers decided to change its status from a Grade 1 event

this year. It gave the Brittany organisers the flexibility to provide quality racing without the constraints of the Grade 1 rules. The Regatta Guyader in Douarnenez was at the same time the Open French Nationals, and it attracted some Corinthian teams from Europe who do not feel comfortable in the highly competitive field of the World's best teams. According to reports from the 31 teams that travelled to Douarnenez in May the event was a success in spite of light air conditions. The Chairman confirmed that next year Regatta Guyader will resume its prestigious Grade 1 status.

Worlds

The real highlight of 2017 was the World Championship in Portugal, and Mr Senatorov paid tribute to the efforts not only of CNC but also of former IDA Vice Chairman Jose Matoso in cooperation with the Portuguese Dragon Association and the municipality of Cascais to create a brilliant event. In spite of very windy and rough conditions the OA managed to complete 8 races. The broad international participation gave a special flavour to the Worlds with sailors from 19 nations, including seven teams from Australia, and boats from Japan and Hong Kong. The World Championship was won by Andy Beadsworth, one of the most well-known and successful professional sailors of our time, with Steven Fry and Ali Tadziker. Second was a Russian boat with the 2016 European champion Anatoly Loginov at helm. Third was legendary British sailor Lawrie Smith, world champion in 2011.

The Chairman referred to the fact that the races were sailed on the limit of wind and wave conditions, causing material damage and some personal injuries; he noted the value and importance of having ribs on hand in case of emergency, and he regretted the restrictions on using ribs during championship racing which has reduced the numbers available. He also cautioned all Organising Authorities to observe the IDA's Championship Regulations in relation to wind strength limits.

After first half of the year spent in the South and South-west of Europe the international circuit went Northwards in July for the third grade 1 event in Kuhlungsborn. Close dates to the exhausting Worlds impacted this normally very well-visited event, and it attracted only 25 boats mostly from Germany. The Chairman expressed regret that this event was almost ignored by Dutch and Scandinavian teams with only 1 team from Sweden and not a single one from Finland, Holland, Denmark and Norway.

Europeans

The Chairman pointed to the contrast with the weather at the Worlds that was experienced at the European Championship at Lake Thun in Switzerland, which was perfectly organized by Walter Zuercher, Lotti Schmid, Garlef Baum and many other volunteers from Thun Yacht Club.

The lack of wind created extreme pressure on the OA to complete a series, and it caused tensions among some sailors who had to spend long periods ashore, and then race in very fickle winds. Some sailors resorted to whistling on the water, behaviour which is not in the spirit of the Dragon class. Nevertheless, the Chairman asked all OAs to observe the Championship Regulations on wind speed limits at the lower end as well as the upper. He congratulated the very experienced local race officer Bruno Barthlome who eventually completed 5 races and provided a Championship result with one discard. Again, Vasily Senatorov made the point that the presence of a larger fleet of support boats which would allow the organizers to be more flexible in collecting and towing the Dragons spread over the lake. The European Championship was won by Portuguese Pedro Andrade accompanied by Charles Nankin and the 15-year-old Bernardo Pego. Second was Russian sailor Dmitry Samokhin with Andrey Kirilyuk and Alexey Bushuev. Third place was taken by Evgeny Braslavets with Sergey Pugachev and Serguei Timokhov.

The two poles of extremes in wind speed at our Worlds and Europeans marked an exceptional year in terms of weather conditions. This trend continued at the last Grade 1 event in Lake Garda at the beginning of October where organisers and sailors had to contend with two very unusual days of continuous strong 'Pelèr' northerlies. Notwithstanding the weather the Circola Vela Torbole organised an excellent event, although the numbers were disappointing.

The season ended with the Gold Cup in Saint-Tropez with attracted 88 boats. The decision to take the racing outside the bay of Saint-Tropez meant long hours on the water but most agreed that the high standard of racing was worth it. The Gold Cup was won by Stefan Link, with Frank Butzmann & Michi Lipp 'after 27 years of trying' as Stefan said when he accepted the trophy. Second was GER 1177 "Pow Wow, Pedro Andrade, with Caroline Laetzsch, Lauren Fry, and Charles Nankin. Third was UAE 9 Hendrik Witzmann Robert Stanjek, & Markus Koy.

The decision to move Grade One events in 2017 according to the factors of logistics, experience of the clubs in organizing Dragon events, impact of the tourist season, availability of accommodation, sponsorship and the activity of the NDA was made by the IDA officers after receiving many complaints that an inflexible grade 1 circuit had become boring. We believe that this well-balanced calendar has been a success and we have seen a high level of semi-professional and Corinthian teams participating.

Nevertheless, the Chairman noted that we had relatively low participation at two grade one events and this may be largely because the calendar is just too full, and too tightly spaced. The issue of 'venue fatigue' is also a factor and the 2018 Grade 1 circuit tries to address this in a controlled way.

The Chairman urged NAs to plan their regattas only after the international calendar is announced, and to try to avoid the fixed-date events like Régates Royales or other events with big established international participation.

Fleet growth

2017 showed encouraging signs of fleet growth with new people coming to the class in, for example, the UK, Belgium, France and Southern Ireland. Positive numbers are also reported from the boat builder Petticrows. By Christmas this year Tim Tavinor will have built 25 new Dragons since January.

Measurement and rules

The Chairman emphasised the Dragon's successful formula of avoiding significant changes to class rules while continuing to adapt to the developments in boatbuilding and materials within the tolerances of the rules. He stressed that we would continue to measure the hulls, masts and sails at the major events to provide fair competition and the Technical Committee maintains a very active programme of activity.

We believe that most sailors are fair and honest in their approach to the sport, but of course there are always some who will push the limit of the rules. Therefore, we must keep an eye on all deviations from prescriptions and ask all sailors to be active by protesting if they have strong evidence of rule violation.

The IDA officers are very active in keeping on top of these issues and maintain frequent contact on a very regular basis, at least every month or even more frequently if needed. All the Officers are active sailors and have regular contact with their fellow sailors at all levels.

The Chairman commented on the significant changes in the better quality of race management generally, noting that we continue to use local PROs at all the events. We must try to educate local race management and juries in our objectives and not try to use professionals who do not have experience with our class and are not familiar with local conditions. He noted the huge contribution made by the many volunteers and club activists. We are very thankful for their firm loyalty to the Dragon and their clubs. Our class can't organize races without them.

Class promotion

This year we noticed some new young teams from France, UK, Germany, Spain and other countries joining international events and were very pleased to get reports about similar development in Holland.

What we really need to promote our class is media activities in traditional and electronic media with an emphasis on social networks. All the presentations about the best communication practices made by World Sailing's conference or Yacht Racing forum point to this. We need a system at the club and international level to recruit newcomers from former sailors who stopped sailing for family and career and are in a mood to come back after they have reached a certain age.

We want to make the Dragon more visible and part of this is the special event dedicated to the 90th anniversary of the Dragon in April 2019 in Cannes. This regatta will follow in the footsteps of the spectacularly successful 75th year celebration in Saint-Tropez in 2004. In 2019, we plan to have at least 200 boats at this Festival of Dragons with equal emphasis on sailing and shore activities. The organizer for this event will be the Yacht Club of Cannes with the support of the French Dragon Association and the Municipality of Cannes.

Everyone understands that for these activities we need structures and money. That is why at the last AGM the IDA approved the creation of a special entity for promotion and support of marketing activities and fund raising. The officers fulfilled this mandate and have created the IDA Events Association constructed under Danish law as a nonprofit entity for these aims.

We live in challenging times. Many things are changing quicker than we would wish. And we want to keep afloat our Dragon as an unsinkable pillar of real life values. That is why we as officers: Stephane Baseden, Helmut Schmidt, Mark Castagnet, Kasper Harsberg and our General Secretary Tim Pearson invest so much time, knowledge and passion in this process.

The Chairman acknowledged the considerable contribution made by our Sailing Coordinator, Martin Payne, both in supporting our Organising Authorities and in his communication with sailors both at events and through his blogs, and he paid tribute to the work done by Klaus Diederichs and the Technical Committee members, including our Chief Measurer, Gunter Ahlers.

Presentation

After the Chairman had given his report he asked Lowell Chang (Hong Kong) and Lotti Schmid (Switzerland) to come forward and each was presented with a Certificate of Honour and a specially struck gold pin in recognition of their huge contribution to the Dragon Class over a long period.

5. Treasurer's Report

Overview

The busy season resulted in very healthy receipts for sail and mast labels. Furthermore, the IDA royalty levy on championships and Grade 1 events, introduced two years ago, continued to provide much-needed income to allow the IDA to balance the accounts and show a small surplus of £5,726. As in the previous two years our Secretary continued to control costs and this has allowed us to make investments in areas such as archiving of measurement certificates and other documents, registration of the logo, and set up of a new IDA Events Association. The Secretary also maintained strong income from advertising both in the Yearbook and the website.

Receipts

Income was £9,400 ahead of budget largely through healthy sales of newsletter and website advertising and very buoyant sales of sail labels. Building fees are in line with the budget but with new builds out of Petticrows this calendar year totalling 25 we expect an increase in these in next year's accounts.

Payments

Expenditure was just over £5,000 more than budgeted and the main drivers are one-off investment in archiving, registration costs for the Dragon logo/brand, and the set-up costs of the new entity.

The budget for 2018 will reflect a return to more normal levels of expenditure and show a small surplus.

Conclusion

We will continue to maintain a strong cash reserve of around £50,000. As pointed out many times before, our main income stream is sail labels and this is a volatile variable. Therefore, we will continue to maintain a conservative approach to managing the IDA's funds.

The new entity, the IDA Events Association, will enable us to deal with class sponsorships, special offers to our members and other promotional activity including marketing and communication without exposing the IDA's funds to risk.

Kasper Rosengaard Harsberg

IDA Treasurer

6. Budget for the year 2017 – 2018

The Treasurer presented his budget for 2017/2018 to the meeting. Marc Castagnet proposed the adoption of this. It was seconded by Tim Wilkes and passed by the meeting.

The proposal tabled in the agenda to increase the Annual NDA Subscription was withdrawn.

7. Articles of Association for new legal entity

The Articles of Association for the new entity IDA Events Association (IEA) had been previously circulated to members. The IEA will be established in Denmark. The AoA have been drawn up by a Danish lawyer specialising in this field.

There was a lengthy and lively discussion about the structure and mechanism of the IEA and how it would interact with organising authorities and sponsors. Philip de Koning Gans wanted to know how possible conflicts between class sponsors and local club sponsors would be resolved. Tim Wilkes suggested that there should be some built-in oversight of the activities of the IEA.

The IDA Officers explained that the IEA is very much a framework for handling the many details that will arise, providing limited liability and no exposure for the IDA. It is deliberately designed to allow a measure of flexibility. The Officers will report at the 2018 AGM on progress. Anne Garrett said she believed that we should trust the IDA Officers with this innovation and give it a try.

IDA Chairman Vasily Senatorov asked for the support of the NDAs especially in leveraging local contacts for sponsorship.

José Matoso proposed the adoption of the AoA. It was seconded by Anne Garrett and approved unanimously by the meeting.

8. Constitution proposed change

It was proposed that the following wording be inserted between 13.2 and 13.3 of the Constitution: “The officers shall be permitted to raise sponsorship to support the objects of the association through the creation of a separate entity (the IDA Events Association)”.

José Matoso proposed the adoption of the amendment to the Constitution. It was seconded by Anne Garrett and approved unanimously by the meeting.

9. Technical Committee Chairman’s Report

The Technical Committee Chairman Klaus Diederichs had previously tendered his apologies for his absence. It was delivered by Chief Measurer and TC member Gunter Ahlers.

The TC report focused on the main developments and issues the TC has dealt with in the past year and some general suggestions they would like to make for the future. Full TC report is in **Appendix A**.

The TC Chairman thanked the Chief Measurer and all his fellow members of the TC for their contributions during this year. We had an open and at times intense debate -mostly via e-mail- and I believe we have come up with solutions and proposals which ensure a level playing field for all boats in the Class, from the historic wooden Dragon to the latest V6.

10. Class Rules proposed changes (see Appendix B)

The following changes were proposed to the Class Rules. They are mainly of housekeeping nature and aim to clarify certain aspects of the existing rules.

- a) Amend CR 1.65 to increase clarity and to allow correctors to be fitted when the total weight of the Dragon is less than the minimum 1700 kg for some undefined reason.
- b) Alter CR 2.193 to clarify what is mandatory and what may be fitted in the way of pumps, and to prevent Dragons from shipping water ballast, which might be considered to be an infringement of RR 51. Clarification of what is meant by ‘Bilge Water’.
- c) Alter CR 10.11 (Weight of Yacht) to increase clarity and harmonise this rule with CR 1.65.5

These changes were passed unanimously by the meeting.

Gunter Ahlers also proposed two further housekeeping changes to clear up anomalies in the rules:

- d) Existing Class Rule 2.345 Spacing of beams: Harmonise rule with drawing no 4
- e) Existing Class Rule 2.502.4 Materials / Samples: Clarify where core samples shall be taken.

11. Championship Regulations

The meeting was advised that the Championship Regulations will be amended to incorporate new Grade 1 programme.

A new guideline for venues for Grade 1 events 2018 and beyond has been drawn up by officers and circulated. Vice Chairman Stephane Baseden explained the rationale behind the strategy. There was some

disappointment from venues dropped for 2018, and some criticism of experimenting with unproven venues but Stephane emphasised that the new rota was intended to satisfy the request for more variety in venues and will remain constantly under review. It was agreed that the Grade 1 rota would be announced by the Officers at the latest by the end of August each year so as to give NDAs time to coordinate regatta schedules.

12. Championship Rules

Worlds & Europeans – The officers confirmed the success of the major championship format of up to 8 races for the Europeans, and up to 10 races for the Worlds – with only one discard to apply. This will continue.

Gold Cup. It was proposed that Appendix 1 of the Gold Cup Rules be amended (CYCA having already approved) to include the Silver Cup which is awarded to the boat that finishes exactly halfway. This was approved unanimously.

13. Venues for major events and update of Rota

- a. The Corinthian Cup will continue to have formal IDA recognition, but no IDA-recognised Corinthian only regatta will be held in 2018
- b. Brief 2018 championship reports were received from Hungary (Europeans, Balaton) and Finland (Gold Cup, Helsinki). It was noted that because of the restrictions on powerboats on Balaton, sailors intending to bring support/coach boats must register these vessels at least 2 months prior to the event. This will be noted in the NOR.
- c. 2019 a brief report was received from Richard Franklin on the Australia (Worlds, Fremantle). The Officers repeated their insistence that the Jury could not be shared with the 505 fleet which is holding a world championship at the same time and in the same venue (albeit a different race course). NDAs were anxious to receive firm shipping costs and timings.
- d. Gerard Blanc reported from France on preparations for the 90th anniversary regatta Cannes (April). The organisation will require the support of every Dragon nation. Each NDA will be asked to provide a 90th Anniversary Regatta 'Ambassador'
- e. Other reports were received from Netherlands (2019 Gold Cup - July), Palma (2020 Europeans - May) and Ireland (2020 Gold Cup - Sept)
- f. Germany (Kuhlungsborn – end June, early July) was elected as the venue for the 2021 Worlds. Both Sweden and Belgium were competing to hold the 2021 Gold Cup and both made excellent presentations. Sweden (Marstrand – August) was elected as the venue for 2021 Gold Cup.
- g. 2022 events. Proposals were received from both Cascais and San Remo to host the 2022 Europeans. A proposal is already on file from UK to host the 2022 Gold Cup in Abersoch / Pwllheli in July.
- h. 2023 events. A proposal is on file from the Italian DA (Costa Smeralda or Argentario) to host the 2023 Gold Cup. The 2023 World Championship should by rota be in North America if possible. Anne Garrett expressed an offer in principle to host it and would report next year on likely venues on the East Coast.

14. Election of Officers

Vasily Senatorov (Chairman) and Helmut Schmidt (Vice Chairman) were re-elected unanimously to serve a further two years as officers on the Executive Committee of the IDA. Both expressed their commitment to

see through the many initiatives already begun and thanked their fellow officers and team for their support

15. Any Other Business

There was a lively discussion about marketing and promotion for the class and it was clear this is a topic that all NDAs are concerned about and willing to contribute. Increased use of social media was seen as especially important, particularly usage of video material. It was suggested that the IDA webpage needs updating and refreshing. Other delegates felt that a balanced campaign across many media platforms was important. These issues will be addressed by the officers.

Tim Wilkes (UK) offered on behalf of the BDA to provide some seed investment to allow the development of a proactive social media programme.

Vice President Chris Dicker congratulated the Officers and IDA management team on handling the many challenges facing the Class, and for conducting an excellent meeting.

16. Date and venue of next Annual General Meeting

The British Dragon Association offered to host the AGM 2018 in London at the Royal Thames Yacht Club (venue to be confirmed) on Saturday 27 October. This date was confirmed.

1 November 2017

Tim Pearson

Secretary

International Dragon Association

Appendix A

Technical Committee Chairman's Report

a. Enforcement of Compliance with Class Rules

The TC has received numerous requests to step up enforcement of compliance with CRs to ensure a level playing field and maintain the competitiveness of older boats. To this end we have requested the organising clubs of major regattas (Worlds, Europeans, Gold Cup and Grade One events) to arrange more stringent scrutineering of the boats participating in those events. The UK fleet organised a comprehensive measurement of all 38 boats participating in the Edinburgh Cup this year. These measurements revealed some lack of compliance, most of which was able to be rectified before racing began. However, at the Juan Carlos Cup one team had to be banned from participating as they did not manage to meet the crew weight limit.

Despite this increased effort to control rule compliance at major regattas, the TC frequently receives queries from competitors about the legality of specific boats with a request to initiate post regatta control measurements on the boat(s) in question. The TC reiterated that, while it is happy to clarify Class Rules and answer questions regarding the rules, the TC is in no position to do random checks post regattas or inspect specific boats unless there has been a valid measurement protest. So, competitors who believe a boat does not comply with CRs should lodge a protest and if upheld we shall be able to send a measurer to scrutinise the boat in question.

b. Measurement procedures at 2017 World Championships in Cascais

The Class Chief Measurer plus 2 further international measurers scrutinized all 80 entries and ensured that all boats complied with the rules. They also weighed the top 20 boats according to 2016 and 2017 IDA ranking list, but the weather conditions (winds of up to 25kn in the harbour) during the three days of measurement were such that a reliable weighing of the boats could not be assured. As a result the TC of the Worlds after consultation with the Jury decided to declare the weighing process to be unreliable and therefore void.

The procedure however revealed several issues which the TC would like to address for future events:

- i. The class should have its own certified scale which will be used at major events
- ii. We need to clarify which weight we want to control (CRs prescribe minimum weights for hull, rig and total weight). The TC recommends total weight.
- iii. We need to set out clear procedures for weighing boats at regattas (hull plus rig and sheets, fully dried out and in protected environment)
- iv. Possibility to install corrector weights without having to perform swing test at the regatta

Some of these points are addressed in the proposed rule changes others need to be addressed in the Championship rules. The TC will develop detailed measurement procedures, which we suggest should be performed at each of our top 3 Regattas – World and European Championships as well as the Gold Cup.

c. Use of Bilge Pumps to pro-actively manage water levels in the boat

Early in the season it was brought to the attention of the TC that some boats had installed several electrical pumps at different levels in the bilge in order to pro-actively manage the bilge water retained in the boat and thus influence weight and weight distribution during a race. It was clear that moving water from one compartment in the boat to another would infringe RRS 51 and therefore is not permitted. Less clear was when and at what point in time bilge water can/should be pumped out of the boat. The TC is of the opinion that bilge pumps in the Dragon are primarily there for safety and should not be used for pro-active weight management during racing. The TC therefore issued a clarification before the World Championships in Cascais, that only one electrical pump is permitted. In the proposed rule changes we are suggesting to go one step further and require that the electrical pump has to be connected at all times during racing and that the suction pipe has to be installed not more than 50 mm away from the lowest point in the bilge. This should ensure that bilge water is pumped out at all times during the race and therefore cannot be used as ballast in the boat.

d. New Petticrow V6

Petticrows have successfully launched a new version of their Dragon earlier in the season. Our chief measurer and myself have been at the builder's premises twice this year to verify compliance with CR of the prototype and to cross check several boats and components in production.

e. Other topics

The TC was approached by a provider of race trackers to allow the use of mobile phones during racing to enable tracking of the fleet. We denied this request as it would make it impossible to check if the phones are also being used as GPS device.

Klaus Diederichs
Chairman TC
13th October, 2017

Appendix B

INTERNATIONAL DRAGON CLASS PROPOSED 2017 RULE ALTERATIONS

Unanimously approved at the IDA AGM in Saint Tropez, October 21st.2017
and herewith submitted to World Sailing for ratification.

A. Existing Class Rule 1.65 Adjustment of any of the corrector weights shall be made only after:

1. the yacht has been officially reweighed by an official measurer with a scale that has been officially certified within the last twelve months, and
2. the hull has been swung or re-swung in accordance with Rule 10.20.
3. the yacht does not have to be swung under Rule 1.65.2 after the removal of corrector weights provided the corrector weights were removed within 300 mm of station 8.
4. the yacht, having had the spinnaker chute removed after first certification, shall either be re-swung in accordance with Class Rule 10.20 or have additional corrector weights of not less than 4.5 kg fixed not less than 300 mm forward of station 4. Class Rule 10.40 applies in this case.

Proposed New Class Rule 1.65.5. to be added to the existing Rule 1.65 :

5. when the total weight of the Dragon in accordance with Rule 10.11 is less than 1700 kg, corrector weights may be placed between stations 4 and 12, provided the total weight of all correctors is not more than 20 kg and the yacht is re-swung, or alternatively, the corrector weights shall be placed equally outside of stations 4 and 12.

Reason: Harmonisation of existing wording for clarity and permitting correctors being fitted when the total weight of the Dragon is less than the minimum 1700 kg for some undefined reasons.

Without this amendment there is no cure when a Dragon is found not to comply with the 1700 kg minimum total weight requirement. It will have to be re-swung after fitting any corrector weights! This is only possible at the builder's premises.

If the underweight has for instance been established at an event, the Dragon will not be permitted to race without this possibility to correct its weight, for there is practically no chance to do so under present Rules.

B. Existing Class Rule 2.193 The following shall be fitted:

- a) One manual bilge pump.
- b) One return valve draining in toetc

The following may be fitted:

- a) An electric bilge pump.

Proposed Altered Class Rule 2.193 The following shall be fitted:

- a) Not less than one manual bilge pump
- b) un-altered existing wording....
- c) the suction point of any bilge pump shall be not more than 50mm above the deepest point of the bilge.

The following may be fitted:

- a) Not more than one electric bilge pump. If such a pump is fitted, the only means of control shall be an automatic integral or flotation switch.

Reason: To clarify what is mandatory and what may be fitted in the way of pumps. And to prevent Dragons from shipping water ballast, which might be considered to be an infringement of RR 51.

C. Existing Class Rule 2.345 Spacing of beams:

Alter the dimension of 254 mm to 250 mm

Reason: In conflict with Specification on Drawing No. 4

D. Existing Class Rule 2.502.4 Materials / Samples:

The IDA / World Sailing may take core samples in order to establish correlation between hull and deck construction and the samples submitted.

Proposed Addition to 2.502.4 Materials / Samples:

The IDA / World Sailing may take core samples in order to establish correlation between hull and deck construction and the samples submitted. Any of those samples to be taken shall not be less than 100 x 100 mm.

Reason: To specify a minimum size of sample, since anything smaller is being considered not to be conclusive.

E. Existing Class Rule 10.11 Weight of Yacht:

The weight of the yacht that is the hull complete as stated in Rule 10.10 excluding other equipment listed in Rule 10.11 and together with the mast, boom, spinnaker boom and their fittings, standing and running rigging and one set of sheets for each of the headsail, mainsail and spinnaker shall not be less than 1700 kg.

Proposed Altered Class Rule 10.11 but with the same content:

The weight of the Dragon with its hull complete as specified in Rule 10.10, together with mast, boom, one spinnaker boom and all fittings, standing and running rigging and one set of sheets each for the headsail, mainsail and spinnaker, but excluding all other equipment listed in Rule 11, shall not be less than 1700 kg. When the total weight of the Dragon is less, it may be corrected as specified in Rule 1.65.5.

Reason: Better reading of this particular rule and thus easier to understand

IDA Technical Committee.