

Minutes

Annual General Meeting

Royal Thames Yacht Club, Knightsbridge, London
Saturday 26th November 2011 at 10.30 am

Name	Position	Country	Representing
Chris Dicker	Vice President	UK	
Robert Campbell	Chairman IDA	UK	New Zealand
Reemit Reemtsma	Officer IDA	Germany	
Richard Blickman	Vice Chairman IDA	Netherlands	
Andrew Craig	Treasurer IDA	Ireland	
David Dale	Secretary IDA	UK	
Christoph Schindler	Secretary NDA	Austria	Austria
Philipp Skafte-Holm	Officer NDA	Denmark	Denmark
Eric Le Bon	Chairman NDA	France	France
Stephane Baseden	Observer	France	
Ulli Libor	Event Manager Germany	Germany	Germany/Switzerland
Alexandros Kedros	Officer NDA	Greece	Greece
Vilmos Naray	Chairman NDA	Hungary	Hungary
Tim Pearson	Secretary NDA	Ireland	Ireland
Cameron Good	Vice Commodore Kinsale	Ireland	
Tonino Virett	President NDA	Italy	Italy
Gianni Murzi	Secretary NDA	Italy	
Jens de Waardt	Secretary NDA	Netherlands	Netherlands
Huib Bannier	President NDA	Netherlands	
Mario Quina	Secretary NDA	Portugal	Portugal
Vasily Senatorov	President NDA	Russia	Russia
Ulf Bjurman	Secretary NDA	Sweden	Sweden
Thomas Olrog	Officer NDA	Sweden	
Tim Wilkes	Secretary NDA	UK	UK
Ron James	Officer NDA	UK	
Fiona Brown	Observer	UK	

1. Apologies for Absence

Phyllis Chang (Hong Kong), Poul Hoj Jensen (Antigua), Bocci Ayoma (Japan), Jude Hoosan (New Zealand), Tore Hovda (Norway), Dieter Schmidt (Switzerland), Mickey Lake (USA), Jill Hayward (UK)

2. Declaration of Proxies

Germany for Switzerland

3. Confirmation of previous Minutes

The Minutes of the AGM dated 23rd October 2010 were approved

4. Chairman's Report

Welcome to the delayed AGM. On your behalf I would like to thank the Yacht Club of Greece and the Greek Dragon Association for all the work they undertook in preparation for the original AGM. What happened was unavoidable from our side and we can only express sympathies to our colleagues in Greece for the unfortunate circumstances in which they now find themselves. I would also like to thank all those who had their plans disrupted by the situation and thank everyone here today for making the effort to attend at relatively short notice.

Representatives of National Associations, Fellow Officers, Dragon Sailors and Guests, this is my last report to you as Chairman. The last 4 years have been both challenging and enjoyable. On the technical side, there have been only minor changes, mainly due to the very successful move to increased buoyancy implemented 3 years ago. The main challenges have been in Regatta Management and a difficult financial climate globally. Regatta Management issues are ongoing, including quality of PROs, use of support boats and use of VHF. I have consulted widely on these topics, including the input from Owners' Meetings at the Gold Cup. There is no doubt that pressure is being exerted strongly from the professionals within the class to adopt various methods to gain advantage, regardless of cost. On the other side of the coin, I am convinced that the enthusiastic amateurs are the backbone of the Class. They need protecting to maintain a level playing field and against potentially ever increasing costs. I have focused on protecting what I consider to be our core amateur values and hope I am succeeding. Entry fees to Championship events have remained stable over the last 4 years, being reductions in real terms. A further recognition of the amateur sailors is becoming evident, with Corinthian Trophies now being awarded at all our Championship Events. Financially, gaining sponsorship for our major Championship Events has become increasingly difficult. I do not anticipate this improving in the near term, another reason to focus on minimising our costs in all areas. Despite these challenges, I feel the last 4 years have been very positive for the Class. We continue to strengthen our position as the predominant one design keelboat class in much of the world. We have started several new National Associations. Our promotional efforts are now much stronger, with a more cohesive worldwide approach – this will have an important impact in years to come. Our communications, including the website and Annual Magazine, are much improved. The website is now the predominant communications tool, having, for example, had 43,000 hits in September alone. So, overall I believe we can look forward with confidence.

I will now deal with the activities of the IDA in 2011.

The highlight I must mention first is our World Championships in January in Australia. 70 boats competed, by far the largest fleet ever assembled in the Southern hemisphere. This event has had a major beneficial impact on the whole Australian fleet, with several new or near new boats being shipped to Australian owners in the 18 months preceding the event – a model of what can be done. Well done Andrew Merrett and all your colleagues.

Technical

Philip Dohse has become Chairman of the Technical Committee, replacing Mike Hayles who decided to retire after 5 very successful years. Marcel Wagenaar continues as Chief Measurer.

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

Our event measurers have continued to report very favourably on rule conformity in 2011 – long may it continue.

IDA Championships and Grade 1 Regattas

Our Grade 1 events have all been held, with good entries at Cascais, Cannes and Douarnenez. Your Officers are recommending today the upgrading of the Prince Philip Cup in Australia to a Grade 1 Event, as requested by the Australians following their successful event in January.

Championship Events. I have already mentioned the Worlds in Melbourne, won by Lawrie Smith. We also had a Corinthian Trophy for the first time at the Worlds, won by Frank Berg. The Europeans were in Boltenhagen and was won by Jens Christensen. The Gold Cup was in Ostend and won by Marcus Wieser. The Borge Borresen Memorial Trophy was won by Ted Sawyer, the Nations Cup was retained by Russia and the Corinthian Trophy was won by Graham Bailey.

And finally, the winner of the IRL in 2011 was won by Marcus Wieser and presented to him earlier this week.

Last year we amended the World and European Championship Rules. A couple of further improvements are being recommended for adoption today, particularly in clarifying nationality qualification criteria.

International Ranking List

The International Ranking List continues to improve. Competitors are registering with ISAF ID Numbers, making it possible for us to identify each competitor accurately. However, Regatta Organisers are not logging results correctly and submitting them to the IDA. Unless this is done, the whole process becomes worthless. I exhort all of you to ensure that organisers of Graded Events in your country collate the results with helmsman ID numbers and submit them punctually. Robert Alpe continues to work miracles but it is totally unfair to expect him to chase up results and to have to identify individual sailors.

Dragon Class Identity

The new Identity has been well accepted and implemented. It will take time, but gaining a cohesive worldwide identity and recognition will have a strong positive impact on our recognition across the sailing community at large. At implementation stage, we had a small hiccup with the sailmakers who did not want to have separate numbers and letters for Dragons. Therefore, we have changed the use of the new typeface for the national letters and sail numbers to a recommendation rather than mandatory.

The Gold Cup Owners' meeting

The focus of discussion was on improving Championship Event Regatta Management. I personally was disappointed as your Officers have put tremendous effort in over the last year and I believe all 3 Championship Events in 2011 were run to a very high standard. However, we agreed at the meeting to establish a committee under the chairmanship of Valdemar Bandolowski with a specific brief of recommending ways to improve Race Management. One idea that has been floated and that concerns me is to form an elite circuit with maybe 10 events in the year and with separate, higher level sponsorship. In my opinion this would be very divisive, would damage the main body of the class and could threaten the whole structure of Dragon racing as we have it today.

The professionals also complained about the 2011 restrictions on coachboats. A straw poll was held that indicated our current restrictions to be popular with the majority of owners.

Personnel

As mentioned before, Philip Dohse has become the new Chairman of the Technical Committee, a very important position. Andrew Craig continues as Treasurer, a safe pair of hands, thanks Andrew.

I retire as Chairman today and your Officers recommend unanimously that Richard Blickman be appointed as my successor. Richard has a rich background in the Class, with his father having also sailed in Dragons since before the 2nd World War. Richard will be our first Chairman from the Netherlands. Your Officers also recommend unanimously that Vasily Senatorov be elected as Vice Chairman, another first and recognising the contribution the Russian fleet now makes to the Class. Both Phyllis Chang and Reemt Reemtsma continue to serve as Vice Chairmen.

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

2012

Our Championship Events next year are the Europeans in Lake Attersee, Austria and the Gold Cup in Kinsale, Ireland. Those locations are quite a contrast and demonstrate the broad appeal of the Dragon, whether it be lake, river or sea. I have no doubt 2012 will be yet another year of growth and our broad range of events has something for everyone.

Thank you.

5. Treasurer's Report and Budget for 2012

This was presented by the Treasurer Andrew Craig

6. Technical Report and Class Rule Changes

These proposed changes were introduced by the Chairman of the Technical Committee Dr Philip Dohse whose paper explains the reason for them.

A. Change of Rule 2.346 and Rule 2.347

1. The present wording of Rule 2.346 and Rule 2.347 is:

2.346

The deck shall be of larch, Scandinavian pine or fir, Oregon pine, spruce, or plywood, not less than 14 mm thick and weighing not less than 432 kg/m³ and covered with canvas of not less than 236 g/m² and painted, or covered with any other material of equivalent weight.

2.347

The deck may be of plywood, or plywood overlaid with teak, of not less than 15mm total thickness and weighing not less than 7.6 kg/m².

2. The following wording of Rule 2.346 and Rule 2.347 is suggested:

2.346

The deck shall be of timber (including plywood) and may be covered with other material. The deck shall be not less than 15 mm thick and weighing not less than 7.6 kg/m². Samples of the deck shall be supplied as specified in Rule 2.102.

2.347 Spare

3. The changes of Rule 2.346 and Rule 2.347 are marked below:

2.346

~~The deck shall be of timber larch, Scandinavian pine or fir, Oregon pine, spruce, or (including plywood), and may be covered with other material. The deck shall be~~ not less than 15-14 mm thick and weighing not less than ~~7.6 kg/m². 432kg/m³ and be covered with canvas of not less than 236g/m² and painted, or covered with any other material of equivalent weight.~~ Samples of the deck shall be supplied as specified in Rule 2.102.

2.347 Spare

~~The deck may be of plywood, or plywood overlaid with teak, of not less than 15mm total thickness and weighing not less than 7.6kg/m².~~

4. Reasons of the changes of Rule 2.346 and Rule 2.347:

Presently Rules 2.346 and 2.347 are contradictory with regard to the weight. According to Rule 2.346 the deck must have a weight of not less than 6.716 kg/m^2 (deck: 432 kg/m^3 ./. $1000 \text{ mm} \times 15 \text{ mm}$ plus the weight of canvas or other material of 236 g to be added) which is less than according to Rule 2.347 which says that the weight shall 7.6 kg/m^2 .

This should be clarified in the meaning that the deck should not be less than 15 mm thick and weigh not less than 7.6 kg/m^2 .

Further, specific types of timber may be used according to Rule 2.346. Insofar one has to bear in mind Rule 2.12 which allows the use any other type of timber if it has the same weight and if it has at least the same durability. Therefore there is no need to mention specific types of timber in Rule 2.346.

Overall the proposed change makes the Class Rules easier to understand and clarifies differences between the present Rules 2.346 and 2.347 as only the weight and the thickness are decisive. The change will not increase the costs of the boat.

B. Change of Rule 2.507

1. The present wording of Rule 2.507 is:

2.507 Floors

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700 mm . The floors may be formed as part of the internal hull moulding. No part of a floor shall extend below 1000 mm from a line joining the sheerlines. The floors shall extend up to the underside of the cabin sole.

The floors shall be of a uniform laminate of 7.5 kg/m^2 . The floors shall be bonded to the hull with a laminate of not less than 6 kg/m^2 .

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100 mm forward of station 4 or exceed 350 mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650 mm .

2. The following wording of Rule 2.507 is suggested:

2.507 Floors

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700 mm . The floors may be formed as part of the internal hull moulding. The floors shall extend up to the underside of the cabin sole. No part of a floor shall extend below 1000 mm from a line joining the sheerlines unless the floors lead into and/or are parts of bulkheads.

The floors shall be of a uniform laminate of 7.5 kg/m^2 . The floors shall be bonded to the hull with a laminate of not less than 6 kg/m^2 .

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100 mm forward of station 4 or exceed 350 mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650 mm .

3. The changes of Rule 2.507 are marked below:

2.507 Floors

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700 mm . The floors may be formed as part of the internal hull moulding. The floors shall extend up to the underside of the cabin sole. No part of a floor shall extend below 1000 mm from a line joining the sheerlines unless the floors lead into and/or are parts of bulkheads. ~~The floors shall extend up to the underside of the cabin sole.~~

The floors shall be of a uniform laminate of 7.5 kg/m². The floors shall be bonded to the hull with a laminate of not less than 6 kg/m².

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100 mm forward of station 4 or exceed 350 mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650 mm.

4. Reasons of the change of Rule 2.507:

Presently Rule 2.507 says that the size of the floors in direction to the keel is limited to "1000 mm from a line joining the sheerlines" meaning that under the floors is some space. On the other hand the bulkheads are mentioned in different Class Rules, some of which are built at the same places as the floors. Therefore it should be clarified that the floors may be connected to or lead into the bulkheads in order to make clear that no space is necessary under the floors where bulkheads are fitted.

Overall the proposed change clarifies the Class Rules and prohibits differences opinions regarding the construction of floors on the one hand and bulkheads on the other. The change will not increase the costs of the boat.

The changes were approved unanimously.

Philip also advised that after reconsideration by the Technical Committee, a proposal from Antigua to allow floating Anchor Lines in future (CR 11.10.2) could not be supported and the rule will remain unchanged.

7. Items for Discussion

a) Recommendations for amendments to Rules for World and European Championships

Proposals in the attached paper were approved unanimously. These changes have dealt effectively with the issue of maximum numbers that can be accommodated at a venue. However there was considerable discussion about eligibility generally, during which the following points were raised;

North American Dragon sailors felt that by circumstances of their boats and size of Fleets they were virtually excluded from these Championships, though it was pointed out that over the last 15 years, 3 US owner/sailors had been active on the Championship circuit.

The British DA objected to the eligibility rules as currently written, as they did not reflect the current reality of owners living, working and sailing in different countries and therefore sometimes failing to satisfy the entry criteria. The Chairman agreed that this was unfortunately sometimes the case and that there is a large body of opinion within the IDA who think that nationality eligibility rules should be scrapped and another large body believing that nationality rules remain important.

The Italian Dragon Association raised the issue of why the European Championship could be entered by non-Europeans.

The Chairman proposed that a full review of eligibility rules be undertaken by the Officers with detailed recommendations to be put to the AGM next year

This proposal was approved unanimously

b) Regatta Rota

1. 2012. Austria and Ireland presented updating reports for the Europeans and Gold Cup 2012 Organization and key personnel are in place for both events. In Ireland the Gold Cup will be

the main event in a series of events throughout the season comprising the Edinburgh Cup, the UK Northern area Championships, the Irish Championships and the Irish South Coast Championships of which results from 3 of these will count for an overall Grand Slam title. A major emphasis will be put on amateur competitors.

2. 2013 the UK (max 110 boats), Portugal (max 100 boats) and France (max 120 boats) presented updating reports for the Worlds, Europeans and Gold Cup respectively all of which appeared to be well in hand, The Gold Cup will be held from 16th–24th August, and the Europeans from 6th-12th April
3. 2014 Following presentations Italy, (San Remo) (max 75 boats) and Holland, (Medemblik) (max 100 boats) were confirmed for the Europeans and Gold Cup and will be sent confirming contract letters shortly.
4. 2015 Bids by France (La Rochelle)/ Portugal (Cascais), Sweden (Basted)/Russia (St Petersburg) and Germany (Kiel/Warnemunde) were received for the Worlds, Europeans and Gold Cup. A vote took place for the Worlds, La Rochelle gaining the majority – the French NA stating that this is likely to lead to the development of a new fleet in La Rochelle. An IDA Officer will visit La Rochelle during the coming season to confirm its suitability to host up to 100 Dragons for a World Championship event both ashore and on the water and will report to the AGM next year prior to a decision being made.

During the meeting Russia very generously proposed to delay hosting the Europeans until 2016 to enable Sweden to do to host them in 2015. In recognition of Russia's proposal Sweden agreed to support their National Championship in St Petersburg in 2015.

It was agreed that Boltenhagen, a proposed venue for the Gold Cup was not suitable based on experience there last season and Germany would propose either Kiel or Warnemunde at the 2012 AGM. Final decisions for 2015 will be confirmed at the 2012 AGM.

5. 2016 A proposal from Denmark to host the Gold Cup was received, their proposed venue being Skagen
6. Other proposals are as in the Rota.

c) **Review of Grade 1 events.**

An application had been received from the Australian International Dragon Association for Grade 1 status for the Prince Philip Cup. This annual event and is the Interstate Championship for the Australian and New Zealand Fleets. It is the Southern Hemisphere's only regular Championship for Dragons, which also attracts visitors from other parts of the World. In view of its importance and size of Fleet (usually around 30 boats) as well as being the only opportunity for the majority of Australasian Fleet members to participate in an IRL Grade 1 event. It was unanimously agreed for this active Fleet.

All existing Grade 1 events will remain so for the 2012 season

d) **Future Use of VHF at Dragon events.**

The reasons behind the paper were explained and the proposal was to recommend the use of VHF for PRO communication to competitors and for safety reasons on an open channel available to all those carrying VHF receivers. The PRO would be permitted to communicate with his race team on a private channel.

The proposals for the Regatta Regulations and the paragraphs for inclusion in the Notice of Race and Sailing Instructions were approved unanimously (see the attached paper).

8. Election of Officers

Richard Blickman (Holland) was proposed as Chairman of the IDA for an initial period of two years in the place of Robert Campbell who retired on having served for the maximum four year period. He was elected unanimously.

Vasily Senator (Russia) was proposed as a Vice-Chairman of the IDA for an initial period of two years in the place of Richard Blickman. He was also elected unanimously. Phyllis Chang and Reemt Reemtsma both continue to serve as Vice-Chairman.

Chris Dicker, Vice- President thanked out-going Chairman Rob Campbell for his enthusiastic leadership of the Class during his four years. Chris said that his success had been both as a competitor and an administrator, who during his time in charge had competed in all the Championship events as well as many of the Grade 1 events in both Europe and in Australia He had also spent considerable time revising and improving the IDA Regatta Regulations to try to achieve consistency and higher quality racing across the Fleets for competitors.

9. Any Other Business

Rob Campbell advised the meeting of an important issue which had been building over the last few years, but was brought up more formally and publicly at the Gold Cup Owner's Meeting in Ostende. It became clear that an increasing number of competitors had become dissatisfied with the quality of Race Management at some events and raised the possibility of a Grand Prix event with an entry based on the IRL ranking and employing top flight professional Race Officer(s) supported by equally professional Race Assistants, (Mark Layers, Line Spotters, Recorders, Umpires etc. Rob said that the Officers had taken the suggestion seriously, that he had commented in his Chairman's Report to this meeting and that the Officers would be responding through the website on the issue of the quality of race management.

Finally, on behalf mainly of the US and Canadian Fleets, Tim Wilkes, BDA, suggested that the IDA should become more supportive of wooden Dragon enthusiasts generally, who felt excluded as the main events are dominated by GRP boats almost to the exclusion of the 'woodies'. This issue is being dealt with through the classic section of the IDA and participation is encouraged.

11. Date of Next Meeting.

It was agreed that the next meeting would be held on Saturday 27th October in Munich, subject to the agreement of the German National Association. Details would be published later in 2012.

15 Dec 2011