

IDA AGM
Minutes

Annual General Meeting 2016

Clube Naval de Cascais, Portugal

by kind permission

Saturday 22 October 2016 at 0930

Attendance

Thirty-three national representatives, officers and sailors attended the meeting. There were 29 countries represented out of a possible 31. Egypt and Japan were not represented.

Name	Position	Country	Representing
Chris Dicker	Vice President IDA	UK	
Vasily Senatorov	Chairman IDA	Russia	UAE
Stephane Baseden	Vice-Chairman IDA	France	France
Jose Matoso	Vice-Chairman IDA	Portugal	
Helmut Schmidt	Vice-Chairman IDA	Germany	
Marc Castagnet	Hon Vice-Chairman IDA	Hong Kong	
Kasper Harsberg	Treasurer IDA	Denmark	Hong Kong
Tim Pearson	International Secretary IDA	Ireland	Ireland
Klaus Diederichs	Chairman Tech Committee IDA	UK	
Gunter Ahlers	Chief Measurer IDA	Germany	
Martin Payne	Sailing Coordinator IDA	UK	
Steven Vermeire	President NDA	Belgium	Belgium & Sri Lanka
Thomas Schmidt	National Secretary NDA	Denmark	Denmark
Teuvo Hyvönen	President NDA	Finland	Finland & Estonia
Gregor Berz	Board Member NDA	Germany	Germany
Philip de Koning	National Secretary NDA	Holland	Antigua
Klaas Ruigewaard	Chairman NDA	Holland	Holland
Vilmos Naray	Chairman NDA	Hungary	Hungary
Antonietta De Falco	Observer	Italy	
Umberto Zocca di Montelupo	Member NDA	Italy	Italy & Greece
Odd-Erik Aks	Board Member NDA	Norway	Norway
Mário Quina	President NDA	Portugal	Portugal
Tatiana Kurbatova	National Secretary NDA	Russia	Russia & Ukraine
Juan Company	Member NDA	Spain	Spain
Gutta Johansson	Chairman NDA	Sweden	
Olle Jo Johansson	National Secretary NDA	Sweden	Sweden
Thomas Wilton	Nominated Representative	Sweden	Australia
Lotti Schmid	National Secretary NDA	Switzerland	
Walter Zürcher	President NDA	Switzerland	Switzerland & Austria
Ali Doganer	National Secretary NDA	Turkey	Turkey
Tim Wilkes	Chairman NDA	UK	UK
Nicola Wilton	Nominated Representative	UK	New Zealand
Anne Garrett	National Secretary NDA	USA	USA & Canada

1. Declaration of Proxies

Proxies were received and verified as follows:

Vasily Senatorov	UAE
Kasper Harsberg	Hong Kong
Steven Vermeire	Sri Lanka
Teuvo Hyvonen	Estonia
Philip De Koning	Antigua
Umberto Zocca di Montelupo	Greece
Thomas Wilton	Australia
Walter Zürcher	Austria
Nicola Wilton	New Zealand
Tatiana Kurbatova	Ukraine
Anne Garrett	Canada

2. Apologies for absence

Apologies were received from:

HM King Constantine	President IDA	
Poul Ricard Hoj-Jensen	Vice-President IDA	
Marc Castagnet	Vice-Chairman	Hong Kong
Sophia Hoj-Jensen	National Secretary	Antigua
Peter Bowring	National Secretary	Ireland
Cameron Good	Chairman NDA	Ireland

3. Confirmation of 2015 Minutes

The Minutes from the 2015 AGM were taken as read. Proposed by Teuvo Hyvonen, seconded by Tim Wilkes and unanimously approved.

4. Chairman's Report

IDA Chairman Vasily Senatorov welcomed the delegates to Cascais for the 2016 AGM and, on behalf of all present, he thanked the Clube Naval de Cascais for hosting this year's meeting.

Events 2016

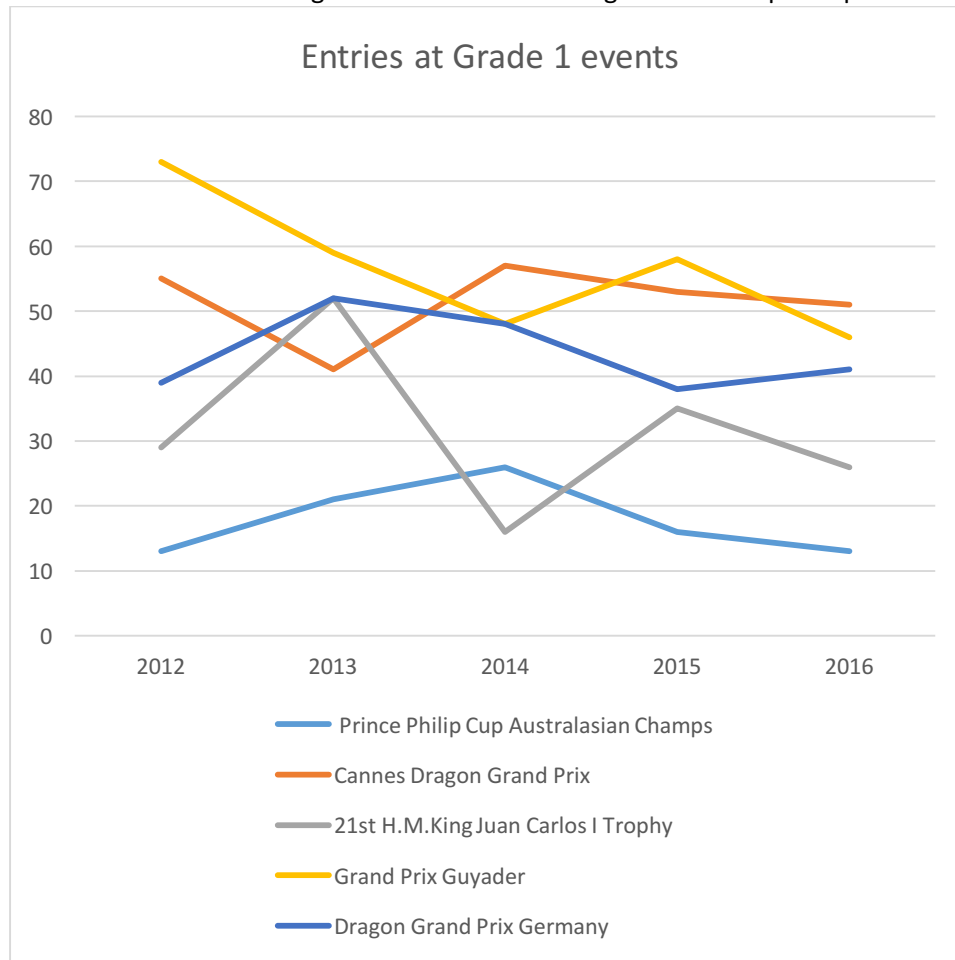
In 2016 two IDA championships were held: The European Championship in Saint Petersburg and the GC in Hornbaek.

The Europeans attracted 45 boats to the Easternmost part of the Dragon circuit in St Petersburg. The 25 international and 20 Russian entries represented 14 nations and reflected a sound mixture of the world's best professionals and Corinthians. Fifteen of the crews were from the top 20 of the IDA ranking list. Mr Senatorov played a short video which highlighted not just the venue and close racing but also the views of the competing sailors. This video will form part of a wider marketing campaign to promote the class.

The second major event was the Gold Cup in Hornbaek that brought together 76 boats from 16 nations including two from overseas – Hong Kong and Japan. The highlights of the shore life in the community of Hornbaek were the gala dinner sponsored by the local fashion designer and event sponsor Ilse Jacobsen and the reception on board the Royal Danish yacht hosted by HRH Prince Henrik. The Chairman commented on the strong currents in the racing area. He also referred to a widely publicised incident in which a power boat damaged the rig of one of the participants between races, and said that the whole chain of events, decisions and comment which followed upset a number of sailors. He regretted the bad publicity that this had brought to the class and said that the IDA needed to be vigilant in managing its major events.

A successful series of five Grade One events was held in 2016 starting with Prince Philip Cup in Australia in January, the Grand-Prix of France in February, the Juan Carlos Trophy in Portugal in April, the Grand-Prix Guyader in May and the Grand-Prix of Germany in June. As you can see, the Grade One circuit starts in Europe relatively early and finishes in the first half of the year.

The events were all well-organised despite difficult weather conditions at some venues. However, the officers are concerned about the general trend of declining numbers of participants at nearly all venues.



	2012	2013	2014	2015	2016
Prince Philip Cup	13	21	26	16	13
Cannes Dragon Grand Prix	55	41	57	53	51
21st H.M. King Juan Carlos I Trophy	29	52	16	35	26
Grand Prix Guyader	73	59	48	58	46
Dragon Grand Prix Germany	39	52	48	38	41

One of the reasons for declining numbers that has been expressed by some sailors, and referred to at the GC owners' meeting, was that sailors gradually tire of going to the same places every year, especially when the travel distances are great. The Chairman said that the message he was getting was that they want to sail at places with reliable weather conditions, good logistics and they are also eager to test new venues in warmer places.

Events 2017

This has prompted the IDA to think about the future of the circuit of Grade One events and try to explore some development without damaging the existing events. One of the decisions taken by the officers was to change the schedule for 2017 and, with approval of the OA and existing sponsors and taking into consideration the timing of other events. So next year the circuit will start again in January in Australia, come to Europe in

February to Cannes, go further in April to Cascais where the WC will be carried out in June and then after Kuhlungsborn in July come down to Lake Garda in early October.

Douarnenez is organizing the French Open at the beginning of May and has agreed to skip 2017's Grade One for one year, organising it in 2018 again. Mr Senatorov expressed his gratitude to Mr Guyader the sponsor and generous organizer of the Grand-Prix in agreeing to make this adjustment.

The Chairman said that next year's programme was going to be busy but well-structured, starting in the South early spring, going further clockwise to the South-West, climbing up to the North in summer and going down to the South again in late summer and early autumn. He commented that the Executive Board needed to be flexible in its approach to selecting venues for the Grade One circuit, with a view to finding the best venues to attract the greatest number of Dragon sailors.

Change

Vasily Senatorov commented on the impact on our class of wider changes occurring in the sailing world, including the future of Olympic sailing, and adjustment to the demands of the IOC who is the major sponsor of sailing at the highest level. He expressed his support for Kim Anderson from Denmark who is a friend to the Dragon class, and said that if one of the most active Dragon sailors becomes the WS President it will be a very clear signal to the sailing community how alive our class is!

Other challenges include the preference of younger sailors for speed, typified by foiling and surfing designs, and a reluctance to sail in the traditional keelboat classes such as the Dragon. Additionally, the whole economic and geopolitical situation has created much uncertainty and insecurity which has impacted the leisure market and general willingness to travel. These challenges have affected new Dragon builds and absolute numbers of boats all around the world – with a few notable exceptions where the ready availability of reasonably priced second hand boats has helped to boost numbers.

Given these factors it is all the more important to focus on local club and national events. Our future efforts to promote the Dragon will focus on existing Dragon families (where the Dragon provides an excellent platform for communication with teenagers), but also on sailors aged 45+ who have the time and resources to enjoy the unique qualities and attractions of the Dragon.

Member Survey

The results of the first ever member survey are reported on elsewhere by Dr Helmut Schmidt. The Chairman wished only to highlight that the absolute majority of almost 500 sailors welcomed the job done by the IDA. He thanked Vice Chairman Schmidt for his role in analyzing the survey circulated earlier in the year by the Secretary.

The Future

The Chairman said it was evident that our class is very much alive. He pointed to the very active role of the officers in the past year and thanked the team of Vice-Chairmen Mr José Matoso, Mr Stéphane Baseden, Dr Helmut Schmidt, Honorary Vice-Chairman Mr Marc Castagnet, IDA Treasurer Mr Kasper Harsberg, IDA General Secretary Mr Tim Pearson and last but not least our Sailing Coordinator Martin Payne for their sincere commitment to our class. He also thanked the numerous supporters and volunteers of the class including the National Presidents and Secretaries.

He emphasised that the IDA was not in any way complacent about the challenges it faces. He outlined that our marketing and promotional efforts would continue – with our Yearbook, on our web-site, through the social network with the Dragon international community on Facebook, face to face at the major events, and also through the Owners' meeting at the GC – but they would intensify with a presence on other channels such as YouTube, major sailing print channels, TV-channels, and other print media, so that we would reach outside our class to communicate the huge values the Dragon possesses and attract newcomers to our community.

Sponsorship

In order to continue this effort, we need funds via top level sponsorship of the IDA. In order to facilitate this, we need to create a non-profit entity which will exist side-by-side with the IDA and the structure of this is outlined elsewhere by the Treasurer. Work on this has begun and the delegates will be consulted and updated as the IDA develops this.

Mr Senatorov outlined another component of making the class interesting for sponsors - the development of a marketing product named "Dragon sailing". Having researched the market, he selected an internationally established company - ICARUS sailing group - who produced the film of the EC in Saint-Petersburg referred to earlier. We also need funding to ensure a high level of organization of events both on the water and on the shore - experienced Principal Race Officers and International Jury members, and education of the measurers. We see how difficult it is for the protagonists of Corinthian-only events to obtain sponsorship. We want to create clinics for newcomers to let them experience the advantages of the class at the nicest places, we want to give the young sailors a chance to participate at the major events through providing them a boat for free, we want to give a greater number of the competitors prizes of better quality.

Technical Committee

The Technical Committee is a key part of the IDA structure. We are all very proud of the Dragon as the biggest one-design fleet of keelboats in the world. Ensuring that all boats must comply with class rules and regulations is a large and complex task. Mr Senatorov thanked the Chairman of the TC, Klaus Diederichs, together with his team for their tireless work during the year.

Executive Board changes

Finally, the Chairman advised the AGM that according to our Constitution José Matoso will resign from his position as a Vice-Chairman of the IDA and the Officers will propose Honorary Vice-Chairman Marc Castagnet to take his place as a regular Vice-Chairman. He thanked Mr Matoso for his big commitment to the IDA and wished him many top places especially next year on his home waters at the World Championship in Cascais.

Vasily Senatorov

Chairman IDA

5. Survey Findings 2016

Vice Chairman Helmut Schmidt outlined the key findings from the member survey carried out via Survey Monkey earlier in 2016. The survey generated very positive feedback with almost 500 responses; it showed that the IDA is on a good track but there is scope for improvement; it showed strong support for 'no radical changes', but we must do more in marketing to 'younger' sailors, and provide support for club level sailing and promotion of Corinthian regattas. The survey highlights are summarised in Appendix 1.

Discussion

The delegates congratulated the IDA officers on carrying out this valuable piece of research which will guide future decisions about our class. They requested that it should be repeated at regular intervals so that we can track changing views.

6. Treasurer's Report and Budget 2016

Overview

As agreed at last year's AGM, the provision in the IDA rules permitting the association to levy a royalty on championships and Grade 1 events was implemented. This allowed the IDA to balance the accounts and as a result we have managed to stop the losses on our reserves and recover from previous years. Another driver in this recovery has been the strong focus from our Secretary on making significant savings on costs. This put us in a better position to invest in areas that can improve the administration and communication within our class.

One area that requires focus is the digitising of our records such as minutes, measurement certificates and so on. The budget for 2017 includes a provision of £3,200 to scan and register our files so they are easy to track and use when needed.

The Sailing Coordinator role was engaged for the third year and is now a clearly defined position that supports the Organising Authorities in the preparation of championships and, when needed, support during the event. The general message from the sailors is that they appreciate having a Sailing Coordinator for all our major events.

The Secretary and I are still facing challenges identifying/ capturing incoming payments on our account. Therefore, a memo regarding payment of subscriptions will be circulated to all class secretaries so incoming payments will have the correct identification of the sender.

The 2016 receipts and payments account shows an increase in our reserves of £8,976 versus the budgeted £1,200.

Receipts

Income was £2,000 lower than in 2015 if you ignore the impact of the IDA royalty. The reason for this is the lower revenue on subscriptions that follows the decreasing numbers of active boats registered. Another key factor is the decrease in World Sailing building fees. The income versus the budget for 2016 was £ 4,000 higher and the main drivers were the sale of newsletter and website advertising and slightly higher sales of sail labels. Building fees are in line with 2016 budget. However, only 17 issued Plaques should still be a concern to the class. Mast label income represents a very small part of total income and was in line with budget.

The team behind our yearly newsletter has done a fantastic job selling ads and they will try and keep the momentum for 2017. However, we are remaining conservative with the 2017 budget

Payments

Expenditure was £3,000 less than budgeted and the main drivers are:

We managed to contain the production cost of the newsletter and the cost for the website administration was also well-managed so we have succeeded in coming in under the budget agreed at last year's AGM.

We will continue our strong focus on expenditure but the low hanging fruit has been picked so we will focus on value for money and investment. The current budget for 2017 operates with an increase of £8,000 in expenditure over 2016.

Conclusion

With the last year's financial improvement in mind we will do our utmost to continue to maintain a strong cash reserve. This will allow us to invest in our organisation.

With the strong focus we have improving communication among the Dragon sailors and outside the Dragon world we need to invest even more in our website, Facebook, Twitter and other activities to promote the "Dragon Sailing" brand.

The IDA officers are proposing to set up a parallel IDA entity that can deal with sponsorship, special offers to our members and other promotional activity. This was outlined later in the meeting. We have made an allowance of £3,000 to found this entity in our budget.

Kasper Rosengaard Harsberg
IDA Treasurer

Discussion

It was agreed that in future the Treasurer would circulate the historical accounts (excluding Budget) to NDAs one week before the AGM so that they would have time to study them.

There was discussion about whether the IDA should move its currency from sterling to euro. It was decided to monitor closely the effects of exchange rate volatility on the IDA's finances and if necessary move some current account transactions into a euro account. With these amendments the adoption of the Accounts and Budget were proposed by Teuvo Hyvönen, seconded by Anne Garrett and passed by the meeting unanimously.

Proposal to increase the NDA annual subscription

The AGM papers contained a proposal by the Officers to increase the national association subscription for the 2017 season – from £175 to £225 for fleets of up to 15 boats, and for fleets larger than 15 boats, they pay on a per boat basis and the fee would increase from £11 to £15 per boat. This was justified on the grounds of increased expenses on regatta coordination, costs of archiving IDA records and setting up the new entity. However, several delegates objected to the increase. Philip de Koning for Holland and Antigua, and Belgium spoke against raising the subscription without showing a clear plan of how the increase would be spent. There was considerable support for this view and the officers therefore withdrew the proposal to increase the subscription.

The officers agreed to amend the Budget 2017 to reflect no increase in the subscription level; this will result in a projected loss of £450 for the current year.

Proposal to set up a corporate entity to handle sponsorship

IDA Treasurer, Kasper Harsberg, outlined the steps involved in setting up a corporate entity in Denmark to handle future class sponsorship and raise awareness of the Dragon. The proposed legal structure would ensure that there would be:

- No personal liability or financial responsibility for the members
- Allow for all the National Dragon Associations to be members
- Ability to enter into contracts

Steven Vermeire proposed and Teuvo Hyvonen seconded the proposal that the IDA accept in principle the possibility of setting up this entity. This was passed.

The meeting agreed to the next step in this process which is the draft Articles of Association for circulation to the NDAs for consultation and approval.

IDA Vice President Chris Dicker noted that the IDA should receive formal legal and financial advice before committing to registration of the new entity.

The Treasurer outlined the flexibility that exists under Danish law in setting up, and liquidating, such an entity. The set up costs would include registration fees and professional advice and, as noted, an allowance has been made in the 2017 budget of £3,000 to cover this.

7. Technical Committee Chairman's Report

The Technical Committee (TC) had a very busy year. Following the 2015 AGM, a new TC was formed of 3 existing members and 4 new members. In addition to frequent email exchanges they met three times during the year, including a visit to Petticrows yard to conduct a controlled swing test.

They reviewed the following technical issues during the year:

- Implementation of new CR 6.103 – Mast Movement at Deck Level
- Removal of spinnaker chutes CR 1.65.4
- Mandatory use of jibs
- Shroud adjustment above deck CR 7.2, 7.3, 7.4. The TC was asked to clarify the CRs regarding shroud adjustments and ensure that methods of adjusting shroud tension (turnbuckles, levers etc.) need to be below deck

- Modernisation suggestions – hiking strops, Mylar sails, bigger spinnakers, longer spi poles

The following Class Rule compliance issues were discussed:

- Weight distribution (CR 2.503 and 2.509) and swing test – the TC recommendations not to use the swing test or take random core samples thickness of deck at major regattas were endorsed. The delegates however encouraged the TC to pursue the idea of random checks of hull and deck thickness. The TC was asked to investigate the potential purchase of a device to perform such tests
- The TC issued a reminder to all sailors and OAs that sail numbers cannot be transferred between boats. Competitors are reminded that this is not in compliance with CR 1.83.2. *“Each country shall issue sail numbers which shall be consecutive beginning from one. The number shall be preceded by the national letter(s). Each number shall be used once only.”* Each boat should therefore display the sail number which is on its measurement certificate, unless permission is granted by the Race Committee to use a different sail number for a specific regatta.
- Electronic Measurement Forms should be introduced as soon as is practicable. This needs to be approved by World Sailing
- The AGM endorsed a "protest or shut up" policy emphasised by the TC. It was stressed that protesting after an event is not possible. Protests should be made at the regatta according to WS RRS.

8. Class Rule Changes

- a. The British Dragon Association proposal to simplify class rules for the construction of hulls was withdrawn due to lack of support from the TC and representatives. Nevertheless, Tim Wilkes, proposing the changes, said that he remains convinced that the Dragon build needs to be simplified, and he expressed a wish that the TC continue to explore how this might come about and report back to the AGM. However, Helmut Schmidt reiterated the findings of the Survey which showed a clear preference to make no fundamental changes to the Dragon; the Chairman said that this would open a Pandora’s Box, and the AGM adopted his motion that this issue should not be revisited for at least 4 years to avoid continued uncertainty which has a negative effect on new boat orders.

Following this discussion Philip de Koning (Netherlands) took the opportunity to present a beautiful edition of a History of the Dragon (in Dutch) to Chairman Vasily Senatorov. He said that our beautiful classic boat had survived almost 90 years and that it was not in the spirit of the class to make fundamental changes to the construction. The Chairman expressed his sincere thanks to Philip and the Dutch Association for this gift, and he noted the sentiments expressed.

- b. All the Rule Changes attached in Appendix 2 were approved unanimously at the meeting with no amendments and will be submitted to World Sailing for approval. These proposals are in the main intended to tidy up rule wordings where ambiguities may exist. These changes are summarised as follows:
 - I. CR 1.65.4 This new rule requires boats that have spi chutes removed to have a 4.5 kg corrector weight fitted
 - II. CR 2.505 is a simplification of a redundant rule which will reduce building costs
 - III. CR 3.25 is amended to further clarify the meaning of the term ‘fair curve’.
 - IV. Cr 6.103 and CR 6.104 are amended to comply with a WS ruling to remove rules that appear in brackets, and to harmonise existing wording.
 - V. CR 7.20 and 7.30 are amended to remove ambiguity about the intention to exclude any possibility of having chain plates and possible adjustment of the shrouds above the deck.
 - VI. CR 9.22 is amended to clarify sail measurement points
 - VII. CR 11.10.6 is amended to legalise the compasses in use today on almost every Dragon
- c. The French Dragon Association proposal to permit use of GPS was not passed
- d. The TC plan to digitise measurement forms, certificates and archive documents was approved and the costs for this are included in the 2017 budget

9. Championship Regulations Proposed Changes

- a. The Russian Dragon Association proposal to relax the rules on coach and support boats (approved in 2015), was not passed
- b. The Russian Dragon Association proposal to change the Corinthian status of some sailors was withdrawn
- c. The Russian Dragon Association's proposal to formalise IDA involvement in onshore event organisation at major championships by appointing an official to do this was not passed but the AGM agreed that onshore assistance may be offered to regatta organisers as an option at each Organising Authority's expense. This offer would be communicated to NDAs organising major events.
- d. The French (AFD) proposal to give the Race Officer discretion to instruct the competitors to use a jib instead of a genoa above a certain wind strength was withdrawn due to lack of support (for the second year in a row). The TC said that in their opinion it would be expensive and complex to introduce.

10. Championship Rules Proposed Changes

The Officer's proposal to change the number of races at a European Championship to 8 races, and the Worlds to 10 races – effective 2017 – was passed unanimously.

The new wording for Rule 23 (Europeans) is

The Championship shall take place over 5 days and comprise 8 races. Only one race shall be scheduled for the first and last days. A maximum of 6 races shall be scheduled on the 2nd, 3rd, and 4th days. It is recommended that there be no more than 2 races per day, but the schedule may be amended during the regatta to hold more than 2 races on any day if needed to complete a minimum regatta series. 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.

The new wording for Rule 23 (Worlds) is

The Championship shall take place over 6 days and comprise 10 races. Only one race shall be scheduled for the first and last days. A maximum of 8 races shall be scheduled on the 2nd, 3rd, 4th, and 5th days. It is recommended that there be no more than 2 races per day, but the schedule may be amended during the regatta to hold more than 2 races on any day if needed to complete a minimum regatta series. If 6 or more races are completed there will be one discard. There will be no discard if only 5 races are completed. If fewer than five races can be sailed the trophy shall not be awarded. A spare day cannot be scheduled for the last day of the series.

11. Policy Proposals

- a. The American proposal to commit in principle to sending an IDA officer to attend a non-European national event was approved.
- b. The British DA proposal to give the Corinthian Regatta formal IDA recognition was approved. For 2017 the Secretary would approach a number of host countries to see if they might offer to host the event as part of a suitable existing regatta. In future it is intended that the event will be bid for in the same way as other championships. The IDA committed to providing the Sailing Coordinator to assist.

12. Championship Rota

As the Chairman outlined in his report, the venues for Grade 1 events in 2017 will change. Next year the circuit will start in January in Australia, come to Europe in February to Cannes, go further in April to Cascais where the WC will be carried out in June and then after Kuhlungsborn in July come down to Lake Garda in early October. As already noted, Douarnenez is organizing the French Open at the beginning of May and has agreed to skip 2017's Grade One for one year, organising it in 2018 again.

The Chairman commented that the Executive Board needed to be flexible in its approach to selecting venues for the Grade One circuit, with a view to finding the best venues to attract the greatest number of Dragon sailors.

The OAs for 2017 major events were reminded to advise the names of the jury members and PRO to the IDA at the earliest opportunity. The AFD was asked to check the St Tropez dates were not the same week as the Porsche Rally.

Short presentations were made by Hungary (Europeans) and Finland (GC) on preparations.

The AGM agreed that adding the 90th Anniversary Regatta in Cannes to the schedule in 2019 would create extra pressure on regatta attendance; therefore, the officers proposed that we would drop the 2019 Europeans and this was approved. This anticipates the decision taken in 2015 to revert to holding the Europeans every second year (alternating with the Worlds) from 2020 onwards.

**There were 6 candidate countries for the 2019 Gold Cup and therefore it was decided to ask the candidate national associations to submit more detailed applications (according to the Regatta Regulations) by the 25 November 2016. A decision will be made by email vote by the national associations by 20 December 2016.

The officers noted that the GC 2019 must take place before July 15th of that year to avoid competing for entries with the 90th anniversary regatta in September.

Year	Worlds	Europeans	Gold Cup
Confirmed			
2017	Portugal (Cascais) 9 - 17 June	Switzerland (Lake Thun) 14 - 19 August	France (St Tropez) 12 - 20 October
2018		Hungary (Lake Balaton) Early June	Helsinki (Finland)
2019	Australia (Freemantle)		**France, Italy, UK, Spain, Netherlands, Portugal
2020		Palma	Ireland (Kinsale)
To be confirmed AGM 2017			
2021	Germany		Belgium

13. Election of officers

José Matoso was honoured by the AGM on his retirement as Vice Chairman IDA after 4-year term and Vasily Senatorov thanked him for his service to the applause of the delegates.

In order to fill this vacancy, the officers proposed Marc Castagnet (Hong Kong) as new Vice Chairman IDA and he was elected unanimously. Stephane Baseden, having served a two-year term was re-elected as Vice-Chairman for a further 2-year term.

14. Date and venue for 2017 AGM

The 2017 AGM will be held in the Société Nautique de Saint-Tropez (by kind permission) on Saturday 21 October at the end of the Gold Cup. This will allow the delegates the opportunity to meet and talk to many of the regular competitors.

Tim Pearson
Secretary IDA
November 2016

Appendix 1

Highlights

- First ever survey of its kind for the IDA in its almost 90-year history
- The response rate was extremely high - nearly 500 – representing more than a third of registered Dragons worldwide (1,350)
- The IDA's role is generally perceived very positively
- Majority want no substantial changes to boat
- Majority want the IDA to support Corinthian only regattas
- The Class is broadly based and strong, but needs to address the challenges to its future

Basic survey data

- Truly international – 27 countries responded
- Biggest number of responses from Germany, France, GB, Australia, and most European countries
- 90% male
- 60% aged 45 – 64; 24% over 64
- 96% Corinthian
- Hugely experienced sailors in many classes and 62% sailing Dragon for more than 10 years

The fleets

- Two-thirds sail in local fleets with 16 or fewer boats
- Fleet sizes fluctuate - One third bigger than 3 years ago; one third smaller; one third same size

International racing

- Two-thirds would like to reach a higher level of competition but some concerns about boat/crew not being competitive,
- cost of travelling,
- too much aggression at higher levels, and lack of social/fun
- 63% do not feel there should be any restriction on the number of professionals aboard, with around a third saying that they think pros contribute to the high standard of racing
-

The IDA

- High level of usage and satisfaction with the IDA website and Yearbook
- But 44% feel that communications generally could be improved
- High level of satisfaction with the way the IDA manages the principal international racing programme
- But more than half think improvements could be made in way IDA promotes class to help it grow

Major challenges

- Need to attract younger sailors to the class
- Real (or perceived) high costs of ownership
- Overall decline in racing participation (in Dragons and other classes)
- Perception that professional involvement = too hard to compete

Major opportunities and ideas to make Dragon more attractive / successful

- Actively promote at the club level
- More marketing / PR at a national and international level
- Actively approach young sailors

- Encourage more Corinthian-only participation
- Hold events at new attractive venues
- Control costs of Dragon ownership
- Enforce strict one-design rules
- Encourage socialising / camaraderie

Top reasons people give why some fleets are growing

- Vibrant local fleets with strong leadership
- Strong local event calendar with good social activities
- Local efforts to control costs of ownership
- Hosting a future championship creates growth

Top reasons people give why some fleets are in decline

- Real (and perceived) high cost
- Lack of leisure time for sailing
- Aging sailor profile – not being replaced by younger sailors
- Too much competition from other classes

APPENDIX 2

2016 RULE ALTERATIONS.

As passed by the IDA AGM on the 22 October 2015

Subject to confirmation by World Sailing

CR 1.65.4 New Rule, concerning removal of Spinnaker Chutes

1.65.4 Yachts having their Spinnaker chute removed after first certification shall either be re-swung in accordance with CR 10.20, or have additional corrector weights of not less than 4.5kg fixed not less than 300mm forward of Station 4. CR 10.40 applies in this case.

Reason: Dragons frequently are having their Spi-chutes removed, which alters the longitudinal weight distribution, requiring either re-swinging or compensation for the loss of weight in the bow area as specified above. Re-swinging can only be done at a certified builder, who has the necessary equipment to do so, which is not always practical, therefore the simple 4.5kg solution above has been introduced.

CR 2.505 Inner Moulding extend of, Measurement Form, Item 34

Existing wording:

“Does the inner moulding extend at least from station 5 to 11?”

Alter existing wording to:

“The inner moulding shall extend from the aft BHD. to the forward BHD.”

Reason: This requirement came in to being when Bulkheads were not required. Now BHDs close to the stations 5 and 11 are a requirement and it technically makes no sense to extend the inner moulding beyond these BHDs. It adds unnecessarily to the building costs and complications. Now, the inner moulding and BHDs could be moulded in one piece, which might reduce building costs.

CR 3.25 Cabin and Cockpit Sides

Existing wording of sentence 1 of this Rule now reads:

“The cockpit coaming shall fair in to the cabin sides”

Alter existing wording of sentence 1 of this Rule as follows:

“The sides of the cabin and cockpit coaming shall be a fair and continuous curve. A maximum gap of 10mm between the fair curve and the surface of those sides will not be considered as a contravention of this rule.”

The following part of the rule shall stay as is...

Reason: There was disagreement about the meaning of the word “FAIR” and its implications and it appears so, that this rule has to be re-written as above to take out any obscurity.

CR 6.103 Mast movement Marks on Deck.

Existing wording:

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

Alter existing wording of this rule as follows:

“A durable mark of optional material, of 50mm longitudinal and 20mm athwartships dimension, in colour clearly contrasting with the surrounding area, shall be fixed on deck on each side of the mast opening in such position, that the foreside of the mast shall not be capable of being moved outside the limits of these marks.”

CR 6.104 Forestay movement Marks on Deck.

Existing wording:

“ Another mark (made from metal or plastic) 76mm measured fore and aft shall be placed as close as possible to the yacht’s centreline with its forward edge 1860 forward of the after end of the mast marks. See Diagram on page 22.

Alter existing wording of this rule as follows:

“An additional durable mark of optional material, of 76mm longitudinal and 20mm athwartships dimension, in colour clearly contrasting with the surrounding area, shall be fixed on the deck as close as possible to the yachts centre line, with its forward edge 1860 forward of the aft edge of the mast marks. See Diagram on Page 22. “

Reason:

Housekeeping and shortening as well as harmonising existing wording. It is irrelevant of which material these marks are made of, as long as they are in a clearly contrasting colour to the surrounding deck. Furthermore, World Sailing does not want to see any Rules in brackets.

CR 7.20 Shrouds...

Existing wording:

Shrouds or their extensions shall intersect or pass through the deck with their inner side not less than 700 mm from the yachts centreline and shall be attached to steel chain plates inside the hull. The fore and aft position of the shrouds at the deck and their position relative to each other is optional.

Alter existing wording of this rule as follows:

Shrouds shall pass through the deck with their inner sides not less than 700 mm from the yachts centre line and shall be attached to steel chain plates inside the hull. The fore and aft position of the shrouds at the deck and their position relative to each other are optional.

CR 7.30 Shrouds...

Existing wording:

Shrouds shall be adjusted vertically with turnbuckles or other means of thread and shall be fixed horizontally at point where they pass through the deck. Any device which permits remote adjustment is prohibited.

Alter existing wording of this rule as follows:

Shrouds shall be adjusted vertically below the deck with turnbuckles or other means of thread and shall be fixed horizontally at the point where they pass through the deck. Any device which permits remote adjustment is prohibited.

Reason for the alteration of CR 7.20 and 7.30:

There was a conflict of wording within rule 7.20 and rule 7.30 and the class wants to exclude any possibility of having chain plates and possible adjustment of the shrouds above the deck.

CR 9.22 Mainsail: Three-quarter- and also Mid-point on the Leech.

Where it is specified:from the "HEAD", alter to "HEAD POINT"

Reason:

That is from where the dimensions shall be taken in accordance with the diagram.
It was an omission in the wording, which is in conflict with the diagram. "Housekeeping".

CR 11.10.6 "One Compass"

Re-write the existing wording as follows:

"A compass, which shall be self-contained, but may be an electronic type and contain a timing device."

Reason: To legalise what is being used today on almost every Dragon.

Measurement Form, Page 1, "YACHT DETAILS"

Within the boxed-in section on the same line but behind where we have "Hull Material" please add a new Wording: "Spi. Chute, Yes.....No....."

And below that line, a new one "Corrector weight installed: Yes, No"

Klaus Diederichs
IDA Technical Chairman