

## Annual General Meeting 2018

### Minutes

Royal Thames Yacht Club, London *by kind permission*

Saturday 27 October 2018 at 0930

#### 1. Apologies

##### Apologies were recorded from

HM King Constantine

President IDA

Kasper Harsberg

Treasurer IDA

Yves Leglise

Member Technical Committee IDA

and from the following country's national associations:

Australia, Canada, Denmark, Egypt, Japan, New Zealand, Norway, Sri Lanka, Turkey, UAE, and Ukraine

#### 2. Attendance and proxies

Name	Country	Position	Representing
Chris Dicker	UK	Vice President IDA	Non-voting
Poul Ricard Hoj Jensen	UK	Vice President IDA	Non-voting
Vasily Senatorov	Russia	Chairman IDA	Officer + Denmark
Stéphane Baseden	France	Vice-Chairman IDA	Officer
Helmut Schmidt	Germany	Vice-Chairman IDA	Officer
Marc Castagnet	Hong Kong	Vice-Chairman IDA	Officer + Hong Kong
Klaus Diederichs	UK	Chairman TC	Non-voting
Tim Pearson	Ireland	Secretary IDA	Non-voting
Gunter Ahlers	Germany	Chief Measurer IDA	Non-voting
Martin Payne	UK	Sailing Coord IDA	Non-voting

Sophia Hoj-Jensen	Antigua	Secretary	Antigua
Alexander Richard	Austria	Vice President	Non-voting
Marcus Oppitz	Austria	President	Austria
Alex Helsen	Belgium	President	Belgium & Sri Lanka
Xavier Vanneste	Belgium	Member	Non-voting
Anne Vanneste	Belgium	Member	Non-voting
Alar Volmer	Estonia	Member	Estonia
Chris Winter	Finland	Vice Chairman	Finland
Gérard Blanc	France	Chairman AFD	France
Gregor Berz	Germany	Board Member	Germany

Alexandros Kedros	Greece	Member	Greece
Jan Bakker	Holland	Board member	Non-voting
Philip de Koning Gans	Holland	Nat Secretary	Holland
Vilmos Naray	Hungary	President	Hungary
Cameron Good	Ireland	Chairman	Ireland
Umberto Zocca di Montenero	Italy	Member	Italy
Jose Matoso	Portugal	Member	Portugal
Boris Latkin	Russia	President	Non-voting
Tatiana Kurbatova	Russia	National Secretary	Russia
Carlos Carbajal	Spain	President	Spain
Henrik Baltscheffsky	Sweden	Vice Chairman	Sweden + Norway
Ramon Winterberg	Switzerland	National Secretary	Switzerland
Garlef Baum	Switzerland	Vice Chairman	Non-voting
Chris Brittain	UK	Secretary	Australia
Grant Gordon	UK	Observer	Non-voting
Julia Bailey	UK	Chairman	UK
Simon Barter	UK	Vice Chairman	Non-voting
Anne Garrett	USA	National Secretary	USA & Canada

Thirty-eight national representatives, officers and sailors attended the meeting. There were 29 votes present including proxies.

Proxies were declared and verified as follows:

Vasily Senatorov	Denmark
Marc Castagnet	Hong Kong
Alex Helsen	Sri Lanka
Henrik Baltscheffsky	Norway
Chris Brittain	Australia
Anne Garrett	Canada

### 3. Minutes of AGM 2017

The Minutes of the 2017 AGM were taken as read. Proposed by Marcus Oppitz, seconded by Anne Garrett and unanimously approved.

### 4. Chairman's Report (full report in Appendix 1)

IDA Chairman, Vasily Senatorov, welcomed the delegates to London for the 2018 AGM and, on behalf of all present, he thanked the Royal Thames Yacht Club and the British Dragon Association for hosting this year's meeting.

He reviewed the past season noting the impact of changing weather patterns around the world on our racing. He also commented on the numbers of new younger sailors now enjoying the Dragon, as well as the continued success of older stalwarts like Gordon Ingate.

He stressed the importance of maintaining the highest quality of race management especially at our championships and Grade 1 events, and highlighted the impact of poor race management on attendances at these events. This has led to the impetus for creating some kind of Owners' Committee and for maintaining a whitelist of top race officers from every country who should be preferred by their OAs when organising top level events.

The Chairman commented on the difficulties in motivating sailors to participate in greater numbers at international events. One of the innovations to address this is the creation of a new format for the Grade 1 circuit for 2019, which will culminate in a grand final for the 20 best boats from four events with one discard. The IDA even has already a wonderful trophy created by Finnish Dragon sailor and sculptor Sami Salomaa.

The Chairman ended his report by thanking his fellow officers, the Technical Committee chaired by Klaus Diederichs and kept in line by Chief Measurer Gunter Ahlers, the Sailing Coordinator Martin Payne and General Secretary Tim Pearson.

## **5. Treasurer's Report**

In the absence of the Treasurer, Kasper Harsberg, the Secretary, Tim Pearson delivered the Financial Review and Budget.

### **Overview**

Last year's receipts and payments account shows a very satisfactory outturn. Income was almost £10,000 ahead of budget, largely due to very strong performances in New Build Fees and Sail Label Royalties. Costs were approximately £5,000 ahead of budget resulting mainly from unbudgeted additional legal fees incurred in the founding of IEA, and additional expenses incurred in holding the AGM in St Tropez. Nevertheless we ended the financial year with a surplus of £5,666, giving us a closing bank balance of £55,502.

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

### **Receipts**

Subscriptions from all members were collected and are in line with budget. The strong drive by the Secretary to get all countries to remit their subscriptions early will be maintained next year.

Building fees were remarkably strong reflecting the number of new builds coming mainly from Petticrows yard, with 42 new plaques issued during the year.

Sail label income was in line with budget but we continue to take a conservative view of this line item which represents by far the greatest source of revenue to the IDA. It is important to remember that volumes can be affected from year to year by major events and by the build-up of stock at the major lofts.

Newsletter and website advertising continues to prove difficult to source, resulting in a net cost for producing the annual Yearbook but we continue to regard this as a significant and worthwhile investment in the promotion of the class.

Other Income contains contributions to the IDA Events Association (IEA) for use in improving regatta management. A separate bank account is in process of being set up to receive and make payments on behalf of IEA, but it was not ready in time for these initial payments, which is the reason they appear in the IDA accounts.

## **Payments**

Expenditure was approximately £5,000 over budget resulting mainly from unbudgeted additional legal fees incurred in the founding of IEA, and additional expenses incurred in holding the AGM in St Tropez. Yearbook costs were less than budget due to the Editorial Committee's search for better value and lower costs in production and shipping.

Website costs were significantly less than budget as the Secretary has been posting more items directly and relying less on the web master. However, we continue to invest in the website and it is being continuously developed for the benefit of members and is keeping fleets current with what is going on across the various countries on a real time basis. The website is highly relevant with good content and a dynamic feel and the investment in this and the Yearbook continues to be well received by the class.

Technical committee / measurement expenses were contained as there were no major technical issues arising during the year and measurer's expenses were covered by the events which required an official measurer.

Secretary and officers travel were in line with budget and last year. We continue to work with regatta organising authorities to recover any travel costs associated with officers input to overseeing the planning of major events.

Other costs were broadly in line with budget and the affairs of the Association continue to be solidly and professionally managed by the Secretary and Officers.

## **IDA Events Association**

The IEA was formally founded in Denmark during 2018. Denmark provides a flexible environment for such associations and the new entity 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. It will, before the end of 2018, have its own bank account managed by the IDA Officers. As it experienced no activity so far, there is no activity so far to report. The IEA accounts will be reported on at future annual AGMs.

## **6. Budget for the year 2019**

The Secretary noted that we have constructed a conservative budget which shows a reserve of £57,652. It is vital that we preserve a balance of this order to deal with any unexpected issues which might threaten the strength of the class. Any additional one off significant expenditure which has not been budgeted will be approved by the Treasurer and the Officers as and when it occurs.

Despite two very buoyant years for sail label income and building fees we have budgeted these figures conservatively for 2019. The coming year has the Worlds in January, which is too soon to impact new sail orders, and there is no Europeans. The 90<sup>th</sup> Anniversary regatta may help label sales but it cannot be relied on to increase orders. We have budgeted for an increase of £5 in the Sail Label fee bringing the cost of a label to £45. This represents a small figure in the context of a new sail cost.

Our commitments continue to increase in line with the demands of our members for a higher level of service however the affairs of the Association are well managed and we have a sound base for moving forward but will need to continue to ensure that our income keeps broad pace with the increased expenses going forward.

Tim Pearson, IDA Secretary

The accounts and budget as presented were proposed by Anne Garrett, seconded by Cameron Good and passed by the meeting.

## **7. Constitution proposed change**

The proposal to amend the IDA Constitution to allow for the formal creation of an Owners' Committee was withdrawn after much discussion both for and against. However, several delegates asked the Officers to form an informal consulting sub-committee with a similar remit. The Officers

were asked to appoint members who would represent the broad cross-section of Dragon sailors and not just one group, and the sub-committee would be asked to report at future AGMs.

#### **8. Technical Committee Chairman's Report** (see Appendix 2)

The TC Chairman's report focused on the main developments and issues the TC has dealt with in the past year namely:

- Continued effort to ensure compliance with Class Rules
- Technical issues with boats and equipment
- Certification and Registration of new boats

The full TC Chairman's report is in Appendix 2.

The Chairman thanked his fellow TC committee members for their active and thoughtful participation over the year, and he expressed his particular thanks to Gunter Ahlers, the IDA's Chief Measurer who has been relentless in ensuring that we keep the integrity of our one design Class at the highest level.

#### **9. Class Rule changes** (see Appendix 3)

The Technical Committee proposed the following changes to the Class Rules

- i. Amend CR 2.192 Storage tubes for genoas
- ii. Amend CR 2.193 a,b,c Bilge pump suction point position
- iii. Amend CR 2.193 d Unrestricted number of electric pumps
- iv. Amend CR 6.102 Mast heel adjustment
- v. Amend CR 6.104 Clarify rule on forestay position
- vi. Amend CR 6.29 Clarification of jumper rule

All were passed by the meeting without amendment and will be submitted to World Sailing for ratification.

There was some subsequent discussion about the safety of some current bilge pump outlets, which pass through the topsides below the sheer line and may let in water if not properly maintained and also about the runner and backstay transom openings which may similarly let in water in sufficient amounts to cause a safety issue. The Technical Committee undertook to report back on this.

#### **10. Championship Rules – Gold Cup** The Clyde Yacht Clubs' Association, which owns and controls the rules for the Dragon Gold Cup, had requested the IDA's opinion on the suggested removal of the rule which applies a 10% penalty to boats that are disqualified under UFD or BFD. The meeting approved the change and the CYCA will be advised and will amend the Gold Cup Rules accordingly.

#### **11. Russian Dragon Association proposals**

1. The proposal to allow Personal sail numbers was passed. CR 1.83.2 will now read as follows:  
*The owner shall apply to his NA for a sail number. 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. A national class association may issue personal sail numbers.*

This change will be submitted to WS for ratification.

2. The proposal to relax support boat regulations was not passed.

3. The proposal to ask the IDA to make submission to WS about changing the Sailor Classification code was withdrawn.

## **12. Championship Regulations**

1. The proposal to amend the Championship Regulations to include a provision that the IDA will keep an up-to-date list of a minimum of 5 preferred race officers who may be appointed by the IDA to act at any championship or Grade 1 event was withdrawn.
2. The Championship Regulations will be amended to incorporate the revised Grade 1 circuit including the Finals in Palma (the European Grade 1 Cup). The Grade 1 schedule in Europe for 2019 consists of: 1. Cannes 03-06.04. / 2. Cascais 01-04.05. / 3. Kuhlungsborn 03-06.07/ 4. Palma de Mallorca 04-09.11 (four days of Grade 1 and two days for the final. The rules for the format of the final will be published later.
3. The IDA formally acknowledged the gift of a magnificent trophy by sailor and sculptor Sami Salomaa. It will become the perpetual trophy for the winner of the European Grade 1 Cup which will be presented for the first time in Palma in November 2019

## **13. Venues for major events and update of rota (see Appendix 4)**

1. 2019. There will be no Corinthian Cup as the schedule is very full with the 90<sup>th</sup> regatta and Gold Cup.
2. 2019 Worlds Fremantle. Noted that entries will be about 30 representing 9 countries. All is well prepared.
3. 2019 Gold Cup Netherlands. Netherlands reported detailed preparations for the GC in 2019 in Medemblik, which will include a very strong race management team that includes Team Chairman John Borsboom, Race Officer Nino Shmueli and IDA Sailing Coordinator Martin Payne. It was reported that John Borsboom welcomed having Nino on board as RO to run the races. They undertook to draw up a protocol for race management between Nino, John and Stavros. The entries are strong and it is anticipated they will exceed 100.
4. 2019. Gérard Blanc reported that the 90<sup>th</sup> Anniversary Regatta can no longer be held in Cannes as the subscriptions already exceed 120. It will either be in Monaco, or St Tropez. We expect an early decision.
5. 2020. There were brief updates from Palma, where the Europeans will be held in Puerto Portals, and from Kinsale which will host the Gold Cup from 5 – 11 September.
6. 2021. There were brief updates from Germany which hosts the Worlds in Kuhlungsborn, and from Sweden which hosts the Gold Cup in Marstrand. Some concerns were expressed about the Marstrand sailing area. These will be addressed by the Swedish NA.
7. 2022. Presentations were made by Cascais and San Remo for the Europeans, and by the UK and Belgium for the Gold Cup. The delegates elected San Remo and Belgium (Ostend) respectively.
8. 2023. The delegates elected the UK as the venue for the Gold Cup. It will either be in Abersoch or Torquay.

9. The USA presented Vancouver (English Bay) as a possible venue for the Worlds, and Miami was also discussed as a venue. This will be decided at the next AGM.
10. Vilamoura was presented as a possible venue for future events.

#### **14. Any other business**

Chris Winter asked the IDA to consider banning hull stickers as they are not only disliked by sailors but they often create plastic pollution. The IDA does actively discourage their use.

#### **15. Date and venue for next AGM**

Several venues were suggested. The Officers will confirm this as soon as possible.

6<sup>th</sup> November

Tim Pearson

Secretary

International Dragon Association

#### **Appendix 1**

##### Chairman's Report

The season of 2017 – 2018 started with the Winter series in the fall of the previous year in several places in Europe. It was as usual Cannes, Cascais and after 10 years Palma de Mallorca again. We also watched the birth of the new training camp facility in Vilamoura Portugal. Surely the increase of the number of Winter series had a negative impact on the number of participants in each of them. The only winner was Puerto Portals where up to 28 boats were sailing on weekends every month for the Winter series prize. It was very well organized and carried out both on the water and on the shore. The key to success of this event was the development of a strong local fleet with mostly young sailors in the front. Thank you, Carlos Carbajal and all your associates for an excellent job!

The official start of the year was as usual in Australia with the Prince Philip Cup where 26 teams competed. Once again the winner was Gordon Ingate who demonstrates outstanding physical and mental fitness at 91 years of age. It is an unprecedented example of the positive effect of sailing on health. The IDA decided to award Mr. Ingate with the IDA Golden Excellence pin for his long loyalty to the Dragon. He is the best ambassador of our class overseas! We wish him many new active years and excellent health! Marc Castagnet, Vice-Chairman of IDA will present this pin to Gordon Ingate in Fremantle in January 2019 at the World Championship!

Back in Europe the season opened in Cannes in late February. We all know that the weather has become very unstable in recent years, but nobody could imagine the Cote d'Azur in deep winter conditions. There were almost 50 boats registered for the Grand Prix of Cannes but only 43 sailed. Snow on the deck, temperatures down to almost zero degrees and strong easterly winds provided big waves which were a real challenge for the fleet. Nevertheless, the regatta was completed and Marcus Brennecke was the winner in the toughest conditions ever. That demonstrates that not only the boats but also the sailors in our class are very tough!

As you know IDA tries to design the circuit of Grade 1 events according to the formula: "Best venues at the best time of the year". But we try to do it carefully without throwing overboard positive traditions and successful patterns. Surely one of the pillars of the circuit was always the Grand Prix of Douarnenez. That is why at the beginning of May, 40 teams came together in Brittany. The

weather was nice but unfortunately the regatta was spoiled by some controversial race management decisions which upset some members of the fleet.

This highlights a very important topic for sailing generally and for our class in particular. That is the quality of race management. We see that the number of people coming to specific events decreases every year. There are several reasons for this. Time, costs, poor locations and last but not least poor quality of races. At the end of the day, good fair racing is all that matters; whether the sun is shining or it is raining, whether the venue was just round the corner from your home place or on the other side of Europe, whether the beer was 2 or 8 euro a glass, the only thing that really upsets people is poor judgement on the water by the race management team.

There is a strong demand from the active sailors both overall and Corinthian to improve this component of Dragon races. The desire to do something about it went so far that a group of sailors was ready to establish its own circuit if the IDA did not react.

As a sailor and as IDA Chairman I felt very conflicted about this. On the one hand I completely agreed with all the arguments of these people who are not some invaders from Mars but very keen long time Dragon sailors and they want only the best for the class and for all the sailors including themselves; on the other hand I could not allow the splitting of our class. The Officers discussed this at length but finally concluded that we are all for the unity of the Dragon class above everything else. We do not want any parallel structures but we believe that the class must go the evolutionary way in terms of providing race management at the highest level. That means keeping a list of the best Race officers who have already proved they possess the highest level of experience and have earned the deserved trust of the sailors for all IDA events including championships, Gold Cups and Grade 1 events. Another very important initiative came with the proposal to establish an Owners committee, appointed by the IDA similar to the TC. The members of this committee should be respected individuals who sail with professional or Corinthian crews and are frequent participants at major international events that gives them an objective possibility to judge upon the quality of events and propose changes if any are needed.

The IDA wanted to improve the quality immediately. And the main challenge for an action was the GC 2018. It was a very difficult decision to change the race officer within such a short time but we believe that the final outcome justified the decision.

In May we came to the first climax of our schedule – Europeans in Balatonfured. 60 teams gathered in hospitable Hungary and a good part of them participated also in the Hungarian Championship. The conditions were also challenging: hot and low air. In spite of this the invited for Europeans Slovenian PRO Bojan made an excellent job. His calm and very self-confident behavior inspired the local volunteers and the races were organized and carried out fair. The new European champion, first time after many years will reign for two years and his name is Anatoly Loginov. After Hungary the fleet moved to Denmark for the next Grade 1 combined with Marblehead Trophy. 38 boats sailed in Drakor and the impressions were positive due to sunny weather and good organization.

And in July the Dragon sailors came to the GC to Finland. The organizers from HSK ran the event with typical Scandinavian heartiness. Plenty of space for setting up the boats, a great atmosphere in the club and a lot of after sail activities at the club and at the hotel where the majority of sailors stayed made GC2018 an unforgettable event. And the very best impression was left by the very calm and professional behaviour of the invited PRO Nino Shmueli. I have never seen so many sailors visiting the skippers meeting as in Helsinki. The reason for that was an open briefing of the race from the previous day including an explanation why the PRO made his decisions, a clear explanation of what expects the sailors on the day and reasonable instructions on the shore. The reaction of the sailors

was very positive and resulted in commitments from more than 20 sailors for more than 24.000 Euro to be collected for compensation of the services of experienced PROs if necessary. This voluntary donation is a very clear signal of what the fleet wants. And the IDA takes it very seriously. I just want to remind you that the IDA and its highest organ the AGM are created by sailors and are serving sailors.

The last Grade 1 event of 2018 was carried out middle of September in San Remo. The weather was again challenging and only two days were suitable for sailing. Five races were carried out. The event had a fantastic atmosphere and attracted many sailors on their way to South of France to the famous Régates Royales where 50 boats came together.

My report would be not complete without some remarks about positive and negative trends in the fleet.

We watch a good national development in some countries like Spain, Germany, UK and others and at the same time some reductions in the countries where the Dragon fleet was much more active in the recent years like Sweden or Denmark. We almost do not see any boats from Norway or Ireland participating at international events. And some countries are represented by single entries at the major events. What can we, the assembly of 31 countries do to popularise our class? How can we motivate the people to travel around?

That is why the IDA developed a new format for the Grade 1 circuit for 2019. Can somebody name the winners of all four events of 2018? – Nobody! So, to win a Grand Prix is prestigious but not memorable. We want to make it a significant and valuable achievement and so have developed a new format of Grade 1 circuit. From next year on all four European Grade 1 will build the basis for European Grade 1 Cup with Grand Final. 20 best boats from four events with one discard will compose the final fleet. In this final fleet is foreseen a sound balance of overall and Corinthian entries. And 2019 this final will take place right after the fourth event in Palma in November 2019. IDA even has already a wonderful trophy created by a fellow Finnish Dragon sailor and sculptor Sami Salomaa.

In our understanding the chance to become a European Grade 1 Cup holder will attract much more sailors and support the attendance of Grade 1 event. Just to remind you that these events will be carried out in April in Cannes, in May in Cascais, in July in Kuehlungsborn and in November in Palma. IDA and the organizing clubs will take care about providing best possible race management at these events.

And last but not least some numbers about activities of the boat builders. Petticrows is well busy with 42 V6 boats delivered in the past 12 months. And for 2019 there are already 10 orders in the pipeline. We also saw a masterpiece Dragon built this year by Doomernik and have many reports about old Dragons restored.

We have also new initiatives coming true. I want to mention establishment of a new Dragon fleet in Vilamoura with 8 brand new V6 Dragons. This fleet organized by our friend Pedro Andrade has been created for training and competition in Portugal, organizing clinics and introduction courses for fleet newcomers and also for exceptional charter services around Europe. I am sure that this commercial initiative will be a great support for our class. IDA is making serious efforts to attract sponsors for our class but I cannot report anything particularly positive so far. The two things that stood out in many talks are the solid reputation of the Dragon and very poor visibility. We are a very closed class. We are very difficult to find on the internet with our name [intdragon.net](http://intdragon.net), our blogs are written for ourselves, we are not well enough presented in social media and in YouTube. The major comment of potential sponsors is that if so many wealthy people who make up the majority in Dragons are

themselves not interested in a positive image of the class and do not believe in investing in the class themselves, they can't persuade us to invest into the Dragon.

Probably the creation of the Owners' committee will help to achieve some results in this direction. And I would like to mention that our General Secretary, Tim Pearson, has written and placed a number of articles in international yachting magazines to highlight the 90-year jubilee of the Dragon. Publications so far include Classic Yacht and De Spiegel der Zeilvaart and there will be more.

I would like to thank my colleagues from the Technical Committee under the chair of Klaus Diederichs who will report about their activities himself. There were no worrying moments in measurement affairs this year too. That is the reason I would like to thank Gunter Ahlers for his long-lasting commitment and encyclopedic knowledge of the Dragon. And I would like also to thank all the IDA officers for their excellent commitment. Unfortunately, this year was the last one for Stéphane Baseden in his position as Vice-Chairman and he expressed the wish to stand down and have more time for family, business and sailing. On all your behalves I thank him for the outstanding role he played in our governing body.

Finally, I wish to thank our Secretary General Tim Pearson who we all rely on for his hard work and diplomacy.

Thank you for your attention!

Vasily Senatorov Chairman IDA

## **Appendix 2**

### **Report of the Chairman of the Technical Committee**

I am pleased to provide my report on the activities of your TC during the past year. In summary it was a year of follow up and implementation of what we had set out to do in the previous year.

We had a meeting in February during the frosty Grand Prix in Cannes and our activities focused on the following areas:

- 15.1 Continued effort to ensure compliance with Class Rules
- 15.2 Technical issues with boats and equipment
- 15.3 Certification and Registration of new boats

#### **8.1 Enforcement of Class Rules**

In order to ensure better compliance with Class Rules we have updated the Measurement Guidelines in the Championship Rules. The two main amendments were

1. to require weighing of a sample of boats at World and European Championships as well as the Gold Cup and
2. to introduce on the water spot checks once boats have crossed the finishing line to verify amongst other things that only registered sails are used, the mast movement restrictions are in position, no unpermitted electronics are used (including smart phones and watches with GPS)

These enhanced measurement procedures were successfully applied in both Lake Balaton for the Europeans and Helsinki for the Gold Cup. In Balaton only one of the 20 boats which were weighed was below minimum weight and the issue was rectified by adding corrector weights as per the new

CR introduced last year. Our Chief Measurer, Gunter Ahlers, also conducted 25 on the water checks by jumping on boats once they had crossed the finishing line. No compliance issue was identified.

I do believe the introduction of these procedures has improved compliance with CRs significantly and has notably reduced the amount of dockside chatter about 'cheater boats'. Certainly, the complaints and accusations filed with the TC have dropped to almost zero since the two championships this year.

## **8.2 Technical issues**

The TC discussed a number of technical issues which were raised by competitors, owners and boat builders and is proposing a number of changes to the CRs to address the issues raised.

The most important changes are with regard to Mast Foot Bolts (CR 6.102) and Bilge Pumps (2.193). Forward mast movement on downwind legs has a big impact on the performance of a Dragon. We are therefore keen to control that they stay within the limits set by the CRs. However, competitors are becoming quite inventive and our Chief Measurer had detected that some boats used quick release bolts in the mast heel which could be easily removed on the water and thus allow the mast to tilt much further forward on a downwind course. This is clearly not in the spirit of the rule to keep mast movement within limits. The proposed rule change now prescribes bolts which cannot be easily removed.

The proposed changes to the bilge pump rules are primarily for safety reasons. To avoid using Bilge water as ballast in the boat CRs limited the number of electrical pumps to one pump which cannot be switched on and off during racing. However, it became apparent that when a boat fills up with water, one electrical pump is not sufficient to pump out the water fast enough especially in wavy conditions. We therefore are proposing to allow several electrical bilge pumps, provided that they all pump from the same suction point and cannot be switched on and off during racing.

The other proposed changes to the CRs are more of housekeeping nature.

## **8.3 Certification and Registration issues**

It was brought to the attention of the TC that an increasing number of Dragon owners are using the same sail number for different hulls. While this has no impact on performance it is clearly violating CR 1.83.2. The TC has received several complaints from competitors that it is no longer possible to understand which boat they are racing against.

Also, it is more difficult for Race Organisers and measurers to ensure the correct measurement certificate is presented for the boat used in the regatta. In fact, at the Cannes Grand Prix there were several boats which presented certificates for a different hull than actually used.

We note that there is a proposal to change CRs to allow personal sail numbers and we therefore leave it to the AGM to decide whether to approve or not. However, if not approved we request the National Authorities to refrain from issuing Measuring Certificates with sail numbers which are not complying with CRs.

Let me again thank my fellow committee members for their active and thoughtful participation over the year. My thanks go also to Gunter Ahlers, our Chief Measurer who has been relentless in ensuring that we keep the integrity of our one design Class at the highest level.

**Klaus Diederichs**  
**Chairman IDA Technical Committee**

## Appendix 3

### International Dragon Class 2018 Class Rule Amendments:

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*Unanimously passed at the IDA AGM in London on Saturday 27th October 2018.*

#### **A. CR. 1.83 Measurement Certificate, 2, Sail Numbers....**

**Existing Rule:**

The owner shall apply to his NA for a sail number. ( Each country shall issue sail numbers which shall be consecutive beginning from one. The number shall be preceded by the national letters ) Each number shall be used once only.

**Add following new sentence to this rule:**

A National Class Association may issue personal sail numbers.

**Reason:** There is a strong demand from owners who have more than one Dragon, or who frequently change to a new Dragon, to keep their sails without having to alter each time to a new sail number.

#### **B. CR2.192 Bulkheads....**

**Add following new sentence to this rule:**

Storage tubes for Genoas passing through bulkheads shall be rigid, their inner diameter shall not exceed 300mm and they shall not reduce the integrity of the bulkhead. They may be of optional material.

**Reason:** To assure that Bulkheads stay watertight, which they might not be if soft material is used for this purpose.

#### **C. CR. 2.193. Bilge pumps...**

**Existing Rule:**

The suction point of any bilge pump shall not be more than 50mm above the deepest point of the bilge.

**Alteration:** Change from 50mm to 100 mm.

**Reason:** The bilge at the 50mm point is too narrow to fit suction tubes / baskets and switches for electrical pumps.

#### **D. CR 2.193 Bilge pumps ...**

**Existing Rule:**

**The following may be fitted:** 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.

**Alteration:** Electrical bilge pumps. Their only means of control shall be an automatic integral or flotation switch.

**Reason:** One electrical bilge pump has proved to be inadequate to handle incoming waves when the Dragon has been swamped under certain conditions and the aim is to increase the safety by not restricting the number of electrical pumps fitted. Shorter wording.

#### **E. CR 6.12 Spars ...**

**Existing Rule:**

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

**Add the following to the existing wording:** Any device holding the mast heel in position shall only be removable with tools.

**Reason:** Recently drop nose pins have been used to fix the heel position. These pins can be removed in seconds, giving any desired movement to the heel of the mast and thus are an invitation to do just this. They are considered as a device, enabling sailors to break the intent of the Rule, that the heel shall be fixed, and the IDA TC wants to make absolutely clear that those pins, or similar devices are not to be used for this purpose.

#### **F. CR 6.104 J measurement .....**

##### **Existing Rule, last sentence:**

The forward edge of the forestay or its extension shall lie within the limits of this forward mark when racing.

**Alteration:** The centre line of the forestay or its extension shall lie within the limits of this forward mark when racing.

**Reason:** The point of the extension of the forward edge of the forestay is not easy to find when inspecting Dragons, because it is hidden in the forestay furling tube. But it is simple and quick to find the centre of this tube and check its position on deck in relation to the forestay marks. The possible difference is 2.5mm in the J measurement, which will not make any difference, since we measure the foot of the genoa .

#### **G. CR. 6.29 Jumpers ...**

##### **Existing Rule:**

Running rigging may be led internally along the length of the mast. The exit points of the lower ends of adjustable jumper stays, if fitted shall be maximum 3715mm above upper edge of lower black band.

**Alteration, new rule:** Running rigging may be led internally along the length of the mast.

**Reason:** Strike out the remaining sentence because Jumpers are not running rigging and it is duplicated in CR 7.50 and the Measurement Diagram.

**IDA Technical Committee October 2018**

**International Dragon Association  
Championship Rota**

Updated 27 October 2018

Year	World Championship	European Championship	Gold Cup
1980	-	Germany	Netherlands (Enkhuizen)
1981	Germany		France (Douarnenez)
1982		Switzerland	Germany (Travemunde)
1983	Canada (Vancouver)		Sweden (Marstrand)
1984	-	Ireland (Kinsale)	Denmark (Skovshoved)
1985	France (Douarnenez)		UK (Forth)
1986	-	Belgium (Ostend)	Netherlands (Enkhuizen)
1987	Australia (Melbourne)	Finland (Helsinki)	UK (Troon)
1988	-	Denmark (Skovshoved)	France (Le Havre)
1989	UK (Torbay)		Germany (Travemunde)
1990	-	Switzerland (Thun)	Ireland (Dublin)
1991	Canada (Toronto)	Austria	Sweden (Marstrand)
1992	-	Finland	Belgium (Ostend)
1993	Germany (Travemunde)		Netherlands (Medemblik)
1994	-	France (Cazaux)	Denmark (Rungsted)
1995	Australia (Fremantle)	Norway (Aalesund)	UK (Torbay)
1996	-	UK (Pwllhelli)	France (Douarnenez)
1997	Sweden (Marstrand)		Ireland (Dublin)
1998	-	Netherlands (Medemblik)	Portugal (Cascais)
1999	France (Martinique)		Norway (Horten)
2000		Spain (Laredo)	Germany (Warnemunde)
2001	Denmark (Hornbaek)		Belgium (Ostend)
2002	-	Switzerland (Thun)	Finland (Mariehamn)
2003	Australia (Hobart) 18.01.03	Ireland (Kinsale)	Netherlands (Medemblik)
2004		Estonia (Tallinn)	UK (Falmouth)
2005	Germany (Neustadt)	France (La Trinité)	Sweden (Sandhamn)
2006		UK (Cowes)	France (Douarnenez)
2007	Ireland (Dun Laoghaire) 01-07/09	Finland (Hanko)	Spain (Palma)
2008		Norway (Oslo)	Portugal (Cascais)
2009	Holland (Medemblik) 05-11/09	France (St Tropez)	Denmark (Skagen)
2010		Hungary (Balatonkenese)	Sweden (Gothenburg)
2011	Australia (Melbourne)	Germany (Boltenhagen)	Belgium (Ostend)
2012		Austria (Attersee)	Ireland (Kinsale)
2013	UK (Weymouth) 08-13/09	Portugal (Cascais)	France (DNZ)
2014		Italy (San Remo)	Netherlands (Medemblik)
2015	France (La Rochelle) 4/6 -12/6	Sweden (Båstad) 31/7 -8/8	Germany (Kuhlungsborn) 21/8 - 28/08
2016		Russia (St Petersburg) 15/7 - 22/7	Denmark (Hornbaek) 27/8-01/09
2017	Portugal (Cascais) 9 - 17 June	Switzerland (Lake Thun) 14 - 19 August	France (St Tropez) 12 - 20 October
2018		Hungary (Lake Balaton) 26/5 - 1/6	Helsinki (Finland) 20 - 28/7
2019	Australia (Fremantle) 27/12 - 9/1	<b>90th anniversary France (Cannes) 23 - 27 September</b>	Netherlands (Medemblik) 9 - 14 June
2020		Palma, Majorca - May	Ireland (Kinsale) September
2021	Germany (Kuhlungsborn)		Sweden
2022		Italy (San Remo)	Belgium (Ostend)
2023	North America (Vancouver/Miami)		UK (Abersoch or Torquay)
2024		Vilamoura	Vilamoura
	Fixtures confirmed	Fixtures to be confirmed by vote at AGM (2019)	Future applications