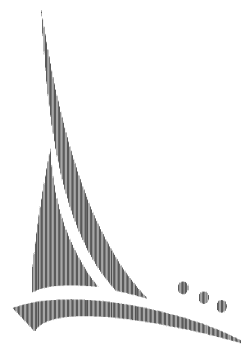

International Dragon Association



2008 Annual General Meeting
 Royal Thames Yacht Club, Knightsbridge, London
 Saturday 18th October 2008 at 10.30 am

| Name | Position | Country | Representing |
|------------------------|----------------------------------|----------------|---------------------|
| Christopher Dicker | Vice President IDA | UK | |
| Robert Campbell | Chairman IDA | UK | |
| Andrew Craig | Treasurer IDA | Ireland | |
| Robert Alpe | Vice Chairman IDA | Australia | Australia |
| Xavier Rouget-Luchaire | Vice Chairman IDA | France | |
| Peter Warrer | Vice Chairman IDA | Denmark | |
| David Dale | Secretary IDA | UK | |
| Mike Hayles | Technical Committee Chairman IDA | UK | |
| Jill Hayward | Assistant Secretary IDA | UK | |
| Poul Hoj-Jensen | Secretary NDA | Antigua | Antigua |
| Sophia Hoj-Jensen | Treasurer NDA | Antigua | |
| Christoph Schindler | Secretary NDA | Austria | Austria/Switzerland |
| Peter de Gryse | Representing NDA | Belgium | Belgium |
| Jerôme Van Coillie | Member NDA | Belgium | |
| Jorgen Bonde | Commodore NDA | Denmark | |
| Eric Le Bon | Secretary NDA | France | France |
| Thomas Müller | Vice Commodore NDA | Germany | Germany |
| Uli Libor | Representing NDA | Germany | |
| Themis Lempesopoulos | Officer NDA | Greece | |
| Antonis Nicolaras | Secretary NDA | Greece | Greece |
| Phyllis Chang | Secretary NDA | Hong Kong | Hong Kong |
| Ferenc Zenthe | President NDA | Hungary | Hungary |
| Andras Simon | Officer NDA | Hungary | |
| Tim Pearson | Secretary NDA | Ireland | Ireland |
| Michiel van Dis | Officer NDA | Netherlands | New Zealand |
| Marc van Bommel | Chairman NDA/Tech. Comm. IDA | Netherlands | Netherlands |
| Mário Quina | President NDA | Portugal | Portugal/Spain |
| Tore Hovda | Secretary | Norway | |
| Nine Paulsen | Chairman | Norway | Norway |
| Kåre Johansen | Observer | Norway | |
| Patrik Salén | President NDA | Sweden | |
| Olga White | President NDA | Russia | Russia |
| Mikhail Mouratov | Representative | Russia | |
| Owen Pay | Chairman NDA | UK | UK |
| Patrick Gifford | Vice Chairman NDA | UK | USA |

1. Apologies for Absence

Bocci Ayoma (Japan), Jude Hooson (NZ), German Gill (Spain), Ulf Bjurman (Sweden), Dieter Schmid (Switzerland), Ali Doğaner (Turkey) Mickey Lake (USA), Karl Odent (Belgium)

2. Declaration of Proxies

Christoph Schindler (AUS) for Switzerland, Michiel van Dis (NED) for New Zealand, Mario Quina (POR) for Spain) Patrick Gifford (UK) for USA

3. The 2007 Minutes

The 2007 Annual General Meeting Minutes previously circulated were approved.

4. Chairman's Report

Welcome to the IDA AGM. Delegates of the National Dragon Associations, Fellow Officers, Dragon Sailors and Guests of the Annual General Meeting, 2008 has been another busy and, I believe, successful year for the Dragon Class. Entries at our Championship and Grade 1 events have been good. The major technical changes to buoyancy have been implemented effectively. The financial results of your Association have also been satisfactory. I will try to deal with the overall activities of the Officers of the IDA and how we look on the past year since the 2007 AGM in Oslo.

4.1 Technical

The Technical Committee, Chaired by Mike Hayles, has had a very successful year. The major change at last year's AGM was the new set of rules increasing buoyancy requirements from 1,700 litres to 2,500 litres. This has been implemented successfully by almost all our builders, including the required capsized test for a new type to establish the actual buoyancy. Maybe the weather in the last 12 months has been more moderate, but I am not aware of any sinkings or swampings of either the new or the old buoyancy boats. This is good news but we must continue to be vigilant to ensure our boats are safe to modern standards. Whilst on the technical side, our Chief Measurer, Antonio Cardona retired earlier this year.

We have not appointed a replacement Chief Measurer but Gunter Ahlers has very kindly agreed to act on our behalf as required, and has been very active both in the yards, particularly those of new builders, and at the European Championships, both ashore and afloat. There have not been any major new technical issues in the last 12 months.

One matter that has been identified as a problem causing confusion to both regatta Organizers and competitors is the incorrect use of sail numbers by competitors at Championship and Grade 1 Events. The rules are clear and simple – a measurement certificate identifies both the plaque number of the boat and the sail number, including the country. These will be checked in future to ensure competitors comply.

The rules have been in place for a long time and have generally worked in the past, but the continued development of the Class, new nationalities sailing them and the increasing use by owners of non-nationals sailing their boats has led to this confusion – I ask all of you to inform your sailors that these matters will be checked next year.

It is likely that Juries will reject requests to use incorrect sail numbers except in special circumstances such as the need to borrow to replace damaged sails.

Other than this issue, our event measurers have reported very favorably on rule conformity in 2008 – long may it continue

4.2 IDA Championships and Grade 1 Regattas

Our Grade 1 events have all been held, with good entries at Douarnenez, Kiel and Regates Royales. Unfortunately, the entries at Princess Sophia were down this year with only 38 boats – we hope this may be a blip following the Gold Cup at Palma last year and are recommending that this should remain a Grade 1 event in 2009 despite the low entries in 2008. Major race management difficulties were experienced at Regates Royales, the Dragons being just a part of a much larger regatta. This has been a recurring problem and regrettably therefore the Officers will be recommending that Regates Royales should not be a Grade 1 event in 2009. Your Officers are also recommending that the Primo Cup in Monaco be upgraded to a Grade 1 event for 2009 only as they are planning a special 80th anniversary regatta and are looking for 80 entries.

Championship Events were the Europeans in Oslo, won by Maxim Logutenko. The Gold Cup was in Cascais and won by Poul Ricard Hoj Jensen. An important new trophy, the Borge Borresen memorial trophy was awarded for the first time at the Gold Cup, won by Artiom Kutznetsov. The Nations Cup was won by Great Britain. Our congratulations go to all of them and to their crews. Most of you here will have known Borge Borresen – without his commitment the Dragon would not be the success it is today.

He actually sailed in 51 consecutive Gold Cups; a record that I am sure will never be beaten. He also won it 4 times. It is wonderful to have a special trophy in his memory.

On the racing side, there has been a continuing push to improve race management. Coach boats' activities were restrained at the Gold Cup with much stronger Sailing Instructions – this was successful and the restrictions imposed will be incorporated in future into our standard Sailing Instructions. There was significant criticism of the organization for the European Championships held in Oslo. I have investigated this very carefully and a number of points have become clear for future event location selection.

Firstly, we should not contemplate a venue where the boats are moored about 7 miles from the racecourse – in my view the absolute maximum should be 4 miles. Secondly, there was some controversy as to whether a couple of races should have been abandoned. The Race Officer, in my view, correctly followed the current IDA guidelines for abandonment of races. We now have to consider whether they are appropriate or whether they need to be amended. Thirdly, convenient mooring of boats, storage of trailers and car parking are paramount. In Oslo, priority was given to being in the centre of the city for social aspects – the priority must always be given to the sailing side.

Race management is paramount and during the last 12 months we have translated this section from our Regatta Regulations into German and French, to aid regatta organizers.

4.3 International Ranking List

The International Ranking List has caused difficulties over the last year. We have had to transpose the computer programmes from German to English and this has now been successfully accomplished. We now need to start inputting data accurately. We have decided this can only be done if each participating skipper has his own unique code and have decided to adopt the ISAF registration system – each sailor wishing to participate needs to register with ISAF and I know many of you already are. It is a very simple procedure. I did it myself the other day. We plan to go live from the beginning of 2009, so please can you all get your helmsmen to register with ISAF as soon as possible. At this stage, the IRL will be restricted to helmsmen only.

4.4 The Dragon and the Gold Cup Owners' meeting

I was disappointed at the relatively few owners who attended the meeting. I have no idea whether this signals great satisfaction with what we are doing or whether it signals apathy. The meeting itself was fascinating; with a strategic discussion as to whether we should consider making important changes to the Dragon to make its performance more lively. Any changes in this direction would obviously carry significant risks. Would current owners be attracted to a class with very different performance characteristics? And what would be the impact on our current worldwide fleet of Dragons – would they become redundant or grade 2? On the other hand, there is no denying that new classes tend to be more physical and more lively. On the other hand again, would a livelier boat disadvantage those who are less physical and perhaps not up to the 285kg weight limit? Several people have said to me that they prefer the current method of moving the Dragon forwards that is in small incremental steps ensuring that older boats are not disadvantaged. Over the last few years this subject has been reviewed regularly by the Officers and the Class, and every time it has been raised the Class has opted to continue the incremental approach to development. The current approach is to adhere to a set of principles agreed in 2003. I will ask David to copy this document to all National Secretaries together with today's Minutes. However, the Officers are always keen to hear of any further suggestions owners may wish to make

4.5 Professionalism

Last year it was decided that this issue would not be reconsidered for 3 years. In my view this is a sensible decision as it has been debated incessantly for the past decade or more. There are therefore no proposals for change at today's meeting.

Speaking personally, I am of the opinion that it is exciting to race against the very best at Championship events – we can beat the professionals occasionally! However, I also believe that amateur sailors should be recognized and I personally would like to see Corinthian trophies awarded at our major events in addition to our current trophies. This is not being proposed today and some work is required to define an amateur boat – 3 category 1 or maybe 3 category 1 and 2 or whatever. This was proposed and rejected at last year's AGM. I hope this may be resurrected over the next year.

4.6 Constitution

Your Officers were mandated last year to develop a new Constitution for the Class. You all have a copy of our new proposed Constitution. This has been prepared with extensive consultation with senior members of the Class, including Chris Dicker, Vice President, Mike Williamson, a lawyer and past Secretary of the Class and Andrew Craig, our Treasurer. The changes are to bring us into line with current best practice and I would highlight 2 specific points. Firstly, we will now be able to operate with modern methods of communication and secondly that the proposal gives the Class more freedom in the manner it may raise funds to support our sailing activities in the future. The document is of necessity complex and we will be asking the meeting to support it in full as presented. We have not received any suggested amendments from NDAs. If any further changes are considered beneficial, we should withdraw the proposal until next year as it is too complex to amend in an ad hoc manner.

4.7 Personnel

Robert Alpe is retiring at this meeting, having served for the maximum 4 years as Vice Chairman. I have worked with Robert for the last 12 months and his enthusiasm for the Class is outstanding. He has been an amazingly creative individual, always challenging the established norms. His contribution has been outstanding and I will miss his input greatly. However, we are not letting him retire fully at this stage as he has agreed to continue to work for the IDA on 2 very important matters, namely overseeing for the IDA the Worlds in Melbourne in January 2011 and also overseeing the introduction of the International Ranking List.

We will be proposing Phyllis Chang as a new Vice Chairman. Phyllis and Lowell have been intimately involved with the Dragon Class for many years and your Officers very much hope you will support our proposal. Our new Constitution, in line with ISAF best practice, requires that Class Officers come from at least 2 continents and this appointment also helps us satisfy this as well as recognizing the long established and very active Hong Kong Fleet, who are always a joy to sail with. Phyllis' appointment also recognizes strength of our Class – it is not only macho men who can sail Dragons!

This is also the opportunity for me to thank our Secretary, David Dale. David has great knowledge in depth of most of the issues that arise. He has great commitment and enthusiasm and I find his support absolutely invaluable. I would also like to thank Jill Hayward for all her support and particularly in the last year with the introduction of the new website.

4.8 2009

As we move into 2009, this is our 80th Anniversary Year. Another small landmark, but your Officers felt that it would not be appropriate to have a special event such as that held 5 years ago, for our 75th, in St Tropez. We have designed a special 80th Anniversary Logo. I hope most of you have already seen it on the IDA website and on a number of Notice of Races for 2009. We hope all regatta organizers will integrate this into the literature etc for their own regattas throughout 2009.

We have much business to conduct today, so let's get down to business

5. Treasurer's Report

Overview

Last years receipts and payments account shows a very satisfactory outturn. Income was very strong across all headings and costs, except for website development/promotion, were generally in line with budget. As a result our reserve increased by £ 8,172 giving us a closing bank balance of £58,731.

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

The strength of the Class and good turnout at major regattas continues.

Receipts

Subscription income was in line with budget and last year. As reported to last years AGM the Assistant Secretary made a further drive to get all countries up to date and has worked very hard chasing slow paying countries. I am happy to report that the position is much improved over prior years.

Building fees increased by £ 1,066 reflecting strong activity at the builders.

Sail label income was exceptionally strong with 1,703 labels being sold which is 150 more than last year, which itself was a record. The very high sales are a reflection of very strong turnouts at major regattas. Volumes can be affected from year to year by major events and by the build up of stock at the main lofts, North, Petticrow and Fritz. The five year average is 1,400 labels per year and this is the normal level for setting the budget.

As reported at last year's AGM the introduction of the mast label created another stream of income with receipts amounting to £2,755. We incurred design and printing costs this year in respect of the items.

Newsletter and website advertising continued to be strong.

Other income includes income from the sale of plans, rules and templates.

Conclusion

We continue to maintain a reserve of approximately £60,000. 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.

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. The budget for 2009 is framed on a cautious basis to reflect the general economic situation.

The strength of our Class and its standing on the International stage, continued to be maintained. Major events attract very large high quality fleets. The challenge for the National Organizations is to encourage growth at country level as the International and travelling fleet is well catered for by a Rota of events at a range of interesting venues.

7. Technical Committee Chairman's Report

After the introduction of the rules concerning buoyancy last year we have seen the builders introducing the measures to meet the new requirements and I believe that these have been successful. I witnessed the inclination test on the Petticrow Dragon and Gunter Ahlers went to Denmark to see the test on the Royal Denship Dragon. I must emphasize that even with the improved buoyancy the boats will sink unless they are sailed with the hatches closed.

With regard to this year's rule changes, those submitted by the Technical Committee are in essence clarifications and I commend them to you as a package.

There are two changes proposed by Antigua, one concerning the size of the Jib and the other allowing spectra to be used instead of wire for the runners and backstay.

You will all have seen the comments by the Technical Committee on these two issues but I set them out again for you.

Rule 9.41 Jib

A small jib has always been allowed in the Class Rules but in practice it has not been used in recent years. Previously when it was used, it was not considered to be effective, because probably the courses sailed were Olympic triangles with reaches, whilst now the courses are mainly windward leeward courses so in heavy airs it might be efficient particularly as it is proposed to have a more efficient profile.

The nominal size of the old jib was 5.99sq metres and the new proposal is 6.63sq metres, an increase of 12% (Antigua asked for 5.78 sq metres, slightly smaller than the existing rule but a better profile)

There will be a cost increase for the Class, by the way of extra deck gear for sheeting the jib(€150) plus the cost of a new sail (€ 500), which should last considerably more time than our current heavy weather genoas.

There will be a need to develop techniques for changing sailing during a race. In the old days the change was easier because the boats used hanks to attach the jibs and genoas to the forestay.

It would certainly make the boat more manageable when sailing in heavy airs, particularly as the visibility for the helmsman would improve considerably.

One way of looking at this change is that one design nature of the Class will change, one could have on the same course some owners sailing with genoas and others with jibs which will point higher because the narrower sheeting base. This pointing as well as tacking ability would be very beneficial for sailing on rivers such as the Crouch at Burnham.

This latter point is the key consideration for the Class. This could be solved by the Race Committee nominating that a race must be sailed with jibs and not genoas but the effect of this would be every boat would have a jib and its associated gear and sailors would rely on the OOD for the decision.

With regard to meeting the requirements of the Strategy paper agreed at the AGM, this change meets the requirement of greater seaworthiness but probably not the One Design Class Character requirement.

Rule 7.10 Rigging material

This change effectively allows the wire runners and the backstay to be made of 3mm Spectra rather than 3mm 19x1 wires.

This rule change meets the criteria for change in rigging set out in the Strategy Paper agreed at the AGM.

The major concern is that as Spectra is lighter than wire, about 1kg, for the three running back stays it affects the tip weight measurement rule (6.112). Therefore on a minimum tip weight mast of 13kg if the owner replaced the existing wire with Spectra a corrector of 1/2kg would have to be placed at the spreaders. Whilst many masts carry correctors both in the mast heel and at the spreaders, they are factory fitted. Therefore it will be necessary to carry out tip weight checks major events. This is not onerous but it does prevent boats being rigged until the Measurer has completed this measurement.

There is also concern that wire runners are more likely to break if they are caught by the bow of another boat thereby saving the mast.

In principal, if this change is approved we should also reduce the tip weight and the all up mast weight in three years time in order to take advantage of the reduced weight. If we do not accept this in the future we should not amend the rule.

Crew Numbers

Finally we need to agree that the rule change concerning four crew members is confirmed.

8. Class Rule Changes approved at the meeting

Rule 9.41

Amend as follows:

The headsail shall comply with the revised measurement diagram and rule 9.12.

| | | |
|--------------|-------------|------------|
| Luff length | Max 6600mm | Min 6400mm |
| Leech length | Max 6000 mm | |
| Foot length | Max 2100mm | Min2000mm |

Reason

The jib as currently allowed has not been used for many years in the Dragon Class. With these proposed changes and the installation of a new sheeting arrangement, it can be used for both racing and cruising. In heavy wind conditions, using the jib adds to safety and makes the boat much easier to handle.

Proposed New rule 7.10

Standing rigging and Jumper stays shall be of wire rope, or in the case of the permanent backstay and running backstays, optional in wire rope or rope or a combination thereof, not less than the following diameters

| | |
|--------------------------------|--------------------------|
| Main shrouds, | 5mm |
| Lower shrouds, | 5mm |
| Forestay | one of 5mm or two of 4mm |
| Jumper stays | 4mm |
| Permanent backstay (preventer) | 3mm |
| Running backstays, | 3mm |

The dimensions of other rigging are optional.
The material of the running rigging is optional.

Reason

In Antigua, the rigging suffers much from corrosion in particular the runners and backstay.

Though approved by the AGM this proposal was not accepted by ISAF on technical grounds. The Class will therefore evaluate the proposal over the coming year and present its findings and any recommendation to the meeting in 2009.

Rule 2.192

Amend as follows:

Bulkheads shall be positioned within 300mm of stations 5, and 12 and shall be watertight.

The bulkheads may be of timber or any sandwich construction.

Inspection hatches, which shall be watertight, shall be fitted.

The weight of each hatch shall not be greater than the part of the bulkhead which they replace.

Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead **or the hatch.**

Any hatch to any watertight compartment shall be closed when racing.

A means of pumping the fwd. and aft watertight compartments clear of water shall be fitted, capable of being operated from the cockpit.

Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam.

Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.

Reason

To reflect an approved modification made in the current year.

Rule 3.41 Floorboards

Amendment; replace the existing rule;

Floorboards shall not exceed 16mm in thickness and shall be of timber or GRP. Floorboards in the cockpit shall be secured against floating up, except that yachts built prior to 1/03/2009 shall have until 1/03/2010 to implement this requirement.

Reason

To prevent floorboards floating in the event of a swamping.

Equipment

Amend as follows:

The Anchor, anchor rope and buckets, and all other emergency equipment which may be required by other rules, shall be stowed in positions, where they are accessible without having to open any watertight or sealed compartment.

Reason

Towing rope has been deleted since it is not a requirement to carry one.

Prohibitions

Rule 12.20

Amend as follows: Any devices transmitting or correlating data relative to rig tension or wind direction or speed or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited. Depth sounders may be permitted by an Organizing Authority for races within its jurisdiction.

Reason

To reflect a ruling made in the year.

Rule 13.10

The meeting agreed that the rule allowing either 3 or 4 crew be adopted on a permanent basis.

Reason

This change has been successful and has not caused any distortions in competition.

9. Items for Discussion

a) The Constitution

The new Constitution was accepted by the meeting and, subject to ratification by ISAF, will come into force with effect from the 1st January 2009

b) Events Rota

A paper on event selection had been circulated and it was agreed that this subject will be considered at next year's AGM.

The following events and locations were confirmed for the next 3 years, events after 2011 appear in the Championship Rota .

| | <u>Worlds</u> | <u>Europeans</u> | <u>Gold Cup</u> |
|------|------------------------|--------------------|---------------------|
| 2009 | Medemblik (Holland) | St Tropez (France) | Skagen (Denmark) |
| 2010 | | Balaton, (Hungary) | Marstrand, (Sweden) |
| 2011 | Melbourne, (Australia) | Kiel, (Germany) | Ostende, (Belgium) |

The NDAs and the Organisers of the events confirmed at the meeting (St Tropez 2009, Ostende 2011 and Kiel 2011) will be required to sign a protocol as specified in Clause 4.2 of the Regatta Regulations.

The IDA is negotiating a comprehensive Memorandum of Understanding with the organizers of the 2011 Worlds in Melbourne (Australian NDA, Victoria State DA and the Royal Brighton Yacht Club). It is hoped this may become a template for tighter control of Event Organisers in the future.

The change for the 2009 Europeans from St Petersburg to St Tropez has been agreed jointly between the IDA and the Russian NDA. This is due to concerns over high costs of participation and possible shipping/customs difficulties combining to create a low number of participants.

The following proposals were put to the meeting for future events. The meeting did not make any definite decisions on these proposals

| | |
|----------------|---|
| Gold Cup 2012 | Ireland (Kinsale) |
| Europeans 2012 | Austria (Lake Attersee) |
| Europeans 2012 | France (Douarnenez) |
| Worlds 2013 | UK (Weymouth) |
| Europeans 2013 | Portugal (Cascais) |
| Europeans 2013 | Russia, subject to consideration by Russian NDA |
| Gold Cup 2013 | France (St Tropez) |
| Gold Cup 2013 | Spain (Palma) |
| Worlds 2015 | Portugal (Cascais) |
| Worlds 2015 | Antigua |
| Gold Cup 2018 | Portugal (Cascais) |

c) Review of Regatta Gradings

- It was decided by the meeting to delete the Régates Royales from Grade 1
- The application to have the Primo Cup 80th Anniversary event in Monaco in February 2009, upgraded to Grade 1 for next year only, was rejected by the meeting

d) Scoring and Discards.

The proposal to adopt the Low Points System for Dragon Championships, (and any other Dragon event if required), subject to CYCA agreement for the Gold Cup, was approved by the meeting. *(Subsequent to the meeting, the CYCA has approved this change for the Gold Cup)*. The proposal to permit one discard only at the Worlds and Europeans was approved.

10. Election of Officers

Phyllis Chang(Hong Kong) was elected as a Vice- Chairman of the IDA following the retirement of Robert Alpe (Australia).

11. Any other Business

A proposal to proceed with live trials following the reduction of around 200Kg in the keel weight of a Dragon, in the interests of an improvement in performance, and a reduction in overall weight for towing in the light of proposed towing restrictions in a number of European countries, was rejected. The meeting determined that this initiative would contravene the Development Strategy for the Dragon Class.

12. Date of Next Meeting

Saturday 24th October 2009 at the Yacht Club de France, Paris

Attachments

- **IDA Development Strategy for the Dragon Class**
- **IDA Championships Regatta Rota**