

Annual General Meeting 2019
Minutes
Yacht Club Sanremo, Italy by kind permission
Saturday 12 October 2019 at 0930

1. Apologies

Apologies were received from

HM King Constantine	President IDA
Klaus Diederichs	Chairman Technical Committee
Marcus Brennecke	Chairman Owners' Committee
PR & Sophia Hoj-Jensen	Antigua
Carlos Carbajal	Spain
Philip de Koning	Netherlands

The following country's national associations were not represented:
 Egypt, Japan, New Zealand, UAE, and Ukraine

2. Attendance and proxies

Name	Country	Position	Representing
Chris Dicker	UK	Vice President IDA	Non-voting
Vasily Senatorov	Russia	Chairman IDA	Officer
Helmut Schmidt	Germany	Vice-Chairman IDA	Officer
Marc Castagnet	Hong Kong	Vice-Chairman IDA	Officer + Hong Kong
G�rard Blanc	France	Vice-Chairman IDA	Officer
Anne Vanneste	Belgium	Hon Treasurer IDA	Officer + Sri Lanka
Tim Pearson	Ireland	Secretary IDA	Proxy for Belgium
Gunter Ahlers	Germany	Chief Measurer IDA	Non-voting
Martin Payne	UK	Sailing Coord IDA	Proxy for Spain

Peter Hay	Australia	Member	Australia
Alexander Richard	Austria	Vice President	Austria
Bob Mathews	Canada	Member	Canada + USA
Lars Hendriksen	Denmark	Member	Denmark
Mihkel Kosk	Estonia	Member	Estonia
Rudy Jurg	Finland	Member	Finland
Gregor Berz	Germany	Board Member	Germany
Helmut Kraus	Germany	Board Member	Non-voting

Alexandros Kedros	Greece	Member	Greece
Peter Bowring	Ireland	National Secretary	Ireland
Cameron Good	Ireland	Chairman	Non-voting
Marco Cimarosti	Italy	National Secretary	Italy
Umberto di Montelupo	Italy	Member	Non-voting
Jose Matoso	Portugal	Member	Portugal
Boris Latkin	Russia	President	Non-voting
Tatiana Kurbatova	Russia	National Secretary	Russia
Christoffer Meyer	Sweden	Vice Chairman	Sweden + Norway
Garlef Baum	Switzerland	Vice Chairman	Switzerland + Hungary
Arkun Demircan	Turkey	Member	Turkey
Simon Barter	UK	Vice Chairman	UK

Ron James	UK	Technical Committee	Non-voting
Xavier Vanneste	Belgium	Owners' Committee	Non-voting
Jens Rathsack	Germany	Member	Non-voting
Justus Kniffka	Switzerland	Member	Non-voting

Thirty-three national representatives, officers and sailors attended the meeting. There were 28 votes present including proxies.

Proxies were declared and verified as follows:

Marc Castagnet	Hong Kong
Anne Vanneste	Sri Lanka
Tim Pearson	Belgium
Martin Payne	Spain
Bob Mathews	Canada
Christoffer Meyer	Norway
Garlef Baum	Hungary

3. Minutes of AGM 2018

The Minutes of the 2018 AGM having previously been circulated and posted on the IDA website, were taken as read. These were unanimously approved.

4. Treasurer's Report for FY ended 31 August 2019

The IDA Treasurer, Anne Vanneste, delivered the Financial Review and Budget.

Overview

During the past 12 months the IDA moved its banking to the Eurozone and since June has conducted all our business in Euro. This was done largely to protect our funds from the

possible effects of a weak pound sterling. It also makes sense as most of our transactions are now in Euro.

So for the first time, the IDA accounts are presented in Euro. During this transition there have been a number of currency effects on our income and expenditure but these will be regularised in the next accounting period.

Last year's receipts and payments account shows a satisfactory outturn producing a small surplus. However, income continues to come under pressure and is largely dependent on the sale of IDA Sail Labels over which we have no control. It is very dependent on the number of major regattas held and the attendances at those regattas. Advertising revenues are low and have the potential for improvement especially when we launch our new website.

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

Receipts

Subscriptions from members 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 in the year to 31 August 2019 were almost half of the previous year's figure. 2018 was remarkably strong with 42 new plaques recorded for Petticrows during that year.

In the year under review we received royalties for 22 new builds. Around 20 new builds a year is the average for the past 4 years.

Sail label income was almost €6,000 below budget. This was due in part to the fact that we had few attendees from Europe at the Worlds in Perth, but also to the fact that many lofts had over-ordered in the previous year and had built up stocks of labels. We continue to take a conservative view of this line item which represents by far the greatest source of revenue to the IDA.

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.

Payments

Expenditure was approximately €10,000 below budget resulting from some lower than planned expenses, and general savings across the other items, some due to currency conversions during the transfer to Euro accounting.

Website costs were less than budget as the Secretary has been posting more items directly and relying less on the webmaster. However, this is limited by the old technology on the existing site and we are developing a new website (at very competitive cost) which will use a WordPress platform and will enable us to reduce the running costs further, while

still providing the key information that sailors want - news, regatta information and access to essential documentation for running events.

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

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 enables 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 now has its own bank account managed by the IDA Officers.

During the year the IEA received funds under two separate headings

- Funds for Race Management improvement from the 'Helsinki Group'
- Funds for running the 90th regatta and for class promotion

Under the first heading we received €10,000. €2,500 is committed for this year, leaving €7,500 for 2020 race management activity.

Under the second heading we received generous donations from 19 prominent sailors totalling almost €100,000. Approximately €40,000 has been given to YCSR to run the event. The balance of €60,000 has been spent on promotion via film and distribution, PR activity and photography, culminating with the Grand Prix Finals in Palma.

5. Budget for the financial year 2020

We have constructed a conservative budget which shows a reserve of around €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. 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. As previous Treasurers have consistently noted, our sail label and new build fees income is volatile and therefore we continue to budget these figures conservatively for 2020. The coming year has a Gold Cup and a European Championship so we expect the figures to be more buoyant than 2019.

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.

Anne Vanneste
Treasurer IDA

There was some discussion about the value/cost of the Yearbook and suggestions that we should embrace more digital means of communication. The Chairman explained that digital platforms would become more used, especially when the new website is launched; this will be a gradual transformation and many people still find great value in the printed Yearbook and it will be produced again for 2020. The matter will be reviewed regularly.

Subject to a correction being made to the Budget 2020 Opening Cash figure, the accounts and budget as presented were approved by the meeting.

6. Technical Committee Chairman's Report

The report was delivered by Chief Measurer Gunter Ahlers in the absence of TC Chairman Klaus Diederichs who had sent his apologies.

The TC's activities focused on four areas:

1. Electrical Bilge pumps
This issue is dealt with in rule changes
2. Dragon Safety Task Force
TC member Ron James headed up this group and gave his interim report (see item 7)
3. Certification of Dragon rebuilds
4. GPS Policy
There was much discussion about this point and whether it could be enforced. Ron James said there was low cost technology that could block GPS signal subject to its legality. The TC will investigate the various models available and their cost.

The full TC Chairman's report is in Appendix 1.

Following the report Mr Ahlers pointed out the urgent need to train a successor as Chief Measurer. He modestly described the tasks, the level of knowledge and dedication required. It would take some time to properly effect a transition.

7. Safety Task Force Report

The Safety Task Force is a Subcommittee of the Technical Committee. It was chaired by TC member Ron James who reported on the work of the subcommittee to date. The Subcommittee believes that the ideal solution

- A. Should not alter the appearance of the Dragon;
- B. Should be applicable to both new boats and the installed base of existing Dragons;
- C. Should be easy and not too expensive to retro fit;
- D. Should not alter the sailing characteristics of the Dragon, in order not to split the Class

He outlined 10 different solutions that had been examined; 9 of these were rejected. The only suggestion that meets all the criteria set out above is deployable buoyancy bags.

Petticrows proposes to test this solution over the coming months and so the Subcommittee will remain in place until this is complete and a recommendation can be made to the Technical Committee.

8. Owners' Committee Report

The report was delivered by Xavier Vanneste in the absence of OC Chairman Marcus Brennecke who had sent his apologies. Mr Vanneste described the remit and scope of the advisory group which has been principally concerned with selection of Grade 1 venues for 2020 and on race management issues.

Full text of the report is in Appendix 2

9. Class Rule changes (see Appendix 3)

The Technical Committee proposed the following changes to the Class Rules

- i. Amend CR 1.61 Hull weight
- ii. Amend CR 2.193 Bilge pumps
- iii. Amend CR 6.113 Mast heel
- iv. Amend CR 9.13 Sails
- v. Amend CR 9.24 Batten pockets
- vi. Amend CR 10.20 (b) Swing test
- vii. Amend CR 4 Hull template procedure

The full text of the Rule Change proposals is in Appendix 3

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

10. Championship Regulations

1. The Championship Regulations will be amended to incorporate the revised Grade 1 circuit for 2020. The Grade 1 schedule for 2020 consists of:

I.	1st Grade 1 2020 Prince Phillip Cup, Hobart	4 - 11 January 2020
II.	2nd Grade 1 - Princess Sophia, Palma	26 - 29 March 2020
III.	3rd Grade 1 - Scarlino, Italy	27 - 30 May 2020
IV.	4th Grade 1 - Douarnenez	19 - 22 August 2020
V.	5th Grade 1 and European Grand Prix Cup finals, Vilamoura	2-7 November 2020

The European Grade 1 events (the second to fifth Grade 1s inclusive) comprise the series for the European Grand Prix Cup.

2. The IDA formally acknowledges the generous gift by Phyllis & Lowell Chang of a Corinthian Trophy for the European Grade 1 Series and the generous gift of the Standfast Trophy by Klaus Diederichs and Grant Gordon for the winner of the overall European Grade 1 Series.

11. Venues for major events and update of rota (see Appendix 4)

Where the PRO is known for an event the name is given in [brackets].

1. 2020. Martin Payne reported that Palma was well prepared for the European Championship which will be held in Puerto Portals [IRO Nino Shmueli], and Cameron Good reported from Kinsale which will host the Gold Cup from 5 - 11 September [IRO Jack Roy].
2. 2021. There were brief updates from Germany (Dr Gregor Berz) which hosts the Worlds in Kuhlungsborn [IRO Nino Shmueli if he can commit]. Dr Berz summarised the learnings from the 2019 Grade 1 and requested a Grade 1 in 2021 as a warm up event for the Worlds. The IDA will consider this. There was a report from Sweden (Christoffer Meyer) which will host the Gold Cup in Marstrand. Some concerns were expressed about the Marstrand sailing area, and about the event preparation from the last time a regatta was held there. These will be addressed by the Swedish NA and the IDA will work closely with the OA to ensure optimum race management including appointment of the best PRO.
3. 2022. There were brief updates from San Remo (Umberto Di Montelupo) which hosts the Europeans [Italian IRO], and by Belgium (Anne Vanneste) which will host the Gold Cup in Ostend [IRO Nino Shmueli]
4. 2023. There were brief updates from Torquay UK (Simon Barter) as the venue for the Gold Cup [IRO Stuart Childerly].
5. 2023. There were presentations from Canada, Hong Kong and Turkey to host the 2023 Worlds. Delegates voted overwhelmingly for Bodrum in Turkey.
6. 2024. The Portuguese Dragon Association notified a bid for either the Worlds or the Gold Cup in either Cascais or Vilamoura.

Discussion:

There was discussion during the presentation of championship venues about preserving the highest quality of race management. Chairman Vasily Senatorov and Vice Chairman Helmut Schmidt repeated the IDA position that we only wish to use the very 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. The IDA reserves the right to approve race officers (and jury members) according to the Championship Regulations.

12. Chairman's Report (full report in Appendix 5)

Vasily Senatorov welcomed the delegates to his last in the role of Chairman. He thanked his fellow officers and the sailors for their support for his many initiatives.

Among these were improved communication at board level, listening to the demands of sailors to understand their needs, including undertaking a detailed survey of members, creating an entity to receive funding for events and improved race management, and raising the profile of the class through an extensive video and photo promotion of the class internationally.

In addition, in accordance with the wishes of the 2018 AGM, an Owners' Committee was formed by the Officers to advise on venue selection, and it created a new format for the Grade 1 Grand Prix Series with Finals. Part of the philosophy behind the Grade 1 circuit is to enlarge the number of venues where Grade 1 and Championship events can be sailed, bearing in mind the principle of sailing in the best places at the best time of the year but always making sure that we create affordable financial conditions for sailors and have clear and simple logistics when travelling between venues.

He was happy to say that with a very busy calendar of club, national and multinational events crowned by Grade Ones, European, World championships and the Gold Cup, we can provide huge variety for all Dragon sailors and the class is much more united now than it ever was before.

He mentioned the success of the 90th regatta and thanked all the organisers, employees, sponsors, and patrons for making it happen.

Finally he referred to the challenges still remaining - observance of class rules and racing rules, improving the financial base of the class, and attracting new Dragon sailors to the class.

He wished the new board well and thanked the entire IDA team for their support.

13.Election of Officers

Having completed their terms of office both Vasily Senatorov and Helmut Schmidt stepped down and the Officers proposed Jens Rathsack as Chairman, and Justus Kniffka as Vice Chairman. They were elected unanimously.

14.Any Other Business

Peter Bowring, the Irish National Secretary, said that the future success of the class depended not just on providing high level, high quality events, but on looking after the grass roots Dragon sailors who form the majority of the Irish fleet

15.Date and venue of next Annual General Meeting 2020.

The Chairman Jens Rathsack proposed that the 2020 AGM be held in Hamburg on Saturday 24 October 2020. This was approved unanimously.

17 October 2019
Tim Pearson
Secretary
International Dragon Association

Appendix 1

Report of the Chairman of the Technical Committee for 2019 AGM

With my apologies for not being able to attend the AGM I present hereafter the report of the Technical Committee summarising its activities over the past 12 months and proposed actions.

The TC's activities focused on four areas:

- 1/ Electrical Bilge pumps
- 2/ Dragon Safety Task Force
- 3/ Certification of Dragon rebuilds
- 4/ GPS Policy

1/ Electrical Bilge Pumps

Following the World Championship in Australia, where some competitors used systems which enabled the crew to manually adjust the level at which electrical bilge pumps switched on and off during racing, the TC was asked to clarify its interpretation of rule 2.193. We published a statement, making clear that electrical bilge pumps are allowed for safety purposes but not to pro-actively manage the amount of bilge water in the boat. We also propose further revision of the wording of CR 2.193 to remove any ambiguity.

2/ Dragon Safety Task Force

In response to several incidents of sinking or near sinking of modern Dragons, the TC formed a sub-committee to evaluate measures which could be undertaken to reduce or eliminate the risk of sinking. The sub-committee, which is chaired by Ron James and includes several boat builders, has reviewed the recent incidents and evaluated a series of measures which could enhance the safety of Dragons in case of capsize. Given the importance of the subject Ron will present its findings and recommendations in person at the AGM. His report is attached.

3/ Minimum Weight for Classic Dragons

In the course of a renovation of a classic Dragon originally built in 1955, it became apparent that at that time the CR's did not prescribe a minimum weight. (CR 10.11 was only introduced in 1956). Given the importance of boat weight for performance of a Dragon, the TC is of the view that all Dragons, no matter when they were built, should

comply with the minimum weight stipulated in CR 10.11. We therefore propose an amendment to CR 1.61 to this effect.

4/ GPS policy

In the run up to the AGM, the Owners Committee has approached the TC to review again its position with regard to the use of GPS during racing. Current Class Rules do not allow the use of GPS during racing. Any team using GPS enabled devices is infringing Class Rules and should be disqualified. However, with the advance of technology and the availability of GPS driven Navigation Apps in watches and mobile phones it has become impossible to police this rule. The TC is therefore prepared to revise Class Rules to allow GPS on board, if the IDA wishes to change the policy. We, however, require some time to analyse which type of instruments should be allowed and what the cost impact of any amendment would be.

Klaus Diederichs

Chairman IDA Technical Committee

London, 29th September 2019

Appendix 2

The Unsinkable Dragon.

A report by Ron James on behalf of a Subcommittee of the Technical Committee.

1. Remit

The remit of the Subcommittee set by Klaus Diederichs was
“to review the recent incidents of Dragons sinking and near sinking and to consider the safety of Dragons and evaluate what can be done to make the boats safer once filled with water and suggest measures to make the Dragon truly unsinkable (if possible).”

2. Subcommittee Membership

The members of the Subcommittee were

Ron James, Chair

Tim Tavinor

Joop Doomernik

Peter Liebner

with contributions from members of the Technical Committee.

However, no responses were received from emails sent to Peter Liebner perhaps partly because, somewhere along the way late in the process, his email address was corrupted then this copied using the “reply all” button.

3. The Technical Bit (for non-technical readers).

A stationary object (i.e. no lift from foils) floats when placed in a fluid if the weight of the object is less than the weight of fluid it displaces. If it floats, the depth at which it floats is that depth where the weight of the displaced fluid equals the weight of the object. In our case the object is a Dragon and the fluid is water. If we consider a dry (inside) Dragon with no positive buoyancy, floating in sea water, for each litre of sea water that is then poured into the Dragon it will float slightly lower displacing exactly one additional litre of sea water. If water is continually added, because the materials from which the Dragon is constructed are mostly heavier than water, there will come a point where the weight of the Dragon plus the weight of the water it contains, together weigh the same as the water a fully submerged hull displaces. If any more water is added the Dragon will sink.

The weight of a given volume of a substance is called its density, which is usually measured in kilograms per litre (Kg/l). The density of some substances is listed below in Kg/l:

Pure water at 4 degrees centigrade	1.000
Pure water at 25 degrees centigrade	0.997
Sea water at 25 degrees centigrade	1.025
Ice at 0 degrees centigrade	0.917 (this is why icebergs float 90% submerged and ice floats in your G&T!)

Human bodies (average build and lung capacity) 0.985

Dry Air at 0 degrees centigrade at sea level 0.00125 (humid air weighs less than dry air, air weighs less at higher altitude and hot air weighs less than cold air, hence clouds float in the sky, and hot air balloons work).

For our purposes it is sufficiently accurate to assume that water and humans have a weight of 1 Kg/l and air weighs 0 Kg/l. It follows that positive buoyancy is provided by air space within the Dragon **that cannot be replaced by water**. This means that, if there is enough positive buoyancy, the weight of water displaced by a hull will always be greater than the weight of the hull with water filling all the space it can occupy, and the Dragon cannot sink. Note that it does not matter where the air-filled space is, so long as it takes up space the water would otherwise occupy. Although the position of the buoyancy can affect the stability of a submerged object, the heavy keel of a Dragon means it will always float the "right way up".

The minimum all up sailing weight of a Dragon is 1700 Kg. Adding the weight of things not included in this weight (anchors, batteries, sails etc) and 285 Kg for the crew plus items they take onboard gives a weight of approximately 2100 Kg. The latest Class Rules [CR's] require 2500 Kg of positive buoyancy i.e. 2500 litres of sealed air, so why do these boats still sink? The reason is that much of this so-called positive buoyancy is air in the front and rear tanks and these tanks are **not** watertight. In calm conditions a Dragon that comes upright after a knockdown will float with the holes in these tanks above the level of the water in the boat, however, in waves the continued ingress of water and the consequential pitch of the boat from the waves lead to these tanks slowly filling with water thereby reducing the buoyancy they provide. Leakage through the "sealed" inspection hatches will exacerbate this effect.

4. "Y RED" Sinking and "Louise" near sinking.

Y-Red sunk returning to harbour after racing in Cascais in high winds with large waves when Helm, Peter Gilmore slipped and the boat unintentionally tacked with the main cleated and genoa backed resulting in a knockdown which lasted long enough for the boat to come upright but full of water. The boat stayed afloat for some 3 to 4 minutes but with waves coming over the cockpit coaming faster than the water could be bailed out. Peter's crew told me that the front hatch then imploded and the boat sunk stern first. Sinking stern first seems to be the common feature of all recent sinking events.

In similar wind and wave conditions, Louse had a knockdown while racing in Sanremo but on this occasion helm Grant Gordon and his crew of 3 managed to get the swamped boat into harbour in spite of waves entering the cockpit as fast as they could be pumped and bucketed out. The CR's were changed following the latter incident to allow more than one electric pump.

Both these Dragons were relatively new and helmed by very top-class helms with very good, experienced crews, showing that sinking can happen to anyone. These incidents also show that modern Dragons have almost enough buoyancy to prevent sinking **provided that** hatches are strong enough and properly secured and that pumps are well maintained and batteries charged. Never the less, it is clear that if swamped for a few minutes in waves, because there are control lines passing through the bow and stern buoyancy tanks, these gradually fill with water. There is then insufficient buoyancy and because the position of the cockpit fore and aft governs the relative volume of the bow and stern tanks meaning that the stern tank is smaller, the boat sinks stern first. Both these Dragons happen to have been made by Petticrows and before either incident occurred, the bulkhead and hatches strength had been increased, new firmer closures fitted to the hatches and two pumps with two batteries included in the latest models. Even so, it is believed that these improvements alone would not have completely prevented these boats sinking.

5. **The Ideal Solution.**

The Subcommittee believes that the ideal solution

- E. Should not alter the appearance of the Dragon;
- F. Should be applicable to both new boats and the installed base of existing Dragons;
- G. Should be easy and not too expensive to retro fit;
- H. Should not alter the sailing characteristics of the Dragon, in order not to split the Class

6. **Solutions Considered and Rejected**

Of the 10 suggested solutions considered 9 were rejected. Briefly, these were

(i)Fitting Self-Bailers. While self-bailers may supplement pumps in removing water when the boat is moving, it is considered that the Dragon is too slow for self-bailers to work well especially in a swamped boat following a knockdown. In this condition self-bailers would do nothing to prevent sinking.

(ii)Self-Draining Cockpits. To be self-draining, the floor in the cockpit and under the cuddy would have to be at least 250mm higher than the current floors in new Dragons. While the additional under floor buoyancy would help, such an increase in floor height is considered impractical and it would be difficult and expensive to retro fit to existing Dragons.

(iii) *Narrower cockpits.* Narrow cockpits/wider side decks, as found in many P&T Dragons, undoubtedly make it more difficult for water to enter the boat when it is heeled, however they would not prevent swamping in the event of a complete knockdown and would not be easy to retrofit to existing Dragons. Conversely, allowing outward sloping cockpit coaming exacerbates the problem making it easier for water to enter the boat when heeled.

(iv) *Higher Cockpit Coaming.* Higher cockpit coaming would also both make it more difficult to swamp a boat in a partial knockdown and make it more difficult for waves to enter the boat when it became upright, however an increase of at least 5 mm would be needed to have any meaningful effect. This would make moving to a hiking position more difficult and it would be a difficult and expensive retrofit to existing boats.

(v) *Reduce Bilge Volume.* A smaller bilge volume would mean more buoyancy low down in the hull but having inspected the bilge of the latest Petticrows V6i any further reduction in volume would make maintenance of the, now standard, two electric pumps difficult. This suggestion was rejected because the marginal increase in buoyancy is outweighed by the disadvantage of poorly maintained pumps that would probably result. This potential solution would only really be applicable to new boats.

(vi) *Side Buoyancy Tanks.* Both the latest Petticrows and Doomernik Dragons incorporate sealed tanks along the insides of their boats. It might be possible to fit inflatable buoyancy bags beneath the side decks and forward into the cuddy in older boats. Such additional buoyancy would be expected to help keep Dragons afloat longer but the reduced water accessible volume inside the boat will mean a given amount of water entering the boat from waves will fill the boat to a higher level, reaching the control lines holes more quickly. Side buoyancy tanks on their own would probably not have sufficient buoyancy to prevent sinking if water fills the bow and stern tanks and having inflatable bags along the sides of existing Dragons would do nothing for the modern appearance and they could be difficult to site without compromising the various control lines that run beneath the side decks.

(vii) *Make One or More Electric Pumps Mandatory.* The current CR's allow, but do not compel, the fitting of one or more electric pumps. It is beyond question that a working electric pump, or better two pumps each with its own battery, will help to expel water from a swamped boat. If of sufficient pumping capacity they might even expel water faster than it comes in due to waves and thus prevent sinking. Moreover, having an electric pump in each of the bow and stern tanks, especially if pumping water outside the boat rather than into the cabin or cockpit, would at least increase the time before sinking and might prevent it. A majority of the Subcommittee were, however, against making pumps mandatory for two reasons; first it was said to be common sense to fit pumps without the need for compulsion in the CR's; and secondly it was stressed that many pumps, both manual and electric are not well maintained, and this is potentially a greater contributor to sinking than most things that are controlled by the CR's.

(viii) *Use the Volume under the Helm's Seat.* One space that could be used to provide additional buoyancy is the space under the helm's seat. This could be a sealed space and the top surface could be moulded to form the seat. In existing Dragons, a buoyance bag could be fitted under the existing seat fairly easily and without compromising control lines. While the extra buoyancy would be at the stern of the boat where it is most needed, it would not be enough on its own to have a significant effect. If it was a built-in sealed unit it would make it very difficult to fit a rear inspection hatch large enough to be useful and having a

hatch is essential for maintenance. A buoyancy bag beneath the helm's seat would overcome this, but would not enhance the appearance of the boat.

(ix) *Make the Bow and Stern Tanks Completely Sealed.* Making the bow and stern tanks truly waterproof (as required by CR 2.192 first line, but contradicted in the final paragraph of this rule which permits holes for control lines) is not impossible and, indeed, it has been done in the past. It involved covered recessed channels within the deck to carry all the control lines and furler as permitted by CR 2.511. It was significantly more expensive to build, added weight at the ends and made the layout of the control lines more complex but it worked. The main disadvantage of such a system is that it would not be an easy or inexpensive retro fit to existing boats. However, this option should remain available in the CR's.

7. The Solution of Choice.

The only suggestion that meets all the criteria set out in section 5 above is deployable buoyancy bags housed inside the stern tank, and very probably also in the bow tank. These bags would normally be deflated but would be inflated when needed by compressed air contained in a small cylinder. This technology is available and used, for example, in life rafts for cruising yachts. The bags would have to be firmly attached to the hull of the Dragon. Being normally deflated, the bags would not interfere with existing control lines or fittings such as the rudder tube in the stern tank or furler or spinnaker tube in the bow tank. The big advantage of this solution is that it is easy to fit and equally applicable to new build and existing boats, including those older Dragons without any bulkheads. Also, it will not alter the outward appearance of the Dragon.

Tim Tavinor had started researching this solution before this Subcommittee was formed and is in contact with potential suppliers but, unfortunately, it has taken longer to obtain samples for testing than was expected and tests have not yet been done. Tim intends to test the use of these bags by attaching a floating Dragon loosely to a crane to prevent loss if the bags do not prevent sinking, and then to completely fill the boat with water. It is not possible at this stage to give an indication of the weight of the bags and associated compressed air cylinder nor the expected cost.

8. Recommendations for the AGM.

- A. In view of the fact that work on the current solution of choice is not yet complete, the AGM is recommended not to take any action on "the Unsinkable Dragon" at this time and that the Subcommittee be left in place until the test results and other information is known. It is expected that the tests etc will be complete within a few months.
- B. Despite the majority view of the Subcommittee, I recommend that consideration is given to making the fitting of one, maybe two independently powered, *working* electronic pumps mandatory. While it is accepted that such a rule should be unnecessary and that it cannot ensure that pumps are properly maintained, inclusion of this on the list of things potentially examined at major IDA events should mean the pumps are at least in a working state at the beginning of these events. Testing compliance with this rule would not be difficult if competitors were asked to

temporarily seal drain plugs (gaffer tape or bung) and have a bucket of water ready at inspection.

- C.** For the same reason, the integrity of the inspection hatches in bow and stern tanks should also be on the list of items checked at major regattas.
- D.** The current “knockdown test” in CR 2.191 does not offer any certainty that a Dragon that passes this test will not sink. The test is not a realistic representation of what can happen in conditions of high wave; exactly the conditions where a knockdown is most likely. Likewise, the “Declaration of Buoyancy” in the same CR offers no comfort on unsinkability. It is therefore recommended that these parts of 2.191 should be either withdrawn or rewritten.
- E.** In the process of preparing to write this report, I found a couple of, what I believe to be, anomalies in the CR’s. In CR 2.192, the closed cell polyurethane used for buoyancy has to have a *minimum* density of 32g/Kg. This should surely be a *maximum* density of 32g/Kg. In CR 2.192 the weight of the inspection hatch must not be *greater* than the bulkhead it replaces. This should perhaps be *less* than the weight of the bulkhead it replaces. If I am right, these CR’s should be corrected. The contradictions on holes in watertight bulkheads can be addressed if and when a decision on deployable bags is made.

Ron James 21-09-2019.

Appendix 3

International Dragon Class 2019 Class Rule Amendments

*Unanimously passed at the IDA AGM in San Remo on Saturday 12th October 2019.
These have been submitted to World Sailing for ratification.*

A. Existing Class Rule 1.61

Spars, rigging and sails shall comply with the current rules at all times. Hull (including deck, cabin, internal moulding and all other components) keel and rudder shall comply either with the current Class Rules, or those in force when the yacht was originally measured.

Proposed change: Amend first sentence of Rule 1.61 to read:

Spars, rigging, sails and weight shall comply with current rules at all times. Subject to the foregoing sentence, the hull, including deck, cabin, internal moulding and all other components, the keel and rudder shall comply either with the current

Class Rules, or those in force when the yacht was originally measured.

Reason:

Increasingly, we are seeing older Dragons being restored. The Rule for the minimum weight of 1700kg for the total Dragon was only introduced in 1956. Older Dragons may have significantly less weight, which is not wanted.

B. Existing Rule 2.193

The following may be fitted:

- a) Electrical bilge pumps. Their only means of control shall be an automatic integral or flotation switch.

Proposed change: Amend rule 2.193 to read:

The following may be fitted:

- a) Electrical bilge pumps and their batteries provided that:
- b) If a battery is on board it shall remain connected to its pump whilst racing; and
- c) their only means of control shall be an automatic integral or separate flotation switch positioned such that the pump is activated whenever the bilge water level reaches not more than 150mm above the deepest point of the bilge.

Reason:

It has been noted that switches have been used, which could be arranged at various positions, permitting the bilge water to rise to any desired level and it is interpreted that this is for the purpose of altering the performance of the Dragon. The T.C. intends to stop this practice. W.S. after enquiry permits the Class to introduce this restriction to RRS 51.

In addition, the batteries, which power the pumps, have to be permitted, in compliance with C.R. 1.11.

C. Existing Rule 6.113

The heel of the mast shall not be above a point 1450 mm below the upper edge of the lower measurement band. The slot in the heel of the mast shall not be more than 25mm deep.

Proposed change: Amend rule 6.113 to read:

The bearing point at the heel of the mast shall not be above a point 1450mm below the upper edge of the lower measurement band.

Reason:

To clarify to which point this minimum distance at the spar has to be measured. Sentence two of this Rule, specifying the max depth of a slot at the heel of the spar can be deleted since it is irrelevant. It is the bearing point, which matters, since this is the tilting point of the mast.

D. Existing Rule 9.13

Sails:

Non - woven transparent panels are permitted in each sail excluding spinnakers. The total area of the panels in each sail shall not exceed 1.2 m². No part of such window shall be closer to the luff, leech or foot than 150mm.

Proposed change Amend Rule 9.13 to read:

Windows made of non-woven material are permitted in each sail excluding spinnakers. The total area of the windows in each sail shall not exceed 1.2 m². No part of the window shall be closer to the luff, leech or foot than 150mm. The width of the window seams shall not exceed 25mm. Non-woven material is not permitted in any reinforcement area.

Reason:

Since World Sailing made the ERS part of the Dragon Class rules, the word "panel" has a different meaning and provides a conflict in our C.R.s which permits non-woven materials to be part of the reinforcement area, which previously has not been the case. This alteration intends to correct this conflict.

E. Existing Rule CR 9.24

The lengths of the batten pockets shall not exceed

Proposed change Amend Rule 9.24 to read:

The *inner* lengths of the batten pockets shall not exceed

Reason:

Clarification that it is the internal dimensions of the pockets that shall comply

F. Existing Rule 10.20 (b)

Swing Test

When 10 kg are placed

Proposed change:

Amend the start of the sentence to read:

When a certified weight of 10 kg is placed....

Reason:

To assure that the correct amount of weight is being placed.

G. Existing Rule 4:

Hull Template Procedure

The Measurer shall check the positions of these marks and the compliance....

Proposed change: Amend Rule 4 to read:

The Measurer shall check if the hull is level in accordance with the Table of Offsets, (Bow 147 mm higher than the Transom at CL), and then shall check the position of these marks and the compliance....

Reason: Clarification

Klaus Diederichs

Chairman IDA Technical Committee !7 September 2019

Appendix 4

International Championship rota

**International Dragon Association
Championship Rota**

Updated 12 October 2019

Year	World Championship	European Championship	Gold Cup
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	<i>90th anniversary - Sanremo 5-13 October</i>	Netherlands (Medemblik) 9 - 14 June
2020		Palma, Majorca - 20 -26 April	Ireland (Kinsale) 5 - 11 September
2021	Germany (Kuhlungsborn)		Sweden
2022		Italy (San Remo)	Belgium (Ostend)
2023	Turkey (Bodrum)		UK (Torquay)
2024		Finland (Helsinki) / France (Douarnenez) / Estonia (Parnu)	Italy (Porto Cervo) 17 – 23 June 2024
2025	Portugal (Cascais or Vilamoura)	Portugal (Cascais or Vilamoura)	
2026			
	Fixtures confirmed	Fixtures to be confirmed by vote at AGM (2020)	Future applications

Appendix 5

Chairman's Report

Dear Dragonists and Friends,

Welcome to the AGM,

Today is my last day in the role of chairman of the IDA.

I was elected 2011 as a vice-chairman and 2015 to Chairman.

I was proud to serve all these years in the class and tried to do my best.

But surely that would not be possible without support and trust from IDA officers, without demand of the sailors and their approval of the IDA initiatives.

What did we manage to achieve and how did it work?

1. Improvement of communication. During the past four years we had a regular telephone conference each month where it was possible to update the information, discuss it very openly and fix the agenda for the next month. Due to this very simple but regular information flow every officer was a real participant in

thinking and decision-making process. Not all decisions were approved unanimously and in this case we voted on it.

2. Careful listening to the demands of the sailors. During my time as an Officer I sailed almost all the major events in Europe and had a clear understanding of what the Dragonists want and whether this complied with the rules and traditions of our class. Our decisions were based not only on our personal impressions. Three years ago we conducted a comprehensive survey of members and Vice Chairman Dr Helmut Schmidt together with our General Secretary played a major role in this.
3. With the support of the sailors we decided to get some financial support for class promotion and improvement of regatta management. The IDA established a new commercial entity approved by AGM. This unit (called IDA Events Association) is the first ever in the history of Dragon class. It took some time but brought some fruits this year. We were for first time able to collect donations from Dragonists who generously responded to support promotional activities and the organization of the Jubilee regatta in San-Remo. With this non-profit entity the Dragon class can make contracts with potential partners of the class. And with promotional photo, video materials and publications about Dragon in the media our class became much more visible than it has ever been.
4. One year has passed since we established an Owners' committee as a part of IDA. On the time scale of IDA it is a very short time but the OC proved that it is a very useful and functional unit. The programme of Grade 1 Events for 2020 was constructed with considerable input from the OC which is formed of IDA nominees such as Grant Gordon, Marcus Brennecke, Xavier Vanneste and others. I want to thank all the members and recommend IDA to include this unit in our constitution.
5. We managed to recognize the trends in the sailing activities and proposed a new format for Grade-1 events uniting the European ones into a European Cup. The fourth stage of this year will be held in Palma in one month's time with two days of Super finals immediately after four days of the Grade-1 regatta.
6. We are trying to enlarge the geography of our class in 2020 and managed to include in our calendar events in Scarlino and in Vilamoura, and have discussed with Porto Cervo the possibility of hosting one of the next events. And one of the main principles in the annual calendar is to sail in the best places at the best time of the year not forgetting to create affordable financial conditions for sailors and have a clear and simple logistics when travelling between venues.
7. All these measures seriously influenced the development of the fleet. We have a calendar starting with club, national and multinational events crowned by Grade ones, European, World championships and Gold Cup. That offers a huge variety for all the sailors and is one of the reasons why the strong discussions about pros and Corinthians almost stopped within the last year. The Dragon class is much more united now than it ever was before.

8. In the past two and a half years the demand for new boats is strong. 2018 was remarkably strong with 42 new plaques recorded for Petticrows during that year. Last year 2019 we received royalties for 22 new builds. Around 20 new builds a year is the average for the past 4 years, and also the market for second-hand boats is quite stable. We have more young people and ladies in the class.

9. Following the demand of the sailors we try to improve race management. The quality of each PRO is proved through decisions made in complicated weather conditions. If the wind is stable and its force is moderate, then most PRO's make a wonderful job. But they may have not enough experience to make a right decision in extreme conditions. That is why we are very serious about communication and choice of the OA of the PRO. And IDA welcomes the attempts of race improvement through technical innovations of some clubs. Very satisfactory results were demonstrated in Cannes with usage of GPS marks for example. All these attempts surely need some financial support and we are very thankful to the individuals who donated 10 thousand Euro specifically for race management improvement.

10. Finally we are using special reasons to organize special events like this one in hospitable SanRemo. IDA officers were working hard to help the YCSR in funding and promoting the event. And I believe it worked out! I want to use this opportunity to thank Beppe, Umberto and all employees and volunteers of the club, all the sponsors and patrons of the class and also the municipality of city SanRemo for making it happen. It has been very hard work to organize the biggest event of the last 15 years within such a short time.

There are still a lot of things to be done. Old challenges are still with us and new ones are coming.

We still notice some attempts to use grey zones in our class rules for individual advantage. That is why we will work further on since and wording of the rules to exclude any attempt of misuse them.

We still have discussions about usage of gps units on the boats.

IDA attempts for improvement of race management still lead to collisions with some clubs and individuals. We are obliged to enforce proper presentation and arguments in this direction.

We must see how to improve the financial basement of the class. Dragon must be visible to attract newcomers and sponsors. Many years long our class had an image by the potential partners that we are completely self-sufficient and do not seek for any contacts outside of the class. That situation should be changed. The Dragon has a rich history, outstanding personalities, solid regulations and friendly atmosphere. We must tell and show all our advantages to the very competitive sailing world. We have unique

experience and traditions to bring together the yachtsmen of all levels, manage to have a sound balance of Corinthians and professionals.

We must also compensate some losses in our budget. Due to exclusion of every second European championship the sailors buy fewer sails and IDA has less income from the labels.

One of the other major tasks we carried out this year was to open Euro bank accounts and switch the IDA's funds from sterling to euro. We believed this was wise with the unknown effects of Brexit on exchange rates, and in any case the majority of the IDA's transactions are in Euro.

Last but not least is the problem with our website. We recognised earlier this year that the technical platform is inadequate and indeed it collapsed for a short time. Anne and Tim are working with a designer on a completely new website which will be easier to use and will greatly assist communication. It will also be cheaper to run. So we need to commit some resources to solve the problem.

So there is a lot more to do and I ask the new officers of the IDA to analyze the situation asap and develop an agenda for the next years.

I wish the new board of IDA and its Chairman to continue our job to make our evergreen class more attractive and enjoyable for sailors of many generations. I am sure Dragon is on the right track.

And now I want to thank the entire team of IDA for their selfless activities and devotion. I am very thankful to Dr. Helmut Schmidt for his fairness, carefulness and very deep knowledge of the rules and his valuable advices. We were not the same opinion with him in some questions but I always respected his suggestions and always followed the democratic rules.

I thank Gerard Blanc for his exceptional involvement in regatta organization and rich practical knowledge. I am sure he will be a great support for continuity of the class.

I am thankful also to Marc Castagnet for his constructive advice and for the perspective he brings from outside Europe.

Surely one of the best decisions we made was to elect Anne Vanneste as our Treasurer!!

Thank you Anne, I wish you good black numbers in the balance!

A grand merci I want to express to our sailing coordinator Martin Payne, who is a real pillar of the class and whose heart, body and soul are 100% in the Dragon!

I thank the entire TC and its Chairman Klaus Diederichs for a very proactive and serious job over the last years. Please keep going! Great help for the class is also a very fundamental involvement of the chief measurer Gunther Ahlers in keeping afloat the continuity of the class. His encyclopedic knowledge and titanic practical experience are second to none.

And many special thanks to our general secretary Tim Pearson. His organizational skills, his communication and diplomatic capability to find solutions at the most delicate

situations are of huge value to the class! Please keep going too! And special thank for improving my English writing!

And thank you all national presidents and secretaries for the trust and support within last years! You build the highest Premium for decision making of the class!

I wish all sailors present here good health and many active years in sailing and a lot of fun! Officers come and go to keep Dragon afloat. So long live the Dragon!

Vasily Senatorov

Chairman IDA 2015 - 2019