

## Annual General Meeting 2022 Minutes

**Held in the Yacht Club de France (by kind permission) on Saturday 22 October 2022  
at 0930 CEST**

### 1. Apologies

#### Apologies were received from

*Bram Van Olphen	Vice Chairman IDA
*Justus Kniffka	Vice Chairman IDA
Poul-Ricard Hoj-Jensen	Vice President IDA
*Sophia Hoj-Jensen	Antigua Secretary
*Marcus Oppitz	Austria Secretary
*Jeremy Nolan	Australia Secretary
*David Dale Johnson	Canada Secretary
*Alex Helsen	Belgium Secretary
*Andy Pidden	Hongkong Secretary
*Carlos Carbajal	Spain Secretary
*Jeroen Leenen	UAE Secretary
*Mihkel Kosk	Estonia Secretary
*Lars Hansen	Denmark Secretary
*Sissel Andersen	Norway Secretary
*Vilmos Naray	Hungary Secretary
*Pedro Andrade	Portugal Secretary
Vasily Senatorov	Russia Member

\*Proxy appointed

### 2. Attendance and proxies

Name	Country	Position	Representing + proxy
Chris Dicker	GBR	Vice President IDA	Non-voting +UAE
G�rard Blanc	France	Chairman IDA	Officer
Gregor Berz	Germany	Vice-Chairman IDA	Officer
Anne Vanneste	Belgium	Hon Treasurer IDA	Officer + BEL
Tim Pearson	Ireland	Secretary IDA	Non-voting +HKG + ESP + 2 officer proxies
Martin Payne	GBR	Sailing Coord IDA	Non-voting
Klaus Diederichs (via Zoom)	GBR	Chairman Technical Committee	Non-voting
G�ry Trentesaux	France	Member AFD	Non-voting

### National Associations

Rob Campbell	Australia	Member	Australia
Martin Lutz	Austria	Member	Austria
Tusse Tallberg	Finland	Member	Finland + Estonia
Marc de la Fons	France	Secretary	Non-voting
Jean Breger	France	Chairman	France
Oliver Mose	Germany	Board Member	Germany
Lorand Gömbös	Hungary	Chairman	Hungary
Peter Bowring	Ireland	Secretary	Ireland + ANT
Umberto Di Montelupo	Italy	National Secretary	Italy
Jens Rathsack	Monaco	Chairman	Monaco
Wouter Van Dis	Netherlands	Chairman	Netherlands
George Ety	Netherlands	Member	Non-voting
Manuel Rocha	Portugal	Member	Portugal
Petter Axelsson	Sweden	Board member	Sweden + NOR + DEN
Oliver Weber	Switzerland	Secretary	Switzerland
Arkun Demircan	Turkey	Secretary	Turkey
Simon Barter	GBR	Vice Chairman	GBR
Anne Garrett	USA	Secretary	USA + CAN

Twenty-eight national representatives, officials and members attended the meeting. There were 30 votes present including proxies. The two-thirds vote required for Class Rule or Constitution changes was confirmed at 20.

### 3. Minutes of AGM 2021

The Minutes of the 2021 AGM having previously been circulated and posted on the IDA website, were taken as read. These were proposed by Anne Garrett, seconded by Peter Bowring and approved. There were no matters arising.

### 4. Chairman's Report

Gérard Blanc welcomed the delegates to the first live IDA AGM since 2019, and said how delighted he was to see so many friends again face to face. He thanked Géry Trentesaux, the Vice President of the YCdeF for welcoming all the delegates to this historic club.

The Chairman mentioned the effect that the conflict in Ukraine has had on our activities as an international class. We continue to follow WS guidelines, as we must, but we genuinely look forward to the day when our Russian friends will be on the starting line with us again, and we are keeping in touch.

These are the main points from the Chairman's address:

After two difficult years the IDA is back on an even keel financially speaking. However we still face problems - an aging membership, and declining entries at our major international regattas. There is still a reluctance to travel among many sailors. Our 2022 Survey highlights the cost involved in taking part in international competitions as a factor.

Nevertheless Covid actually helped many local fleets. They have grown in many countries and have built up Dragon sailing where it counts - at local level in affordable boats. This fact is borne out by the level of sail labels sold during the past 12 months, despite lower attendances at international events.

This year we held a European Championship, a World Championship, a Gold Cup and in Europe four Grade 1 events. Numbers of entries at these events have been low. I mentioned earlier that our international calendar is just too full and I believe that this contributes to poor attendances.

At the Gold Cup in Oostende last August we held our traditional 'Owners' Meeting' and this was attended by 28 Dragon sailors. Two key points emerged from this meeting and the views were almost unanimous. The first is that there are just too many regattas, especially Grade 1 events and there was general support for scrapping the Grand Prix circuit as it currently exists. The circuit for 2023 is already set but an ongoing review is necessary; one idea for discussion is that it might be replaced with an emphasis on national championships which would receive Ranking Points for the IRL at the same level as the Grand Prix events and the IDA would provide support from the Sailing Coordinator to bring the level of these events up to Grade 1 level.

The second major issue discussed at the Owners' Meeting was that the level of regulation at the Gold Cup (and to a some extent also at Grand Prix events) was putting people off attending. It was suggested that the Gold Cup should go back to the days when it was more of a family event and we should have less pre-event measurement. This level of regulation adds to the perception of too much professionalism which again puts many sailors off attending. On the water inspections would still be carried out of course to ensure compliance with class rules. This change will of course have to be ratified by the Clyde Yacht Clubs Association but we will propose that the level of pre event measurement at the Gold Cup in Torquay will be reduced. This would be advised in the Notice of Race.

The Chairman thanked the whole IDA team, including the Officers, the Technical Committee, the Chief Measurer, the Officers, the various sub-committees and support staff. He especially thanked Anne Vanneste who has decided to retire after 4 years excellent service as a board member, mentioning all the work she has done on the accounts, and the website.

*Gérard Blanc, Chairman - IDA*

## **5. Technical Committee Report by Chairman Klaus Diederichs**

Overall the class is in good shape from a technical perspective.

On measurement, Bence Toronyi has most successfully transitioned into the role of Chief Class Measurer helped generously by Günter Ahlers, and JJ Korpershoek has been reactivated as an International Class Measurer and performed great work for the Class during the year. In Portugal, Lopo has been trained and approved as local measurer for Petticrows in Cascais. Also, we have approved an additional measurer for North Sails in Europe.

One of the notable successes of 2022 has been the regular implementation of on-the-water checks at our Championship regattas to ensure compliance with the Class Rules. A number of infringements were detected at the 2022 European Championship and World Championship, and protests successfully brought. This will continue into the future.

At Petticrows Yard in Portugal we have seen new boats measured and approved. During the year there was a Mast Measurement issue detected and it was successfully resolved. Following due process we have approved Emmeti Spars in Italy as a new mast manufacturer.

The performance of GBR 192 Bluebottle at the top level is testimony to the strong one-design character of the Dragon and confirms the effectiveness of our Class Rules.

## **6. Presentation of Sailor Survey Results**

IDA Secretary presented the headline results of the survey of member fleets, carried out in September / October 2022.

There were slightly fewer responses than in 2016 (419 compared with 492 previously). This was partially due the shorter timeframe allowed for responses, but it nevertheless provides a valid basis for comparison.

Many of the responses were very similar to 6 years ago, so this presentation only highlighted the main points. The survey highlights will be published in the annual Yearbook in January.

Key points:

- Members of the class are getting older, and not being replaced by younger sailors! There is an urgent need to develop initiatives to attract new people.
- Cost is a more important factor than it was in 2016 when considering whether to go to a grade 1 or championship regatta. This is predictable in the current energy crisis.
- The majority of club sailors want to reach a higher standard (62%)
- The majority want traditional, popular and easily accessible locations for international events
- The majority who responded to the survey do not support GPS devices. When club sailors are removed from the analysis, and we only look at the international racing sailors, even more of them do not support GPS devices.

Discussion:

G rard Blanc said that the Officers have already taken steps to counter increased costs by reducing the Jury number from 5 to 3 for Grade 1 events. There has been some discussion about whether the Grade 1 circuit had become a tired model, with falling attendances over the past 5 years. Jean Breger produced a table of these attendances. An overfull calendar, and reluctance of sailors to travel were several reasons given for this. Several sailors had proposed shifting the emphasis to national championships which would have the effect of boosting local fleets.

Gregor Berz noted that in 2022 no Russian teams could take part in Grade 1 events - and this directly reduced the number of competitors and he believed that it had an indirect influence on the attractiveness of the events to other internationally active teams, thus further reducing the numbers. Gregor cautioned against making any change to the Grade 1 circuit based on attendances in 2020, 2021 and 2022.

After much discussion it was agreed that the Grade 1 circuit provides a structure around which national associations can plan their own championships and that we should continue to review it, especially until the effects of Covid and the Ukraine conflict have receded.

Manuel Rocha commented that Europe is not a big place and most Dragon sailors like to experience different conditions so we should appreciate the diversity of venues where we can sail. Anne Vanneste added that we should be careful about too rapid changes. The model (originally proposed by the IDA Board some years ago) of having 3 'anchor venues' for Grade 1s and one new venue each year was a good one, she said.

## **7. Treasurer's Report for FY ended 31 August 2022**

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

### **Receipts**

Last year's receipts and payments account shows a very positive outturn, largely due to a dramatic increase in sail label income and advertising revenue both in the Yearbook and on the website. Subscriptions from members are just below budget but it still remains problematic to get every country to remit their subscription on time. The strong drive by the Secretary to get all countries to remit their subscriptions early will be maintained next year.

### **Payments**

Expenditure was substantially below budget resulting from continued savings across many of our expense headings. The Yearbook was again produced only in digital format which is a considerable saving on the printed version. Technical Committee and Secretary / Officers travel expenses were minimal. The AGM was held via Zoom in 2021 which was a considerable saving.

The Class continues to benefit from the fact that all the officers pay their own expenses associated with Board participation and this is greatly appreciated.

The affairs of the Association continue to be solidly and professionally managed by the Secretary, Tim Pearson; the high standard of racing we have come to expect at our premier events is due to the consistent contribution of the IDA Sailing Coordinator Martin Payne.

The adoption of the report was proposed by Rob Campbell, seconded by George Tallberg and approved.

### **Budget for the financial year 2022 / 2023**

Despite a very strong result for the 21/22 financial year. I have put together a conservative budget for FY 22/23. No changes to subscription levels or sail and mast label prices is proposed. Our largest source of income - sail labels - is subject to wide variation, linked inevitably to the health of the class at local and international level. It is vital that we keep a reserve to deal with temporary fluctuations in income and to cover any unexpected issues which might threaten the strength of the class. This prudent approach to the management of the IDA's financial affairs over many decades has allowed us to maintain the level of quality with no curtailment of service to members.

Some anticipated areas of increased expense include communication and maintenance of the International Ranking List. Following the discussions at the Owners' Meeting in Ostend and among the Officers, it is clear that we are going to have to invest more time and money in developing new communication tools alongside our key resource which is the website. We need to consider ways to promote the class more widely through all communication channels. Maintaining and growing the strength of the class, particularly at country level is the key to ensuring that we hold on to our strong financial base.

*Anne Vanneste*  
*Treasurer IDA*

#### Discussion:

Once again there was debate about the merits of printing a physical magazine over using digital media and this sparked a general discussion on marketing and publicity.

Many sailors and fleets see a value in having a printed high-quality Yearbook. It is nice to hold and has a long life as it contains information that will be referred to throughout the year.

Others spoke about the need to use social media more widely. Everyone was aware that investment in social media is both time-consuming and expensive and, once begun, must be maintained relentlessly. Oliver Weber offered to lend his expertise to develop initiatives in Instagram.

Anne Vanneste suggested we might consider having a competition to recruit a young social media student and pay them a bursary to attend 5 events and cover them as actively as possible.

It was agreed that a mixture of printed and social media was desirable, alongside other initiatives to promote the class.

Peter Bowring gave an example of a successful project in the Irish fleet where the national association had purchased a boat and it has been chartered with a view to purchase to three young (under 40) sailors over a three-year period. If successful, this will be repeated. Peter stressed that local / regional fleets need support. This is where the class gets its strength to survive.

The adoption of the budget was proposed by Peter Bowring, seconded by Anne Garrett and approved.

## **8. Class Rule changes**

The Technical Committee proposed the following change to the Class Rules:

1. Proposed alteration of CR 6.101 so that the mast measurer or manufacturer is identified on the official IDA label, on which the mast's particulars, in accordance with Rule 6.112 paragraph 1, shall be entered. The reason is that in some countries there is no IDA approved in-house measurer at the mast manufacturer's facility so we must be able to identify the person who measures and approves the mast. This was approved.
2. Proposed correction of CR Appendix 10, 6.110, from 30mm to 40mm which is the correct value according to the CR. The reason is that the value in the Appendix did not match the value in the class rules. This was approved.

These CR proposals will be presented to the World Sailing for ratification.

## **9. Championship Regulations changes**

The following changes / corrections were proposed to the Championship Regulations to correct / clarify measurement procedures at events

*Champ Regs Mast heel movement tolerances.*

*This should be in the boat measurement checks (Appendix 9) instead of the mast measurement form (Appendix 10). Also, the value needs to be corrected because it should be max 5mm instead of 10mm which is now stated in the form.*

This proposal was approved

## **10. Championship Rule change**

It was proposed to amend the Appendix 1 to the Gold Cup Rules relating to the Nations Cup. In agreement with the donor, Tommy Müller, it was proposed to change the wording to Gold Cup Nations Cup rules to clarify that it is the *helm* that determines nationality not the sail insignia. The old wording inadvertently allowed sailors of different nationalities to make up a team, as long as they all had the same national letters on their sail. This was not the intention behind the "Nations Cup".

The old wording was: *Each nation with at least 3 Dragons entered for the Gold Cup shall participate as a team. Each team shall consist of 3 Dragons with identical national letters on their sail. The first three boats from each nation in the first completed race of the Gold Cup shall form that nation's team.*

The new wording shall say: *Each nation with at least 3 Dragons entered for the Gold Cup, and helmed by a national of that country who is a member of that country's national Dragon Association, shall participate as a team. Each team shall consist of 3 Dragons. The boats need not carry the same national letters on their sails. The first three boats from each nation in the first completed race of the Gold Cup shall form that nation's team.*

This was approved.

### **11. Proposal by Netherlands Dragon Association to permit GPS devices**

Wouter van Dis introduced the proposal by showing a short video which demonstrated how GPS devices can be used to provide information about time, location, speed and course over ground. During Spring 2022, Dutch Dragons have experienced sailing and competed with help of such a GPS enabled device. A Dutch-based company supported and supplied about 15 devices, to test and experience. The positive feedback during racing as well the analytical tools after racing, gave all competitors new insight into their performances.

The Dutch Dragon Class Association is confident that by permitting the GPS devices in our class, we follow the available technology of today and make the Dragon class more attractive and help to stop its decline. Today our younger sailors get trained with GPS devices and along with other classes (J70, J24, SB20, Star) these devices are standard in their class rules. The features in these devices can improve the performance of all amateur sailors, and make them faster and closer to the professional crews.

Nevertheless a large number of Dragon sailors value the purity and tradition of the Dragon sailing experience, where personal skill, and not technology, determines success on the racecourse. They argue that this unique experience is what attracts many sailors to the Dragon.

A vote was held and the results were

- In favour 16
- Against 9
- Abstaining 5

As Dragon Class Rule changes require a two-thirds majority (20 votes) the proposal was not passed.

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

(Dates are racing days)

#### 1. 2023.

Worlds, Bodrum. 29/5 to 3/6. Arkun Demircan gave a presentation on the latest details for getting boats to Turkey for the World Championship in 2023. However, these still did not provide sailors with the precise shipping details and costs required for the total journey from a western Mediterranean port to Izmir and on to Bodrum. There are also storage costs for boats doing the winter series and Grand Prix in advance of the Worlds. Gérard Blanc said it was now a matter of extreme

urgency to have these details published on the event website. Rob Campbell said we should accept that there is a base cost to get to the event, just as if we were going to Australia. He said we should focus on the superb sailing venue, weather and facilities and look forward to a great regatta. The IRO will be Nino Shmueli.

Gold Cup, Torquay. 9/9 to 15/9. Simon Barter gave a presentation on the latest state of planning in Torquay, especially focussing on the papers need for bringing boats into the UK, and ferry options. He highlighted the pre Gold Cup events in Cowes (75<sup>th</sup> Edinburgh Cup) which will make it more attractive for boats from continental Europe. The IRO will be Stuart Childerly.

## 2. 2024.

Europeans Parnu, Estonia. 7/7 to 12/7. There was no representative from Estonia to give an update but the details presented at AGM 2021 are still valid. The Finnish representative Georg Tallberg said that the event would be well supported by neighbouring fleets.

Gold Cup Kinsale, Ireland. 8/9 to 13/9. Peter Bowring said that all the plans prepared for 2020 are still in place together with sponsors.

## 3. 2025

Worlds Vilamoura, Portugal will be held 10/5 to 17/5  
Gold Cup Douarnenez, France Date to be advised.

No votes were held for 2026 because the Officers have decided that a 4 year lead time is too long in these volatile times. Expressions of interest have been received from Balaton, Cannes, St Petersburg and Helsinki to host the Europeans. Palma and Medemblik have asked to be considered for the Gold Cup 2026.

Nevertheless, because of the difficulties of planning in some venues the AGM accepted bids in principle from Hong Kong and Tasmania for the 2027 Worlds. Hong Kong, if successful would plan to hold an Etchells Worlds two weeks prior to the Dragons in November 2027 thus reducing the infrastructure costs, but HongKong would remain open to considering other dates as well. Hong Kong will plan now for an IDA audit in 2023 prior to the next AGM and present a full bid at that time.

Finally, as previously noted, it is intended to invite a National Dragon Association to host a 100<sup>th</sup> birthday regatta in 2029. Marstrand have earlier expressed an interest in hosting such an event. Expressions of interest also came from Imperia and Sanremo. No decision will be made on this until 2025.

## **13. Grade 1 circuit 2023**

The following is the published list of the final 5 Grade 1 regattas for 2023 (termed Grand Prix events in Europe)

*Prince Philip Cup January 2023*

*GP #1 Bodrum, Turkey 26 - 29 April*

*GP #2 Malcesine, Lake Garda June 21 - 24*

*GP #3 Cowes (as part of Edinburgh Cup) 15 - 18 August*

*GP #4 Vilamoura, Portugal 20 - 23 November*

*GP Finals Vilamoura, Portugal 24 - 25 November*

#### **14. Election of Officers**

The Board propose Martin Palsson (SWE) for the position of Hon Treasurer IDA. He was elected unanimously.

Bram Van Olphen having served two years as Vice Chairman is eligible for re-election and the Board propose him for a further 2 year term. He was elected unanimously.

#### **15. Date and venue of next Annual General Meeting 2023**

Royal Thames Yacht Club, London - 28<sup>th</sup> October 2023

29 October 2022

Tim Pearson, Secretary, International Dragon Association

#### **Appendix**

#### **International Championship rota**

		International Dragon Association	
Championship Rota & Applications		Updated 22 October 2022	
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	90th anniversary - Sanremo 5-13 October	Netherlands (Medemblik) 9 - 14 June
2020		Palma postponed one year	Ireland (Kinsale) postponed to 2024
2021	Kuhlungsborn postponed one year	Palma, Majorca cancelled	Sweden (Marstrand) 15 - 20 August
2022	Germany (Kuhlungsborn)	Italy (San Remo)	Belgium (Ostend)
2023	Turkey (Bodrum)		UK (Torquay)
2024		Estonia (Parnu)	Ireland (Kinsale)
2025	Portugal (Vilamoura)		France (Douarnenez)
2026		Hungary (Balaton); France (Cannes); Finland (Helsinki); Russia (St Petersburg)	Netherlands (Medemblik); Spain (Palma); Finland (Helsinki)
2027	Hong Kong; Tasmania		Netherlands (Medemblik)
2028			
2029			100th Anniversary Regatta. Interest registered from Marstrand, Sanremo and Imperia.
Upcoming fixtures confirmed by AGM vote			
<i>Expressions of interest. Fixtures in 2026 to be confirmed by vote at AGM (2023)*</i>			
*Note: It was agreed to reduce the lead time from 4 years to 3 years for allocating events, unless there are extenuating circumstances. No venues were voted on in 2022.			