

Annual General Meeting 2023 Minutes

**Held in the Royal Thames Yacht Club
(by kind permission and through the good offices of the British Dragon Association)**

on Saturday 28 October 2023 at 0930

1. Apologies

Apologies were received from

Poul-Ricard Hoj-Jensen

Vice President IDA

Chris Dicker

Vice President IDA

Apologies were also received from the National Secretaries from Antigua, Austria, Australia, Canada, Japan, Norway, Sri Lanka and UAE.

Greece was absent. Russia's membership is suspended.

All those absent and entitled to vote had appointed proxies as indicated below.

2. Attendance and proxies

Name	Country	Position	Representing + proxy
Gérard Blanc	France	Chairman IDA	Officer
Gregor Berz	Germany	Vice-Chairman IDA	Officer
Martin Lutz	Austria	Vice-Chairman IDA	Officer and Austria
Bram Van Olphen	Hong Kong	Vice-Chairman IDA	Officer
Martin Pålsson	Sweden	Hon Treasurer IDA	Officer + Sweden + Norway
Tim Pearson	Ireland	Secretary IDA	Non-voting + UAE
Martin Payne	GBR	Sailing Coord IDA	Non-voting
Klaus Diederichs (via Zoom)	GBR	Chairman Technical Committee	Non-voting
Bence Toronyi	Hungary	Chief Measurer	Non-voting

National Associations

Rob Campbell	Australia	Member	Australia
Xavier Vanneste	Belgium	Member	Belgium and Sri Lanka
Lars Hendriksen	Denmark	Member	Denmark
Mihkel Kosk	Estonia	Secretary	Estonia
Tusse Tallberg	Finland	Member	Finland
Marc de la Fons	France	Secretary	France
Jean Breger (via Zoom)	France	Chairman	Non-voting
Hervé Chauvin (via Zoom)	France	Member	Non-voting

Oliver Mose	Germany	Board Member	Germany
Nick Bilcliffe	Hong Kong	Member	Hong Kong and Japan
Vilmos Naray	Hungary	Chairman	Hungary
Cameron Good	Ireland	Chairman	Ireland
Umberto Di Montelupo	Italy	Secretary	Italy
Remco van den Berg	Netherlands	Secretary	Netherlands
George Etty	Netherlands	Member	Non-voting
Eric Groot	Netherlands	Member	Non-voting
Pedro Andrade	Portugal	Secretary	Portugal
Manuel Rocha	Portugal	Member	Non-voting
Tanit Cabau Wolf	Spain	Secretary	Spain
Garlef Baum	Switzerland	Chairman	Switzerland
Wolf Waschkuhn	Switzerland	Member	Non-voting
Arkun Demircan	Turkey	Secretary	Turkey
Can Akbasoglu	Turkey	Member	Non-voting
Kemal Can	Turkey	Member	Non-voting
Chris Brittain	GBR	Vice Chairman	GBR + Antigua
Anne Garrett	USA	Secretary	USA + CAN

Thirty-six national representatives, officials and members attended the meeting. There were 31 votes present including proxies. The two-thirds vote required for Class Rule or Constitution changes was confirmed at 21.

3. Minutes of AGM 2022

The Minutes of the 2021 AGM having previously been circulated and posted on the IDA website, were taken as read. Their adoption was proposed by Rob Campbell. This was seconded by Anne Garrett and approved by the meeting. There were no matters arising.

4. Chairman's Report

G rard Blanc welcomed the delegates to London and thanked the Royal Thames YC and the British Dragon Association for facilitating the meeting.

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

1. The Chairman thanked all the clubs and their volunteers and all the passionate Dragon sailors who continue to keep our class alive. Local fleet sailing is the lifeblood of our class and we must all work to support it.
2. Although the Worlds in Turkey was an excellently organised event the low turnouts at some recent World Championships are a concern. The Board are also concerned about low attendances at Grade 1 events. There are many reasons for this, including:
 - Rising costs of participating and travelling
 - Too many events besides the Grade 1 circuit including many winter series
 - Many sailors, especially Corinthians and younger teams, have a limited number of sailing days per year

- The number of days required to participate in IDA Championships when you add on measurement and launching schedules
 - The level of entry fees
 - Concern over the conflict in Ukraine
3. A very successful Gold Cup was held in Torquay, UK, with 49 entries and hosted by a superb team at the Royal Torbay TC. The PRO Stuart Childerly provided a master class in providing excellent fair races in very tricky conditions.
 4. Following suggestions at the AGM 2022, the Board appointed Rick Perkins to manage the website and social media and improve our appearance and presence. This was made possible by generous sponsorship from Wolf Waschkuhn's company One Square.
 5. Wolf Waschkuhn was congratulated for his remarkable achievement in winning the Worlds, Europeans and the European Grand Prix series 2023.
 6. The Chairman thanked his fellow officers for their support in what continue to be challenging times for the Dragon. We look forward to successful and well-attended Championships in 2024 – the Europeans in Parnu and the Gold Cup in Kinsale.

Gérard Blanc, Chairman - IDA

5. Treasurer's Report for FY ended 31 August 2023

The IDA Treasurer, Martin Pålsson, delivered the Financial Review and Budget.

Overview

Following a post-Covid bounce in 2022 IDA Treasurer Martin Pålsson told the meeting that we had planned for another reasonably buoyant year in 2023. However, receipts were approximately €15,000 less than budget, largely due to a very low level of sail label purchases, and a lower than expected turnout at championship and Grand Prix events which affected event royalty receipts. This highlights how little real control we have over our income and how important it is to maintain good attendances at our championships and major regattas.

This reduction in income was compensated by a number of factors. First we successfully negotiated a two-year sponsorship deal with One Square Advisors exclusively for maintenance and promotion of online communications. Second the French Dragon Association generously assisted with the costs of holding the AGM in Paris. Third, we had the flexibility to minimise some items of expenditure and these were carefully controlled.

This enabled us to end the financial year with a surplus of €6,540, giving us a closing bank balance of €76,643. It has been the practice of IDA Treasurers for many years to try to maintain a positive cash balance in the bank of not less than €65,000 as an emergency fund against unforeseen expenses that may arise. 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.

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

Receipts

Subscriptions from all members were collected with the exception of Russia whose membership remains suspended, and Monaco which resigned as an IDA member during the year. We still experience a problem in identifying payments to the bank and last year we decided to issue invoices to each NA to try to track payments. The strong drive by the Secretary to get all countries to remit their subscriptions early will be maintained next year.

Building fees for 8 boats were received from World Sailing. These remain at a low level reflecting the relatively weak market for new boats but there is encouraging news of new orders in the pipeline. Sail label income was only two thirds of budget reflecting the low level of attendance at many events. 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 €8,000 below budget resulting from savings in expenses. After many years of trying to keep on top of the ever increasing demand for better and more timely online communications, we were enabled through a sponsor to hire an online specialist and sailing enthusiast Rick Perkins (who developed the Petticrows website). We believe that the new website is highly relevant with good content and a dynamic feel and the investment in this and the Yearbook continues to be well received by the class.

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

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

Budget for the year 2024

With a very poor year for sail label income behind us we have budgeted slightly optimistic figures for 2024. The coming year has the Europeans in Parnu, Estonia, and the Gold Cup in Kinsale, Ireland and we anticipate moderately strong attendances at these as well as the Grand Prix circuit. We have committed to another printed Yearbook in 2024. We believe it has a real value but we will continue to review it on an annual basis. We have budgeted a small cost of living increase in the Secretary's and the Sailing Coordinator's fees.

We have also had to commit to replacing the Standfast Trophy which was last seen in Vilamoura two years ago.

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.

Martin Pålsson, IDA Treasurer

The Accounts and Budget were approved by the meeting (Proposed Garlef Baum. Seconded Rob Campbell.)

Discussion:

- i. Once again there was debate about the merits of printing a physical magazine over using digital media. 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. It was agreed that a mixture of printed and social media was desirable, alongside other initiatives to promote the class.
- ii. There was some discussion about the level of the IDA Event Royalty fee and this sparked a discussion about the future of the Grade 1 circuit, and a wider discussion about the future of the Dragon Class. Opposing views were vigorously discussed. Lars Hendriksen (DEN) read a statement he had prepared in which he said that the declining numbers attending regattas should be a wake-up call for the Class. In order to base any future decision on data rather than opinion, Wolf Waschkuhn offered to undertake a statistical analysis of attendances at our championship and Grade 1 events both pre and post Covid and this would be used to inform a discussion with sailors.

- iii. Anne Garrett suggested it would be useful to have copies of the accounts and other papers a week or so before the meeting so that delegates could have time to look at them.

6. Website analytics

The Secretary presented a number of slides showing how the website had performed in the past 3 months. A total of 7,800 users with an average engagement time of 2 minutes was a healthy result. Most engagements were on the home page and on the Fixtures pages. **See Appendix 1**

7. Technical Committee Report by Chairman Klaus Diederichs (via Zoom)

The TC Chairman apologised for not being able to attend the meeting in person.

He noted that we were privileged to have our Chief Measurer Bence Toronyi present at the AGM for the first time since his appointment two years ago. He congratulated both Bence and his predecessor Günter Ahlers for the extremely efficient handover, and thanked Günter who continues to volunteer his experience and remains involved as an honorary member of the TC.

The TC Chairman noted that Bence has been very active both in measuring and approving boats and equipment and attending our main events as Chief Measurer. This year he attended the Turkish Nationals, the Worlds, the Edinburgh Cup and the Gold Cup. He did a great job at each of these events including highly effective on the water checks right after the finish line.

Following his request to step down from the TC, Yves Leglise has been replaced by Pinar Coskuner Genc from Turkey. Yves was thanked for his many years of service and contributions to the TC; his experience as an IJ proved invaluable on many occasions. Pinar is a top international Judge, Umpire and Race Officer. She has been involved in the last 3 Olympics and has just been announced as the Principal Race Officer for next year's Olympics in Marseilles. She is a Dragon sailor and chaired the Jury at this year's Worlds in Bodrum and several events prior to that. She is an official at World Sailing, chairing the regions and development committee. Pinar will bring a wealth of experience and insights not only to the TC but also the Dragon Class overall.

These are the main points from the TC Chairman's address.

- a) New Sailmaker – Olimpic Sails in Trieste Italy. IDA Chief Measurer Bence has visited them and approved an in-house measurer
- b) North Sails – the TC approved two additional in-house measurers – one in Germany and one in UK so that each loft which releases sails now has an on-site measurer
- c) GPS enabled compasses – The TC continues to receive requests to approve specific GPS enabled instruments which can turn off the GPS during racing. We decided not to approve any specific instruments and put the onus back on the owner who wants to use those compasses to prove that the GPS was turned off during racing
- d) Go Pro – At the last Gold Cup there was also an enquiry whether use of Go Pros on board are allowed or not. TC is still evaluating this situation.
- e) Measurement of renovations – There has been quite some activity in restoring old Dragons and we had several requests to re-measure restored boats. For instance Bence went to Doomernik in Holland to re-measure a beautifully restored Dragon. We noted that there is still quite a bit of lack of understanding when a boat has to be re-measured and which rules apply and it is important that anyone who undertakes a restoration programme contacts the Chief Measurer before work actually starts to avoid costly and lengthy amendments at the end.

Finally, two rule changes were proposed – both relating to Class Rules regarding the Backstay and Runner fittings at the transom. Details are in the Appendices. The TC also proposed a change to the Championship Regulations regarding Support boats.

Chief Measurer Bence Toronyi then gave a brief overview of the events he attended in 2023 and the inspection procedures he carried out. These included sail measurement and equipment inspections, plus on the water checks immediately on the conclusion of races. He specifically mentioned mast movement checks which have recently been an issue on some boats. He mentioned the possibility of introducing a 'penalty by degrees' option for the Jury in the future, whereby a boat's score would be penalized according to how much they had infringed a measurement rule. Bence will continue these checks at the Europeans in Estonia and the Gold Cup in Ireland in 2024. Bence answered technical questions about the CR changes (see below).

8. Class Rule changes

The Technical Committee proposed a change to CR 2.13 and CR 2.16.

The reason for the change is that the TC considers the recent developments of the backstay and runner fitting at the transom to be a safety concern as the latest versions risk significant water infiltration in the aft compartment and this endangers the buoyancy of the boats. The fittings have been previously permitted by the measurer but recent evolutions are no longer considered safe. The TC propose to grandfather existing boats but all new boats to be built after December 31, 2023 must comply with the new rules.

One or two delegates argued that these latest backstay/runner developments did not pose a safety risk but these were isolated views.

Both rules were passed by the meeting.

These CR proposals have been presented to World Sailing for ratification.

The wording of the existing and changed rules are in Appendix 2.

9. Championship Regulations changes

Following an incident at the Worlds in Bodrum the TC felt that the Championship Regulation governing support boats needs to be tightened up to avoid any ambiguity.

The new wording is in Appendix 3

This proposal was approved

10. Proposed change to World Championship Rule 3 (Continental Rota)

This proposal was withdrawn

11. Reports on Worlds in Turkey and Gold Cup in Torquay 2023

A feature of the preparation for both events was the schedule of frequent Zoom calls involving the IDA Secretary and Sailing Coordinator and the Organising Authorities. This ensured that all IDA regulations and were adhered to and helped the OAs to be as well-prepared as they could be.

Worlds

Arkun Demircan from the Turkish DA expressed his disappointment that more central European Dragons did not attend the Worlds in Bodrum. He and his team had put in a lot of work to provide efficient and best value transport options for competitors. He also expressed disappointment that there were no IDA Officers present. Nevertheless this was an extremely well-organised event and much enjoyed by all who were there.

Gold Cup

The Sailing Coordinator reported that the Gold Cup in Torquay had been faultlessly organised and run. It attracted 49 entries and was superbly managed by the Royal Torbay YC. The PRO Stuart

Childerly did a great job, with detailed daily briefings so that the sailors knew exactly what to expect and it is hoped that he can be used again for future Dragon regattas.

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

(Dates are racing days)

1. 2024.

European Championship. Parnu, Estonia August 1 – 10 (including measurement, launching and lift out days.)

Estonian Dragon Association Mihkel Kosk gave a brief report on preparations. They expect the event to be well-supported by neighbouring countries. He showed details of ferry connections with Travemunde from where they expect strong support. The normal IDA Championship Rule limiting entrants to a quota from each national association is being waived for this event. This is to compensate the organisers for the support they would normally have received from Russian Dragons in better times. The OA will include categories for Corinthians and wooden boats in the prizes.

Gold Cup. Kinsale, Ireland. 8/9 to 13/9 racing days. Irish DA Chairman Cameron Good said that all the plans were well advanced. All the sponsors from 2020 are still on board. He outlined the many ferry options from France to Ireland and urged attending sailors to book their accommodation early.

2. 2025

Worlds Vilamoura, Portugal will be held 10/5 to 17/5

Gold Cup Douarnenez, France Date to be advised.

3. 2026

Europeans

Presentations were made by Cannes, Balaton and Finland. The decision went to Finland by 1 vote (10/10/11)

Gold Cup

Presentations were made by Enkhuisen, Netherlands, and Puerto Portals, Spain.

The vote went to Puerto Portals by 18 to 13.

4. 2027

Worlds

Three bids were presented – Hong Kong, Douarnenez and Porto Cervo. However, Hong Kong made a strong case for being the only valid bid because of the IDA continental rota for World Championships. A majority of the delegates supported this view. Accordingly both Douarnenez and Porto Cervo postponed their bids to 2029 and Hong Kong was deemed to have won the 2027 bid. This is conditional on Hong Kong presenting a detailed logistics/transport plan before the next AGM with ports, dates and costs. The event will actually be sailed in November 2026 for logistical and weather reasons.

Gold Cup intentions to bid at next year's AGM were noted from Cascais, Bodrum and Sanremo

It is the IDA's intention to hold an extra European Championship in 2027. Bids are invited for voting at 2024 AGM

Finally, as previously noted, it is intended to invite a National Dragon Association to host a 100th 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 AGM.

13. Grade 1 circuit 2024

IDA Vice Chairman Martin Lutz outlined the published list of the Grade 1 regattas for 2024 (termed Grand Prix events in Europe) and explained the rationale for the circuit.

Prince Philip Cup, Metung Yacht Club, Victoria 21 to 29 January

GP #1 Riva, Italy 1 – 4 May

GP #2 Travemunde, Germany 20 – 23 July

GP #3 Dublin, RStGYC, Ireland 21 – 24 August

GP #4 Imperia, Italy 28 – 31 October

GP Finals Imperia 1 – 2 November

14. Asian Gold Cup (name to be confirmed)

The Hong Kong, Japanese, Australian and NW American/Canadian national associations presented a proposal to create a new Grade Zero IDA event focused on the Pacific region. The meeting approved the proposal. The founding NAs agreed to draft a Deed of Gift and set of Rules for this new event.

15. Election of Officers

- i. Chairman. Gérard Blanc was re-elected for a second term as Chairman (Proposed by Board. Seconded Rob Campbell. Elected unanimously)
- ii. Vice Chairman. Martin Lutz was co-opted to the Board last December. The Officers unanimously propose that Martin be elected for a two-year term. (Seconded Vilmos Naray. Elected unanimously)
- iii. Vice Chairman. Gregor Berz is eligible for re-election for a second term. The Officers unanimously propose that Gregor be re-elected. (Seconded Vilmos Naray. Elected unanimously)
- iv. President. During the current IDA year IDA President King Constantine, who had served continuously since 1961, passed away. It is with great pleasure that the Officers unanimously propose Poul-Richard Hoj-Jensen as President. Poul has served the Class diligently for many years not only as the most important builder in the modern era but also as an outstanding sailor and friend. (Seconded Anne Garrett. Elected unanimously)

16. Any other business

- i. The IDA Officers explained their position on the participation of Russian and Belarussian athletes in sailing events which follows World Sailing advice. This position was supported by all the delegates present. A detailed statement has been recirculated to all national secretaries for distribution to their fleet members as required.
- ii. Nick Bilcliffe (HKG) pointed out that there were some anomalies in the IDA Constitution when viewed by modern standards of governance. He offered to review it and make recommendations to the Board.
- iii. Nick Bilcliffe also offered to furnish a proposal on the development of recyclable sails to the IDA

17. Date and venue of next Annual General Meeting 2023

Munich (or possibly Hamburg. To be confirmed by April 2024)

Date of meeting **16th November 2024**

10 November 2023

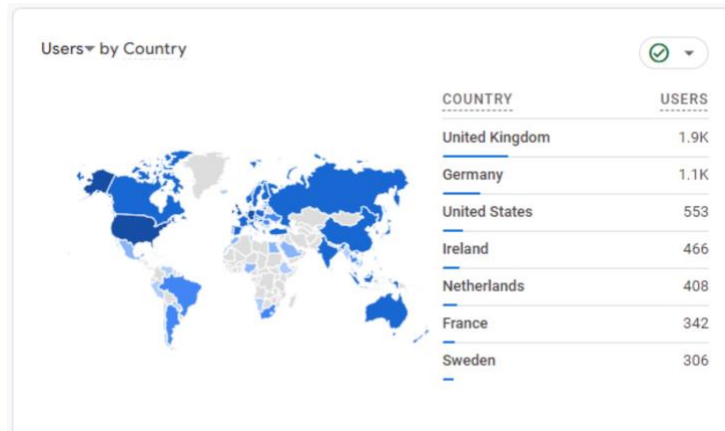
Tim Pearson, Secretary, International Dragon Association

Appendix 1

Website brief analytics



Website visitors by country



Pages visited most



Page title and screen class	Views	Users
	23,587 100% of total	6,202 100% of total
1 International Dragon Association – Official Site of The International Dragon Association	5,449	2,397
2 Regattas 2023 – International Dragon Association	3,301	1,634
3 News – International Dragon Association	1,635	725
4 Regattas 2024 – International Dragon Association	1,412	859
5 Fixtures & Results – International Dragon Association	1,341	778
6 The Dragon – International Dragon Association	1,008	779
7 Buy or Sell – International Dragon Association	437	252
8 LAWRIE SMITH WINS RACE ONE AT YANMAR DRAGON GOLD CUP 2023 – International Dragon Association	407	261
9 The International Dragon Class – International Dragon Association	392	320
10 Dragon Champions – International Dragon Association	389	305

Title	Date published	Status	Reach ¹	Engagements ¹	Likes and reactions ¹
This post contains no text International Dragon Sailing	25 September 21:19	Boost Unavailable	375 Accounts Centre accounts reached	34 Post engagements	10 Reactions
This post contains no text International Dragon Sailing	21 September 08:18	Boost Unavailable	479 Accounts Centre accounts reached	23 Post engagements	13 Reactions
This post contains no text International Dragon Sailing	12 September 22:19	Boost Unavailable	404 Accounts Centre accounts reached	17 Post engagements	9 Reactions
This post contains no text International Dragon Sailing	12 September 21:24	Boost Unavailable	246 Accounts Centre accounts reached	38 Post engagements	7 Reactions
Don't forget that you can keep up with all the latest from th... International Dragon Sailing	12 September 15:35	Boost Unavailable	251 Accounts Centre accounts reached	60 Post engagements	9 Reactions
This post contains no text International Dragon Sailing	9 September 22:02	Boost Unavailable	393 Accounts Centre accounts reached	36 Post engagements	8 Reactions
Follow Yanmar Dragon Gold Cup 2023 Torquay for all the lat... International Dragon Sailing	9 September 17:52	Boost Unavailable	605 Accounts Centre accounts reached	143 Post engagements	25 Reactions
From today the Dragons are arriving in Torquay and preparing for t... indragon	6 September 11:34	Boost post	328 Accounts Centre accounts reached	--	34 Likes
From today the Dragons are arriving in Torquay and preparing for the... International Dragon Sailing	6 September 11:34	Promote	601 Accounts Centre accounts reached	138 Post engagements	42 Reactions
This post contains no text International Dragon Sailing	6 September 07:34	Boost Unavailable	225 Accounts Centre accounts reached	10 Post engagements	5 Reactions
This post contains no text International Dragon Sailing	5 September 07:28	Boost Unavailable	228 Accounts Centre accounts reached	15 Post engagements	5 Reactions
This post contains no text International Dragon Sailing	4 September 22:52	Boost Unavailable	429 Accounts Centre accounts reached	75 Post engagements	7 Reactions
This post contains no text International Dragon Sailing	4 September 20:32	Boost Unavailable	374 Accounts Centre accounts reached	60 Post engagements	16 Reactions
This post contains no text International Dragon Sailing	4 September 16:52	Boost Unavailable	275 Accounts Centre accounts reached	29 Post engagements	11 Reactions

Appendix 2

Class Rule Changes 2023

Reason for changes to 2.13 and 2.16:

- The TC considers the recent developments of the backstay and runner fitting at the transom to be a safety concern as the latest versions risk significant water infiltration in the aft compartment and this endangers the buoyancy of the boats. The fittings have been previously permitted by the measurer but recent evolutions are no longer considered safe. We therefore propose to grandfather the existing boats but all new boats to be built after December 31, 2023 must comply with the new rules.

CR 2.13 Existing wording

2.13. The shape of the hull shall be measured at stations 2,4,6,8,10,12 and 14 with templates in accordance with rule 1.55. The builder shall ensure that the shape of the unmeasured hull stations does not vary from the dimensions given on the table of offsets and the lines body plan by more than +/-0.5% of the half station circumference (rounded to the next higher mm). This rule will apply from 01 March 2001, except for GRP boats to which it will apply from 01 March 2002.

Proposed change: Add after the first sentence ***"The sheer line shall be a fair continuous curve, gaps or cut outs for whichever purpose are not permitted."***

New wording

- 2.13. The shape of the hull shall be measured at stations 2,4,6,8,10,12 and 14 with templates in accordance with rule 1.55. The sheer line shall be a fair continuous curve, gaps or cut outs for whichever purpose are not permitted. The builder shall ensure that the shape of the unmeasured hull stations does not vary from the dimensions given on the table of offsets and the lines body plan by more than +/-0.5% of the half station circumference (rounded to the next higher mm). This rule will apply from 01 March 2001, except for GRP boats to which it will apply from 01 March 2002.

This was passed by 29 votes for, and two votes against.

CR 2.16 Existing wording:

2.16. The transom shall be flat. A hollow or round not exceeding 2mm from the straight will not be considered a contravention of this rule. The transom shall slope forward from the centre of the deck to the intersecting point at the centre line of the hull. Slope 320mm +/- 10mm.

Proposed change:

Add at the end: ***"The top of the transom shall be a fair continuous curve. No more than three gaps or cut outs on the top of the transom shall be permitted only to accommodate the backstay and running backstays at the deck. The cut outs should not be wider than 15 mm and no longer than 130 mm each and shall not impair the watertight integrity of the aft buoyancy compartment. Those gaps shall be closed by either rigid inserts or be covered by a rigid cover for a minimum of 30mm from the transom top edge."***

New wording

2.16. The transom shall be flat. A hollow or round not exceeding 2mm from the straight will not be considered a contravention of this rule. The transom shall slope forward from the centre of the deck to the intersecting point at the centre line of the hull. Slope 320mm +/- 10mm. The top of the transom shall be a fair continuous curve. No more than three gaps or cut outs on the top of the transom shall be permitted only to accommodate the backstay and running backstays at the deck. The cut outs should not be wider than 15 mm and no longer than 130 mm each and shall not impair the watertight integrity of the aft buoyancy compartment. Those gaps shall be closed by either rigid inserts or be covered by a rigid cover for a minimum of 30mm from the transom top edge.

This was passed by 29 votes for, and two votes against.

Appendix 3

Championship Regulations Rule Change

Proposed changes to 21.5 and 21.9 in the Appendices to the Championship Regulations

- Reason: Following an incident at the Worlds in Bodrum the TC feel that the Championship Regulation governing support boats needs to be tightened up to avoid any ambiguity.
- **21.5 Existing wording:**
- 21.5 Communication by radio (including mobile phones) is prohibited between competitors and any Support boats. Support boats shall not communicate with or transfer goods or equipment to or from, their competing boats from the time of the preparatory signal until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.
- **21.5. Proposed new wording**
- *Communication and direct contact (including transfer of goods or equipment) between competitors and any Support teams, including all Support persons and Support person vessels is prohibited from the time that the yacht leaves the dock or its mooring until the last competitor has finished or retires from the last race of the day.*

This was passed unanimously by the meeting

- **21.9 Existing wording**
- 21.9 Coach/support boats shall not tow competitors out to the race course (unless requested to by the Race Committee) and may only tow boats in after the last competitor has finished or retires from the last race of the day.
- **21.9. Proposed new wording**
- *Unless requested by the Race Committee, Support vessels shall not tow competitors after leaving the dock or their mooring until the last competitor has finished or retires from the last race of the day and all on the water checks by the Jury and/or measurers have been completed.*

This was passed by 30 votes for, and one vote against.

Appendix 4 International Championship rota as at 28 October 2023

Championship Rota & Applications		International Dragon Association 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	<i>90th anniversary - Sanremo 5-13 October</i>	Netherlands (Medemblik) 9 - 14 June
2020		<i>Palma postponed one year</i>	<i>Ireland (Kinsale) postponed to 2024</i>
2021	<i>Kuhlungsborn postponed one year</i>	<i>Palma, Majorca cancelled</i>	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		Finland (Helsinki) (August)	Puerto Portals (Majorca) (March)
2027	Hong Kong (Nov 2026)	<i>Extra EC to be held</i>	<i>Cascais (Portugal); Sanremo (Italy); Bodrum (Turkey)</i>
2028		<i>Expressions of interest invited</i>	
2029	<i>Expressions of interest invited</i>		<i>100th Anniversary Regatta. Interest registered from Marstrand, Sanremo and Imperia. Venue to be voted in 2025</i>

Upcoming fixtures confirmed by AGM vote in 2023. Kong Kong was also voted in 2023

Expressions of interest. Fixtures in 2027 to be confirmed by vote at AGM (2024)

**Note: It was agreed in 2022 to reduce the lead time from 4 years to 3 years for allocating events, unless there are extenuating circumstances.*