

2013 AGM

**MINUTES**

**Annual General Meeting 2013**

Pollux, NDSM-Pier, Amsterdam

**Saturday October 26<sup>th</sup> at 10.00**

<b>Name</b>	<b>Position</b>	<b>Country</b>	<b>Representing</b>
Chris Dicker	Vice President	UK	Antigua
Richard Blickman	Chairman IDA	Netherlands	Greece
Andrew Craig	Treasurer IDA	Ireland	
Reemt Reemtsma	Vice Chairman IDA	Germany	
Vasily Senatorov	Vice Chairman IDA	Russia	Russia
Jose Matoso	Vice Chairman IDA	Portugal	
Philip Dohse	Technical Committee Chairman IDA	Germany	
Marcel Wagenaar	Chief Measurer IDA	Netherlands	
David Dale	Secretary IDA	UK	
Marcus Oppitz	Board Member NDA	Austria	Austria
Steven Vermeire	President NDA	Belgium	Belgium/Sri Lanka
Michael Gosden	Board Member NDA	Denmark	Denmark
Stephane Baseden	Chairman NDA	France	France
Eric Le Bon	Secretary NDA	France	
Jean Breger	Observer NDA	France	
Helmut Schmidt	Vice Commodore NDA	Germany	Germany
Martin Buege	Fleet Captain	Germany	
Vilmos Naray	Chairman NDA	Hungary	Hungary
Laszlo Kozma	Secretary NDA	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland
Antonio Virett	President NDA	Italy	Italy
Paolo Giorgetti	Secretary NDA	Italy	
Huib Bannier	President NDA	Netherlands	Netherlands
Pier de Longh	Regatta Officer	Netherlands	
Jens De Waardt	Secretary NDA	Netherlands	
Odd-Erik Aks	Officer NDA	Norway	Norway
Miguel Magalhães	President NDA	Portugal	Portugal
Dmitry Samokhin	President NDA	Russia	Russia
Thomas Wilton	Attendee	UK	Sweden
Dieter Schmid	President NDA	Switzerland	Switzerland
Martin Makey	Chairman NDA	UK	UK

Ron James	Vice Chairman NDA	UK	
Anne Garrett	Secretary NDA	USA	USA/Canada
Martin Payne	Attendee	UK	

**1. Apologies for Absence**

Poul Hoj Jensen (Antigua), Dan Walker (Sweden), Alexandros Kedros (Greece) and Sri Lanka

**2. Declaration of Proxies**

Richard Blickman (NED) for Greece, Chris Dicker (UK) for Antigua, Anne Garrett, (USA) for Canada, Steve Vermeire (Belgium) for Sri Lanka, Thomas Wilton (UK Incoming Secretary) for Sweden, Vasily Senatorov (Russia) for Russia

**3. Confirmation of previous Minutes**

The Minutes of the AGM 2012 were approved with an amendment to the schedule for events relating to 2017

**4. Chairman's Report**

Welcome to the 2013 AGM in Amsterdam. On behalf of everyone a special thanks to the Nederlandse Draken Club NDC for hosting and organizing this year's AGM.

We can look back to yet another great year for the Dragon Class. Many national and international events with a growing number of sailors. This year's World and European Championships and the Gold Cup enjoyed above average attendance from 15-17 nations. Apart from the major IDA international events, many graded and local events throughout the year have been enjoying good to above average attendance despite a difficult global economic situation. Also many new sailors have joined the Dragon Class and moreover several younger teams are now taking part. However there are also concerns that the local fleets i.e. club racing has seen less favourable developments.

Mainly due to the difficult global economic situation a lower number of new Dragons were built. On the other hand we have seen an increase in the number of sail labels from around 800 to 1000.

Financially the IDA is strong and our treasurer Andrew Craig will report in detail.

Although the entries in the major events continues to remain strong, the decrease in the number of new built Dragons is a concern.

In 2014 we celebrate that 85 years ago, in 1929, the first Dragon was launched. So it is appropriate to investigate how the success of the Dragon over so many years has continued. Several years ago Louis Urvois formulated his view on the reasons for the Dragon Class success.

- 1) General boat qualities. Seaworthiness, aesthetics, easy transportation, only 3 member crew, low cost.
- 2) Unique niche positioning. Appealing for successful sailors past top years, crew technically competent, top fitness not required, successful crews mix with mature skipper with younger crew, age from 19 to 90.
- 3) One design Class with some tolerance for innovation. True one design, constant development in rigging and construction techniques thus enhancing the boat performance and giving it an aura of modernity in spite of her age. Development has been evolutionary and not revolutionary thus well kept 8-10 years old boats can remain competitive,
- 4) When drastic innovations were introduced transition phases were created during which the innovation was penalized in order to maintain a level playing field.
- 5) Very active club, national and international racing calendar. These races when successful mix of serious racing with most congenial after regatta social events.

- 6) Benefit over the years from the involvement and support of boat builders, themselves active and successful sailors in the Class.

At the AGM in 2011 the officers presented as part of the Dragon Class Identity the vision statement, which was adopted by the meeting.

The brand:

- Long and proud heritage of meter and one design
- Important history of Olympic years
- People who own and race Dragons including century champions and royalty
- Worlds largest One Design keel boat Class
- Careful evolutionary management of Class rules, boat and sail design and materials
- Quality management of International and National Dragon Class Associations

These are things that make us unique:

The Vision: An image of the future we seek to create. By pursuing the Corinthian principles of:

- 1) Careful worldwide stewardship
- 2) Honourable, competitive One-Design racing
- 3) Evolutionary modernization of the boat
- 4) Upholding Class traditions
- 5) Supporting ISAF
- 6) Enjoying the fellowship of our global sailing fraternity

The International Dragon shall be the world's pre-eminent One-Design Keelboat Class. One could ask what has changed over the past 10 years and could have a negative impact on continued success in the years to come. A concern for some sailors is the increase of Professional sailors. On the one hand, this proves many of the reasons for our long term success that so many top international Olympic medal and World Champions decide to race Dragons. Also less experienced sailors with Professional crews find the Dragon Class attractive, probably also for its top class racing and ambiance. As a result continued and increased pressure is put onto the IDA and the event organisers to accommodate a more professional all round setting. Although we all agree to a top class and top rate event setting we must be careful not to sacrifice the breadth of the Class at all events. There is a growing concern that an increased professional setting will lead to a split in the Class and thereafter a rapid overall decline. It is therefore everyone involved in the IDA's duty to maintain the Corinthian values which are the basis for continued long term success.

At this years owners meeting held at the Gold Cup in Douarnenez many subjects were raised in relation to the organization of our major events. The selection of the venue and moreover the timing in the year was raised. Also the need for professional race management and unified sailing instructions for the major events was voiced. Although the IDA Secretary and Officers have supported the preparation of all major events over many years with great efforts and attended ISAF race management courses to establish contacts with ISAF IRO's increased focus on quality is desired.

The officers have decided to establish an IDA sailing-coordinator position to assist the Secretary and the Officers preparing the major and certain graded events to increased standards. The main purpose of this new role is to provide input and expertise to the IDA regarding events and agreed promotional activities. Undertake specific projects as outlined by the IDA officers and Secretary and this role reports to the Secretary. A clear challenge will be to maintain the overall cost in balance with the aid of sponsors resulting in entry fees within the IDA regatta regulations defined range.

We have been fortunate to enjoy substantial sponsoring for our major events this year from Gazprom and BMW. Also many other local sponsors have generously supported mainly the social part of every event.

The Corinthian trophies have been awarded at all major events and at the Worlds for the first time an ISAF officer has checked the Corinthian entries, both helmsmen and crews according to the rules. Yet again this year the top Corinthian sailors matched our Professional sailors in many races. It is key that the good relationship between the professionals and the Corinthians remains in tact. Certain elements like requests for Professional PRO's, event organisers and coach boats are to an increasing number of long term Dragon sailors a concern for the long term success of the Class.

The promotion of the Class through our website, yearbook and other social media depends on the efforts of many. In particular we thank Martin Payne and Fiona Brown for their contributions at all major events, graded and many local events.

Overall 2013 has been a great year and we can look forward with great confidence.

### **Some 2013 activities**

We had three major events this year, first the European Championships in Cascais, Portugal with 65 entries and then the Gold Cup in Douarnenez, France with 75 boats. These were followed by the World Championship in Weymouth, UK, which also had 75 entries. All major events enjoyed competitors from 15-17 countries. All three events were very well organized both on the water and ashore.

### **Technical Committee**

Under the expert leadership of Dr. Philip Dohse and chief measurer Marcel Wagenaar we are assured of sound continuity and observation of the Class Rules. Careful investigation of certain suggested changes have been made. The concerns expressed by the Danish Dragon Class that Petticrow Dragons were not built according to the class rules has been investigated in great detail with the full cooperation of Petticrows boat builders. The outcome was very clear that all boats are built in conformity with the class rules and this result has been published and shared with the Danish Dragon Association.

### **IDA Championships and Grade 1 events.**

Our grade 1 events have been held with good entries in Cascais, Cannes and Douarnenez. Also in the Prince Philip Cup in Australia was held as a grade 1 event. Jose Matoso and crew won this European championship in his home waters in Cascais. The Corinthian Trophy was won by Graham Bailey. The 2013 Gold Cup was won by Markus Wieser and the Corinthian trophy by Jan Woortman. The World Champion 2013 is Klaus Diederichs and the Corinthian trophy was won by Poul Richard Ho-Jensen.

This year's winner of the International Ranking List is Markus Wieser.

### **Personnel**

Our Secretary David Dale, having served the IDA for 12 years and reached the age of 70, feels that it is time to handover to a successor who is more active in the Class on the water.

After discussion with the Officers over the last few months it has been agreed that he will retire at this AGM where his successor will be nominated. All the Chairmen that he has served thank David for his whole hearted support during their Chairmanship, and I share their thanks for his help and support to me over the last 2 years. We wish David a happy retirement and a more settled personal life than he has been able to enjoy for the last two years since the onset of his wife's illness.

Thomas Wilton has accepted the position of Class Secretary. Thomas has been sailing Dragons for many years amongst other having crewed for Thomas Olrog and Tim Tavinor. Thomas is a Swedish national and retired judge and lawyer. In addition in the newly defined position of IDA sailing co-ordinator Martin Payne has been appointed. I would also like to Andrew Craig for his continued support as the IDA treasurer.

## **2014**

Next year will be a year with 2 major events: the Europeans in March in San Remo and the Gold Cup in July in Medemblik. All events are well advanced in their preparations.

We have had many discussions in the Class how to improve major event organisation, which is good.

At the same time we should continue to combine the ambitions of all Dragon sailors being Corinthian or Professional cherish the support of many volunteers who are the backbone of the Dragon Class.

## **5. Treasurer's Report & 2014 Budget**

The Treasurer's Report with the Budget for 2014 was presented by Andrew Craig, Treasurer.

The difficult economic conditions continued throughout 2013 and the Class is not immune to the economic cold winds and this was most evident in the fall in new boats built (and the IDA building fees). However counteracting this was the fact that 2013 was a Worlds year and the Europeans, Gold Cup and Worlds were held in popular venues. This made for strong advertising revenue and sales of sail labels met budget after a poor 1012. The turnout at regattas across the globe is very strong and individual National Associations continue to bid to hold our major events and the outlook for the Class remains positive.

The 2012 receipts and payments account shows an increase in our reserves of £2,015 much better than the budgeted decrease of £2,900. As a result our closing cash balance amounts to £48,407, which continues to be a strong financial position.

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

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

### **Receipts**

Income was £10,000 ahead of last year and marginally ahead of budget. Sail labels and advertising were strong reflecting a Worlds year and a strong calendar of events.

Subscription income was in line with budget and last year. Subscriptions levels have not been increased for many years. The Officers considered subscription rates in 2012 and decided they should remain at current levels.

Building fees were depressed as a result of the lower level of new builds.

Mast label income declined but it represents a very small part of total income.

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

Overall our income was strong in 2013 and as I predicted in my report last year the very attractive 2013 season with the Europeans in Cascais, Gold Cup in Douarnenez and Worlds in Weymouth had a positive impact on our income.

### **Payments**

Expenditure was approximately £1,000 lower than budget and £ 3,000 higher than the previous year.

While the Yearbook cost was ahead of budget this was more than offset by the strong advertising revenue.

The Technical committee was active during the year conducting reviews at builders which gave rise to a modest budget overrun.

Investment in the website continued and the quality of the content continues to improve. Facebook, videos from major events and the Dragon Website is one of the best around, the professional webmaster develops and runs the site and ensure the quality is maintained. The hit rate continues to be very high and the web has become our main source of communication and the reach is enormous.

An amount budgeted for promotion was not spent; the Class was promoted through the Yearbook and Website and the Officers attendance at major events.

Jill Hayward also worked hard chasing for advertising in the Yearbook and on the web.

### **Conclusion**

We continue to maintain a strong cash reserve. It is vital that we preserve a balance in order to deal with temporary fluctuation in income and to cover any unexpected issued which might threaten the strength of the Class. This prudent approach to the management of the IDA's financial affairs has allowed us to maintain the level of quality without curtailment of service to members. We continue to invest in our key communication resource, which is now the Website which is kept fully up to date with news and Class developments.

Our commitments continue to increase in line with the demand of our members for a higher level of service however the affairs of the Association are well managed and we have a sound basis for moving forward but we will need to continue to ensure that our income keeps broad pace with the expenses going forward and that our expenditure is correctly focussed and proved best value for money. We need to consider ways to promote the Class more widely through our communication channels. Maintaining and growing the strength of the Class particularly at country level is the key to ensuring that we hold onto our strong financial base. Our international events are strongly supported however a number of National Associations report that the number of active Dragons in their countries is falling. This is a matter of concern.

The key challenge of the IDA and National Associations continues to be to encourage growth at country level and the International and travelling fleet is well catered for by a rota of events at a range of interesting venues. To help preserve a strong cash flow and finance future promotion of the Class the Officers propose a modest increase to the cost of Sail Labels - £35. The budget submitted has been prepared on this basis.

Acceptance of the Report was Proposed, Seconded and unanimously accepted by delegates.

## **6. Technical Report and Class Rule Changes**

Dr Philip Dohse reported that last year's concern raised by The Danish Dragon Association about weight distribution in Petticrow boats has been properly dealt with.

The official report, stating that nothing indicated that the boats were not complying to the rules has been published earlier this year on the IDA website. The Danish representative, Michael Gosden, confirmed that the Danish Dragon Association had accepted the outcome of the report and that the matter was now put to peace.

To clarify the procedures of re-measuring a boat for weight distribution control, a new class rule 1.66 and an amendment of Class Rule 2.516 is proposed (see attachment 2013 Class rule changes).

A new class rule 14.1 concerning Team and Private support boats is also proposed to make a class rule of what now is a part of the Championship Regulations.

A new class rule 14.2 concerning decision to race is also proposed to make a class rule of a part of the Championship regulations.

See attachment 2013 Class Rule Changes in Appendix 1

The proposals were put forward and were voted on with the following outcome.

- Rule 1.66 was approved of as proposed.
- Rule 2.516 was approved with the following clarification: 2.516.2 last paragraph should read: The Builders Certificate of Compliance shall be signed by the builder and the person in charge to be named who manufactured the respective items.
- Rule 14.1 was dismissed.
- Rule 14.2 was dismissed.
- Rules 1.66 and 2.516 are submitted to ISAF for approval

Member of the Technical Committee during 2013 are Dr. Philip Dohse - Germany (Chairman), Marcel Wagenaar- Netherlands (Chief measurer), Andrew Johnson - Australia, Yves Leglise - France and Gunther Ahlers – Germany. Graham Bailey (UK) and Axel Waltersdorph (Denmark) were appointed new members of the Technical Committee during the year.

## 7. Events Rota

The following events updates were given to the meeting.

Venues for major events and update of Rota.

Year	World Championships	European Championship	Gold Cup
2014		San Remo, Italy - dates 21-28 March Updates given	Medemblik, Netherlands - dates 5-12 September Updates given
2015	La Rochelle, France Updates given	Bastad, Sweden - provisional dates last week July/first week of August Updates given	Kuhlungsborn, Germany - dates 21-28 August Updates given
2016		St.Petersburg, Russia - July	Hornbaek, Denmark - dates 27August to 1 September
2017	Portugal (Cascais) provisionally April	Switzerland (Lake Thun) provisionally August	France (La Grande Motte, provisionally early September
2018		Proposals were made from Hungary (Balaton) and Italy (Lake Garda	Proposal was made from the United Kingdom (Pwllhelli)
2019	Proposals were made by Russia (Vladivostok) and Australia	Proposals were made by Denmark and France	Proposal was made from The Netherlands
2020		Proposals were made from Germany	Proposals were made from Ireland
2021	Proposal was made from Hungary		

**8. Class sponsorship.**

Given the current legal status of the IDA it was generally accepted that the IDA should not be sponsored directly as an organisation. The events should be sponsored individually and the IDA should have an introductory and advisory role.

There was a request for the IDA to prepare a template of a contract for use between sponsors and organisers.

**9. Election of officers**

Proposals were put forward to re-elect Chairman Richard Blickman and Vice Chairman, Vasily Senatorov for another period of two years. Both proposals were unanimously approved.

**10. Any other business**

As a courtesy to the Corinthian fleet and as a test The French Dragon Association offered to designate the annual regatta in Deauville as a "Corinthians Only" event, which was very much approved of.

The question of permitting GPS equipment was discussed with many opinions for and against. The general opinion was that the matter has to be looked into further before any proposal is raised.

**11. Date of Next Meeting**

The next AGM is taking place at The Royal Thames Yacht Club, London, UK  
October 25<sup>th</sup> 2014 at 09.00 hours.

## Appendix 1

### Proposed 2013 CLASS RULE CHANGES presented to AGM

The Technical Committee proposes inserting a new Class Rule 1.66; amending Class Rule 2.516 and inserting a new Class Rule 14.

#### A.

##### New Class Rule 1.66

#### 1. The following wording of the new Class Rule 1.66 is proposed

"1.66

Where in the rules a minimum or maximum weight for any part of the boat is being re-measured, the average weight of an as large as possible area of up to 1 m<sup>2</sup> and not less than the size stated in rule 2.102 shall be re-measured, if possible by using of electronic devices. The same applies when the rules specify a minimum density. If in the re-measured area the minimum weight/density is not reached lead corrector weights shall be fitted to the respective part of the boat to bring it up to the minimum required weight. Rule 10.40 applies accordingly."

#### 2. Reasons for Rule 1.66:

The proposed new rule is based on the experience of the Technical Committee in autumn 2012/spring 2013 when small samples of a dragon were submitted arguing that the respective boat does not reach the m<sup>2</sup> weights as provided for in the rules. However, the inspection by the Technical Committee, in particular by Gunter Ahlers, turned out that the weight and thickness can vary a little bit due to hand made production. Therefore, representative areas shall be taken into consideration if a re-measurement should take place and, further, electronic devices (which are nowadays very precise!) should be used if possible for such procedures to avoid damages of e.g. by drilling holes into a boat. Lastly, the consequences shall be ruled if in such cases an underweight should be turned out.

Overall the proposed amendment of the rules shall clarify the procedure of re-measurements in such cases. The amendment of the rules will not change the construction of dragons and/or increase the building costs. Moreover repair costs in case of re-measurements can be avoided.

#### B.

##### Amendment of Class Rule 2.516

#### 1. The present wording of Rule 2.516 is:

"2.516

Measurement

1. The builder shall weigh each moulding in order to satisfy himself that the weights specified in this rule have been attained.
2. The measurer shall satisfy himself, as far as he is able, that the yacht complies with the requirements of these rules."

#### 2. The following wording for Rule 2.516 is proposed:

"2.516

Builders Certificate of Compliance, Measurement

1. The builder shall weigh each moulding in order to satisfy himself that the weights specified in this Rule 2.5 have been attained.
2. Part of the measurement form is the Builders Certificate of Compliance in which the following has to be stated:
  - total weight of the exterior hull moulding, measured to the sheerline only, as specified in rule no. 2.503
  - weight of "keel reinforcement" as specified in rule no. 2.504
  - weight of "internal hull moulding" as specified in rule no. 2.508
  - weight of "deck moulding" as specified in rule no. 2.510
  - weight of "bonding hull to deck" as specified in rule no. 2.512
  - weight of "assembled hull & deck moulding" as specified in rule no. 2.513
  - weight of "rudder and stock" as specified in rule no. 5.60
  - the construction method of the hull shell, deck and inner moulding of glass reinforced plastic yachts and the manufacturer(s) and product name(s) of the materials used as well that rule 2.502 (3) is observed.

The Builders Certificate of Compliance shall be signed by the builder and the employee(s) to be named who manufactured the respective items.

3. The measurer shall satisfy himself, as far as he is able, that the yacht complies with the requirements of these rules."

**3. The changes to Rule 2.516 are marked below:**

"2.516

Builders Certificate of Compliance, Measurement

1. The builder shall weigh each moulding in order to satisfy himself that the weights specified in ~~this~~ Rule 2.5 have been attained.
2. Part of the measurement form is the Builders Certificate of Compliance in which the following has to be stated:
  - total weight of the exterior hull moulding, measured to the sheerline only, as specified in rule no. 2.503
  - weight of "keel reinforcement" as specified in rule no. 2.504
  - weight of "internal hull moulding" as specified in rule no. 2.508
  - weight of "deck moulding" as specified in rule no. 2.510
  - weight of "bonding hull to deck" as specified in rule no. 2.512
  - weight of "assembled hull & deck moulding" as specified in rule no. 2.513
  - weight of "rudder and stock" as specified in rule no. 5.60
  - the construction method of the hull shell, deck and inner moulding of glass reinforced plastic yachts and the manufacturer(s) and product name(s) of the materials used as well that rule 2.502 (3) is observed.

The Builders Certificate of Compliance shall be signed by the builder and the employee(s) to be named who manufactured the respective items.

3. The measurer shall satisfy himself, as far as he is able, that the yacht complies with the requirements of these rules."

#### 4. Reasons for the amendment of Rule 2.516:

Several years ago the "self-measurement" by the builders has been introduced meaning that the builders have to weigh some parts of the boats before assembling of a boat and save these data in the measurement forms.

At first this self-measurement which is nowadays only part of the measurement forms should be regulated in the rules which is at the end only a clarification. Added is that the builders shall also state that rule 2.502 (3) is observed which stipulates that the glass reinforcement shall be uniformly distributed over the whole of the moulding.

Secondly the proposed 2.516 (2) states that not only the builder but also the employee(s) who manufactured the respective parts shall sign a so called "Builders Certificate of Compliance" in the measurement forms (the measurement forms has to be adopted insofar). The reason is that not the builders/owners of the yards manufacture and weigh each part but this is mostly done by their employees. Therefore also the employee(s) in charge should sign this certificate in order to have insofar a "four-eyes-principle".

Overall the proposed amendment adopts the Class Rules to the present content of the measurement form and also the employee(s) in charge shall sign the certificate in the measurement forms. This will not increase the costs of the boat.

### C.

#### New Class Rule 14

#### 1. The following wording for the new Class Rule 14 is proposed:

"14. Racing

For racing the appendix to this rule applies."

Appendix 14 shall have the following wording:

"Appendix to Rule 14

1. Team and Private Support Boats
  - 1.1 Coach boats and private spectator boats are expected to render assistance to a boat in danger when requested by the boat, or at the request of the Race Committee or jury.
  - 1.2 Team leaders, coaches and other support personnel shall stay 100 meters outside areas where boats are racing from the time of the Warning Signal until all boats have finished racing.
  - 1.3 A yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except as stated in the Racing Rules of Sailing.
  - 1.4 The Penalty for breaking 1.3, 1.2 and/or 1.3 will be at the discretion of the jury up to and including disqualification of all boats associated with the team or private support boat.
2. Decision to Race
  - 2.1 Races will not be started in winds less than 5 knots [tbd at the AGM: unless Races are sailed on a lake].
  - 2.2 Races will not be started in excess of an average of 25 knots of wind.
  - 2.3 Failure of observing 2.1 and/or 2.2 is no ground for protest and/or for redress."

## **2. Reasons for Rule 14:**

The IDA Championship Regulations (page 60) state that the sailing instructions (SI) shall contain a section with regard to support boats. However this is only a recommendation and very often SIs do not contain such clauses. This can only be prevented if this is stipulated in the rules. The Star Class has insofar a well experienced wording (despite that the wording is not part of its Rules - see for information <http://starclass.org/forms.shtml>) in order to secure that all boats will have equal opportunities during a race day having a support boat or not. Deviating from the present IDA Championship Regulations the wording does force support boats to stay leeward of the starting line which makes a lot of sense for safety reasons. The IDA Regulations will then be adopted insofar.

Further, the IDA Championship Regulations (page 29) contain a guidance note that races shall not be sailed under 5 knots and above 28 knots. Very often this recommendation is not respected and in particular races were started in much more strong winds, sometimes in conditions like hell. The "ISAF Race Management Policies for the Olympic Sailing Competition and ISAF Events" contain in so far strict clauses when races shall not be sailed (see for information [http://www.sailing.org/tools/documents/FleetRacingPoliciesNovember2012-\[12610\].pdf](http://www.sailing.org/tools/documents/FleetRacingPoliciesNovember2012-[12610].pdf)). The main content of this should become binding as part of the Rules in order that this will be respected by the race organisers. Due to the ISAF Policy the 28 knots should be lowered to 25 knots (bearing in mind possible exceeding gusts and the more and more important becoming safety aspects). At the AGM it should be discussed if the 5 knots rule should not apply for races are on lakes.

Philip Dohse  
AGM 2013