

Annual General Meeting 2020 Minutes

Held remotely by Zoom on Saturday 24 October 2020 at 0930 UT

The meeting was moderated by IDA Secretary and chaired by IDA Chairman.

1. Apologies

Apologies were received from

Jan Windels	Belgium Secretary
David Dale Johnson	Canada Secretary
Alexandros Kedros	Greece Secretary
Akira Sawada	Japan Secretary
Patrick Delahaye	Sri Lanka Secretary
Jeroen Leenen	UAE Secretary
Anne Garrett	USA Secretary

The following countries' national associations were disbanded during 2020:
Egypt, New Zealand, and Ukraine

2. Attendance and proxies

Name	Country	Position	Representing
Chris Dicker	GBR	Vice President IDA	Non-voting
Poul Richard Hoj-Jensen	Antigua	Vice President IDA	Non-voting
Jens Rathsack	Monaco	Chairman IDA	Officer
Marc Castagnet	Hong Kong	Vice-Chairman IDA	Officer + Hong Kong
Gérard Blanc	France	Vice-Chairman IDA	Officer
Justus Kniffka	Switzerland	Vice-Chairman IDA	Officer
Anne Vanneste	Belgium	Hon Treasurer IDA	Officer + Sri Lanka
Tim Pearson	Ireland	Secretary IDA	Proxy for UAE
Klaus Diederichs	GBR	Chairman Tech Com	Non-voting
Gunter Ahlers	Germany	Chief Measurer IDA	Non-voting
Grant Gordon	GBR	Chairman Owners Com	Non-voting
Martin Payne	GBR	Sailing Coord IDA	Non-voting

National Associations

Sophia Hoj-Jensen	Antigua	Secretary	Antigua
Jeremy Nolan	Australia	Member	Australia

Marcus Oppitz	Austria	President	Austria
Lars Hendriksen	Denmark	Member	Denmark
Mihkel Kosk	Estonia	Member	Estonia
Rudy Jürg	Finland	Member	Finland
Marc de la Fons	France	Secretary	France
Gregor Berz	Germany	Board Member	Germany
Dirk Pramann	Germany	Board Member	Non-voting
Vilmos Naray	Hungary	Chairman	Hungary
Peter Bowring	Ireland	Secretary	Ireland
Marco Cimarosti	Italy	National Secretary	Italy
Andrea Graef-Rathsack	Monaco	Chairman	Monaco
Klaas Ruigewaard	Netherlands	Board member	Netherlands
Netty Tiggelmann	Netherlands	Secretary	Non-voting
Wouter van Dis	Netherlands	Board member	Non-voting
Sissel Andersen	Norway	Secretary	Norway
Iver Waalen	Norway	Chairman	Non-voting
Pedro Andrade	Portugal	Secretary	Portugal
Manuel Rocha	Portugal	President	Non-voting
Tatiana Kurbatova	Russia	Secretary	Russia
Carlos Carbajal	Spain	Chairman	Spain
Martin Pålsson	Sweden	Board member	Sweden
Ramon Winterberg	Switzerland	Secretary	Switzerland
Garlef Baum	Switzerland	Chairman	Non-voting
Ali Doganer	Turkey	Member	Turkey
Simon Barter	GBR	Vice Chairman	GBR and proxies for Canada and USA

Thirty-eight 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 22.

Four proxies were declared and verified as follows:

Marc Castagnet	Hong Kong
Anne Vanneste	Sri Lanka
Tim Pearson	UAE
Simon Barter	Canada & USA

3. Minutes of AGM 2019

The Minutes of the 2019 AGM having previously been circulated and posted on the IDA website, were taken as read. These were approved and there were no matters arising.

4. Chairman's Report (full report in Appendix 1)

Jens Rathsack welcomed the delegates to this first ever virtual IDA AGM conducted via Zoom.

He summarised this short and most frustrating season the Dragon Class has ever experienced and hoped that in 2021 we could all return to the racing that we are used to enjoying. We lost every championship event and Grand Prix event except the last, in Vilamoura. There has been some local fleet racing especially in some Northern European countries, but numbers have been small and with minimal socialising. It is not the Dragon sailing that we are used to.

He outlined the harsh worst case budget that the Treasurer would introduce in order to protect IDA finances and thanked the entire IDA team for their support.

5. Treasurer's Report for FY ended 31 August 2020

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

Receipts

Last year's receipts and payments account shows a negative outturn. Income has been dropping since the start of the COVID pandemic under all headings except subscriptions. The sale of IDA sail labels, mast labels and boat building fees (according to the latest information 13 boats were built in the past year) have plummeted and event royalties were zero as all major regattas of 2020 were cancelled. 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. Advertising revenues remained relatively stable, but this is because most of them were committed before the pandemic began.

Payments

Expenditure was approximately €5,000 below budget resulting from some lower than planned expenses, and general savings across the other items.

As discussed, and decided at the AGM in 2019, the choice was made to maintain the printed Yearbook in 2020. The yearbook remains a net cost given that advertising only covers approximately half of the expenses associated with the publication. We do continue to regard this as a significant and worthwhile investment in the promotion of the class. However, as we need to cut costs for 2020/2021 accounting year, the decision was taken to have our next yearbook only in digital format and not produce a paper copy. We accept that this will affect advertising revenues.

Technical committee expenses were in line with budget. Printing of sail labels was below budget, and we still have an available stock as fewer than expected were sold in the past year. We have saved costs on equipment by postponing the purchase of a new computer for the secretary. Website costs are according to the budget.

A significant saving was possible on the expenses for the 2019 AGM in San Remo thanks to the generosity of Umberto Di Montelupo and the San Remo Yacht Club, who were kind enough to host us at very little cost to the IDA. This year's AGM being digital, dramatic cost savings will be reflected in the 2020/2021 budget.

Secretary and officers travel expenses were in line with budget and other administrative expenses were reduced to the minimum. 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. Both were paid the annual agreed fees. After it became clear in March that the COVID measures worldwide would cause race cancellations a decision needed to be made as to the role of the Sailing Coordinator, who would normally travel to all IDA championships and Grand Prix events as a core part of his job. It was decided that the fee of the Sailing Coordinator would be maintained for the year 2019-2020 for several reasons. First, the Sailing Coordinator performs a large part of his job in advance of the regatta in the preparatory work involved with the organising authority. Secondly, following an initiative by the Officers to place interviews and news stories on the new @internationaldragonsailing official IDA Facebook page, Martin Payne organised and conducted 13 interviews and 7 quizzes with a wide cross-section of Dragon sailors in order to keep communication alive in the Dragon social network. Furthermore, the officers agreed that Martin does an important job for the IDA which needs to be continued into the future as it improves race management and communication and we do not want to compromise on this. Finally, it was our constant hope that not all racing would be cancelled over the whole year, and we needed to be ready to react.

Budget for the financial year 2020 / 2021

We have drawn up two budgets. One is a 'normal year' budget, while the other is a 'worst-case' budget. The worst-case budget presents a budget which is only half of a normal year budget. We are inclined to think that the COVID pandemic will be the key determinant of the activities of the Dragons worldwide in 2021.

We expect reduced receipts in all areas, most significantly in sail labels, mast labels, boat building fees, but also in royalty fees from IDA events. It may seem a very pessimistic forecast to budget for zero IDA royalty fees, but we feel it is safer to propose a very conservative budget in order to protect the finances of the IDA.

Regarding the expenses for the Secretary and Sailing Coordinator

The expenses for both the Secretary Tim Pearson and Sailing Coordinator, Martin Payne have been drastically reduced in order to present a balanced worst-case budget. It is definitely a difficult choice to reduce someone's fee whilst asking for the same amount of work. One could argue that if we do not expect many of the IDA regattas to be going ahead in 2021, then we should reduce the fee for the Sailing Coordinator, or couple the fee to the number of regattas attended. However we actually propose in this budget to maintain a fixed yearly amount for the Sailing Coordinator, but to take the opportunity to send him to local fleets, on National Championships if possible, as it is more likely that local fleets can continue their sailing activities if the COVID restrictions remain stringent and prevent us from sailing internationally. We can in this way recognise the importance of local fleets and support them efficiently by having the Sailing Coordinator attending, promoting and supporting these local fleets, which remain the basis and the stronghold of the Dragon fleet worldwide.

We can hence present a balanced budget, which is hopefully a worst-case scenario.

IDA Events Association

The IEA was formally founded in Denmark during 2018 with the intention of enabling the IDA 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. We have no commercial sponsors at this stage, but we do have some generous and committed Dragon sailors who have committed money to this account with the specific aim of paying for a professional race officer at the major regattas.

There has been no expense from this account in 2020, as all major regattas were cancelled. The balance of the IEA account is now €10,000 and we have budgeted an expenditure of €7500 for professional race management in 2021, assuming we can hold on to the proposed race calendar.

Anne Vanneste
Treasurer IDA

6. Technical Committee - Report and Class Rule Changes

There was little to report from the TC for 2020 as there were no events and the TC's time was applied solely to preparing the two proposals for CR changes. TC Chairman Klaus Diederichs presented these (see 7. Below).

The IDA had earlier in the year marked the sad passing of long serving TC member, Andrew Johnson in Australia, who will be greatly missed. His fellow countryman Ian Malley has been nominated in his place by the TC Chairman and the Officers have unanimously approved his appointment.

7. Class Rule changes (see Appendix 2)

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

- i. Amend CR 9.24 Battens (to clarify that battens may be made only of permitted

- materials). This proposal was passed unanimously.
- ii. Introduce a new rule CR 11.11.3 GPS and amend CR 12.20 Prohibitions (to permit GPS devices to be used during racing). These two linked proposals did not reach the mandatory two thirds majority required to change class rules.

[The proposed new GPS rule had been amended prior to the AGM at the request of the German Dragon Association to include a sentence preventing data from GPS devices being used in protest hearings. Some commentators including a number of IJs had put the view that this would be in conflict with RRS 63.6 *Taking Evidence and Finding Facts.*]

In addition to the CR changes proposed by the TC, the British DA had proposed an amendment to CR 1.24 Advertising to ban hull stickers. Many associations said this might hamper attempts to attract sponsors. The Secretary asked the BDA to accept an amendment to their proposal so that bow or hull stickers made of non-biodegradable material would not be permitted. This was agreed and passed unanimously.

The two CR proposals that passed will be presented to the World Sailing for ratification.

The full text of the Rule Change proposals is in Appendix 2

8. Championship Regulations (Appendix 3)

1. The Championship Regulations will be amended to incorporate the revised Grade 1 circuit for 2021 which was previously announced by the Officers.
2. The Championship Regulations will also be amended to include the new Hull Sticker regulation.

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

Several delegates asked if there was a guideline for organisers about when to cancel events during the pandemic, when rapidly changing government regulations make it unclear whether the events can go ahead, and whether competitors will be able to travel. It is always the organiser's responsibility and decision whether to go ahead but they should consult with the IDA.

It was also asked if cancelled events could be moved to the following year (like the Europeans which moved from 2020 to 2021) or would have to wait until the next available unconfirmed opportunity in the calendar (like the 2020 Gold Cup which will now take place in 2024). The Secretary advised that normally events would not roll over to the following year if it meant they would displace already confirmed events.

Updates were given as follows. Where the PRO is known for an event the name is given in [brackets].

1. 2021. Carlos Carbajal gave a brief update from Palma which will be the venue for the rescheduled Europeans [IRO Nino Shmueli], moved from 2020. All construction work on the marina will have been completed by April and there are a number of warm-up events scheduled, culminating in the Princess Sofia beforehand. The organisers are confident that the sailing side of the event can happen, even without the socials.
2. There was an update from Germany (Dr Gregor Berz) which hosts the Worlds in Kuhlungsborn [IRO Nino Shmueli]. They have not been able to attract a sponsor but as there are unlikely to be any social events this will not have a major impact. Gregor asked if there were guidelines or rules on minimum numbers for Championship events. The Secretary undertook to check this. *[WS regulation 10.4 refers only to World Championships. There must be a minimum of 25 boats, representing at least 4 countries and 2 continents. It is possible to drop below this level for two out of our last three worlds. We have always achieved more than this minimum: La Rochelle 70, Cascais 70, Fremantle 34. And we have always had 2 continents represented. So, these regulations will allow the IDA to have a smaller event every so often.]*
3. There was a report from by Martin Pålsson on the Gold Cup in Marstrand [IRO Mattias Dahlstrom]. Stavros explained the background to the appointment of Mattias. Martin explained that Mattias was not only well-qualified but would attend the Europeans and Worlds to consult with Nino Shmueli and Stavros. Martin Pålsson also stressed the importance of creating a culture of developing new ROs from within national fleets under the tutelage of top ROs like Nino Shmueli. He stressed the importance of this for other clubs around the world.
4. 2022. There were brief updates from San Remo (Marco Cimarosti and Tatiana Kurbatova) which hosts the Europeans and from Belgium (Anne Vanneste) which will host the Gold Cup in Ostend from 19 - 26 August. [IRO Nino Shmueli]
5. 2023. There were brief updates from Torquay UK (Simon Barter) as the venue for the Gold Cup [IRO Stuart Childerly].
6. 2023. Ali Doganer gave an update from Bodrum, the venue for the Worlds. He explained how they were trying to minimise the customs documentation. The dates will be either May or September, with warm up events scheduled. [Nino Shmueli invited]
7. 2024. The Italian DA had previously notified a bid for the Gold Cup but generously moved their application to 2025 to allow Ireland to be reinstated in the programme. Kinsale, Ireland was approved as the venue.
8. There were three venues bidding for the Europeans in 2024 - Finland, France and Estonia. After detailed but brief presentations the delegates voted as follows:

Finland 4, France 11, and Estonia 14, with two abstentions. Estonia will host the Europeans 2024.

9. The Portuguese Dragon Association had previously notified a bid for the Worlds. Newly appointed Portuguese Secretary Pedro Andrade gave a presentation on behalf of Vilamoura. Tatiana Kurbatova also presented St Petersburg as a venue for the Worlds 2025. The 2025 venues will be voted on at the next AGM 2021. A bid was received from the Netherlands for the Gold Cup 2026.

10. Election of Officers

Having completed his first term as Vice Chairman, Gérard Blanc is eligible for election to a further two year term as Vice Chairman. He was proposed by the Officers and elected unanimously.

Marc Castagnet completed 5 years on the Board - one year as Honorary Vice Chairman, and four years as Vice Chairman, and steps down at this AGM. The IDA Constitution requires two continents to be represented by the Executive Board. The Officers proposed Bram Van Olphen, former Fleet Captain of the Hong Kong Dragons as Vice Chairman. Bram was declared elected and duly congratulated.

Some delegates raised questions about the manner in which the Executive Board selects new officer candidates for approval by the AGM, and notwithstanding that this is the way it has always been done, they requested that the Officers consider a more consultative process and bring it to the next AGM for discussion.

11. Date and venue of next Annual General Meeting 2021.

This was not discussed. It is quite likely that it may be again conducted by Zoom, as attendances are not only better, but it is considerably cheaper to conduct in this manner. National Associations will be advised by 1st June 2021 at the latest where and when it will be. The normal date would be Saturday 23rd October 2021.

3 November 2020

Tim Pearson

Secretary

International Dragon Association

Appendix 1

Chairman's Statement

IDA AGM 24 October 2020

Dear fellow Dragon sailors,

One of the most unexpected and frustrating sailing seasons ever is nearly finished, and we have all missed the racing that we are used to enjoying.

Most especially we have lost the Gold Cup in Ireland, and all the Grand Prix events except we hope the last, in Vilamoura. Of course there has been some local fleet racing especially in some Northern European countries, but numbers have been small and with minimal socialising. It is not the Dragon sailing that we are used to!

As the pandemic spread most unexpectedly for most of us, the regatta organisers and the IDA Officers were faced with difficult decisions about whether or not to cancel and how soon. Nobody could handle it in a way to satisfy everybody, but I believe that in nearly every case we made the right decisions. The IDA board tried very hard to support organising clubs, in their decisions to cancel or move events forward.

Of course we all hope for a return to a normal life as soon as possible, and especially for our racing season in 2021. The effects of this year will be felt for some time not just by individual clubs and national associations but by the IDA also.

Due to the low racing activities the IDA income shrank by more than 31% [€25,000] and we had largely fixed costs. Nevertheless, I will say that the sound policy of former IDA Boards in keeping a healthy reserve in place has now been proved right, and we can absorb this one bad year. However, when Anne comes to present the 2021 Budget you will see that we have had to make some dramatic cuts to our expenditure, and I want to thank those affected by this for their understanding.

If the 2021 Championship programme can be realised - perhaps a big if - the IDA finances will quickly recover, but we are making very prudent forecasts.

We all hope that 2021 will be a busy sailing year, and one that we all look forward to very much. A European Championship in Palma (carried from 2020), a World Championship in Kuhlungsborn, the Gold Cup in Marstrand, 4 European Grand Prix events and many national championships are events that we all want to happen.

There are various Winter Series beginning in the near future in several locations and we wish them all healthy sailing and good entries.

Perhaps the most contentious issue for this year's AGM will be the decision on whether to allow GPS on board. The Technical Committee have wrestled with this problem for several years and they are not unanimous in their views but they have democratically decided that

they must recommend it, because there is no practical way to police it at present. I want to thank the Chairman Klaus Diederichs and the TC members for their continuous work and - if his appointment is ratified by the AGM members - I want to welcome a new member to their committee - Ian Malley from Australia. Ian is an active Dragon sailor, a member of the Australian Dragon Association and has already been liaising on technical issues. I know he will be a valuable addition to the TC.

Other less controversial innovations are happening, for example the use of GPS racing marks, and these have generally proved to benefit the sailors with faster turnarounds between races.

I want to thank the Owners' Committee, chaired by Grant Gordon, for their advice during the past 12 months on scheduling venues for the Grand Prix events in future years, and I also thank our Sailing Coordinator, Martin Payne for his contribution not just to race management, but also in communications.

I want to thank our two Vice Presidents Poul Richard Hoj Jensen and Chris Dicker for their continued interest and concern about the future of our wonderful class. Their advice is always welcome.

Finally I want to thank the Secretary and my fellow officers for their continued support. This is very much a team effort and we value each other's opinions.

Jens Rathsack

Chairman - International Dragon Class
October 2020

Appendix 2

Proposed 2020 Class Rules Alterations

Rule alterations 1 - 3 submitted by Klaus Diederichs, Chairman IDA Technical Committee

To be submitted to the IDA AGM October 2020 for approval.
If passed by the AGM to be submitted to World Sailing for ratification.

Rule Alteration 1

Existing Class Rule 9.24

"The inside batten pocket length shall not exceed:

Top	650mm
Middle two	950mm
Bottom	650 mm"

Proposed addition to existing Rule 9.24 Sail Battens

Sail battens shall only be made out of permitted materials. The ends may have protective caps.

Reason: Sail battens are part of the BOAT in accordance with the W.S. ERS and RRS and thus may only be made out of permitted materials for the boat. This proposed addition to the existing Class Rule 9.24 will make this clear and avoid enquiries on this matter.

Passed and submitted to WS.

Rule Alteration 2

Class Rule 11.11 The following equipment may be on board while racing:

New Class Rule 11.11.3 GPS

GPS device, which may provide information about time, location, speed and course over ground.

Data provided by GPS devices of competing Dragons shall not be valid evidence in protest hearings.

Reason: The Class intends to move forward in permitting a GPS device, since it has become impossible to police if these devices are being used in conflict with the Class Rules or not.

Not passed.

Rule Alteration 3

Existing Class Rule 12.20 Prohibitions

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

Proposed alteration to existing Rule 12.20:

Strike out the words "or boat speed and location".

To make Rule 12.20 read as follows to permit a GPS device:

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

Reason: The Class TC intends to take away the “boat speed and location” restriction, thus permitting the use of a GPS device for the reasons stated above. This omission will not permit a Log to be fitted to the boat.

Not passed.

Rule Alteration 4 proposal submitted by British Dragon Association

Proposal to change CR 1.24 Advertising (as amended at AGM)

Current Class Rule CR 1.24 Advertising

In accordance with Regulation 20.5 no Competitor Advertising¹ may be displayed on any **boat**²

In accordance with Regulation 20.4.1.4 Event Advertising on the boom shall be displayed on the aft part of the boom.

[Note: An Organising Authority may require that boats display advertising in accordance with Regulation 20.4 which may include Bow Numbers, Advertising on not more than 20% of the boom length, and a backstay flag]

¹ For defined terms see World Sailing Regulation 20

² As defined in World Sailing Equipment Rules of Sailing

Proposed amended rule CR 1.24

In accordance with Regulation 20.5 no Competitor Advertising¹ may be displayed on any **boat**²

Bow or hull stickers made of non-biodegradable material are not permitted.

In accordance with Regulation 20.4.1.4 Event Advertising on the boom shall be displayed on the aft part of the boom.

[Note: An Organising Authority may require that boats display advertising in accordance with Regulation 20.4 which may include bow numbers (but only of biodegradable material), advertising on not more than 20% of the boom length, and a backstay flag]

¹ For defined terms see World Sailing Regulation 20

² As defined in World Sailing Equipment Rules of Sailing

Passed and submitted to WS.

Appendix 3

Championship Regulations proposed changes

1. The BDA proposal also requires a change to the Championship Regulation 15.4 Sponsor Stickers on Hull

Current Championship Regulation 15.4

15.4 Sponsor Stickers on Hull

With glass fibre hulls and aluminium booms some stickers work better than others. Also, some adhesives can damage varnished boats. Please take care when specifying adhesives and sticker materials. It is the IDA view that requiring hull stickers should generally be avoided as they are disliked by Dragon sailors; they tend to become unstuck, and enforcing their use is problematical. Furthermore they create an environmental waste hazard when they become unstuck which is unacceptable.

The BDA propose that the IDA replace this recommendation with a mandatory regulation, and this was agreed. New wording:

15.4 Sponsor Stickers on Hull

If an organising authority decides to require boats to display event advertising or bow numbers on their hulls according to the provisions of WS Regulation 20 (Appendix 1) then only biodegradable hull stickers are permitted at IDA sanctioned events. Boom stickers and/or backstay flags are permitted in accordance with WS Regulation 20 (Appendix 1).

2. The Championship Regulations will be amended to incorporate the revised Grade 1 circuit for 2021. The Grade 1 schedule for 2021 is shown in **bold** below. The Europeans, Worlds and Gold Cup are just shown for information and do not form part of the Grade 1 circuit.

Grade 1 #1 Prince Philip Cup Sydney 3 - 8 January

Grade 1 #2 Portuguese Grand Prix Cascais 25 - 28 March

EUROPEANS PUERTO PORTALS 12 - 16 April

Grade 1 #3 French Grand Prix Cannes 28 April - 1 May

WORLDS KUEHLUNGSBORN 13 - 18 June

Grade 1 #4 Danish Grand Prix Dragør 29 July to 1 Aug

GOLD CUP MARSTRAND 15 - 20 AUGUST

Grade 1 #5 Italian Grand Prix SanRemo 26 - 29 October

GP Finals SanRemo 30 - 31 October

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

Appendix 4

International Championship rota

International Dragon Association			
Championship Rota		Updated 24 October 2020	
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) cancelled</i>
2021	Germany (Kuhlungsborn) 13 - 18/6	Palma, Majorca 12 -16 April	Sweden (Marstrand) 15 - 20 August
2022		Italy (San Remo)	Belgium (Ostend)
2023	Turkey (Bodrum)		UK (Torquay)
2024		Estonia (Parnu)	Ireland (Kinsale)
2025	Vilamoura, Portugal / St Petersburg, Russia		Italy (Porto Cervo) mid-Sept
2026		Douarnenez / Finland	Netherlands
	Fixtures confirmed by AGM vote	Fixtures to be confirmed by vote at AGM (2021)	Future applications