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1. Restrictions on Use

These Regulations are for the use of the International Dragon Association and the Organisers of International Dragon Events. They cannot be reproduced in part or whole by other Associations or bodies without the written permission of the International Dragon Association Executive Committee.

Where there is a conflict between these Regulations and the ISAF Racing Rules of Sailing (RRS) the RRS take precedence. Regatta Organisers are reminded of their responsibility to comply with IYRU requirements.

The IYRU changed its name to ISAF in 1996. References to ISAF also include IYRU prior to 1997.

2. Introduction and check list of Approvals

- 2.1 The purpose of these regulations is to provide directions and advice for yacht clubs and other organisations in preparing for major Dragon championships and regattas around the world.

They indicate the desires and expectations of Dragon sailors and give positive directions, some of which are mandatory, for organisers to host a successful Dragon event.

In particular they shall be used for the following "premier" events:

- World Championship
- European Championship
- Gold Cup

National Associations may wish to adopt these Regulations for open National Events (with appropriately reduced measurement requirements).

The Gold Cup is the property of the Clyde Yacht Club Association and your attention is drawn to the fact that the Gold Cup has its own rules (reproduced in Appendix 11).

- 2.2 The following is a check list of matters that require approval for premier events:

- From the National Authority
 - (in the case of World and European Championships) to hold the event
 - The Principal Measurer
 - (if so required by the National Authority) The appointment of an International Jury (RRS 89(c))
- From the IDA:
 - The venue - see 4.2 & 8
 - The date - see 5.1
 - The Notice of Race - see 10.1
 - The Sailing Instructions - see 19
 - Name of the Event Measurer - see 13.2
 - Measurement requirements - see 13.5
 - The name of Principal Race Officer.
 - Names of Jury Chairman and Jury members.

3. International Dragon Association

The Dragon Class is proud of its status as an International Class, recognised by the ISAF. It is the intention of the Class Association that it should retain this privileged position.

The International Dragon Association, the organising body for the Class, was founded in 1962. Its principal objectives are:¹

- To further the interests of the International Dragon Class in all countries where Dragons are sailed and to introduce the class to new countries
- To be responsible for the administration of the class rules and co-ordinating proposals for rule amendments for consideration by the ISAF
- To ensure the class retains its “International” status by complying with the criteria adopted by the ISAF
- To co-ordinate and select venues for the following international championships:
 - World Championship
 - European Championship
 - Gold Cup
- To produce regular newsletters containing information about the Class and the activities of the IDA for distribution to all Dragon sailors throughout the world (through National Dragon Associations).

As part of this process, the IDA have prepared the following:

- Requirements for satisfactory venues
- Guidance notes for organising bodies
- Suggestions for race management
- Model Notice of Race
- Standard Sailing Instructions
- Measurement forms and guidance notes.

¹ Rules of the International Dragon Association revised October 1993, 1997, 1999, 2001

4. Applications for Events

The IDA in general meeting is responsible for deciding which countries should organise the following events:

- World Championship
- European Championship
- Gold Cup.

In the case of the Gold Cup this decision must be taken in conjunction with the Clyde Yacht Clubs Association (the donors of the cup).

Selection is completed in two phases.

4.1 Allocation of Host Country - First Phase

National Associations should indicate their desire to host an event by applying in writing by 31 August, 4 years prior to the event. To assist the AGM in the selection process, they should apply on the Application Form in Appendix 14, which requires detailed information about the proposed venue which must be nominated at that stage.

Based on the applications received, and the information supplied, the IDA AGM will provisionally award the relevant championship to a country at a specified venue four years prior to the event. National Associations are welcome to discuss the pros and cons of particular venues with the IDA.

4.2 Venue Report - Second Phase

National Associations who have a provisional allocation should then:

- advise the IDA of the organising club/authority
- obtain any National Authority approval required.

A detailed proposal shall be put before the IDA at least two years prior to the Regatta. This shall contain a report from the host National Association indicating the proposed organisers ability to comply with **all aspects** of the Regatta Regulations.

For premier events the venue must be capable of accommodating 100+ entries, unless IDA approval is obtained to a lower entry, as well as 2.5-mile beat in any wind direction.

Organisers will be asked to confirm in writing that they have received the Regatta Regulations, and undertake to comply with them. They may be required to enter into a contract to this effect with the IDA

- 4.3** Special Championship rules apply to each of the major events - see Appendices 9,10 and 11) and shall be carefully followed. No variations are permitted without the written approval of the IDA and the donors/original sponsors and such permission will only be given in exceptional circumstances.

The IDA reserve the right to withdraw its approval for a particular venue or country at any stage, if it feels the organisers are unable or unwilling to comply with these Regulations. The IDA also reserves the right to appoint an advisor to the Race Committee and/or the event organisers. This appointee will be an IDA Officer or if that is not practical a nominee of the IDA Executive's choice.

5. Dates

5.1 Premier Events

The dates should be decided and agreed with the IDA as early as possible and certainly no later than:

- World Championship}
- European Championships } 18 months prior to the event
- Gold Cup }

Other major Championships 1 September previous year

The preferred dates require the approval of IDA, to reduce potential conflicts with other events as far as possible. Please therefore do not fix the date of your event until agreed by the IDA.

The ISAF publish a calendar of events in the autumn of each year.

The IDA is required to notify ISAF of the dates and locations of World, European and Gold Cup Events by 01 August in the preceding year. Once notified, the dates of these events cannot be altered without the permission of the ISAF.

5.2 Advance notice of Major National Events

All major championship dates are required to be with the IDA Secretary by 01 September for co-ordination at the IDA AGM and inclusion in the December Newsletter.

6. Publicising the Event

6.1 Advance Publicity

There are many International and National Dragon Championships held throughout the year and sailors have the opportunity to travel to a variety of events. Those who travel will select the one(s), which are likely to be enjoyable and offer excellent sailing. When preparing for an event it is important to be able to persuade sailors that your regatta will be the best organised and the most fun. Memories of a previous regatta may well determine whether Dragon Sailors will wish to return..

It is important that you publicise your regatta well in advance.

Advance event publicity may include:

- single page handouts giving advanced notice of the event - ("fly sheets")
- an advertisement in the IDA newsletter
- a preliminary or advance Notice of Race
- press releases to National Yachting Magazines and Authorities

Details shall be sent to all National Secretaries as well as the IDA

6.2 "Fly sheet"

Flysheets should be available at all major regattas in the previous year. Additionally Dragon Sailors of the host country should be fully informed of any arrangements and actively encourage foreign competitors to attend.

6.3 IDA Advertisements

Events can be publicised in the IDA Newsletter, which is normally published each Winter, and on the IDA Website which is updated on a regular basis. A complete list of all forthcoming Championships (which have been notified to the IDA) is included. For "premier" and other major Championships it may be possible to request a separate advertisement in the Newsletter by arrangement with the IDA Secretary. Such advertisements (normally in black/blue tints) attract a charge (50% of the normal rate). These advertisements should be eye catching and informative. It may be possible to get the event sponsors to assist in the expense of producing artwork etc.

6.4 Timing of "Notice of Race" & Entry Forms

The official Notice of Race or a preliminary "notice" should go out at least six months ahead of the Regatta. If a preliminary notice has been sent out the release of the official Notice of Race, which must incorporate all details required by RRS can be delayed until 4 months prior to the event. Entry Forms should be sent with the official Notice of Race. For full details see section 10.

Sailors can either be requested to write to the organising authority to obtain the official "Notice of Race" and entry form or, alternatively the organising authority can elect to send out the official Notices to all potential competitors. Most National Secretaries can, on request, provide names and addresses of sailors who are known to take part in overseas championships. A list of all National Secretaries names and addresses can be obtained from the IDA Newsletter and Web site.

For World, European Championships and the Gold Cup all Invitations and Notices of Race should be sent to National Association Secretaries for distribution to intending participants. Individual Yachts then enter on Form B. (See Appendix 8.)

6.5 Press Release

One-page press releases can be a useful way of informing the yachting press and other interested bodies that a forth-coming event is taking place. Do not confine your distribution to the sports editors of National and local Newspapers or to yachting magazines. A number of "glossy" general interest magazines have been known to cover yachting events.

Yachting Magazines and Newspapers can often be "persuaded" to cover an event if the sponsor takes out an advertisement in the same publication.

6.6 Sponsorship Logo

Please remember that the Event Sponsor or the official IDA Sponsors may require their logo/brand name to be printed on the Notice of Race and Regatta Pack. While the organisers are free to design and use their own logo, the IDA logo can always be used at no charge.

7. Advertising on Yachts

Organisers are reminded of the ISAF Advertising Code contained in Appendix 1 of the RRS under which the Class is Category A.

It provides that the organisers can require an advertisement displayed on either side of the hull up to 20% of the hull length. If such advertising is required, this shall be stated in the Notice of Race.

8. Venue

8.1 Points to Consider

The choice of venue for a championship is critical and the following points must be addressed.

- the racing area (distance from harbour and shore, wind and tidal conditions)
- adequacy of facilities for measurement of boats and sails
- marina/moorings
- facilities ashore for:
 - launching
 - trailer storage
 - car parking
 - changing and toilet facilities
 - meeting place
 - food, catering and bar
- availability of accommodation
- availability of boat repair yard and sail lofts
- local fleet support
- facilities for spectators
- budget and entry fees
- National Authority permission (for World and European Championships).

Most of these subjects are discussed further in subsequent sections of this document.

8.2 Racing area

For "premier" events the racing area should be at least one nautical mile from the nearest shore and be capable of accommodating a 2.5-mile beat in any wind direction. The tide should be no more than 2 knots, and preferably less. If wind conditions are expected to be light the organising authority should be satisfied that there are sufficient boats available to tow all competitors to the race area and back. Additionally, if at all possible, the centre of the racing area should be no more than 4 miles from the moorings/marina.

There shall be no obstruction or hazards in the race area.

8.3 Adequacy of Measuring Facilities

The organisers shall ensure that they have adequate facilities to conduct the measurement requirements laid down by the IDA for the event. An undercover/ sheltered area shall be provided for weighing boats and sail measurement. Ideally this should be a building or warehouse. Local sailmakers should be advised of the event and be able to provide sail re-cutting and repair services

8.4 Shore Facilities

Shore facilities are an important consideration in running a successful event:

Marina Facilities

All competing Dragons should be accommodated in marinas or moorings accessible from the land. Swing moorings can be used but the organisers must ensure that there are sufficient launches to take competitors to their boats at all times.

Trailer Storage

Dragons are transported to events on trailers. Many of these trailers have special box attachments, which store the additional equipment and sails necessary for the regatta. Competitors will require access to their trailers throughout the regatta.

As the average value of a trailer is £4000 it is necessary to ensure they are stored in a secure area.

Parking

The presence of 50 - 100 boats means the presence of at least 75 - 175 cars. Each vehicle will require parking facilities close to the boats.

Changing Facilities

Dragons can be very wet boats and ideally there should be access to showers and/or changing facilities at the marina/club.

Meeting Place

Dragon sailors enjoy meeting after racing to discuss the day's events. It is sensible to arrange a bar or sponsors drink tent/room near to the boats so sailors can meet immediately after racing. It is often a good idea to arrange a "happy hour" etc. shortly after each race to get every one together.

It is customary at the Gold Cup to hold an owners meeting on one of the days after or before racing. This normally takes one to two hours. A room or suitable area should be made available to the IDA.

8.5 Social Events

It is customary for some social events to be organised during the regatta. It is not necessary to organise one for every night of the event, every second or third night is satisfactory to allow competitors to sample the local restaurants; which is popular with the local community. Involve local agencies with details at the first opportunity.

Events can be either informal or semi-formal. Semi-formal normally means jacket and tie. A number of Championships are quite informal and if a jacket and tie is going to be required it is sensible to advise competitors in the pre-event literature.

Some Dragon sailors bring their families to these events and it is therefore a good idea to organise some non-sailing events during the day.

Organisers must check out all venues themselves for suitability before submitting their application. A lot of places look very nice in their brochures but do not have the necessary facilities.

8.6 Food and Catering

It is usual for the organisers to ensure that sandwiches and drinks (cans of soda and bottled water - plastic containers) are available for purchase at the Regatta Centre prior to racing each day. If for any reason two races are scheduled on one day remember to tell the caterers! Snacks e.g. hamburgers, readily available after competitors come ashore are popular.

8.7 Accommodation

The first requirement for accommodation is that it is reasonably close to the marina where the boats are kept. It is particularly useful if organisers can provide a variety of accommodation possibilities when sending out the "Notice Of Race". Local Tourist Boards and Town Councils are normally very helpful in providing lists of hotels and other accommodation and will often contribute to mailing costs.

8.8 Spectators

There will be a number of spectators at each event who would like to watch the racing. The organisers should make suitable provision for at least one spectator boat. Spectator boats should be reminded to keep well clear of yachts that are racing. The only boats that are normally permitted on the race course are the Race Committee boats, the Jury boat, the rescue boats and any official photographers.

8.9 Entry Fees

Whilst sponsorship is hard to find it should be remembered that the majority of yachts compete in more than one international regatta a season. Consequently the cost of regatta entry fees can be a disincentive to taking part. Race entry fees for "premier" events are normally £200 -£300 and include some free social events/parties. Anything above this figure is thought expensive and may influence the number of entries.

It will simplify matters if competitors are able to pay their entry fees by credit card.

9. Sponsorship

9.1 Sponsorship Proposal

Organising clubs usually look for sponsorship to raise money to run a major Championship event. Finding sponsors is not an easy task - it needs careful planning and must be well prepared to "sell" the event to the companies which are approached. Potential sponsors will normally fix their advertising budgets more than a year in advance, so that early application is essential. Companies will not (normally) agree to sponsor a Championship unless they get something in return. The sponsor must be convinced that he will get value for his money. For example if the event is sponsored by a drinks company, make sure that competitors' brands are not obviously displayed in the bar.

Before approaching potential sponsors, prepare a "proposal" document which should include the following:

- brief details of the event, its importance, date, location, organisers, expected numbers
- information about the Dragon class - the I.D.A. brochure, extracts from the Regatta Pack, recent Newsletter, video etc
- how the sponsor will benefit from being involved in the event
- publicity including newspaper, yachting magazine and television coverage
- the name of the Championship - consider attaching the sponsor's name to the title of the event. For example BMW Gold Cup, Beefeater Gin World Championship. (Ensure that this is acceptable to the donors/original sponsors of the trophy)
- facilities for the sponsor to display their goods/services, advertising banners, etc
- facilities for the sponsor to entertain important customers and the provision of spectator boats for use by sponsors and guests
- presentation of trophies and other prizes - consider inviting the sponsor to make the presentation and include the sponsors name on prizes
- possible attendance by well known and famous Dragon sailors - including Royalty and former Olympic medallists and sailors.

9.2 Sponsor Reaction

If at all possible the organisers should seek to obtain favourable quotations or statements from their sponsors during and after the event. Such quotations can be used in future material to attract other sponsors. Please obtain the sponsor's permission to use these in future publicity material and forward them to the I.D.A. Secretary.

9.3 IDA Sponsors

The IDA may have official Sponsors. These Sponsors may provide the IDA with money or "goods" to be used at the Gold Cup, World and European Championships. Depending on the sponsorship agreement these companies are entitled to be associated with the above events and enjoy a degree of exclusivity in their particular area of business. Organisers should contact the IDA for full details at the earliest opportunity to prevent any conflict of interest.

10. Notice Of Race

10.1 Timing and distribution of Notice of Race

If a preliminary notice has been sent out the release of the official Notice of Race, incorporating the details required by the racing rules can be delayed until 4 months prior to the event.

A draft shall be submitted to the IDA Secretary for approval at least one month ahead of distribution for the following events:

- World Championship
- European Championship
- Gold Cup

Sufficient copies of the Notice of Race should be distributed to National Secretaries for these events. They are likely to have some idea who in their fleets is likely to attend. A sample Notice of Race is included in Appendix 12.

10.2 Notice Of Race Contents

The ISAF RRS Appendix J specifies the information to be contained in a "Notice of Race". It shall include:

- restrictions on the number of sails, (currently 8) that can be measured in/included on the Sail Registration Form (for copy of Sail Registration Form see Appendix 4).
- That all such sails shall already have been measured

The following additional information should also be included:

- E-mail or website address to facilitate entries
- dress requirement e.g. jacket and tie for social events
- insurance statement (see later)
- scoring system

Entry forms should also be sent out with the Notice of Race

If available the following should be included at this stage:

- lists of accommodation
- travel costs or arrangements/costs

10.3 Race Schedule

Some care is necessary in deciding the schedule of racing. Generally Dragon sailors can arrange for their boats to arrive a day or two before racing starts, but in no case should racing not finish after the final Saturday, or preferably Friday to enable helmsmen and crew to return home in time for work on Monday. For a premier event two days should be allowed for measurement before racing starts.

If relevant:

- a note to the effect that the regatta is a Helmsman's Regatta
- eligibility requirements
- an order form for tickets for the various social events
- a reminder that the:
 - Measurement Certificate
 - Measurement Form (if available)
 - Certificate of Insurance

should be brought to the regatta and/or sent with the Entry Form.

10.4 Yacht versus Helmsman

Under the RRS a yacht enters a regatta, not an individual. Consequently where the Regatta is a Helmsman Championship the "Notice Of Race" should note this fact and clearly indicate in the scoring system that points are awarded to the helmsman not the yacht. This is repeated in the Standard Dragon Sailing Instructions.

10.5 Entry Form

The Entry Form must be signed by the yacht's owner or representative. Note: if the event is the World or European Championship the entry shall include confirmation of eligibility from the relevant National Association, and also crew names and nationalities.

10.6 Insurance

The "Notice Of Race" should include an insurance statement regarding the liability of competitors. See 26 and 27 of RRS Appendix K Sailing Instructions Guide.

The sum quoted should be the amount recommended by the Organisers National Authority, if necessary after consulting its lawyers. The IDA accepts no responsibility if the specified sum is inadequate. It is the owners responsibility to ensure they are adequately covered.

10.7 Confirmation of Entry

The receipt of entry forms should be acknowledged at least one month prior to the event. Organisers should include the following information with the acknowledgement, if not included in the Notice of Race.

- map of regatta venue with following marked
 - launch area & times
 - Yacht Club
 - registration office & office opening times
 - marina
- any instructions about reporting to the office to obtain measurement instructions.
- regatta Sail Registration form (see appendix 4)

NB It is useful to put up Direction signs on the road(s) leading to the Regatta.

11. Registration Checks

There are a number of checks that need to be made at or before registration. They involve the:

- Entry Form
- Yacht's Measurement Certificate

11.1 Entry Form

The organisers should check that the entry form has been properly completed by the owner or owner's representative. As qualification is required for World and European Championships, the organisers must make reasonable efforts to ensure that the entry has the approval of the relevant National Association and conforms to the rules laid down for these events.

The entry form should include a declaration to be signed by the owner or his representative. This should contain the words "I agree to be bound by the RRS and by all other rules that govern this event". It is advisable that this declaration also contains a statement concerning insurance e.g. "I confirm that I will have valid third party liability insurance cover of not less than [sum to be insured] in place for the duration of the regatta".

11.2 Yacht's Measurement Certificate

When a boat is built and measured for the first time a Measurement Form is completed. The original of this is sent to the relevant National Authority and a copy is sent to the IDA. Based on this information the National Authority issues a Measurement Certificate. The format of these certificates will differ from country to country. A new certificate is required whenever the boat is sold to a new owner. National Authorities will issue new Certificates based on the existing Certificate or in the case of new boats the official signed Measurement Form. The Measurement Form contains much detailed information, including swing test measurements etc. Organisers should request competitors to bring the original Measurement Form with them to "premier events" in case of any disputes or problems with measurement. Owners of older boats may have mislaid the original measurement form and therefore this requirement cannot be considered mandatory.

A current Measurement Certificate **is** mandatory. Without a valid Measurement Certificate a Dragon is not officially entitled to race. Certificates must be carefully checked.

The organisers should keep a copy of each Yacht's Measurement Certificate with the entry form, as a thorough check may be impossible during registration. If a competitor fails to produce his certificate or has forgotten it refer to RRS 78.

11.3 Registration Check List

The following details should be checked: (see also appendix 1)

Measurement Form

- the measurement Certificate is from the relevant National Authority
- has the correct sail number
- the date on the certificate is current/valid
- refers to the correct owner

Entry Form

- the owner's or owner's representative's name and the name of the crew tally with the entry form
- proof of the owner's current membership of a National Association
- nationality of each crew member

Owners are often slow about updating their certificates, particularly with second-hand boats and care should be taken.

11.4 Yacht Insurance

Organisers may state in the Notice of Race that yachts should either:

- send/bring proof of insurance with them to the regatta or
- request a copy of the certificate is submitted with the Entry Form.

Organisers should note that if they make this request they are strongly advised to state in the Notice of Race that the Regatta Organisers **"may require"** to see a copy of the certificate **not "will require"**. According to some legal opinions an indication that the organisers will require to see proof of insurance may make the organisers liable in the event the yacht's insurance is invalid. The organisers cannot and should not take responsibility to ensure that certificates are correct. This remains the responsibility of the owner or the owners representative. National Authorities may have different advice for Regattas held in their country - please check.

12. Registration/ Information

The following information should be provided at registration (some of which may already have been sent to competitors):

- instructions on pre-event measurement; if the boat is required to be weighed - where to report to; if the sails are to be measured - where the sail measurement area is etc.
- directions to marina berths (if allocated)
- details of how and where to get tickets for social events
- regatta packs
- Regatta Sails Registration Form (this must be completed before the boat can be registered).

12.1. Regatta Pack

The pack shall include:

- a list of all entrants - boat name, number, nationality, yacht club and crew members
- a copy of the Sailing Instructions (waterproof if possible)
- a timetable of events- social and other events
- map of the town with relevant buildings marked out e.g. Regatta Office, launching area, official notice board, venues for official parties

In addition it may include the following useful information:

- leaflets about local tourist attractions
- details on launching and recovery
- directions to nearest boatyard and sailmakers
- list of local restaurants including phone number
- useful phone numbers, e.g.
 - Doctor
 - hospital
 - dentist
 - physiotherapist
 - chandlers
 - boat builders
 - sail makers
 - rigger
 - local garages
 - scrap yard or name of company which can supply lead (additional weights)

13. Measurement

13.1 General

Measurement is required at all the "premier" events. Some elements of the measurement process are suitable for other major championships. The extensive programme of measurement undertaken when the boat is built reduces the necessity to conduct "full measurement" at all major regattas.

The IDA proposes a two tier measurement process - pre-event and during the event. Measurement covers Pre launch measurement and on the water (spot checks) both before the first race and during the regatta.

Guidance notes on measurement are contained in this section but are subject to amendment. *The organisers should check with the IDA what the latest position is at least one month before the event.* Variations to the measurement requirements are specified from time to time by the Chairman of the Technical Committee. Copies of measurement check forms current as at March 1999 are included with these Regulations (Appendix 3).

Organisers' attention is drawn to RRS 78.

If the organisers wish to make any alterations to these arrangements they must be approved by the Chairman of the Technical Committee.

13.2 Measurer

A Measurer with appropriate experience (normally but not necessarily an International Measurer) and approved by the IDA in writing shall be present at the following events:

- World Championship
- European Championship
- Gold Cup

Under ISAF rules the principal Measurer of the regatta also has to be approved by the Host Country's National Authority.

The Organisers must supply sufficient assistant measurers to assist the principal Measurer to deal with measurement at these Regattas.

Only experienced Dragon Measurers should be used. In addition to approving the principal Measurer, the IDA will specify any additional or special measurement requirements for the regatta.

The principal Measurer need not be present throughout the regatta but if not, a suitable substitute will be required to perform spot checks as laid down by the IDA.

13.3 Measurer's Position

The Measurer obtains his authority solely from the Race Committee. RRS 78.3 gives the Measurer initial authority for determining whether or not an item complies with Class Rules. If he concludes that an item does not comply, he has no alternative other than to report the matter in writing to the Race Committee which shall protest the boat. He has no power to disqualify a boat, although he may point out the fault to the competitor prior to the event to enable it to be rectified.

The attention of Measurers (and Organisers) is drawn to ISAF Equipment Rules of Sailing for 1997-2000 which describes Event Measurement in greater detail. The Measurer is normally also the authority responsible for interpreting a Class rule for the purpose of RRS 64.3(b).

13.4 Cost of Measurers

Measurers give up their own time to conduct measurement for Regattas and will of necessity incur expenses. In addition professional measurers usually charge for their time. To assist the organisers we have below indicated what are considered normal/acceptable charges.

- time approx. £150 per day (3 days normally acceptable)
- travel costs (either mileage or public transport)
- accommodation and food (including tickets for social events).

These costs are normally met by the Organisers. The accommodation and food should be of a reasonable standard, not necessarily "first class". It will normally be possible to find assistant measurers, perhaps locally, who do not charge for their time. It is important for all concerned that the Organisers agree in writing with the measurer in advance what is and is not being paid for.

13.5 Measurement Facilities

- proper measurement facilities shall be provided by the Organisers including:
 - undercover/protected area for weighing - access required for the duration of the event
 - clean flat area for sail measurement (undercover)-access required throughout the regatta
 - designated areas for boat measurement, registration and checking in

- properly calibrated weighing scales suitable for weighing crews as well as boats. Note: With effect from 01 March 2000 the new crew weight restriction Rule 13.30 came into effect, and if it is not excluded by the Sailing Instructions, scales, and a system for weighing crews must be provided. It is the intention that it should apply for the Worlds, the Europeans and the Gold Cup.
- Insurance cover for the cranes and any lifting gear
- advice should be sought from the IDA Technical Committee regarding:
 - the extent of measurement
 - the period of time that should be allocated for measurement (certainly by more than one day for premier events)
- ideally sail measurement should take place at or near a sail loft

All costs of measurement shall be paid by the Organisers.

Attention is drawn to RRS 64.3 concerning measurement protests.

Please ensure the measurer(s) has been supplied with the name and telephone number of a company which supplies lead as a boat may be required to add lead weights to pass measurement.

There are two phases of measurement:

- Pre Regatta
- During the Regatta

Pre Regatta Measurement consists of:

- Pre Launch measurement - applies to a pre-selected sample of boats
- Pre Launch In the Water boat measurement checks - applies to all boats
- Sail Measurement - applies to a pre-selected sample of sails

During the Regatta

Spot checks will be made by the measurer on a sample of boats after each race. It is anticipated that not less than 3 boats will be selected daily.

14. Pre Regatta On Shore Measurement - Sample of Boats

Major events can expect between 60 and 100 boats. It is important that measurement is handled efficiently. Approximately 10-20% of boats arriving at the Regatta should be selected for Pre Launch Measurement.

In addition a sample of sails from all lofts (producing both volume and non volume sails) will be checked.

Boats not selected for Pre Launch Measurement can be launched.

Pre launch measurement including weighing - sample of boats. This will involve:

- Boat measurement including weighing - sample of boats
- Full mast measurement including weighing - sample of boats
- Full Sail Measurement - sample of boats.

14.1 Boat Measurement (Weighing) - sample of boats

The boats to be measured will be selected by the Principal Measurer and the relevant yacht will be informed at registration.

Boats must be dry when weighed.

Weighing can be carried out with or without the mast rigged and should not be considered unless the operation can be carried out in a sheltered undercover area as the wind will make results inaccurate. Scales must be properly calibrated to weigh 1750 KG and have a valid and current certificate that can be shown to competitors at the time of weighing.

If a yacht is found to be underweight the following procedure applies. Additional weights, as necessary, shall be positioned at the bow (in front of station 4) and stern (behind station 12) in equal amounts. The yacht's number and the owner's name shall be reported to the IDA. This is considered a temporary measure and overcomes the need for a further swing test to be carried out at the event. After the event the boat may be required to be re-weighed and if necessary re-swung and certified by an approved measurer.

The measurer will check the number and position of existing weights against the measurement form. If new weights are added these must be recorded by the measurer, who must inform the IDA.

14.2 Full Mast Measurement - sample of boats

Full Mast checks are only required at Worlds and European Championships:

The following items should be checked:

- distance between bands
- height of spreaders and jumper struts
- height of spinnaker halyard
- rigging intersection heights
- mast heel movement
- tip weight.

The first five items can be checked on datum marks on the floor or a pre-measured stick. These checks obviously need to be completed away from the boat. Additional time has to be allowed for mast measurement, taking into consideration the fact that sailors will want to get their boats rigged and afloat. Any boat already afloat (due to participation in a warm up championship) will have to be de-rigged for measurement. This makes this test impractical and unpopular at most events. Consequently it is only recommended for the World and European Championships (see Appendix 2).

15. Pre Regatta – Pre Launch or In the Water Measurement - all boats

These checks shall be undertaken at all major regattas for all boats.

15.1 Boat/Mast Measurement

- boom band from aft side of mast.
- stop fitted for out haul (Class rule 6.43)
- lower band above deck.
- position and spacing of deck marks.
- amount of mast movement.
- forestay position
- spinnaker pole length
- bulkhead hatches fitted.

15.2 General Equipment

Equipment - see Appendix 3 (class rule 11.10).

These items should always be checked with particular note taken of the weights of the anchor and its lines. Some discretion will be needed with regard to life-jackets/buoyancy vests, as these are often personal items carried on and off the boat in crew bags. Paddles shall be fit for the use intended, i.e. propelling a Dragon. Buckets should be substantial and have in excess of 9 litres capacity (see appendix 3).

The equipment check affords an ideal opportunity for the measurer to visually check for anything unusual in the boat.

15.3 ISAF Plaque number in the Yacht

Under International Dragon Class Rule 2.18 the ISAF Plaque number shall be carved either on the rear bulkhead or in the starboard inner hull side forward of the aft bulkhead above the internal moulding for boats built after 1.4.95.

For boats first measured prior to 1.4.95 either the sail number or the plaque number shall be carved as above. When a yacht is issued with a new sail number it shall be indelibly marked next to the original sail number (or plaque number). For yachts without bulkheads the ISAF plaque number (or sail number) shall be carved in the horn timber of a wooden hull or in the equivalent position in a GRP hull. The numbers shall be clearly visible, not less than 50 mm in height and carved to a depth of not less than 2 mm.

16 Sail Measurement - Sample of Sails

The increasing number of boats at events such as the Gold Cup is making it impractical to measure every sail because of the vast number involved and the limited time available.

Owners should be asked to complete a Sail Registration Form (Appendix 4) and submit this to the Registration Office before or when registering. This should record the sails they intend to use during the Regatta. The IDA Sail Label number shall be recorded on the Form. Registration is not complete until this is done. As of 1 March 1997 and until further notice a maximum of 8 sails per boat can be registered for use at Regattas.

The Principal Measurer will advise the Registration Office which sails are to be measured and this information will be displayed on the official notice board.

Only pre-measured sails (signed and with IDA label attached) can be included on the registration form. Any new unmeasured sails will only be measured by an approved IDA Measurer if time permits and a charge will be made. Sailors must realise they cannot turn up at a regatta with unmeasured sails.

Sails not selected for measurement will normally be checked to ensure that they have been measured by an IDA approved measurer and have his number marked, with the appropriate IDA Sail Label attached. It is a good idea for him to have a stamp for the event to show which sails have been checked.

Unmeasured sails cannot be used during the Regatta

16.1 Re-cutting of Sails

The Organisers should ensure:

- that all relevant local sailmakers have a copy of the latest sail measurement rules (apply to the Secretary).
- that their address and times of opening are well publicised. It is a good idea to have a sail loft on standby during the hours of sail measurement (note this may be over a week-end).

17. During the Regatta Measurement

After each Race the Measurer will select a number of boats (between 3 and 6) to be checked on the way back from racing or immediately upon arrival in the marina. Boats should be notified as they finish. It may be appropriate to ask them to proceed to a designated area of the marina and wait for the measurer to attend.

The measurer will perform the following checks:

- Corrector weights are situated in the positions indicated on the boats most current measurement form
- Mast movement at deck level and fixing of mast ram
- All sails on board the yacht appear on the Sail Registration Form submitted by that yacht and have properly signed sail labels
- Yachts are carrying on board the equipment specified in Class Rules 11.10 (see Appendix 3).

The Measurer may at his own discretion require the yacht to be lifted out and weighed once dry.

The Measurer may require the owner to take the sails and any others he has registered to the Sail Measurement area for measuring.

18. Launching and Lifting Out

The scenario for launching and recovering Dragons is very similar, the most important requirements being:

- easy access to and from the crane
- sufficient cranes
- plenty of space for manoeuvring the boats, rigging and de-rigging
- orderly recovery of boats.

18.1 Launching

Dragons are relatively simple to launch and recover. Boats now step their own masts using an "A" frame arrangement. Consequently cranes are only required to lift the boat into the water. The IDA strongly recommends that the organisers resist stepping masts by crane as this is very time consuming.

- It is important that the cranes are positioned so that trailers can be easily manoeuvred under the crane, and removed
- There should be sufficient launches available to tow boats from the crane to their marina berth/moorings.

It is sensible to have several shore side officials (easily identified) to:

- control/instruct competitors going into the water
- direct them to their marina berth
- ensure those boats that require weighing or swing testing have done so before launching

These officials should be in radio contact with the Race Office. Ideally boats should be launched and recovered beside a pontoon which has plenty of fenders.

18.2 Lifting Out

After the regatta it is essential to establish a rota for lifting out. This prevents barging and damage to boats as they manoeuvre for position under the crane. It is considered courteous to give priority to those catching ferries or travelling long distances.

Once on their trailers boats should be taken from the area of the crane to a car park or similar hard standing facility to facilitate derigging and the boats being packed away. A water supply should be available for boats to be hosed down.

Boats should not be lifted out during the regatta unless approval has been obtained from the International Jury in writing and either one of the jury members or an appointed official is present. A crane should be available during the regatta for this purpose.

18.3 Number of Cranes (lifting out)

Organisers should work on the basis of 1 crane for every 25 boats. If efficiently handled this should enable all boats to be lifted out and packed away in 2.5 hours.

18.4 Order of Lifting Out

The order of lifting out should be notified to competitors at least 24 hours in advance so that trailers can be organised. It is important that shore organisers know the order of lifting out and enforce it. Pragmatically putting foreign boats from the same country under one crane works well.

19. Sailing Instructions

The I.D.A. has developed a model set of sailing instructions (Standard Dragon Sailing Instructions), which is included with these Regatta Regulations (see Appendix 13). Organisers of the World and European Championships and the Gold Cup are required to use the Standard Sailing Instructions. The organisers shall submit the draft sailing instructions to the IDA for approval at least three months prior to the event, such submission to include any requests for variations from the Standard Sailing Instructions.

Organisers of other major events are requested to use these sailing instructions although this is not mandatory. Modifications may be required to cater for specific rules of the event and any local conditions.

20. Race Committee Experience

It is vital that the race officers and committee have previous and extensive experience of international events, either for the Dragon Class or other International Keel Boats. The relevant National Association is obliged to give assurances to the IDA of the suitability of the organising authority and the proposed Principal Race Officer prior to the event. The IDA reserves the right at any time to place an advisor with the Race Committee for premier events. This advisor will be on hand to give advice and guidance to both the Race Committee and the Organisers. In most instances the advisor will be an Officer of the IDA or an IDA nominated individual if an Officer is unavailable.

21. Guidance Notes on Race Management

The following notes are intended to give an overview of the preferences of Dragon Sailors. Please note that the Gold Cup Rules have some specific requirements in relation to courses, number of races to count etc. (variations to these can only be given with the C.Y.C.A.'s approval).

21.1 Resources

The organisers shall ensure that there are adequate race committee vessels:

- a committee boat for each of the starting line, plus a race committee signal boat.
- rescue boats
- a minimum of two boats for the jury (one of which should be a small fast speed boat or rigid inflatable (rib))
- adequate boats to lay and move marks quickly if there is a need to swing the course.
- a small fast speed boat or rigid inflatable to display the general recall flag (and if used to indicate the centre of the start line)

21.2 Number of Entries

The usual number of entries for World and European Championships is between 50 and 80; and for a Gold Cup between 70 and 105. These numbers may be accommodated on one start line. With a large number of boats, particularly for a Gold Cup the Race Committee may wish to consider splitting the fleet into two. We would not normally recommend this unless the fleet exceeds 70 boats. Split fleets are traditionally organised on a 4 fleet basis. The Gold Cup is a unique event and whilst this format can give rise to perceived inequities it is a feature of the event.

21.3 Briefing

The Race Officer should hold a briefing session at the start of the Regatta and include the following information:

- distance and direction from the marina to the race area
 - location of the official Notice Board which should be accessible 24 hours a day
 - any alterations to the Standard Sailing Instructions. If possible, amendments to Sailing Instructions should be repeated at the Marina where the boats are moored.
 - recommended latest departure time from Marina
 - any local hazards
-

Note: it is the responsibility of each Crew to read the Sailing Instructions.

21.4 Weather Forecasts

The latest weather forecast should be posted on the Official Notice Board (and other relevant places) every day.

21.5 Courses

The Class is content to sail either windward/leeward courses or triangle/sausage courses: the Standard Sailing Instructions provide for both types of approved courses. There should be only two rounds of the course plus an additional windward leg to finish. If windward leeward courses are used a spreader mark should be laid to keep boats who have rounded the mark away from those still coming up wind. The Spreader Mark should be positioned 150 meters from the windward mark, and in such away that it is unlikely that boats can fly their spinnakers between the windward and spreader marks. Two leeward marks should be considered for windward/leeward courses particularly for large fleets.

The line length should be based on 12 metres per boat for lines accommodating over 40 boats and 14 metres per yacht for lines accommodating under 40 boats.

Ideally there should be two committee boats, one at either end of the line both with inner distance marks. The area between the inner distance marks and their respective committee vessels should be prohibited areas.

A Race Committee Signal Boat to windward of the middle of the line is necessary with a large fleet and a consequent long line. A boat marking the centre of the start line should also be considered.

Starboard hand courses shall not be used.

Signal flags shall be of sufficient size and displayed so as to be visible from all parts of the line.

21.6 Length of First Beat/Windward leg

It is essential that the first beat of the race is sufficiently long to prevent overcrowding at the first weather mark. A beat of at least 2.5 nautical miles is recommended. The first beat should not exceed 75 minutes sailing time. Subsequent beats may be shorter.

21.7 Individual and General Recalls Signals

Signals should be repeated on the Committee boat positioned at either end of the line. In the case of a General Recall a rib should be sent in front of the fleet displaying the general recall (First Substitute) flag.

In the case of a Black Flag start, a rib should endeavour to inform those boats who were identified over the line as soon as possible. Sail numbers should also be prominently displayed on the Committee boats at either end of the line.

In general, the imposition of the Black Flag after 1 general recall is acceptable, unless there is an obvious problem with the line.

21.8 Two Race Days

Where more than one race is scheduled on one day it helps if, at the end of the first race, some indication is made as to whether the second race is to take place, or not. Also indicate whether the second race will be immediate, or after a period of say, ½ an hour for the Race Committee and competitors to have lunch, change sails etc. etc.

21.9 Abandoning Races

In general it is accepted that if there is a wind shift of 25 degrees or more on the first leg that the Race Officer should abandon the race. To do so after the first leg would require exceptional circumstances.

21.10 Marks

The marks of the course must be of a size and colour (preferably black) as to be visible from the start and laid accurately. Buoys indicating the end of the finish line should be clearly visible. "Dan buoys" with small flags are not sufficient.

21.11 Protests

Protest time limits should be based on the time of the last yacht finishing.

21.12 Results

Photocopies of provisional results should be made available to be posted on the notice board or handed out to all competitors as soon as they come ashore.

22. Jury

An International Jury is required at the following events:

- World Championship
- European Championship
- Gold Cup

The selection procedures are laid down in the RRS Appendix M. The Chairman of the International Jury should be an experienced Dragon Jurist. **Organisers shall obtain the approval of the IDA to their proposed Chairman and jury members well in advance.** The IDA reserves the right to veto the Regatta Organiser's choice. The IDA can suggest some jurists if required and will veto any not considered, on past experience, suitable.

Names can also be obtained from the ISAF website: www.sailing.org/officers/default.asp, but are again subject to IDA approval.

However the organisers need to consider a number of issues to do with The Jury, their costs and their requirements:

- travel arrangements (the further afield, the greater the cost)
- accommodation and all food to be provided to a reasonable standard (first class facilities are not necessary)
- the Jury members are expected to pay any additional costs for wives/ husbands etc.
- provision of a dedicated Jury boat (preferably two, one a RIB type)
- secretarial services for the Jury including a copier, word processor and printer
- a room for the Jury to hear protests
- clear indication of which social events the Jury and wives/husbands are invited to (normally free of charge).

In large fleets, a Jury rib shall be in attendance at each mark, both for "traffic calming" and to facilitate the Jury to protest against offending yachts. (RRS 60.3).

The cost of the Jury is borne by the Regatta Organisers and is likely to form a significant element of the budget, so choose carefully.

The Jurists are giving up their time voluntarily to do your event, please look after them.

23. Press

It is important to attract as much press coverage for the event as possible. Make sure that you liaise with the sponsors about their requirements.

23.1 Information

Advance information and regular press releases will allow media to preview events and build interest. For major events the provision of artwork, maps, courses and logos as well as a selection of black and white and colour photos is useful.

Press packs available at the event should include:

- event programme
- timetable of events
- Sailing Instructions
- entry list including helmsman and crew full names, yacht name and number and yacht club represented
- background to the events, when started, where held, previous winners etc
- biographies of the key sailors
- full list of important contacts with relevant phone and fax numbers and an indication of their specific responsibilities
- in all cases the spelling should be accurate.

23.2 Facilities

The organisers should ensure that the press have easy access to phones and faxes and know where to locate these. If at all possible a cell phone or a VHF radio should be available on the press boat

23.3 Press Boats

The press will need to be provided with a boat. If TV coverage is expected then a rib or similar boat should also be available.

23.4 Results

It is vital that the press receive a copy of the day's results immediately. If racing is scheduled to start late in the day then you may wish to consider radioing ashore the results of the first 6 - 10 places as the boats finish, subject to protest. The Press are your voice to the world and should be given every assistance to do their job. The results will also be posted on the IDA website as soon as they are available.

23.5 Photographs

Competitors like to buy photographs of their boat taken during the regatta. Consider appointing a local photographer with space to display them on a daily basis. Arrangements can also be made to display them on the IDA website.

24. Prize Giving

The format of the prize giving reflects the country hosting the event. The following suggestions are made:

- prize giving must be open to all competitors free
- ensure there is adequate bar space at the prize giving
- consider handing out the daily prizes on the day of the race. This means that the final prize giving is for the overall prizes only
- consider giving prizes for classic wooden boats and boats over a certain age
- always give prizes to the crew - the dragon is a three man boat
- always invite your sponsors.

Competitors will want to pack up their boats and head for home as soon as possible, so it is better to have any regatta dinner on the penultimate day. Also make it known that the last race will not be started after a certain time, and for its published start to be earlier. Make sure the competitors know the time of prize giving.

25. Medals

Medals are awarded to the crews of the first three boats (Gold, Silver and Bronze) in the World and European Championships. The IDA has a stock of medals for use, if required. Please ask the Secretary.

26. Checklist of Approvals

The following items must be approved by the IDA for premier events:

- Notice of Race
- Sailing Instructions.
- Names of International Jury Chairman and Jury
- Name of principal measurer
- Measurement requirements
- Principal Race Officer

27. Afterwards

Please send a copy of the results to the IDA Secretary, with, if possible, a report on the event, plus good quality photographs for the IDA Newsletter and website. The results should be in a format that is easily transferable to the website – preferably a direct “link”. If you have a video of the Event, please send a copy to the IDA to keep for historical records and for use as a marketing tool. Please also feel free to comment on any general points you have or any improvements to the Regatta Regulations. **Good Luck!**

Appendix 1 Registration Check List

Entry Form:

Is the Entry Form complete?

1. Crew Names (and nationality if appropriate)
2. Is it signed?
3. Payment received?

Measurement

Is copy of Measurement form attached (not automatic)?

1. Is sail number correct?
2. Is owner's name correct?
3. Is National Authority stamp correct?
4. has owner signed measurement certificate?

Is the owner a current paid-up member of a National Dragon Association (*i.e. does the owner have proof of current class membership*)?

Is the yacht required for Pre-regatta on shore measurement?

Is Sail Registration Form complete?

Do sails require to be measured?

Appendix 2 Mast Measurement

World and European Championships

Sail Number:

Mast Make:

Boom Make

Rule	Subject	Approved
6.102	The heel of the mast shall have a maximum 10 mm free movement.	
6.106	Backstay crane max. 102 mm from aft edge of mast.	
6.107	Upper measurement band min 15 mm wide. Lower edge max. 9,200 mm above lower band.	
6.108	Jumper struts upper edge max 6.300 mm + or – 15 mm above lower band Min length 300 mm. Cross bar min. 4 mm dia. max. 30 mm from ends. Bearing points min. 30 mm from mast face.	
6.109	Spreader min. 450 mm long. Upper edges at mast min 3.200 mm, max 3.615 mm above lower band.	
6.110	Spinnaker halyard max. 6,300 mm above lower band. Max 30mm from mast face	
6.112	Tip weight of mast fully rigged, halyards hoisted, rigging secured along mast. Supported at lower band, weighed as upper band min 13 kg.	
7.60	Check lower shrouds always below spreader, jumper wires lower ends always above spreaders.	

Appendix 3 In the Water Boat/Mast Measurement – Checks

Sail Number: _____	Name: _____
Year: _____	Builder: _____
Yard Number: _____	ISAF Plaque No: _____

Rule	Subject	Approved
2.181 & 2.182	Does yacht have her plaque/sail number in the correct place?	
6.103 & 6.104	1. Are the deck marks of the correct size and in the correct position? 2. Does the mast move only within the marks? 3. Are the chocks present and not capable of being removed whilst racing or mast ram permanently fixed so that fore and aft movement restricts mast to within the limits?	
6.107	Upper edge of lower mast band above deck min. 790 mm, max. 810 mm (mast in most upright position?)	
6.107	Is the top edge of the boom on or above the top edge of the lower band?	
6.43	Forward edge of boom band from aft side of mast band min. 15 mm wide, max 3,450 mm? Stop fitted?	
6.72	End of spinnaker boom from front of mast max. 2,250 mm?	
7.40	Check standing rigging not adjustable when boat sailing.	
11.10	Equipment: 1. Anchor not less than 10 kg (or 5 kg + 5kg of chain) 2. Min. 30 m anchor rope, min. weight 3 kg when dry 3. 1 x bilge pump 4. 3 x life/buoyancy jackets min. positive buoyancy 5kg each. 5. 2 x oars or paddles min 1.2 m long 6. 1 x bucket or bailer, 9-litre capacity.	

Appendix 4 Regatta Sail Registration Form

Sail Number: _____

Owner/helmsman: _____

* 1 2 3 4 5 6 7 8	Type: Main, Genoa, Spinnaker	Sail Loft	Year of Manufacture	IDA Sticker No.	IDA Sail Measurers No	For use by Organiser. Sail stamped – tick.
Total Sail numbers: Mains: _____ Genoas: _____ Spinnakers: _____					Declaration made by: Owner / Helmsman: _____ Date: _____	Organiser's Signature:

Only measured sails may be used. Spot checks will be made. If sails are not measured or not listed on this form, the yacht may be disqualified from the race/regatta.

Appendix 5 Sample Sponsorship Application Letter

200X World Championships

The International Dragon

The International Dragon is one of the most influential and prestigious one-design keelboat classes in the World. It is one of only a handful of yachts that do not demand unrealistic levels of strength and fitness to race it effectively. Because of this it has attracted many of Europe's top businessmen and women; people who wish to compete on equal terms with the very best professionals without paying the penalty of being dedicated to their careers.

The World Championship

The World Championships take place every two years; and in 200X it will be held in XX.

Some 60 to 80 top competitors may spend two years qualifying for the championship. However, despite its prestige and pre-eminence in the yachting calendar the racing is conducted in a spirit of friendly rivalry. It is this atmosphere that attracts so many people to the boat and guarantees a popular event.

Benefits of Sponsorship

Recently the sport of sailing has enjoyed significant growth. In part this is due to an increase in the media exposure of national and international events.

Corporate Sponsorship of this event provides the sponsor with a range of benefits. For example:

- exposure with a sport growing in popularity
- association with a class renowned for its style, sophistication and camaraderie
- exposure to some of the key decision makers in Europe representing a wide variety of businesses and industries
- wide media publicity at both local and national level
- Sponsor's inclusion in all correspondence, literature, posters, adverts connected with the event
- the opportunity to present you own cups, prizes and awards, tailored to your company's distinctive business
- the opportunity to entertain guests at a unique venue.

Civic authorities are most helpful, recognising that their local economies are inextricably tied to the additional income such an event brings.

Level of Funds

Finance for the event will be raised through a combination of external sponsorship and race entry fees. The organisers are seeking a total of [£35,000] from external source. Companies are being invited to sponsor on the following basis:

Exclusive sponsorship of the entire event	[£35,000]
Sponsorship of individual race days	[£6,000]
Partial event sponsorship	£[20,000]

Exclusive sponsorship ensure no other sponsors are involved with the event and entitles the Sponsor to have the event known as the XYZ World Dragon Championships. Partial event sponsorship ensures the overall sponsor is profiled but by necessity means other sponsors names will appear in relation to the event.

Schedule of Time

The event is due to take place in July / August of 200X and will be sailed at a suitable yachting centre in []

Whilst the event is in 200X, the Class is seeking to confirm its Sponsor by the middle of *(two years previously)*. We feel it is important that the class works with the Sponsor to ensure that the Sponsor:

- is fully informed
- gets maximum coverage and benefit from the event
- participates fully in the social and yachting programme

Sponsor's Past and Present

The Dragon Class has been associated with some very prestigious Companies over the past five years and we are anxious to maintain this profile.

Some of the past Sponsors of key events include:

BMW	Jaguar
Laurent Perrier	Heineken
Beefeater Gin	Tuborg
Mundial Confianc	Versatel

Appendix 6 - Press Release

PRESS RELEASE

Date

By:

FOR IMMEDIATE RELEASE

200X World Championships

Dragon World Championships are to be held in the [] for the first time in [-----200x]. The event will be sponsored by [Saviours] Inc. who are well known in the telecommunications area.

The Dragon is one of the world's top one-design keelboats. As a consequence many notable sailors will be competing for this prestigious title. The Class regularly attracts many former Olympic medallists and other notable names in the yachting world.

The presence of [Saviours] Inc. as a sponsor assures us of a top class event with competitors from all over the world. Entries of [70–85] are anticipated and exceptionally close and exciting racing is guaranteed. Held at [] in [] the anticipated average wind strength is force 4 which will ensure plenty of action and good photographs.

[Saviour Inc.] Is the world's largest supplier of mobile phones. They sell mainly to distributors and are little know outside the USA. Following a change of marketing strategy they now intend to sell direct to European markets and have selected key sporting events to emphasise their commitment to Europe. They believe in quality and design - hence their association with the Dragon Class.

Full press facilities will be laid on throughout the Regatta.

Appendix 7 General Promotional Information

The International Dragon Class

The International Dragon is one of the great sailing boats of all time. At the forefront of international yacht racing for over sixty years, the Dragon's winning combination of performance, competition and timeless elegance have given it a unique place in the hearts of yachtsmen the world over.

Today it is one of the most widely sailed keelboat classes in the world, with fleets in the three major yacht racing areas of Europe, North America and the Antipodes. Its beautiful lines turn heads wherever it competes, and its legendary sailing qualities have earned it the respect of the world's greatest sailors.

The Dragon embodies all the qualities that have made day-racing keelboats the preferred form of competition for many of the best helmsmen from dinghy sailors to America's Cup competitors. The crew of three makes for a tightly knit unit without the need for hired heavyweights, One Design rules ensure level racing and the ease of trailing makes international competition attractive to all budgets.

Yet the Dragon's greatest strength is its depth of support. Dragons fresh from world class events line up the next weekend to do battle with their local fleets where keen club sailors provide a level of competition that can surprise the big names.

The Dragon's philosophy of gradual evolution within one-design principles has produced a boat with state of the art rig and boat handling controls, reducing the learning curve for sailors transferring from other classes and making the boat flexible enough to cater for every level of ability. It remains one of the few top level racing classes where body weight and fitness are irrelevant compared to sailing skills.

These are just some of the reasons why yachtsmen of every age and every standard are attracted to the Dragon. One sail is enough to make Dragon ownership the goal of many sailors' racing careers, while for others the class provides a lifetime of challenges.

The International Dragon, a truly thoroughbred racing yacht.

History

The Dragon was designed by the Norwegian Johan Anker in 1929. Originally aimed at the weekend sailor who did not want to engage professional crew, the boat was easily handled, combining excellent sea-keeping qualities with sparkling performance. It soon attracted the racing fraternity and its popularity spread rapidly throughout Northern Europe.

The Dragon was an obvious selection for the Olympic Games in 1948, a position which encouraged the development of the class throughout the world. In more recent years the pressures of Olympic status have become a mixed blessing for classes which cater primarily for the amateur sailor, and so the Dragon's replacement at the Olympics by the Soling in 1976 was welcomed in many quarters.

Far from damaging the Dragon, this decision allowed it to chart a course away from the physical and financial demands of Olympic competition, concentrating instead on offering value through long lasting hulls with closely controlled rig development, providing level competition for all ages and degrees of athleticism.

The Dragon's spectacular growth over the last ten years has proved the wisdom of that philosophy. It is perhaps the only international class which allows the gifted amateur the opportunity to race on truly level terms with leading professionals.

Design

The Dragon's long keel and elegant metre-boat lines remain unchanged, but today Dragons are constructed using the latest technology to make the boat durable and easy to maintain. GRP is the most popular material, but both new and old wooden boats regularly win major competitions while looking as beautiful as any craft afloat. Exotic materials are banned throughout the boat, and strict rules are applied to all areas of construction to avoid sacrificing value for a fractional increase in speed.

The key to the Dragon's enduring appeal lies in the careful development of its rig. Its well-balanced sail plan makes boat handling easy for lightweights, while a controlled process of development has produced one of the most flexible and controllable rigs of any racing boat.

Spars and sails are infinitely and easily adjustable while racing, allowing the skilful crew to optimise the boat for any conditions, and removing the need for an optimum body weight that characterises so many other classes. Dragon races cannot be won by brute strength.

The Dragon's design philosophy has made it a class where extremely close racing is the norm, and where races are won by the crew's mastery of the conditions and tactics on the course rather than by speed advantage.

The Competition

Dragon regattas are among the world's most prestigious sailing events. The Dragon's reputation for top-level competition combined with easy road trailing and simple launching procedures makes international and national events extremely popular with every standard of sailor.

The **World Championship** is held in alternate years in all areas where Dragons are sailed, and must be one of the most difficult regattas to win in the sailing world. Many of the world's finest sailors have spent years trying to lift this trophy presented by Prince Constantine of Greece. This event attracts worldwide media attention and a lifetime's respect for the winner. Regional Championships (**European, North American, Pan-Pacific**) are held in the other years, where competition is no less intense. Entry to both events is usually by qualification at national level.

The **Dragon Gold Cup** is one of the most famous trophies in the history of yachting. Raced for annually in Europe, it is an open competition which regularly attracts eighty entries or more. Quoting from the original 1937 Gold Cup Rules the intention of this competition was to "bring together as many competitors of different nationalities as possible in a friendly spirit." Nothing has changed; this encapsulates the essence of all Dragon competitions.

National Championships and open international regattas are held annually by most fleets and reflect the character of the host country. Venues range from Oostende to Austria, and from Alexandria to Hong Kong. The German Championships are as popular as they are competitive, while the French entertain their visitors off the water as keenly as they challenge them on it. The British and Australians race for prestigious cups presented by the Duke of Edinburgh, and in Scandinavia competitors might find themselves hailing Denmark's Prince Henrik for water.

Club competition is quite exciting enough for many Dragon sailors, and as much satisfaction can be derived from winning a season-long trophy series through consistency and determination as from a week's regatta. Most international helmsmen return to their local fleets to keep their hand in, where local knowledge and experience often levels the playing field for the regular club racers.

The People

Many sailors have aspired to Dragon ownership at some stage, and the obvious enjoyment of their sport by those for whom it is a reality only increases the Dragon's cachet. The Dragon's design makes it a boat where all ages and abilities can compete at any level. It is not unusual to find an Olympic medallist and a relative novice racing in the same fleet.

Olympians and royalty, amateurs and professionals are united in the Dragon class by their love of racing and of the boat. From club race to World Championship these enthusiasts create a camaraderie that is the envy of the yachting world. The Dragon racing circuit takes its parties as seriously as its races. Many Dragon owners freely admit to choosing regattas on the basis of après-sail potential!

Because the Dragon is so widespread and so easily trailed its regattas have the most cosmopolitan atmosphere of any class, with friendships made and renewed across national boundaries. Like the class itself, regattas combine internationalism with style.

The International Dragon Performance With Style

INSERTS

Promotional version/Sponsorship version

Select from the list below as appropriate:

- National fleet locations & contacts in each country
- International fleet details, in each country
- Current fixture list
- Current fixtures list with sponsors
- Second-hand boat list
- Recent Regatta reports
- Builder/sailmaker/supplier list
- Past sponsorship examples
- Class Association details
- Quotes from previous sponsors
- Recent regatta report reprints.

**Appendix 8 - World & European Championship
Examples of Entry Forms**

FORM A - Application for Entries

The National Dragon Association of _____ (Country)

declares that at 15th March 200X it had the following number of registered Dragons

1. _____

According to the Rules of the Championship this entitles it to the following number of permitted entries

2. _____

Please note that we have received applications from our members and it is our intention to enter
No. 3 CANNOT BE GREATER THAN No. 2

3. _____

The following helmsmen belonging to this Association are believed to qualify by virtue of International Qualification under the Rules for the Championship and are not therefore included in No. 3 above

N.B. The current World and European Champions are entitled to automatic qualification in addition to National Allocations. If applicable; they should not be included in No. 2 above. The host country may be entitled to an extra 50% above its National Allocation at the discretion of the IDA.

The closing date for returning this application form is the 1st April 200X. (Later applications may not be accepted).

The Notice of Race and Entry Forms will be sent out to National Associations directly by the Organising Authority:

(Name)

(Address)

(Tel/Fax/E-mail)

and must be returned to the Organising Authority by the date specified in the Notice of Race. Entries received after this date, may be refused by the Organisers.

Signed:

President/Chairman/Secretary

Name

Form B – Entry Form Example

To be returned prior to DD/MM/YY.

Name of Organisers

Address of Organisers

FAX and telephone number (including international country code)

Entry Form

Name of Yacht: _____

Sail Number: _____

Owner: _____

Helmsman: _____ Nationality _____

Club: _____

1st Crew: _____ Nationality _____

2nd Crew _____ Nationality _____

Home Address of Owner/Helmsman:

Telephone: _____ Fax: _____ e-mail: _____

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event. In particular I have read Paragraph 14 of the Notice of Race and confirm that I agree to its provisions and that my yacht will conform to its requirements throughout the event. I confirm that I will have Third Party Insurance in place for the duration of the Regatta of not less than.or its equivalent.

I confirm that my entry is supported by _____(country) **(NB not necessary for Gold Cup)**. I enclose:

- * A copy of my Yacht's Measurement Certificate
- * A copy of the original Measurement Form (if available)
- * Entry Fee of £.....

Signed: _____ Date: _____

Appendix 9 European Championship Rules

Dragon European Championship Rules

The Virginie Heriot Cup

In memory of Madame Virginie Heriot and in accordance with her often expressed wish to encourage yachting, the Committee of the Yacht Club de France decided at a meeting on the 21st May 1946 to initiate an International Cup and name it the "Coupe Virginie Heriot".

The cup is assigned to the International Dragon Class, but remains the property of the Yacht Club de France.

In agreement with the Committee of the International Dragon Class Association the "Virginie Heriot Cup" will be the trophy of the European Dragon Championship.

Rules

- 1 The European Championships shall be governed by the current ISAF Racing Rules of Sailing (RRS), the International Dragon Class Rules, the rules of the Dragon European Championship, the International Dragon Class "Standard Sailing Instructions" and any amendments thereto approved in writing by the IDA, and in force one month prior to the date the Notice of Race is issued.

Frequency

- 2 The Championship shall be held every even calendar year. Exceptionally it may be held in an odd year, when the World Championship is held in the Southern Hemisphere.

Venue

- 3 The races shall be organised in accordance with a schedule decided by the International Dragon Association.
- 4 Every European country having a Dragon Fleet shall be entitled to apply to run the European Championship. The selection shall be made by the International Dragon Association. The organising authority shall be required to show that it is able and willing to meet the International Dragon Association's requirements for arranging a major European Championship event.

Entries

- 5 The maximum number of entries (per country) that can be put forward by their National Association are as follows:

Registered Dragons Per Country	Permitted Entries
1-10	3
11-20	4
21-35	5
36-50	6
51-85	7
86-125	8
126-175	9
176-250	10
251-325	11
326-400	12
Over 400	14

In addition the host country will be permitted, at the discretion of the IDA depending on the number of entries, extra places up to 50% of their permitted entries.

1. In addition there will be up to 15 International Qualification places for sailors with a top 25% placing in three selected International Regattas, which currently are:
 - a) during the year prior to the event- Douarnenez Grand Prix, Gold Cup, Europeans/Worlds, Kiel Week, Regates Royales
 - b) during the year of the event, Vilamoura and Palma

The list will be revised regularly to ensure that only the more successful International Regattas are selected.

7. Up to 5 places may be allocated at the discretion of the International Dragon Association.
8. The following helmsmen shall automatically qualify:
 - The current World Champion
 - The defending European Champion

- The President and Vice Presidents of the International Dragon Association)
 - The Chairman, Vice Chairmen, Treasurer and Secretary of the International Dragon Association
9. In the event that this system produces too many entries, and a limit is imposed, entries will be reduced in the following order:
- a) the host country's additional places
 - b) the international qualification places
 - c) the national allocations

The reductions in b) and c) will be proportionately as far as possible. If the reduction in c) has to be applied, each country will be asked to confirm the number of its allocation to be taken up, with a waiting list. If entries are not received from any country up to its national allocation limit, its unused balance will be forfeited and offered around to other countries, proportionately so far as possible.

10. All entries shall be made through their National Dragon Association. Each National Dragon Association shall notify the organising authority of the number of boats that are expected to attend at least three months prior to the championship.
11. The names of helmsman, crew and boat shall be in the hands of the organising authority at least 30 days before the first race.

Eligibility

12. The helmsman and at least one of the crew shall be members of the country making the entry and any such members may take the helm. One non-national crew member is permitted but shall not take the helm.
13. Helmsmen and crew may be substituted during a series for good and sufficient reason approved by the Jury.
14. For the purposes of entry " member of the country" means a passport holder of that country.

Entry requirements and measurement

15. Entries shall be limited to boats holding a valid certificate of measurement which shall be exhibited to the organising country as directed in the Notice of Race.
16. Boats and sails may be subject to re-measurement in accordance with the International Dragon Class Rules and the IDA Technical Committee's instructions.
-

- 17 The organisers shall appoint a Measurer, approved in writing by the IDA for the event.

Course and Scoring System

- 18 The type of course, scoring system and time limit shall be notified in the Notice of Race.

Number of Races

19. The championship shall comprise of six races of which the best five will count. Only one race should be scheduled for each day. If only five races can be sailed, the best four shall count. If only four races can be sailed all will count. If less than four races can be sailed the trophy shall not be awarded. Every effort shall be made to complete the series, if necessary and possible, by sailing two (or more) races on one day. A spare day cannot be scheduled for the last day of the regatta series.
20. International Jury. The organising authority shall appoint an International Jury from whose decisions there shall be no appeal (RRS 70.4).

Trophy and Prizes

- 21 The title of European Champion will be awarded to the helmsman who has won the Championship. Dragons entered in accordance with these rules may represent one or more Yacht Clubs recognised by the relevant National Authority.
- 22 The Yacht Club represented by the winning helmsman shall have temporary possession of the cup for the period of one year. The Club shall be responsible for the care of the Cup (including insurance) and its presence at the following Championship.
- 23 Medals shall be presented to the helmsman and crew, in recognition of the fact that they are Champions of Europe by reason of winning the "Virginie Heriot Cup" in the year in question. Medals shall also be presented to the helmsman and crew of the second and third placed yachts.

Interpretation

- 24 These rules shall be subject to interpretation and amendment by the Yacht Club de France or the Committee of the International Dragon Association by mutual agreement.
-

Appendix 10 World Championship Rules

Dragon World Championship Rules

The Royal Hellenic Cup

In 1965 His Majesty King Constantine of Greece presented the Royal Hellenic Cup, known as Epathlon Vassileos, to the International Dragon Class as the World Championship Trophy, in memory of the late King Paul who showed so much interest in the Dragons.

Rules

- 1 The World Championships shall be governed by the current ISAF Racing Rules of Sailing (RRS), the International Dragon Class Rules, the rules of the Dragon World Championship, the International Dragon Class "Standard Sailing Instructions" and any amendments thereto approved in writing by the IDA and in force one month prior to the date the Notice of Race is issued.

Frequency

- 2 The Championship shall be held every second odd calendar year.

Venue

- 3 The Championship shall take place in the following areas in rotation:

North Europe

America

North and South American continents, Bermuda and Jamaica

South Europe, Middle East, and Africa

For the purposes of defining these areas, South Europe shall be deemed to include Belgium and Switzerland.

Australia and Pacific

- 4 Only countries that are members of the International Dragon Association and have an active Dragon fleet may run the Championship. New member countries shall be allocated to a suitable area by the Association.

- 5 The International Dragon Association in general meeting shall select the country that is to hold the Championship at least two years in advance. The organising authority will be required to show that it is able and willing to meet the International Dragon Association's requirements for arranging a major World Championship event.

Entries

- 6 The maximum number of entries (per country) that can be put forward by their National Association are as follows:

Registered Dragons Per Country	Permitted Entries
1-10	3
11-20	4
21-35	5
36-50	6
51-85	7
86-125	8
126-175	9
176-250	10
251-325	11
326-400	12
Over 400	14

In addition the host country will be permitted, at the discretion of the IDA depending on the number of entries, extra places up to 50% of their permitted entries.

7. In addition there will be up to 15 International Qualification places for sailors with a top 25% placing in three selected International Regattas, which currently are:
- c) during the year prior to the event- Douarnenez Grand Prix, Gold Cup, Europeans/Worlds, Kiel Week, Regates Royales
 - d) during the year of the event, Vilamoura and Palma

The list will be revised regularly to ensure that only the more successful International Regattas are selected.

8. Up to 5 places may be allocated at the discretion of the International Dragon Association.

- 9 The following helmsmen shall automatically qualify:
- The defending World Champion
 - The current European Champion
 - The President and Vice Presidents of the International Dragon Association.
 - The Chairman, Vice Chairmen, Treasurer and Secretary of the International Dragon Association.
- 10 In the event that this system produces too many entries, and a limit is imposed, entries will be reduced in the following order:
- d) the host country's additional places
 - e) the international qualification places
 - f) the national allocations
- The reductions in b) and c) will be proportionately as far as possible. If the reduction in c) has to be applied, each country will be asked to confirm the number of its allocation to be taken up, with a waiting list. If entries are not received from any country up to its national allocation limit, its unused balance will be forfeited and offered around to other countries, proportionately so far as possible
11. All entries shall be made through their National Dragon Association. Each Individual National Association shall notify the organising authority of the number of boats that are expected to attend, at least three months prior to the championship.
- 12 The names of helmsman, crew and boat shall be in the hands of the organising authority at least 30 days before the first race.

Eligibility

- 13 The helmsman and at least one of the crew shall be members of the country making the entry and any such members may take the helm. One non-national crew member is permitted but shall not take the helm.
- 14 The helmsman shall enter as a member of a yacht club recognised by the National Authority of the country for which he sails and shall be a current member of his National Dragon Association.
- 15 Helmsmen and crew may be substituted during a series for good and sufficient reason approved by the Jury.
- 16 For the purposes of entry "member of the country" means a passport holder of that country.
-

Entry requirements and measurement

- 17 Entries shall be limited to boats holding a valid certificate of measurement which shall be exhibited to the organising country as directed in the Notice of Race.
- 18 Boats and sails may be subject to re-measurement in accordance with the International Dragon Class Rules and the IDA Technical Committee instructions.
- 19 The organisers shall appoint a Measurer, approved in writing by the IDA for the event.

Course and Scoring System

- 20 The type of course, and scoring system shall be notified in the Notice of Race.

Number of Races

- 21 The championship shall comprise of seven races of which the best six shall count. Only one race should be scheduled for each day. If only six races can be sailed, the best five shall count and if only five races can be sailed the best four shall count. If less than five races can be sailed the trophy shall not be awarded. Every effort shall be made to complete the series, if necessary and possible by sailing two (or more) races on one day. A spare day cannot be scheduled for the last day of the series.
- 22 International Jury. The organising authority shall appoint an International Jury from whose decisions there shall be no appeal (RRS 70.4).

Prizes

- 23 The trophy shall be held by the winning helmsman until the next championship, but will remain the property of the donor. The holder shall be responsible for the care of the trophy (including insurance) and to see that it is in the hands of the organising country by the start of the next Championship.
- 24 The IDA will provide Gold, Silver and Bronze medals for the winning helmsmen and crew of the first three yachts.

Interpretation

- 25 These rules will be subject to interpretation and amendment by the IDA.
 - 26 An amendment to these conditions shall require a two-thirds majority of those voting.
-

Appendix 11 Gold Cup Rules

Rules for the Dragon Gold Cup (Revised 2001)

The International Dragon Cup was presented in 1937 by members of the Clyde Yacht Clubs' Conference with the intention of bringing together as many competitors of different nationalities as possible for yacht racing in Europe in a friendly spirit, in order to perpetuate the good feeling which existed at the first International Clyde Fortnight. The Clyde Yacht Clubs' Conference has been reconstituted as the Clyde Yacht Clubs' Association and the International Dragon Cup has become the 'Dragon Gold Cup'. The Clyde Yacht Clubs' Association owns and insures the Dragon Gold Cup.

Rules

1. The Cup shall be called the Dragon Gold Cup and shall be raced for by yachts of the International Dragon Class belonging to any country.
 2. The Cup shall be sailed for annually, and shall be retained by the winner for one year only.
 3.
 - a. Races shall take place in any of the following countries:
 - Belgium
 - Denmark
 - Finland
 - France
 - Germany
 - Ireland
 - The Netherlands
 - Norway
 - Portugal
 - Spain
 - Sweden
 - United Kingdom.
 - b. The host country and Organising Authority therein shall be selected by the International Dragon Association in conjunction with the Clyde Yacht Clubs' Association.
 4.
 - a. The Clyde Yacht Clubs' Association shall be entitled to representation at the Event
 - b. If qualified, the representative shall be a Member of the International Jury.
 - c. The Organising Authority shall inform the Clyde Yacht Clubs' Association of the date and location of the Event as soon as they are established and arrange their representation as per rule 4a.
 - d. The representative shall act on behalf of the Clyde Yacht Clubs' Association at the Event.
 - e. The representative shall be available for consultation on any matter relating to the Event.
-

5. The Event shall be governed by the International Sailing Federation's Racing Rules of Sailing, the International Dragon Class Rules and the Rules for the Dragon Gold Cup.
6. It was the original intention of the donors that as many entries as possible should be accepted but some restriction on the number of entrants may be necessary. The Organising Authority shall state in the Notice of Race of the Event the maximum number of entrants to be accepted, which shall not exceed 120 and shall state the procedure to ensure that this number is not exceeded by restricting the entrants from its own or any other country.
7. All boats, sails, etc. shall conform to the International Dragon Class Rules and the owner of each boat shall be required to produce a valid Measurement Certificate. The Organising Authority may have any boat inspected, measured, weighed or swing tested and any sails measured during this event.
8. The organising authority shall:
 - a. advertise the date and location of the Event not later than the end of July in the year before the Event.
 - b. advise the Clyde Yacht Clubs' Association of the composition of the International Jury as soon as possible prior to the issue of the Notice of the Race.
 - c. obtain the approval of the Clyde Yacht Clubs' Association of the Notice of the Race not later than four months prior to the Event and the Sailing Instructions not later than two months prior to the Event.

Note: The requirements of 8c have not been agreed by the IDA.

9. The Organising Authority shall provide for courses;
 - a. having a total length of approximately twelve nautical miles which may be shortened or reduced if conditions require.
 - b. with windward starts
 - c. having no mark laid closer to the land than approximately one nautical mile, if at all practicable.
 - d. comprising either
 - i) the windward /leeward type
 - or
 - ii) the triangular type – triangle windward leeward windward
10.
 - a. The Event shall consist of a series of six races none of which shall be discarded.
 - b. In the event of adverse weather conditions or other circumstances beyond the control of the Organising Authority the Gold Cup may be awarded as follows:

- i. if five or four races are completed a result shall be declared.
 - ii. if three or less races are completed none shall score, no result shall be declared and the Cup shall be returned to the Clyde Yacht Clubs' Association.
11. All protests occurring during the Event shall be heard by an International Jury appointed by the Organising Authority in accordance with RRS 89.
12.
 - a. RRS Appendix A4 using the Bonus Point System shall apply. The number of boats entered in the Series shall be the number of entries confirmed at registration.
 - b. RRS A4.2 is amended. A boat that did not start, did not finish or retired after finishing shall be scored points for the finishing place one more than the number of boats confirmed at registration. A boat disqualified shall be scored additional points equal to 10% of the number boats confirmed at registration, fractions being raised to the next highest whole number.
 - c. RRS A8 is amended. In the event of a tie on total points between two or more yachts, the tie shall be broken in favour of the yacht or yachts with the most first places, and when the tie remains, the most second places and so on. When the tie still remains, it shall stand as part of the final result and each of the joint winners shall hold the Gold Cup for an equal part of the following year, the exact dates to be decided by the Organising Authority.
13. The Organising Authority shall be expected to present a memento to the winner, and such other prizes as they consider appropriate.
14. Alterations to these Rules will be made only by the Clyde Yacht Clubs' Association after consultation with the International Dragon Association.
15. Should the Dragon Class cease to exist, or should the competition for the Gold Cup in the opinion of the Clyde Yacht Clubs' Association after consultation with the International Dragon Association, cease to be of first class importance, the Dragon Cup will be returned to the Clyde Yacht Clubs' Association.

Appendix 12 Sample Notice of Race

INTERNATIONAL DRAGON CLASS EUROPEAN/WORLD CHAMPIONSHIP

THE CUP

DATE TO DATE, MONTH, YEAR

XXX YACHT CLUB

VENUE AND COUNTRY

NOTICE OF RACE

1. Organising Authority

The XX Yacht Club.

2. Rules

Races will be governed by the current ISAF Racing Rules of Sailing (RRS) the International Dragon Class Rules, The Dragon European /World Championship Rules, this Notice of Race and the Sailing Instructions. In the event of conflict the Sailing Instructions shall prevail.

The official language of the Regatta is English.

The crew weight restriction in Class Rule 13.30 shall/shall not apply.

The prescriptions of the National Authority shall not apply

3. Advertising

The regatta is designated Category "A" under ISAF Advertising Code Regulation 20. (Advertising pursuant to Regulation 20.3.1(d) (i) may be required).

4. Eligibility

4.1 ISAF eligibility requirements under RRS Appendix 2 shall apply.

4.2 Only International Dragon Class yachts which hold valid registration/Measurement Certificates shall compete.

4.3 Owners shall be up to date members of their National Dragon Association.

5. Entries

- 5.1 Each National Dragon Association concerned shall inform XX Yacht Club of the number of yachts that will participate from its country (not applicable for the Gold Cup).
- 5.2 Formal entry from each yacht shall be submitted on the enclosed form 'B' accompanied by a copy of the yacht's valid Registration/ Measurement Certificate and the entry fee of £XXX (sterling) payable XXX. The fee includes craneage and berthing in the marina for the duration of the regatta. Entries shall be received prior to DD/MM/YY. Late entries may be accepted at the discretion of the Race Committee.
- 5.3 All forms etc. shall be sent to:

XXYC

Venue

TELEPHONE **+ full international code**

FAX **+ full international code**

E-MAIL

6. Measurement

- 6.1 Measurement of yachts and sails will take place prior to the commencement of racing on [] from XX00 to XX00hrs according to the stipulations of the IDA Technical Committee. In addition the Organisers reserve the right to conduct measurement checks before, during or after any race.
- 6.2 Yachts shall not present any unmeasured sails for registration and measurement.
- 6.3 No more than eight sails per yacht may be submitted for measurement.
- 6.4 Yachts shall not use any sail(s) other than the eight sails submitted for measurement except with the prior written permission of the International Jury, and then only in exceptional circumstances.

7. Race Schedule

Day	Date	Race	1 st Warning Signal Time
Saturday	DD/MM	Practice Race	XX00 hours
Sunday	DD/MM	Race 1	XX00 hours
Monday	DD/MM	Race 2	XX00 hours
Tuesday	DD/MM	Race 3	XX00 hours
Wednesday	DD/MM	Race 4	XX00 hours
Thursday	DD/MM	Race 5	XX00 hours
Friday	DD/MM	Race 6	XX00 hours

The Organisers reserve the right to sail two (or more) races on one day if necessary.

8. Courses

- 8.1 Races will be on either triangular or windward/leeward courses in XX Bay. XXX Chart refers.
- 8.2 The Time Limit will be XXX hours (for Europeans only).

9. International Jury

An International Jury will be appointed under RRS 89(c) from which there shall be no appeal.

10. Scoring

The bonus-points scoring system RRS Appendix A4.1 will apply except that in A4.2 a boat that did not start, did not finish, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats confirmed at registration. [] races shall be completed to complete the series. If races are completed, all will count. If more than races are completed there will be one discard.

11. Trophy and Prizes

The winning helmsman/Yacht Club represented by the winning helmsman shall have temporary possession of the cup for a period of one year. Medals will be presented to the helmsman and crew of the first, second and third placed yachts. Other prizes may be awarded.

12. Sailing Instructions and Registration

Sailing Instructions and a list of competitors will be given to each entrant on registration, which shall take place from _____ to _____ on _____ and from _____ to _____ on _____ at _____

13. Liability and Insurance

- 13.1 A boat is entirely responsible for her own safety, whether afloat or ashore and nothing whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 13.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them. See RRS 4.
- 13.3 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least X, XXX, XXX.
- 13.4 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the racing and the event and include the organising authority, the race committee, the race officer, patrol boats and beach masters.
- 13.5 The provision of patrol boats does not relieve the boat of her responsibilities.
- 13.6 The fact that the race committee conducts inspections of the boat does not reduce the responsibilities of the boat set out in this paragraph.
- 13.7 Competitors are also advised to arrange their own personal accident insurance.

Appendix 13 Standard Sailing Instructions

The following , which follows Appendix K of the RRS contains the clauses that should be included in the sailing instructions of the "premier events" but should not be regarded as exhaustive. Except where it obviously requires amendment, eg. on courses, start time etc. it must not be changed without specific consent of the IDA.

1. Rules

- 1.1 The Regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).
- 1.2 The Notice of race and the Rules of the (name of event, year of issue) will apply. In the event of conflict the Sailing Instructions shall prevail.
- 1.3 The International Dragon Class Rules including/excluding Rules 13.30 will apply.
- 1.4 The prescriptions of the () National Authority will not apply.
- 1.5 The official language of the Regatta is English.

2. **Entries** Only eligible boats for which a signed entry form has been received, registration and measurement have been completed, and the full entry fee has been paid before the warning signal for the first race, are entitled to race.

3. Notices to Competitors

Notices to the competitors will be posted on the Official Regatta Notice Board at (.....)

4. Changes in Sailing Instructions

Any change to the Sailing Instructions will be posted before 09.00 on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 on the day before it will take effect.

5. Signals Made Ashore

- 5.1 Signals made ashore will be displayed at (.....)
- 5.2 Flag AP displayed alone with two sound signals means "The warning signal will be made not less than (120) minutes after Flag AP is lowered." Boats are requested not to leave the harbour until Flag AP is lowered. This changes Race Signal AP.
- 5.3 When Flag Y is displayed, Rule 40 applies at all times while afloat. This changes the Part 4 preamble.

6. Schedule of races

- 6.1 Insert days, dates and times of warning signals.
(Times of High Tide daily if relevant).
- 6.2 The organisers reserve the right to sail two (or more) races on one day, if necessary
- 6.3 When more than one race is held on the same day, the warning signal for the next succeeding race will be made as soon as practicable. To alert boats that another race will begin soon the postponement signal will be displayed for at least four minutes before the warning signal is displayed.
- 6.4 On the last day of the regatta no warning signal will be made after (.....)

7. Racing Area

Attachment (.....) shows the location of the racing area(s)

8. The Course

- 8.1 The diagrams below shows courses 1 and 2 including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left, with the following exceptions:
- 8.2 At the end of the leg Mark 1 to Mark 3A in course 1, and at the end of the leg Mark 2 to Mark 3 in course 2, boats shall sail between the gate marks from the direction of the previous mark rounding 3A mark to starboard or Mark 3 to port.
- 8.3 Mark 1 will be approximately (...) nautical miles from the starting line.
- 8.4 Course 1 will be indicated by the display of flag T on the race committee signal boat and course 2 by flag W.
- 8.5 No later than the warning signal, the race committee signal boat will display the approximate compass bearing to mark 1.
- 8.6 The course will not be shortened before the finish of the leg to Mark 1 for the second time. This changes Rule 32.

Course 1 - The Triangle Course

Start 1-2-3-1-3 or 3A Finish

On the first leg of the course, Mark 3 and 3A (if laid) will not be marks of the course.

Course 2 - The Windward/Leeward Course

Start-1-2-3 or 3A -1-2-3 or 3A -Finish

Mark 2 will be in close proximity to Mark 1.

On the first leg of the course, Marks 3 and 3A (if laid) will not be marks of the course.

9. Marks

- 9.1 Marks 1, 2, 3 and 3A will be (.....) (NB preferably black).
- 9.2 New marks as provided in instruction 12.1 will be (.....)
- 9.3 A race committee boat signalling a change of course is a mark as provided in instruction 12.2.
- 9.4 Mark boats may be stationed at any mark, and if stationed will fly (.....). Failure of a mark boat to be on station will not be grounds for redress under rule 62.1(a)

10. Reporting to Principal Committee Boat Before Starting

Before starting in each race, boats shall, while sailing on starboard tack, pass between the principal race committee boat and a buoy displaying a (colour) Flag. Boats failing to report may be scored "DNS".

11. The Start

- 11.1 Races will be started using Rule 26 with the warning signal given 10 minutes before, and the preparatory signal 5 minutes before the starting signal..
- 11.2 The starting line will be between (.....) and (.....).
- 11.3 The warning signal and all starting signals will be made from a race committee signal boat stationed in the middle and to windward of the starting line. This committee boat will not be at anchor and may manoeuvre within the course area. Failure of this boat to keep clear shall not be grounds for redress under Rule 62.1(a), and it shall be treated as an obstruction under the rules. Signals may be repeated from the committee boats at either end of the line.
- 11.4 An inner distance mark may be laid adjacent to the race committee boat at the starboard end of the line, not necessarily on the starting line, and, if laid, is a starting mark for the purpose of rules 18.1(a) and 31.
- 11.4 Rule 30.1 will apply at all starts. "Flag I" will not be displayed nor will the one-minute sound signal be given. This changes rules 26, 30.1 and Race Signal 1.
- 11.6. A boat starting later than 10 minutes after her starting signal will be scored "Did not start ". This changes rule A 4.1.

12. Change of Position of Next Mark.

- 12.1. To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2. Except at a gate boats shall pass between the race committee boat signalling the change of course and the nearby mark leaving the mark to port and the race committee boat to starboard. This changes rule 28.1

13. The Finish

- 13.1 The finishing line will be (.....).
- 13.2 When the course is shortened at a gate, a race committee boat near the gate will display flag S and boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. This changes race signal S.

14. Penalty System

- 14.1 A boat that has taken a penalty or retired under RRS 31.2 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.
- 14.2 As provided in RRS 67 the jury may, without a hearing, penalise a yacht that has broken RRS 42.

15. Time Limit

- 15.1. The time is 5 hours, except where there are two races in a day when the time limit for each shall be 3 hours.
- 15.2 Boats failing to finish within 60 minutes after the first boat finishes or where there are two races in a day within 30 minutes after the first boat finishes, will be scored Did not finish. This changes rules 35 and A4.1.
- 15.3 If no yacht has passed mark 1 within 75 minutes of the start, the race will be abandoned.

16. Protests

- 16.1 Protests forms are available at the race office. Protests and requests for redress shall be delivered there before the end of the protest time limit.
- 16.2 The protest time limit is (120) minutes after the last boat has finished the last race of the day. This time will be posted on the official notice board. The same protest time applies to all protests by the race committee and jury and requests for redress. This changes Rule 61.3 and 62.2
- 16.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the (Jury Office)
- 16.4. Notice of protest by the race committee or jury will be posted to inform yachts under rule 61.1(b). By the display of such notice, competitors shall be considered adequately informed of a protest by the race committee or the jury.
- 16,5 For the purposes of rule 64.3(b) the "authority responsible" is the measurer appointed by the organising authority.
- 16.6 Breaches of instructions 14.1,18,22,23 and 24 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches or breaches of Class Rules discovered by the measurers' spot checks during the regatta may be less than disqualification if the jury so decides.
- 16.7 On the last day of a regatta a request for reopening a hearing shall be delivered:
- (i) within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
 - (ii) no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - (iii) on the last day, within 30 minutes after the abandonment signal is displayed if racing is abandoned ashore, or within 120 minutes after the abandonment signal is displayed if abandoned afloat

This changes RRS 66.

- 16.8 Decisions of the jury will be final as provided in RRS 70.4.

17. Scoring

- 17.1 The bonus point scoring system of rule Appendix A will apply, except that in A4.2 the words "registered for the series" shall be substituted for "entered in the series". This changes A4.2
- 17.2 [.....] races are required to be completed to constitute a series.
- 17.3 (a) When fewer than (...) races have been completed, a boat's series score will be the total of her race scores.
(b) When more than races have been completed, a yacht's series score will be the total of her race scores excluding her worst score.
- 17.4 Prizes will be given as follows

18. Safety Regulations

A boat that retires from a race shall notify the race committee as soon as possible.

19. Replacement of Crew

Substitution of competitors will not be allowed without prior written approval of the jury.

20. Equipment and Measurement Checks

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water a boat can be instructed by the race committee or measurer to proceed immediately to a designated area for inspection.

21. Official Boats

Official boats will be marked as follows (.....).

22. Support Boats

- 22.1 Team leaders, coaches, spectators or press boats shall stay more than 100 meters from any racing boat from the time of the preparatory signal until boats have finished the race or the race committee signals a postponement, general recall or abandonment.
- 22.2 Support boats shall be marked with (.....).

23 Haul-out Restrictions

All yachts shall be afloat before....., and shall not be hauled out during the regatta except with, and according to, the terms of prior written permission of the Jury

24. Plastic Pools and Diving Equipment

Underwater breathing apparatus, plastic pools or their equivalent shall not be used around participating boats after.....

25. Electronic Equipment

A boat shall neither make nor receive radio transmissions while Racing. Electronic Equipment other than timers and compasses permitted by the Class Rules shall not be carried on board except for mobile telephones which shall be switched off while racing

NB This amendment is to be included in the Regatta Regulations for 2003

26 Official Boats

The Race Committee Boats will be identified through display of (.....)

Jury boats will display a flag marked "JURY".

Other Official Boats provided by the Organising Authority will display (...)

27. Liability Disclaimer

Competitors participate in the regatta at their own risk. See rule 4 Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, or during or after the regatta.

28. Insurance

28.1 Each participating yacht shall be insured with valid third party liability insurance with a minimum cover of €..... per event or the equivalent.

28.2 Competitors are also advised to effect their own personal accident insurance.

Appendix 14 Application to Host a Major Event

The National Association applies to host the :
World Championship/ European Championship/ Gold Cup

Proposed:

Venue:

Month:

Organising Authority:

Experience - previous keelboat events run by it:

Racing area

Distance from harbour:

Distance from shore:

Conditions of wind expected:

Tidal/current:

Will boats be moored in a marina or swing moorings?

Are boat repair yards and sail lofts available nearby?

What launching facilities are available?

Number of local fleet boats normally racing:

Are there adequate facilities for:

Trailer storage?

Car parking?

Measurement of boat and sails?

Changing and toilets?

Food, catering and bar?

Accommodation What accommodation is available for 70+ boats?

Road access for boats on trailers:

List advantages:

List disadvantages:

If the application is accepted the National Dragon Association hereby undertakes to comply with the Regatta Regulations (published annually by the IDA), a copy of which has been received and read. It will be required to enter into a protocol with the IDA to record the major requirements for the regatta. The IDA will appoint an Officer to liaise with the organizers of the proposed event.

Signed

Chairman or Secretary of National Association

Appendix – Notes