



# **International Dragon Class Regulations 2012**



**Part I  
Organising a Regatta**

**Part II  
Regatta Race Management**

**Part III  
Championship Rules, Notice of Race, Sailing  
Instructions, Entry Forms etc**

**Part IV  
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# **Part I**

## **Organising a Regatta**

## 1 Use of these Regulations

These Regulations are for the use of the International Dragon Association and the Organisers of International Dragon Events. **Their purpose is to enhance the quality of racing at International and National events by ensuring that all aspects of regatta organisation are implemented to the high standards demanded by Dragon sailors.** 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. These Regulations cannot be used as a basis for any protest by competitors. Regatta Organisers are reminded of their responsibility to comply with ISAF requirements. English is the official language of the Dragon class and all communications shall be in English.

## 2 Introduction and check list of Approvals

2.1 The IDA have a grading system for the principal Championships and Major Regattas of the Class and these Regulations are for use at these events, but they can also be used for general guidance at other Dragon Regattas. Their purpose 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 expectations of Dragon sailors and give positive directions, some of which are mandatory, for organisers to host a successful Dragon event.

The gradings are as follows;

- i) **'Championship Events'**; World and European Championships and the Gold Cup. These events remain the property of the IDA.
- ii) **'Grade 1 Regattas'**; – Semaine de Cannes, Petite Navire - Douarnenez, German Grand Prix-Kiel and King Juan Carlos – Cascais, Prince Philip Cup – Australia.
- iii) **'Grade 2 Regattas'**; All National Championships and one other suitable national regatta nominated by National associations

In particular they shall be used for all 'Championship Events'

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 Clubs Association and your attention is drawn to the fact that the Gold Cup, the World and European Championships have their own rules (see Appendices 1, 2 and 3).

2.2 The following is a check list of matters that require approval for Championship Events:

- From the National Authority of the Host Country



- (for 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 Appendix N)
- 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 on the water, who shall be an International Race Officer
  - Names of Jury Chairman, who shall be an International Judge, 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 principal objectives of the International Dragon Association are:

- 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 all Championship and Grade 1 Events

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

- Requirements for satisfactory venues
  - Guidance notes for organising bodies
  - Guidance for race management
  - Standard Notice of Race
  - Standard Sailing Instructions
- Measurement and other forms for use at events.

### **4 Applications for IDA events**

The IDA in general meeting is responsible for deciding which countries should organise the Championship Events

In the case of the Gold Cup this decision must be taken in conjunction with the Clyde Yacht Clubs Association (the owners 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 1st August, 4 years prior to the event on the Application Form in Appendix 7. This form requires detailed information about the proposed venue, which must be nominated at that stage. The IDA AGM will provisionally award/draw up a shortlist for each 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 and obtain any National Authority approval required.

A detailed proposal shall be put before the IDA in writing by 1st August, 3 years prior to the event. This shall contain a report from the host National Association indicating the proposed organiser's ability to comply with all aspects of the Regulations.

On approval of the location, the Chairman of the National Association and representative of the Regatta Organiser shall enter into a contract with the IDA to comply with these Regulations.

**4.3 Special Championship Rules** apply to each of the Championship Events - (see Appendices 1, 2 and 3) 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.

**4.4 Organising & Race Committees** The Organising Authority will be required to establish an overall Organising Committee, and a Race Committee to be chaired by the Principal Race Officer

**4.5 Withdrawal of approval** The IDA reserves 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 its advisor to the Race Committee and/or the event organisers.

The Organising Authority shall re-imburse the IDA for expenses incurred by their representative at 2 pre-event meetings and at the event itself.

## **5 Dates and Locations**

**5.1 Championship Events** 18 months prior to the event

The dates shall be decided and agreed with the IDA as early as possible and certainly no later than 18 months prior to the event.

The IDA is required to notify ISAF of the dates and locations of Championship events by 01 August in the preceding year. These dates cannot be altered without the permission of the ISAF.

Championship Events shall be 'stand alone' and not part of any other Regatta

**5.2 Grade 1 Events** 1 September previous year

The preferred dates require the approval of IDA, to minimise conflicts with other events. Do not fix the date of your event until agreed by the IDA.

Grade 1 events should 'stand alone' and not part of any other Regatta.

## **6 Publicising the Event**

It is important that the Organising Authority/Club publicise the regatta well in advance.

Details shall be sent to all National Secretaries as well as the IDA for inclusion on the website at the earliest possible date.

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. This shall be designed in conjunction with the IDA Graphic Identity (see Part IV of these Regulations).

## **7 Advertising on Yachts**

The ISAF Advertising Code is to be used Regulation 20 is to be used.

## **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 carparking meeting place
  - changing and toilet facilities 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 Championship 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. (see paragraphs 13-17). 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 with sufficient launches to take competitors to their boats at all times.

### **Trailer Storage**

Many trailers have special box attachments, which store the additional equipment and sails necessary for the regatta. Competitors will require convenient access to their trailers throughout the regatta.

As the average value of a trailer is £6,000 they must be stored in a secure area.

### **Parking**

The presence of 60 - 100 boats means the presence of at least 75 - 175 cars. Each vehicle will require parking facilities close to the boats.

### **Changing Facilities**

There should be access to showers and/or changing facilities at the marina/club.

### **Meeting Place**

A bar or sponsors drink tent/room should be available close to the boats immediately after racing.

At the Gold Cup to hold an owners meeting is held 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 not necessary to organise a social event every night. Free nights will allow competitors to visit local restaurants, which is popular with the local community. Involve local agencies with details at the first opportunity.

See 8.9 for details of social events that should be included for competitors in the entry fee.

## **8.6 Food and Catering**

It is usual for the organisers to ensure that sandwiches and drinks 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, etc should be readily available after racing.

## **8.7 Accommodation**

Accommodation should be 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**

The organisers should make suitable provision for at least one spectator boat.

## **8.9 Entry Fees**

The cost of regatta entry fees is important. Race entry fees for Championship Events are normally Euros 400-600. Anything above this figure should be agreed with the IDA before any decision is made. Fees should include

- Parking for Cars and trailers throughout the Regatta,
- Everything associated with boats,, e.g., marina berths and moorings, craning, fresh water hoses etc
- Drinks and canapés for the opening and closing ceremonies, plus the Regatta Dinner (for crews only, spouses and additional friends etc will be expected to pay).
- Happy Hour after racing subject to budget.
- Regatta gifts for crews subject to budget.

**Organisers are strongly advised to arrange payment of entry fees by credit card.**

The Organiser's Budget for the event shall be available for inspection by the IDA at any time. This shall include all income, sponsorship and goods in kind as well as expenditure.

## **9 Sponsorship**

### **9.1 Sponsorship Proposal**

Organising clubs usually look for sponsorship to raise money to run a major Championship event. Finding sponsors 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.

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.Yearbook, 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.
- Amount of cash required.

Contact the IDA Secretary for information that might be helpful.

## **9.2 Sponsor Reaction**

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 Sponsors of the IDA**

The IDA may have Official Sponsors. These Sponsors may provide the IDA with money or products 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**

A draft Notice of Race (including any preliminary notices) shall be submitted to the IDA Secretary for approval at least one month ahead of distribution for all Championship Events.

The Notice of Race shall be issued and published 4 months prior to the event. A preliminary notice of race may be issued earlier if desired.

### **10.2 Notice of Race Contents**

Appendix 4 gives the IDA standard Notice of Race (based on Appendix K of the ISAF RRS) The IDA will accept amendments only if justified by local constraints.

Entry forms (see Appendix 6) 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
- order form for social events
- dress requirement eg jacket & tie for social events

### **10.3 Race Schedule**

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 racing should always finish

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on the Friday to enable helmsmen and crew to return home in time for work on Monday. For a Championship Event two days should be allowed for measurement before racing starts.

#### **10.4 Yacht versus Helmsman**

Under the RRS75 a yacht enters a regatta, not an individual. Consequently where the Regatta is a Helmsman's 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 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, nationalities, ISAF Sailor ID's and ISAF Classification for all crew members. An entry is only valid after the entry fee has been received and accepted.

#### **10.6 Insurance**

The "Notice of Race" shall include an insurance statement regarding the liability of competitors. See 21 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 that the specified sum is adequate. It is the owner's responsibility to ensure they are adequately covered.

#### **10.7 Confirmation of Entry**

The organisers should check that the entry form is completed in all respects and then immediately acknowledge receipt of entry and entry fee. Organisers should include the following information with the acknowledgement, if not included in the Notice of Race.

- map of regatta venue with marina and launch area clearly marked.
- any instructions about reporting to the office to obtain measurement instructions.
- Launching times and arrangements
- regatta Sail Registration form (see appendix 14)

*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 or Measurement Form
- Evidence of current membership of a National Association
- ISAF Sailor IDs and Classification (1 or 3) for each crew member

### **11.1 Entry Form**

The organisers shall 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 National Association shall be a fully paid up member of the IDA.

The IDA can advise if any NDA's are in arrears and therefore which entries cannot be accepted.

The Entry Form shall comply with Appendix 6 of these Regulations.

The Organising Authority shall publish an entry list clearly showing the country or other approval for the entry.

### **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 "Championship 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/Form is mandatory. Without either a Dragon is not officially entitled to race. Certificates/Forms 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

#### Measurement Form

- the Measurement Certificate or Measurement Form is from, or endorsed by, the relevant National Authority and is fully completed.
- the sail number matches that on the Entry Form
- the ISAF plaque number matches that on the Entry Form
- the date on the certificate is current/valid
- refers to the correct owner

Owners are often slow about updating their Certificates after a change of ownership. If in doubt the Registration team shall consult the Event measurer for guidance

#### Entry Form

- That the Entry Form is completed in all respects. Including individual ISAF sailor ID Numbers for each helmsman.

#### Visas

The Organising Authority may be asked to provide 'invitation letters', to enable some competitors to obtain Visas to visit the host country. National Dragon Associations should advise the Organising Authority if such letters will be required for their sailors, what they should say, and to whom they should be sent, in plenty of time to enable Visas to be issued.

### 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 owner's 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;
- 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 Notice of Race and 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.
- If possible, extracts of a chart of the race area and tidal flows.

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  
*scrapyard or name of company which can supply lead (additional weights)*

## 13 Measurement

### 13.1 General

Measurement as specified by the IDA is required at all the Championship Events Some elements of the measurement process are suitable for other major championships.

The IDA operates a two tier measurement process - pre-event and during the event.

**Pre Event Measurement** consists of:

- Pre Launch measurement - applies to a pre-selected sample of boats
- Pre race in the water boat measurement checks - applies to all boats
- Sail Measurement - applies to a pre-selected sample of sails

### **During the Event**

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.

Instructions 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 are included in the Appendices with these Regulations

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 all Championship Events

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.

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 Authority**

The Measurer obtains his authority solely from the Race Committee. If he concludes that an item does not comply, RRS 78.3 requires him to report the matter in writing to the Race Committee which shall protest the boat.

The attention of Measurers (and Organisers) is drawn to ISAF Equipment Rules of Sailing for 2009-12 Part 1 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).

The Organisers shall meet these costs. The accommodation and food should be of a "reasonable standard". 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:
  - 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.
- 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 (at least 2 days for Championship Events)
- 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.

## 14 Pre Regatta On Shore Measurement - Sample of Boats

Championship 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.

Pre launch measurement. This **may** involve:

- Boat measurement - sample of boats
- Full mast measurement - 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 and only holding the correct equipment 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 Championship Events.

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.

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

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

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### 15.1 Boat/Mast Measurement and General Equipment

- See Appendices 12 and 13

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

### 15.2 ISAF Plaque number in the Yacht

Under International Dragon Class Rule 2.18.1 the ISAF Plaque number shall be permanently marked either on the forward face of 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

Owners shall complete a Sail Registration Form (Appendix 14) and submit this to the Registration Office before or when registering. A maximum of 8 sails per boat can be registered for use at a Regatta.

The Principal Measurer will advise the Registration Office which sails are to be measured.

Only pre-measured sails (signed and with IDA label attached) can be included on the registration form. The Organisers should not offer new sail measuring facilities.

### **Unmeasured sails cannot be used during the Regatta**

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.

The IDA recommends that the Measurer should have a stamp for the event to show which sails have been checked.

### 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).

On completion of Measurement the Organisers shall post a full list of boats measured including each boats ISAF plaque number and sail number.

## **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 may 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 12).

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**

Cranes are only required to lift the boat into the water

- 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. 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. 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 shall 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.

## **19 Sailing Instructions**

Organisers of the Championship Events are required to use the Standard Sailing Instructions, see Appendix 5. The organisers shall submit the draft sailing instructions to the IDA for approval at least three months prior to the event. The IDA will accept amendments only if justified by local constraints

In accordance with the RRS 2009-2012 the definition of the zone (3 hull lengths) shall apply at all IDA Championships, and Grade 1 Events. It is also strongly recommended that it be used at all Dragon Events. If necessary at Grade 2 Events, Ungraded Events and local and club Events, Rule 86(b) may be applied if stated in the Sailing Instructions (either 2 or 4 lengths).

Organisers of Grade 1 and Grade 2 Events and other major events are requested to use these Sailing Instructions although 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 Championship and Grade 1 events. This advisor will be on hand to give advice and guidance to both the Race Committee and the Organisers



## **Part II**

# **Regatta Race Management**

## 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 end 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 60 and 80; and for a Gold Cup between 80 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. This is not normally recommended unless the fleet exceeds 80 boats. Split fleets are traditionally organised on a 4 fleet basis. The Gold Cup is a unique event and whilst this format is not popular, 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.
- use of VHF Radios
- recommended latest departure time from Marina
- any local hazards

## 21.4 Coach and Spectator Boats

See Standard Sailing Instructions at Appendix 5. Mandatory restrictions are placed on these boats and contravention may lead to protest against the boat attached to the coach boat involved.

## 21.5 Weather Forecasts

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

## 21.6 Warning Signal

- a) The warning signal should not be made if the wind speed is below 5 knots or above 28 knots for a period of at least 5 minutes before the warning signal.
- b) The warning signal should not be made if wind speeds above 28 knots are expected or have been forecast for the racing area during the time of the race.

## 21.7 Courses

The Class sails windward/leeward port hand courses. There should be two rounds of the course plus an additional windward leg to finish. The Spreader Mark should be positioned 150 meters from the windward mark and at an angle of approximately 90 degrees from the first leg. In addition, a leeward gate should be laid.

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 each with an inner distance mark.

A Race Committee Signal Boat to windward of the middle of the line is necessary with a large fleet and a consequent long line.

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

## 21.8 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 and of not less than 30 minutes duration is recommended.** The first beat shall be abandoned if it exceeds 75 minutes sailing time. Subsequent beats may be shorter.

### **21.9 Individual and General Recall 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 both ends 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.

### **21.10 Abandoning Races**

A race should be abandoned

- a. if the wind speed drops below 2 knots in a substantial part of the racing area for a period of 10 minutes or more.
- b. once the sustained wind speed reaches or exceeds 30 knots at any time before the first boat has crossed the finishing line.
- c. if a wind shift of more than 25 degrees occurs before the first boat arrives at the first windward mark.
- d. If it is expected that less than 50% of the Fleet will finish within the time limit.

### **21.11 Two or More Races per Day**

Where more than one race is scheduled on one day it helps if, at the end of the previous race, some indication is made as to whether the subsequent race is to take place, or not. Also indicate whether the subsequent race will be immediate, or after a period of say, ½ an hour.

### **21.12 Marks**

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

### **21.13 Protests**

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

### **21.14 Results**

Provisional results should be posted on the notice board and available to all competitors as soon as they come ashore. The IDA (secretariat@intdragon.org) should also be sent these in order to post them on the Website (via a "link").

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For all IDA Graded Events, the final results must be sent to [irl@intdragon.org](mailto:irl@intdragon.org) and shall comply with the IDA instructions for submitting results to the IRL. See Appendix 4.

### 21.15 Use of VHF Radios

**The IDA recommends the use of VHF radio communication for safety purposes and to enable the Race Committee to communicate with competitors. A channel for such communication shall be specified for this purpose in the Sailing Instructions.**

**Class Rule 11.11.1 only applies for VHF devices working on marine frequencies (156-162MHz).**

**The IDA draws attention to the fact that usage of a marine channel is restricted by international and national regulations and suggests (subject to relevant national regulations) use of an international ship-to-ship channel that is not used for other purposes.**

**The use of VHF communication with the fleet is recommended. If used the following procedures shall be adopted:**

**1 The use of VHF communication shall be incorporated in the NOR. The following wording is recommended;**

**'Race information will be given on marine VHF(156-162MHz). The channel will be stated in the Sis.**

**The Organiser reminds participants that the use of marine VHF is governed by the applicable laws. It is the owner's/helmsman's responsibility to fulfil all legal requirements to carry and use marine VHF radio on board a yacht.**

- 2 The SIs shall clearly state the channel to be used for communication from the PRO to competitors. They shall also state the channel to be used for emergency/safety issues, which may be the same. They should also state that use or scan of any other channel (except Channel 16) whilst racing, may result in a protest and disqualification.**
- 3 Individual OCR information shall not be made earlier than 2 minutes after the start.**
- 4 PRO communication to his race managements team should not be available to competitors, ie not using frequencies 156-162MHz.**
- 5 See Standard Notice of Race and Sailing Instructions at Appendices 4 and 5.**

## 22 Jury

An International Jury, RRS Appendix N, is required at all Championship Events. The Chairman of the International Jury should be an experienced Dragon Jurist. ***The appointment of all Jurors is subject to the approval of the IDA.***

Names of potential candidates can be obtained from the ISAF website: [www.sailing.org/officers/default.asp](http://www.sailing.org/officers/default.asp)

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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 are invited to (normally free of charge).
- 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.

A Jury rib shall be in attendance at each mark whenever possible, both for “traffic calming” and to facilitate the Jury to protest against offending yachts. (RRS 60.3). The Jury is expected to be pro-active.

## **23 Press**

It is important to maximise press coverage for the event. Liaise with the sponsors about their requirements. For all Championship Events, the organisers shall provide a knowledgeable reporter to issue daily reports and to write a full final report for the IDA Yearbook.

### **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 event, 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 possible a cell phone or a VHF radio should be available on the press boat.

## 23.3 Press Boats

The press will need the use of a suitable 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.

The results will also be posted on the IDA website as soon as they are available. Please inform the Press of the "link" to [secretariat@intdragon.org](mailto:secretariat@intdragon.org)

## 23.5 Photographs

Competitors like to buy photographs of their boat taken during the regatta. A suitable photographer should be employed and photographs displayed on a daily basis.

## 24 Prize Giving

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

- the prize-giving ceremony must be open to all competitors free
- ensure there is adequate bar space at the prize giving
- daily prizes should be awarded on completion of that day's racing
- consider giving prizes for classic wooden boats and boats over a certain age
- always give prizes to the full crew
- always invite your sponsors.

***Competitors will wish to return home as soon as possible, so the regatta dinner should be held on the penultimate day. Also the last race should not be started after a certain time, and the start time should be earlier. Ensure 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 will supply these.

## 26 Afterwards

### 26.1 Results

The final results must include columns stating each boat's name and number and each helmsman's ISAF Registration Number.

Send a copy of the final results to the IDA eMail [secretariat@intdragon.org](mailto:secretariat@intdragon.org). They should be easily transferable to the website via a direct link. The IDA should receive a general report of the event, plus good quality photographs for the IDA Yearbook and Website; the photographs must be in high resolution suitable for print. A video of the event would also be helpful. Please also feel free to comment on any general points you have or any improvements to the Regatta Regulations.

### 26.2 Regatta Report

A Regatta Report is required by the IDA from the organisers of Championship and Grade 1 Events. This report should be a summary of the event and not exceed 1 page (except attachments). It shall cover the following mandatory items:

1. Name of the event
2. Organizing authority with contact details and overall responsibility
3. Name of PRO and other key people of the regatta organisation
4. Name of Event Measurer
5. Name of Head of the Jury, and the other jury members
6. Overall statistic data (number of participating boats, number of sailed races,)
7. Data for each sailed race (start time, end time, course length, wind direction, wind speed min/max, no of boats at starting line, number of boats finished)
8. Communication details (internet address of the event, link to results, link to pictures and press releases)

Mandatory attachments of the regatta report will be

- a) Official overall result list
- b) Report of the PRO
- c) Report of the Event Measurer
- d) Report of the Head of the Jury

**Good Luck!**



## **Part III**

# **Championship Rules, Notice of Race, Sailing Instructions, Entry Forms, Measurement Forms, etc**

## **Appendix 1 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 location of the Championship shall be determined by the International Dragon Association in General Meeting and, where possible, 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**

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.

- 4 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. The host venue shall specify the maximum number of boats it can host (this number to be in the Notice of

Race) and this shall be at least 75 boats.

## Entries

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

<b>Registered Dragons Per Country</b>	<b>Qualified Entries</b>
1-10	6
11-20	7
21-35	8
36-50	9
51-85	10
86-125	11
126-175	12
176-250	13
251-325	14
326-400	15
Over 400	17

An entry that qualifies under any other method (see rules 6, 7 and 8 below) shall be in addition to the national entitlement.

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 qualified entries.

- 6 In addition, the top 20 helmsmen of the International Ranking List of the previous year are qualified.
- 7 In addition up to 2 places may be allocated at the discretion of the International Dragon Association. Applications for these places must be received by the IDA Secretary three months before the event.
- 8 In addition the following helmsmen shall automatically qualify:
- The current World Champion.
  - The President and Vice Presidents of the International Dragon Association.
  - The Chairman, Vice Chairmen, Treasurer, Secretary and Chairman of the Technical Committee of the International Dragon Association.
- 9 If, at the closing date for entries, the limit for the number of entries (entry form plus entry |

fee) has been exceeded, entries will be reduced in the following order:

- a) the Host country's additional places
- b) the National allocations (except for the Host country)

If the reduction b) has to be applied, reductions shall be proportionate as far as possible, provided that at least one entry per nation is accepted. Each country will be asked to confirm the number of its allocation attending, with any on a waiting list. If a qualified entry withdraws for any reason, that country shall be given 7 days to confirm a replacement, failing which the host country may accept any other entry at its discretion

- 10 In the event that the number of qualified entries is less than the maximum number specified by the host, the host may accept additional entries with the approval of the IDA.
- 11 Each Individual National Association shall notify the Organising Authority of the boats that are expected to attend, at least three months prior to the championship. National Associations may require at least two crew members to be current members of their Association.
- 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 member of the crew shall have the same nationality and either of these may take the helm. One non-national crew member is permitted but shall not take the helm.
- 14 Helmsman qualifying through the national allocation (including host's extra allocation) shall be a national of the country approving the entry.
- 15 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.
- 16 Helmsman may only be substituted from the original starting crew of the member's country and crew may be substituted during a series for good and sufficient reasons approved by the Jury. The total weight of the substituted crew must not exceed 285 kgs after the substitution.
- 17 Letters and Sail Numbers. Irrespective of the owner/helmsman's country, the boat must be entered with the sail number of her country of registration unless the Jury have previously agreed otherwise (RRS Appendix G).

### **Guidance Notes**

- a Hong Kong is a special case and qualification rules follow those determined by the

Olympic Games.

- b A sailor lacking his own National Dragon Association and seconded to another NDA (IDA Constitution 3.2) must meet the eligibility requirements but of his own nationality

### **Entry requirements and measurement**

- 18 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.

A valid Measurement Certificate is an original or copy of the Measurement Form which has been stamped by a National Yachting Authority, or is a special Measurement Certificate issued by a National Yachting Authority. (Class Rule 1.82).

- 19 Boats and sails may be subject to re-measurement in accordance with the International Dragon Class Rules and the IDA Technical Committee instructions.
- 20 The Organisers shall appoint a Measurer, Principal Race Officer and Chairman of the Jury approved in writing by the IDA for the event.
- 21 The Notice of Race and Sailing Instructions (in English) shall be approved by the IDA before publication.

### **Course and Scoring System**

- 22 The type of course (windward/leeward), the scoring (low points) system and time limit shall be notified in the Notice of Race or the Sailing Instructions.

### **Number of Races**

- 23 The Championship shall take place over 6 days and comprise 8 races. Only one race shall be scheduled for the first and last days. A maximum of 6 races shall be scheduled on the 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> days, with no more than 2 races per day. The schedule may be amended during the regatta to hold more than 2 races on any day if needed to complete the initial schedule regatta. If 6, or more races are completed there will be one discard. There will be no discard if only 5 races are completed. If less than five races can be sailed the trophy shall not be awarded. A spare day cannot be scheduled for the last day of the series.

### **International Jury.**

- 24 The Organising Authority shall appoint an International Jury from whose decisions there shall be no appeal (RRS 70.4).

### **Prizes**

- 25 The title of World Champion will be awarded to the helmsman who has won the Championship. If a helmsman has been substituted the trophy shall be awarded to whichever helmsman has the better score.
- 26 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.
- 27 The IDA will provide Gold, Silver and Bronze medals for the winning helmsmen and crew of the first three yachts.

### **Interpretation**

- 28 These rules will be subject to interpretation and amendment by the IDA.
- 29 An amendment to these conditions shall require a two-thirds majority of those voting in general meeting.



## **Appendix 1A World Championship Corinthian Trophy**

### **Deed of Gift - August 2010**

1. This trophy has been presented by the David Atkinson Trust, in honour of the late David Atkinson, a skilful sailor, gentleman and long time supporter of the Dragons in Melbourne, Australia, for competition at International Dragon World Championships.
2. The Atkinson Corinthian Trophy is the property of the International Dragon Association [IDA].
3. The Trophy will be competed for bi-annually within the Dragon World Championship, or as often as the Dragon World Championship is raced for if other than bi-annually. The winner of the Trophy on each occasion is entitled to hold it for display at their regular sailing club until the next Dragon World Championship. In the event that the Dragon World Championship is not awarded in any IDA approved cycle, the holder shall return The Trophy to the IDA. [Note this also covers the eventuality where the Dragon World Championship is not presented because an inadequate number of races have been sailed].
4. In order to qualify as a competitor for the Trophy, the boat shall be crewed totally by amateur, Corinthian, sailors as defined by ISAF. Each sailor must hold a current ISAF Sailor Code Classification 1.
5. The winner will be the helmsman of the winning boat in the Corinthian series of the Dragon World Championship. The scoring will be the low point system as used in the World Championship except that in each race the first Corinthian boat will score a win, the second Corinthian boat will score a second and so on.

Jill Atkinson  
David Atkinson Trust Executor  
**Melbourne, Australia - August 1st, 2010.**

## **Appendix 2 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 and is a helmsman's trophy.

### **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 calendar year.

### **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. The host venue shall specify the maximum number of boats it can host (this number to be in the Notice of Race) and this shall be at least 60 boats.

### **Entries**

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

<b>Registered Dragons Per Country</b>	<b>Qualified Entries</b>
1-10	6
11-20	7
21-35	8
36-50	9
51-85	10
86-125	11
126-175	12
176-250	13
251-325	14
326-400	15
Over 400	17

An entry that qualifies under any other method (see rules 6, 7 and 8 below) shall be in addition to the national entitlement.

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 qualified entries.

- 6 In addition, the top 20 helmsmen of the International Ranking List of the previous year are qualified.
- 7 In addition up to 2 places may be allocated at the discretion of the International Dragon Association. Applications for these places must be received by the IDA Secretary three months before the event.
- 8 In addition the following helmsmen shall automatically qualify:
- The current European Champion.
  - The President and Vice Presidents of the International Dragon Association.
  - The Chairman, Vice Chairmen, Treasurer, Secretary and Chairman of the Technical Committee of the International Dragon Association.
- 9 If, at the closing date for entries the limit for number of entries (entry form plus entry fee) has been exceeded, entries will be reduced in the following order:
- a) The Host country's additional places
  - b) The National allocations (except for the Host country)

- c) If the reductions in b) have to be applied, reductions shall be proportionate as far as possible provided that at least one entry per nation is accepted. Each country will be asked to confirm the number of its allocation attending with any on awaiting list. If a qualified entry withdraws for any reason, that country will be given 7 days to confirm a replacement, failing which the host country may accept any other entry at its discretion
- 10 In the event that the number of qualified entries is less than the maximum number specified by the host, the host may accept additional entries with the approval of the IDA.
- 11 Each Individual National Association shall notify the Organising Authority of the boats that are expected to attend, at least three months prior to the championship. National Associations may require at least two crew members to be current members of their Association.
- 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 member of the crew shall have the same nationality and either of these shall take the helm.
- 14 Helmsmen qualifying through the national allocation (including host's extra allocation) shall be a national of the country approving the entry.
- 15 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.
- 16 Helmsman may only be substituted from the original starting crew of the member's country and crew may be substituted during a series for good and sufficient reasons approved by the Jury. The total weight of the substituted crew must not exceed 285 kgs after the substitution.
- 17 Letters and Sail Numbers. Irrespective of the owner/helmsman's country, the boat must be entered with the sail number of her country of registration unless the jury have previously agreed otherwise (RRS Appendix G).

### Guidance notes

- a) Hong Kong is a special case and qualification rules follow those determined by the Olympic Games.
- b) A sailor lacking his own National Dragon Association and seconded to another NDA (IDA Constitution 3.20) Must meet the eligibility requirements but of his own nationality.

### **Entry requirements and measurement**

- 18 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.

A valid Measurement Certificate is an original or copy of the Measurement Form which has been stamped by a National Yachting Authority, or is a special Measurement Certificate issued by a National Yachting Authority. (Class Rule 1.82).

- 19 Boats and sails may be subject to re-measurement in accordance with the International Dragon Class Rules and the IDA Technical Committee instructions.
- 20 The Organisers shall appoint a Measurer, Principal Race Officer and Chairman of the Jury approved in writing by the IDA for the event.
- 21 The Notice of Race and Sailing Instructions (in English) shall be approved by the IDA before publication.

### **Course and Scoring System**

- 22 The type of course (windward/leeward), the scoring (low points) system and time limit shall be notified in the Notice of Race or the Sailing Instructions.

### **Number of Races**

- 23 The Championship shall take place over 5 days and comprise 7 races. Only one race shall be scheduled for the first and last days. A maximum of 5 races shall be scheduled on the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> days, with no more than 2 races per day. (Note that the schedule may be amended during the regatta to hold more than 2 races on any day if needed to complete the full schedule of races). If 5 or more races are completed there will be one discard. There will be no discard if only 4 races are completed. If less than four races can be sailed the trophy shall not be awarded. A spare day cannot be scheduled for the last day of the series.

### **International Jury.**

- 24 The Organising Authority shall appoint an International Jury from whose decisions there shall be no appeal (RRS 70.4).

### **Prizes**

- 25 The title of European Champion will be awarded to the helmsman who has won the Championship. If a helmsman has been substituted the trophy shall be awarded to whichever helmsman has the better score.
- 26 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.

- 27 The IDA will provide Gold, Silver and Bronze medals for the winning helmsmen and crew of the first three yachts.

**Interpretation**

- 28 These rules will be subject to interpretation and amendment by the IDA.
- 29 An amendment to these conditions shall require a two-thirds majority of those voting in general meeting.

## Appendix 3 Gold Cup Rules

### DRAGON GOLD CUP

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 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, herein after referred to as the 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 **until the next Gold Cup**.
- 3 The host country and Organising Authority 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 per rule 4(a)
  - 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 Rules **as defined in** the International Sailing Federation's Racing Rules of Sailing and the Dragon Gold Cup Rules.
- 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 the 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 consults with The Clyde Yacht Clubs' Association on the composition of the International Jury prior to acting in accordance with RRS 89.2(b) and 91(b)
  - c obtain the approval of the Clyde Yacht Clubs' Association of the Notice of Race not later than four months prior to the Event and the Sailing Instructions not later than one month prior to the Event.
- 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 the windward/leeward type
- 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 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 no result shall be declared and the Cup shall be returned to the Clyde Yacht Clubs' Association.
- 11** All protests, requests for redress and re-opening a hearing occurring during the Event shall be heard by an International Jury appointed by the Organising Authority in accordance with RRS 91(b) and Appendix N.
- 12 a** For scoring, 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 of 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 until all ties are broken. If 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 time until the next Gold Cup.
- 13** The Organising Authority shall be expected to present a memento to the winner, and such other prizes as they consider appropriate.
- 14** The Organising Authority shall pay the Clyde Yacht Clubs' Association a fee of £100.00



- 15 Alterations to the Gold Cup Rules shall be made only by the Clyde Yacht Clubs' Association after consultation with the International Dragon Association.
- 16 Should the Dragon Class cease to exist, or should the competition for the 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 Cup shall be returned to the Clyde Yacht Clubs' Association.

## **Appendix 3A Nations Cup and Borge Borresen Memorial Trophy and Gold Cup Corinthian Trophy**

### ***Nations Cup***

Deed of Gift – May 2000 (Updated August 2009)

The “Nations Cup” is a prize given by Thomas Muller to the International Dragon Class. The prize shall be sailed in the races of the International Dragon Gold Cup and under the same scoring system.

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

Once a team has been determined no changes are allowed under any circumstances.

The helmsman of the highest placed boat of the winning team in the last completed race shall win the Cup and keep it until the next Gold Cup.

The Nations Cup will only be awarded if enough races have been sailed to complete the Gold Cup.

### ***Borge Borresen Memorial Trophy***

The Borge Borresen Memorial Trophy was presented in 2008 by the Borresen family in memory of Borge Borresen, who competed in 51 consecutive Gold Cups and won the event 4 times.

The trophy is presented annually to the helmsman of the Dragon that wins the first completed race of the Gold Cup.

### ***The Dragon Gold Cup Corinthian Trophy***

Deed of Gift – March 2010

1. This trophy has been presented by KSSS, the Royal Swedish Yacht Club, in honour of GKSS, the Royal Gothenburg Yacht Club, at its 150<sup>th</sup> anniversary 2010, for annual competition at the International Dragon Class Gold Cup.
2. The Trophy will remain the property of the KSSS.
3. The Trophy will be competed for annually within the Dragon Gold Cup. The winner of the Trophy each year is entitled to hold it until the next Gold Cup. In the event that the Gold Cup is not awarded in any year, the holder shall return The Trophy to the KSSS. [Note this also covers the eventuality where the Gold Cup is not presented because an inadequate number of races have been sailed].

- 4 In order to qualify as a competitor for the Trophy, the boat shall be crewed totally by amateur, Corinthian, sailors as defined by ISAF. At this date each sailor must be ISAF Sailor Code Classification 1.
5. The winner will be the helmsman of the winning boat in the Corinthian series of the Gold Cup. The rules and scoring will in every respect be identical to the Gold Cup except that the scoring will exclude all non qualifying boats from the results. For clarity, in each race the first Corinthian boat will score a win, the second Corinthian boat will score a second and so on.

## **Appendix 4 Standard Notice of Race (based on Appendix K of the ISAF RRS)**

**This Notice of Race is based on Current ISAF Racing Rules of Sailing. It must followed by Organising Authorities and any amendments must be approved by the IDA**

### ***INTERNATIONAL DRAGON CLASS [Relevant Championship]***

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**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 [Relevant Championship] Rules, this Notice of Race and the Sailing Instructions. In the event of conflict between the Notice of Race and the Sailing Instructions, Rule 63.7 shall be applied.

If there is a conflict between languages the English text will take precedence.

The prescriptions of the National Authority that will apply will be notified on the Official Notice Board.

**3 Advertising**

Advertising is as permitted under ISAF regulation 20.4 Boats may be required to carry advertising chosen and supplied by the Organising Authority.

**4 Eligibility**

Only International Dragon Class yachts holding valid Measurement Certificates shall compete.

Persons in charge of boats shall be up to date members of their National Dragon Association.

A maximum of xx entries will be accepted for this regatta.

**5 Entries. Registration and Crew Weighing**

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- 5.1 Each National Dragon Association 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 Measurement Certificate and the entry fee of XXX [clearly denote currency] made payable to 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 boats shall register. Registration and crew weighing will take place at from to (unless changed by the OA). Entry will be finalised on completion of Registration
- 5.4 All forms etc. shall be sent to:

**XX Yacht Club**

Address

TELEPHONE + full international code

FAX + full international code

E-MAIL

**6 Measurement, and Equipment Inspection**

- 6.1 Measurement and equipment inspection 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.
- 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.
- 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. (App N2)

## 7 Race Schedule

Day	Date	Race	1 <sup>st</sup> Warning Signal Time
Saturday	DD/MM	Practice Race	XX00 hours
Sunday	DD/MM	Racing	XX00 hours
Monday	DD/MM	Racing	XX00 hours
Tuesday	DD/MM	Racing	XX00 hours
Wednesday	DD/MM	Racing	XX00 hours
Thursday	DD/MM	Racing	XX00 hours
Friday	DD/MM	Racing	XX00 hours

The Race Committee may sail two or more races on any day if necessary.

## 8 Courses

Races will be windward/leeward courses in XX Bay. XXX Chart refers.

## 9 International Jury

An International Jury will be appointed under in accordance with Appendix N, RRS 89.2(b), from which there shall be no appeal RRS 70.5.

## 10 Trophy and Prizes

The winning helmsman or Yacht Club represented by the winning helmsman shall have temporary possession of the principal trophy for a period of one year. IDA Medals will be presented to the helmsman and crew of the first, second and third placed yachts, (World and European Championships only). Other prizes may be awarded. (details to be provided).

## 11 Sailing Instructions

The Sailing Instructions and a list of competitors will be given to each entrant on registration.

## 12 Scoring

The low points scoring system of Rule Appendix A will apply (please note special rules for Gold Cup)

## 13 VHF Radios

Race information will be given on marine VHF (156-162MHz). The Channel will be stated in the SIs. The Organiser reminds participants that the use of VHF is governed by the

applicable laws. It is the owner's/helmsmans's responsibility to fulfil all legal requirements to carry with and use marine VHF radio on board a yacht.

#### **14 Disclaimer of Liability**

Competitors participate in the regatta entirely 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, during, or after the regatta.

#### **15 Insurance**

Each participating boat shall be insured with valid third-party insurance with a minimum cover of xxxx per event or the equivalent. (Organisers should refer to clause 10.6 of the IDA Regatta Regulations)

## **Appendix 5 Standard Sailing Instructions**

The following, which is based on Appendix L (and LE) of the RRS, contains the clauses that should be included in the Sailing Instructions of the "championship and other events" Except where it obviously requires amendment, e.g. on courses, start time etc. it must not be changed without specific consent of the IDA.

### **1 Rules**

This Event will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).

### **2 Notice to Competitors**

Notices to the competitors will be posted on the Official Notice Board.

### **3 Changes to 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.

### **4 Signals Made Ashore**

4.1 Signals made ashore will be displayed at (.....)

4.2 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.

4.3 When Flag Y is displayed, Rule 40 applies at all times while afloat. This changes the Part 4 preamble.

### **5 Schedule of races**

5.1 Insert days, dates and times of warning signals.

(Times of High Tide daily if relevant).

5.2 The Race Committee reserve the right to sail two (or more) races on any day, if necessary

5.3 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 or after a long postponement an orange flag will be displayed for at least four minutes before the warning signal is displayed.

5.4 On the last day of the regatta no warning signal will be made after (.....)



## 6 Racing Area

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

## 7 The Course

- 7.1 The courses will be windward/leeward. The diagrams below shows the course 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
- 7.2 Mark 1 will be approximately (2.5) nautical miles from the middle of the starting line.
- 7.3 No later than the warning signal, the race committee signal boat will display the approximate compass bearing to mark 1.
- 7.4 The race will not be shortened before the end of the leg to Mark 1 for the second time. This changes Rule 32.

### 7.5 Course

Start – 1 – 2 – Gate 3(a) 3(b) – 1 – 2 - Gate 3(a) 3(b) – finish  
On the first leg of the course, Marks 3(a) and 3(b) (if laid) will not be marks of the course.

## 8 Marks

- 8.1 Marks 1, 2, 3(a) and 3(b) will be (.....) (NB preferably yellow/orange).
- 8.2 New marks as provided in instruction 12.1 will be (.....)
- 8.3 A race committee boat signalling a change of course is a mark as provided in instruction 11.2.

## 9 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".

## 10 The Start

- 10.1 Races will be started using Rule 26 with the warning signal given [10] minutes before the starting signal
- 10.2 The starting line will be between (.....) and (.....).
- 10.3 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. Signals may be

repeated from the committee boats at either end of the line. Failure of any of these service vessels to display signals will not be grounds for redress under RRS 62.1(a)

- 10.4 An inner distance mark may be laid adjacent to the race committee boat at each end of the line, not necessarily on the starting line, and, if laid, is a starting mark and shall be left on the same side as the adjacent mark boat.
- 10.5 A boat starting later than 10 minutes after her starting signal will be scored "Did not start ". This changes rule A4.2.
- 10.6 The race committee boats on, or in the vicinity of the starting line may maintain their position by using their engine(s) and failure to keep clear of these boats shall not be grounds for redress under rule 62.1(a).

## **11 Change of Position of Next Mark.**

- 11.1 The course may be changed in accordance with RRS 33. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 11.2 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

## **12 The Finish**

- 12.1 The finishing line will be (.....), or in accordance with rule 32.2

## **13 Penalty System**

- 13.1 A boat that has taken a penalty or retired under RRS 31 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.
- 13.2 Appendix P shall apply. Rule P2.3 will not apply and rule P2.2 is changed so that it will apply to any penalty after the first one.

## **14 Time Limit**

- 14.1. The time limit is 5 hours from the valid start, except where there are two or more races scheduled on any day when the time limit for each race shall be 3 hours.
- 14.2 Boats failing to finish within 60 minutes after the first boat finishes or where there are two or more races scheduled on any day within 30 minutes after the first boat finishes, will be scored Did not finish. This changes rules 35 and A4.2.
- 14.3.1 If no yacht has passed mark 1 for the first time within 75 minutes of the start, the race will be abandoned.

## 15 Protests

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.

- 15.2 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
- 15.3 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)
- 15.4 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.
- 15.5 If a member of the Jury, afloat on the course, witnesses a breach of the rules, he shall indicate with a whistle and by waving code flag U that he expects a protest to be made by a competitor. If no penalty is taken or no protest lodged by a competitor, the Jury may protest one or more boats. Action or no action by the Jury shall not be grounds for redress.
- 15.6 For the purposes of rule 64.3(b) the "authority responsible" is the Measurer or Equipment Inspector appointed by the organising authority.
- 15.7 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 may be less than disqualification if the jury so decides.
- 15.8 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.

- 15.9 Decisions of the International Jury will be final as provided in RRS 70.5

## 16 Scoring

- 16.1 The low points point scoring system of rule Appendix A will apply.
- 16.2 [.....} races are required to be completed to constitute a series.

- 16.3 (a) When (...) races or fewer 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.

16.4 Prizes will be given as follows .....

## **17 Safety Regulations**

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

## **18 Replacement of Crew**

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

## **19 Equipment and Measurement Checks**

A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. Upon instruction from the race committee or equipment inspector a boat shall proceed immediately to a designated area for inspection.

## **20 Support Boats**

- 20.1 Support, including coach, press private and spectator boats shall register at the Race Office during the registration period (.....) and be issued with an identity flag, such flag to be worn at all times when afloat. The person in charge of the competing boat to which support boats are attached shall acknowledge the presence of a support boat on his registration form and pay any fee for the support boat decided by the OA
- 20.2 Subject to SI20.6, support boats, coaches and other support personnel shall stay more than 100 metres to leeward of the starting line and from the leeward marks and from any racing boat from the preparatory signal until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.
- 20.3 Any support boats entering the restricted area or impeding a competitor shall be liable to a penalty imposed on their competing boat for breach of this SI .
- 20.4 Support boats shall not pass any information by any means whatsoever to competitors which are racing, (RRS 41).
- 20.5 Communication by radio (including mobile phones) is prohibited between competitors and any support boats. Support boats shall not communicate with or transfer goods or equipment to or from, their competing boats from the time of the preparatory signal until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.
- 20.6 At all times, support boats shall comply with the directions given by the Race Committee. In particular this includes assisting with rescues when requested to do so

20.7 Support boats must be on call on VHF Channel ....., at all times

**21 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

**22 Plastic Pools and Diving Equipment**

Underwater breathing apparatus, including snorkels, plastic pools or their equivalent shall not be used below the waterline after.....

**23 VHF Radios**

Except in an emergency, a boat shall neither make nor receive radio transmissions whilst racing except those available to all boats. This restriction also applies to mobile telephones.

The Race Committee may use VHF radio to communicate to the Fleet, including the starting area, countdown to the start, OCS bow/sail numbers ( to be communicated at least 2 minutes after the start), general recalls, black flag DSQs and Postponements. Failure to make these broadcasts or failure to hear them shall not constitute grounds for redress. This changes rule 62.1

VHF Channel (.....) will be used to communicate with competitors.

**24 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 (...)

**25 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.

**26 Insurance**

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

26.3 Competitors are advised to effect their own personal accident insurance.

**Appendix 6 - SAMPLE ENTRY FORM**

To be returned prior to DD/MM/YY.

Name and Address of Organisers

FAX and telephone number (including international country code)

**Name of Yacht** \_\_\_\_\_**Sail Number** \_\_\_\_\_ **ISAF Plaque Number** \_\_\_\_\_**Owner** \_\_\_\_\_**Helmsman** \_\_\_\_\_ **Nationality** \_\_\_\_\_**ISAF Sailor ID** \_\_\_\_\_ **ISAF Classification** \_\_\_\_\_**Helmsman** \_\_\_\_\_ **Nationality** \_\_\_\_\_**Club** \_\_\_\_\_**1st Crew** \_\_\_\_\_ **Nationality** \_\_\_\_\_**ISAF Sailor ID** \_\_\_\_\_ **ISAF Classification** \_\_\_\_\_**2<sup>nd</sup> Crew** \_\_\_\_\_ **Nationality** \_\_\_\_\_**ISAF Sailor ID** \_\_\_\_\_ **ISAF Classification** \_\_\_\_\_**3rd Crew** \_\_\_\_\_ **Nationality** \_\_\_\_\_**ISAF Sailor ID** \_\_\_\_\_ **ISAF Classification** \_\_\_\_\_**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 I have paid my current annual subscription to my National Dragon Association.
- I confirm that my entry is approved by \_\_\_\_\_ (country) (this clause applies to Worlds and Europeans only)
- I enclose a copy of my Yacht's Measurement Certificate or a copy of the original Measurement Form (if available)
- I enclose/have sent separately the Entry Fee of £.....

Signed:

Date:

Name (Please print in capitals):

## **Appendix 7 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:

Maximum number of entries that can be accepted

### **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 close to the mooring area?

Car parking close to the mooring area/Clubhouse? Will this be free to competitors?

Measurement of boat and sails?

Changing and toilets?

Food, catering and bar?

**Accommodation** What accommodation is available crews and families of 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 liase with the organizers of the proposed event.

**Signed**

**Chairman or Secretary of National Association**



## **Appendix 8 Sample Letter for Sponsorship**

**(Contact IDA Secretary for additional information)**

### **201X 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 XXXX it will be held in (.....)

Some 70 to 90 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 [£?] from external source. Companies are being invited to sponsor on the following basis:

Exclusive sponsorship of the entire event	[£?]
Sponsorship of individual race days	[£?]
Partial event sponsorship	[£?]

Exclusive sponsorship ensures 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    J P Morgan    Aberdeen Asset Management  
Laurent Perrier    Heineken    Beefeater Gin    Tuborg

## **Appendix 9 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 eighty 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 or four 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 twenty 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. The **European Championships** are held each year at the main Dragon centres in Europe and other Regional Championships also occur from time to time. Entry to the Worlds and Europeans are by qualification at national level.

The **Dragon Gold Cup** is one of the most famous trophies in the history of yachting. Raced for annually, 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 Ostende to Austria and Sydney 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

## Appendix 10 Registration Check List – for Office Use

### 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 plaque 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 11 In the Water Boat/Mast Measurement Checks

### Section 1 to be completed by Registration Office from certificate and entry form

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

### Section 2 to be completed by Measurer

Rule	Subject	Approved
2.18.1 & 2.18.2	Does yacht have her ISAF plaque and her plaque number engraved in the correct places and do they match the measurement certificate?	
6.103 & 6.104	<ol style="list-style-type: none"> <li>1. Are the deck marks of the correct size and in the correct position?</li> <li>2. Does the mast move only within the marks?</li> <li>3. Are the chocks present and not capable of being removed whilst racing <b>or</b> mast ram permanently fixed so that fore and aft movement restricts mast to within the limits?</li> </ol>	
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	The spinnaker boom length shall not exceed 2240mm	
6.73	The fore and aft projection of the spinnaker boom fitting shall not exceed 75mm and shall not project athwartships at the mast.	
7.30	Check that no device or equipment for remote adjustment is carried and that shrouds cannot be adjusted horizontally at the deck.	
10.40	Check corrector weights are positioned as per the Measurement Certificate.	
11.10.6	<p>Equipment:</p> <ol style="list-style-type: none"> <li>1. Anchor not less than 10 kg (or 5 kg + 5kg of chain)</li> <li>2. Min. 30 m anchor rope, min. weight 3 kg when dry</li> <li>3. 1 x bilge pump</li> <li>4. A Personal Flotation Device (PFD) with minimum buoyancy of 50 Newtons shall be carried for each person on board. Each PFD shall be either of the compressed gas automatically inflatable type, or of the permanently buoyant type or a combination of both</li> <li>5. 2 x oars or paddles min 1.2 m long</li> <li>6. Two buckets each holding not less than 9 litres and with a lanyard of not less than 1 metre</li> </ol>	
	<b>Measurer's Signature</b>	<b>Return to Race Officer</b>

## Appendix 12 Mast measurement Form

### World and European Championships

Sail Number:
Mast Make:
Boom Make

Rule	Subject	Approved
6.101	The IDA label number	
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. 40 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 13

## Regatta Sail Registration Form

Sail Number:	Owner/helmsman:
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*	Type: Main, Genoa, Spinnaker	Sail Loft	Year of Manufacture	IDA Sticker No.	IDA Sail Measurers No	For use by Organiser. Sail stamped – tick.	
1							
2							
3							
4							
5							
6							
7							
8							
I certify that all mainsails and spinnakers have the correct sail numbers as on the measurement Certificate <b>Total Sail numbers:</b> Mains: _____ Genoas: _____ Spinnakers: _____						<b>Declaration made by:</b>  Owner / Helmsman: _____  Date: _____	<b>Organiser's Signature:</b>

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 15 Championship Measurement Record Form

Measurer

Title            IM/MF            Status            Country

Event					
Place					
Dates			control		
Measurement dates		Schedule			
Measurement/Stamping before the race	N°Boats		Checking after the race	N°Boats	
Number of helpers		N°.	Did you get rubber boat to do controls on the water?		

Club Facilities for Measuring (1-5)

Club Loft		Tools		Boat		Helpers	
Hotel		Food		Subsistance		Travel Expenses	

Add if possible measurement Draws

Measurement Equipment

Weighing				Boom		Mast	
Sails							

Grandfathering granted

N°.		WHY	

Typical problems:


Signed

**Note** When used at an event the completed form should be returned to the Chief Measurer and the IDA Secretary



## **PART IV**

# **International and National Ranking Lists**

## **Definition of the Dragon Ranking Lists [IDA-IRL & NDA-IRL]**

### **1. Goal and Purpose of an International Ranking List [IRL]**

The International Ranking List shall;

- Rank all interested Dragon helmsmen internationally corresponding to their relative performance within the last 12 months.

### **Goal and Purpose of each National Ranking List [NRL]**

- Rank all interested Dragon helmsmen domestically corresponding to their relative performance within the last 12 months.
- Use the annual ranking information of each NRL to populate the IRL as a single Regatta entry.
- Extend the current concept of 'National qualification' to International Championships.
- Build-up a strong database with the results of all major Dragon events which can be published and accessed via the internet.
- Allow National Dragon Associations to opportunity raise some money by 'selling' their NRL to a sponsor.

Helmsmen and crew wishing to be included in the IRL and any NRL must be CURRENTLY registered with ISAF. The ISAF Sailor ID shall be included in all entry forms for IRL ranking events. Event organizers are required to issue results including each helmsman and crew ISAF Sailor ID.

### **2. How to calculate the IDA-IRL.**

2.1 Events to be included in the calculation, Requirements Only Championship, Grade 1 and Grade 2 Events shall be included in the IRL. It is the sole responsibility of the organizing authority to hand in the final result list to IDA together with a completed report in the specified digital format (see section 26.2) at the latest 14 days after the last race. Result list and reports can be sent to IDA by email to the secretary using the published communication paths.

The following events shall be included in the IDA-IRL:

1. The Gold Cup and the World Championship with a ranking-list factor (RLfactor) of 1.30 and a multiplier of 2.
2. The European Championship with an RL-factor of 1.25. and a multiplier of 2
3. The 'Grade 1' Dragon regattas with an RL-factor of 1.20 and a multiplier of 2.

4. Each Domestic Ranking List\* functioning from Rankinglist.org software [the IRL based program] (Grade 2) with a RL-factor of 1.20 and a multiplier of 2.
5. Each national championship (Grade 2) with a RL-factor of 1.10 and a multiplier of 2.
6. In each country with a National Dragon Association, one more event (Grade 2) with an RL-factor of 1.00 and a multiplier of 1.

Each National Association has to nominate the events to be included in the IDA-IRL prior to IDA-AGM of the preceding year in order to set up the fixture list correctly.

Not more than 3 events in each Dragon country per year shall be counted with the exception of France. Because of the large geographical distribution France (Atlantic coast and the three IDA Championship events will be held in France. Not more than 2 events (3 in a year with an IDA Championship) may be located in one of the major areas (Atlantic, Mediterranean).

### How to calculate each NRL.

- 2.2 It is the sole responsibility of the organizing authority to hand in the final result list to each NDA together with a completed report form (see section 26.2) at the latest 14 days after the last race. Result list and reports can be sent to NDA by email to the secretary using the published communication paths.

The following events shall be included in each National RL:

1. National Championship with RL-factor of 1.20 and a multiplier of 2
2. One specified Regatta or Series over the sailing period with RL-factor of 1.10 and a multiplier of 2
3. One specified Regatta or Series over the sailing period with RL-factor of 1.10 and a multiplier of 1
4. Any number of Regatta or Series raced over the sailing period with RL-factor of 1.00 and a multiplier of 1

Each National Association has to nominate the events to be included in their Domestic Ranking List at the IDA AGM of the preceding year in order to set up the fixture list correctly.

There is NO minimum number of entries into any regatta. This changes the 2010 rules of disqualifying regatta with less than 20 entries.

### 2.3 How to obtain individual RL-points for an event

The individual points will be calculated using the final position in the event by the following formula of the standard RL-system:

1. 
$$\text{RLPts} = \frac{[\text{NoOfParticipants} + 1] - \text{FinalPosition}}{\text{RLFactorOfEvent}} * 100.0 * \text{RLFactorOfEvent}$$

## No of Participants

In all Ranked Regatta with 20 or more entries this formula awards the equivalent of 100\*RL-Factor points to the winner of a series and distributes all other participants evenly according to their final position.

The following sample result table shows the distribution of RL-points for an event with 28 participants and a RL-factor of 1.20:

### Final Position RL-points

1.	120,000
2.	115,714
3.	111,429
4.	72,857
5.	68,571
6.	64,286
7.	8,571
8.	4,286

RL-points are awarded to the helmsman and the crew in the same way, but they are counted for the corresponding ranking list only.

In all Ranked Regatta with 19 or fewer entries a scaling factor is applied to the winner of a series and distributes all other participants evenly according to their final position. The following shows the distribution of the scaling factor for regatta with 19 and fewer entries.

Entrants $\geq$ 20 - scale factor 1.00
Entrants $\geq$ 15 & $\leq$ 19 - scale factor 0.85
Entrants $\geq$ 10 & $\leq$ 14 - scale factor 0.75
Entrants $\geq$ 5 & $\leq$ 9 - scale factor 0.65
Entrants $<$ 5 - scale factor 0.55

So for example the winner of a 15 entrant regatta with a multiplier of 1 and ranking list points of 1.0 would get  $1 * 1.0 * 0.85 * 1.0 = 85$  points.

The scaling back of RL points for regatta with 19 or fewer boats acknowledges the achievement in proportion to the same positions achieved in larger fleets. Again RL-points are awarded to the helmsman and the crew in the same way, but they are counted for the corresponding ranking list only.

## 2.4 The multiplier 'M'

The multiplier 'M' of an event determines how often the RL-points for a series can be used: If a series has a multiplier of 2 then the obtained RL-points may be used twice for the overall score, if it has a multiplier of 1 then the obtained RL-points may be used only once.

## 2.5 Calculation of total ranking list points

The total ranking list points of a period are calculated as the average of the best six results of a

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sailor (i.e. sum of the best 6 results divided by 6). A minimum of 5 results is needed. If less than 5 results are available for a particular sailor then the total ranking list points are set to 0. If five results are listed then the 6th result is set to 0 but the average is still calculated by dividing by 6.

Remark 1: The reason to count 6 results is to give maximum points only to sailors who race abroad at least once per season. In order not to be too restrictive we will continue the current system by awarding total points already from 5 results but still dividing by 6.

Remark 2: The multiplier 'M' gives a different weight to the events: The three IDA regattas (Gold Cup, World and European Championship), the major regattas, each domestic national championship and each domestic ranking list count twice whereas all other championships and regattas count only once. The maximum points can be achieved by participating in the IDA championships and one or two of the other major series, a national championship and a domestic Ranking List. However, it is possible to be present in the ranking list by sailing for example one major event, two national championships and two other regattas. Under most circumstances it will NOT be necessary to travel abroad to be listed in the IDA IRL.

### **3. Frequency of Calculation of the IDA-IRL and NRL's**

The yearly IDA-IRL is calculated for the period of October 15th of the preceding year to October 14th of the current year. The IRL year will be rolled to the following year on November 1st. This is done in order to publish it in the IDA magazine. In addition by means of the internet based software (see below) it is possible to display the current standing of the IDA-IRL on a monthly basis (provided that the results are provided in time by the organizers and input into the database). The 'ongoing' ranking list will be published on the 15th of each month.

Necessary prerequisites to calculate the IDA-IRL and NRL's

#### **3.1 Technical: Software and Server**

Rankinglist.org has developed an internet based real time view of the rankings of Dragon helmsmen and crew who have supplied personal and ISAF data to irl@intdragon.org. Visible via intdragon.org, rankinglist.org and participating National Dragon Association web sites, the data presented is as current as the information supplied by regatta organising authorities and or National Dragon Associations.

The system is hosted on the server of the rankinglist.org for at least the next 12 months and linked to the IDA and participating NDA servers until end of 2011. The software is for the exclusive use of the Dragon Class worldwide with National Dragon Associations also having the option of running their own domestic ranking lists. The application is owned by Rankinglist.org.

#### **3.2 Effort: Input of Results**

By means of the internet-based software system the effort to input the results can be delegated to the organizers of the large events. Domestic Ranking Lists may be input by nominated national Dragon association personnel. They will need internet access via a standard browser. The IDA will demand that organizers and or nominated national Dragon Association personnel input the final result list into the system. Once this has been completed the result will be available for display, print and download on the internet and the newest issue of the IDA-IRL

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will be calculated and displayed.

In order to protect the system the entry of data has to be restricted via a username/password mechanism. Each organization will obtain its own username. The IDA Secretary and/or webmaster will supervise the RLsystem.

#### **4. Regattas to be included for the IRL**

Eligible events for the Ranking List can be found on the IDA Website, and in the IDA Yearbook.

#### **5. The World Ranking List Trophy**

The World Ranking List Trophy has been donated by Tommy Müller. It is to be awarded annually to the helmsman who is ranked number 1 on the IRL.