



# **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