



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:

Registered Dragons Per Country	Qualified Entries
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 2nd, 3rd, 4th, and 5th 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:

Registered Dragons Per Country	Qualified Entries
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 2nd, 3rd and 4th 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 150th 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]

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

- 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 st 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** _____**2nd 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"> 1. Are the deck marks of the correct size and in the correct position? 2. Does the mast move only within the marks? 3. Are the chocks present and not capable of being removed whilst racing or mast ram permanently fixed so that fore and aft movement restricts mast to within the limits? 	
6.107	Upper edge of lower mast band above deck min. 790 mm, max. 810 mm (mast in most upright position?)	
6.107	Is the top edge of the boom on or above the top edge of the lower band?	
6.43	Forward edge of boom band from aft side of mast band min. 15 mm wide, max 3,450 mm? Stop fitted?	
6.72	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"> 1. Anchor not less than 10 kg (or 5 kg + 5kg of chain) 2. Min. 30 m anchor rope, min. weight 3 kg when dry 3. 1 x bilge pump 4. 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 5. 2 x oars or paddles min 1.2 m long 6. Two buckets each holding not less than 9 litres and with a lanyard of not less than 1 metre 	
	Measurer's Signature	Return to Race Officer

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:
--------------	-----------------

*	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 Total Sail numbers: Mains: _____ Genoas: _____ Spinnakers: _____						Declaration made by: Owner / Helmsman: _____ Date: _____	Organiser's Signature:

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

Appendix 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