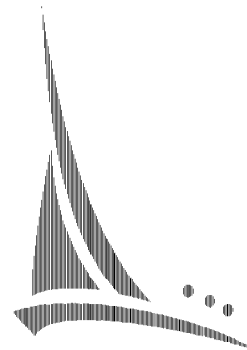

International Dragon Association



A SUMMARY OF IDA RULES FOR CLASSIC DRAGONS

BY RICHARD GREEN

The *definition* of a Classic Dragon? Who knows exactly, for it is not in the IDA rules; however the accepted one is that it is a Dragon built in the conventional method outlined in the original plans, prior to 1972, conforming to IDA rule 1.61.

So you have your Classic. It is in good order, or at least in restorable condition; so the question is where do you start? The answer, oddly enough is it has nothing to do with the restoration, it is what do you intend to with the boat. Do you want to race it or just bask in its elegance? If the latter, then there are no problems, for your restoration will be unhindered by the eagle eye of the measurers and the Rules. If you want to race it then the first rule to remember is 1.81:

“No yacht shall take part in Class races unless it has a valid measurement certificate and its owner is a current member of a national Dragon association”

No certificate it ain't a Dragon, it is as simple as that. Therefore guard the validity of your certificate if you have one, and if you do not, try to obtain one from your National Authority, But beware, if you are undertaking a major restoration the rules must be followed closely; they are there to protect you, but as importantly, existing boats. Follow them carefully and your restored Classic will be warmly welcomed as a true Dragon. A boat subjected to a major restoration is presumed to have been changed during that process. So guard your certificate by establishing that no changes have been made to the hull shape. If errors in restoration lead to non compliance then the boat can only be measured under today's much tighter rules: and it will almost certainly not measure.

Current rules are on the IDA website: <http://www.intdragon.org/index.htm>. However if it is simply a matter of taking the boat down to basics and re-painting and re-equipping then there is no problem. If the boat does not have a certificate, seek advice.

The rules point to the solution. Before undertaking a major rebuild; particularly if the deck beams are to be removed, go through the procedures. Report to the Chairman of the IDA Technical Committee, Graham Bailey e-mail: gbailey@elbornes.co. He will then put you on to the Chief Measurer Gunter Ahlers e-mail Technik@dsv.org. This is the very necessary formal bit. When the necessary re-measurement time comes, it will be done by your local Class measurer, and he will be the man to convince; he will only refer back if anything is doubtful.

Record each stage of the restoration process to establish that the boat's shape has not been altered during the restoration. Then the subsequent, compulsorily re-measurement will be in accordance with the “ rules in force when the boat was originally built”. (Rule 1.61 – see below) This should prove no problem: if it measured then, it should measure now.

Below I mention the most relevant IDA rules, together with my notes where applicable.

- 1.61** “Spars, rigging, and sails shall comply with the current rules at all times. Hull (including deck, cabin, internal moulding and all other components) keel and rudder shall comply with the current class rules or those in force when the yacht’s original measurement certificate was issued”
- 1.63** “Before a yacht is subject to a major repair, a major renovation or an alteration the IDA Technical Committee shall be consulted prior to any work being undertaken. In all these case the yacht shall be considered to have been altered unless the owner or builder is able to establish that the yacht has not been altered in the course of the work undertaken”
- 1.64** “In all cases subject to rule 1.63 the yacht shall be fully re-measured in accordance with the rules as stated in 1.61, except that the yacht shall be re-measured in accordance with the current rules if it has been altered”
- 1.81 Measurement Certificate**
- 1.84 Measurement Certificate**
- 2.15. Station markings**
- 2.17 Lifting Eyes** - note: keep them as low as possible on the floor bearers as the strain when lifting the boat draws the bearers together. Alternatively have them fitted to the relevant keel bolt in case the keel bolts need replacing. (It certainly is the better place for lifting eyes to be fitted)
- 2.18.2 Plaque – National Number**
- 2.191 Buoyancy Tanks** – note: old boats may have these bulkheads fitted in the specified position.
- 2.21 Reinforcement of carvel planked yachts**
- 2.22. Sheathing** - carvel planked yachts more than 20 years old may be sheathed externally with GRP cloth. This shall not exceed 2mm thick.
 Note: Most useful as the sheathing will not only give additional strength and water proofing, it can also replace some of the skin lost by constant sanding down on the older and previously much restored boat. However there is another side to this. If you have for instance west epoxy finished the boat, you are now painting on to a glass finish, and not a wood one. The paints you use may vary, and the finishing requires careful use of tools. Be very careful if you are tempted to ‘West’ the boat both inside and out. The fact is that you will never seal absolutely every nook and cranny. The result is that water may get into the wood, and as it is sealed the wood cannot breathe. This may lead to rot,
- 2.515.6. Stiffening, yachts built pre-January 1998**
- 3.41 Floorboards** - note: The original floorboards in boats laid down before 15th November 1958 may be retained.
- 3.42 Floorboards**
- 3.43 Floorboards** - note: I mention this rule, as it may well be that you are re-rigging the boat in accordance with modern practice

- 4. Ballast keel** – note: rules on the ballast keel must be studied, as they are in all respects obligatory. (Rule 1.61) The only variation allowed is in its positioning in respect of yachts measured before 1 March 1988
- 4.60. Station 8** – note: ‘In the case of yachts built and measured before the 1st March 1988 station 8 on the keel shall be within 100mm of the station 8 mark on the hull”
- 4.90 Keel Templates** - note: This rule defines the application of the finished keel templates, but there is a relief for boats first measured before 1st March 1997 with the sections at 9A not applicable, though the radius of the keel at this section shall not be less than 10mm.
- 5.10 Rudder** - note: remember Rule 1.61.
- 6.101 Mast** - note: For the serious restorer wood masts can only constructed after prior approval of the ISAF!
- 6.102 Mast Position** - note: This rule, together with 6.103 to 6.104, is important. They clearly delineate the difference between the older boat and the modern. Older boats often do not have any possibility of allowing movement of the mast, the mast going through a fixed hole in the deck. All later boats have a rectangular mast hole allowing room for movement of the mast, both for permanent tuning, but also for adjustment by use of a ram, for upwind and down wind sailing. If you are doing a major rebuild then think of including what is now allowed. Whatever i decision is made, ensure the integrity of the deck structure is not being destroyed.
- 6.103 Mast Position**
- 6.104 Mast Position**
- 6.113 Mast Position** - note: Yachts built before 1st March 1991 may retain the position of their mast step.
- 10 Weight of the yacht.** Note: This is an obligatory rule for any age of boat, but there is a relief, Yachts first measured before 1st March 1989 do not have to undergo the swing test.

Summarising, in retrospective order, the particular rules that apply to older yachts.

Rule	Yachts built before	Subject
4.90	1 st March 1997	Finished Keel templates not applied to section 9A
2.18.2	1 st March 1995	Carved or ISAF Sail number marking allowed
2.22	Over 20 Years old. I.E. 1991	Carvel planked yachts up to 2mm GRP external sheathing
6.113	1 st March 1991	Retention, subject to other ruling of the mast step in position
10	1 st March 1989	No swing test for earlier Yachts
2.515.3	1 st Jan 1988	50mm X 50mm stiffening Tubes forward and aft
4.60	1 st March 1988	Station 8 and the ballast keel up to 10mm difference, not 5
3.41	15th November 1958	Original floor boards may be retained

These retrospective allowances, in combination with careful reading of other allowable fittings E G Buoyancy Compartments, whilst not much in themselves, are in fact cumulatively most helpful.

Finally, re-read Rules 1.61, 1.62, 1.63, 1.64

Richard Green
Treasurer and Membership Secretary British Dragon Association
rsmgreen@aol.com

Restorer of

Svanehvít	GBR 328,	Pine	Anker & Jensen	1951. Subsequently sunk.
Adastra	GBR 451,	Mahogany,	Clair Lallow	1968, now in Germany

Under restoration at the International Boat Building Training College;

Aurora	GBR 39,	Pine,	McGruer	1938. Completion 2002.
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Currently racing				
Sagitta	GBR 606		St Georges	1994

John Mellows

I have been sailing dragons for about 4 years now having come to the class by 'happy accident' that I met a long standing old friend who had been given a Dragon to prevent it being cut up for firewood. He had no time or interest. It was as is always the case in these circumstances, in a state of near dereliction. I rebuilt GBR 281 seahorse a 1955 Bjarne Aas, so I have come across nearly all the problems with old wooden dragons- 281 is in fact a well known Cowes boat and is mentioned in the 'Royal Dragon' book, and I think accompanied Bluebottle to Melbourne in 1956 when 192 won the bronze medal. Seahorse won the Classics one year at Cowes. and looking back we had a lot of fun, learned a lot , had some good sailing and went to some excellent parties. I am now in a position to answer most questions regarding rebuilds and can find most second-hand parts including good sails. There is a strong classic fleet at Cowes and we are always happy to help and advise those who are thinking of joining.

John Mellows jmellows@hotmail.com