

SECTION 6 - APPENDICES

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Appendix 1 - Application to Host a Major Event

The National Dragon Association applies to host the (World Championship/ European Championship/ Gold Cup / Grade 1) event

1. Proposed Venue:
2. Date:

Are any other major events (including non-sailing) happening on the same dates at this event (if known)?

3. Organisation

Proposed Organising Authority:

Organising Authority Experience – Please give the names and dates of 3 other international championships held recently at the venue including number of entries – best to use keelboats such as Stars, Solings, Melges, Etchells, H Boats, or Dragons as examples.

Indicate maximum number of entries that can be accepted:

4. Racing Area

Please comment on the following:

- Racing area – please provide chart with race area marked
- Distance from harbour to racing area
- Distance from shore to racing area
- Conditions of wind expected at proposed time of year
- Tidal/current conditions over racing area

Any issues or restrictions to be aware of e.g. water too deep to anchor, shipping lanes

5. Venue Facilities

Please comment on the following:

- Is the access by road to the venue suitable for boats on trailers?
- How will boats be moored – temporary pontoons, marina berth?
- What launching facilities are available?

Is there adequate space for:

- Trailer storage – provide distance from trailer storage to mooring area?
- Car parking close to the mooring area/Clubhouse?
- Rigging and packing up boats with plenty of water hoses nearby?
- Under cover measurement of sails?

Are there adequate:

- Changing rooms and toilets?
- Food, catering and bar facilities?
- Accommodation – describe type e.g. 5 star / 4 star hotels, apartments for rent?
- Boat repair yards and sail lofts available nearby?

Please detail the sustainability measures that will be followed at the host venue and during the event. For example, alternatives to single use plastics, recycling measures, and digital rather than paper documentation.

The National Dragon Association confirms that to the best of its knowledge the information provided above is accurate. It also confirms it has provided the proposed Organising Authority with the IDA Championship Regulations (latest version available on IDA web site) and that the Organising Authority is aware they will be required to sign a Standard Agreement with the IDA concerning their compliance with the mandatory requirements for the event.

Signed Chairman or Secretary of National Association

.....

Appendix 2 - IDA Championship - Standard Agreement

This document must be signed by the Secretary or Chairman of the National Association and a representative of the Event Organising Authority after the venue has been approved.

IDA Championship Standard Agreement

This agreement is entered into by and between the National Dragon Association (of the host country), the Organising Authority (Club or other legal entity) and the International Dragon Association (IDA).

Rules Applying

In signing this Agreement, the Organising Authority undertakes to run this Championship in accordance with current World Sailing rules, the relevant Dragon Class Rules and the identified mandatory requirements in the IDA Championship Regulations as published on the IDA website.

In addition, the Organising Authority undertakes to notify the IDA representative of any material deviations from the guidance notes contained in the IDA Championship Regulations.

Sustainability

The Organising Authority undertakes to follow the sustainability guidelines in their own country, as well as all WS guidelines on this topic.

Organisation & Race Committee

The Organising Authority will be required to establish an overall Organising Committee and a Race Committee to be chaired by the Principal Race Officer.

Event details

The Championship name and event logo must be confirmed with and approved by the IDA no later than 12 months prior to the Regatta. The event name and logo may include one principal sponsor's name.

Publicising the Event

The Event will be publicised in the IDA Yearbook and on the IDA web site, both at the Organiser's cost.

During and after the event the Organiser agrees to provide results, reports and photos / videos to the IDA for their free use on the Class website and other media channels.

Licence Fee

The Organisers agree to pay a Licence fee of €50 per each received boat entry to the IDA for hosting the Regatta. This is payable on receipt of an invoice at the conclusion of the regatta.

The Championship will be held at (location of venue)

Withdrawal of Approval & Right of Representation

The Organising Authority acknowledges:

1. The IDA's 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 World Sailing Regulations, the IDA Championship Regulations and any other IDA championship rules that apply. Such withdrawal shall not be grounds to bring any action against the IDA.
2. While the IDA actively encourages national Dragon fleets to put forward their own qualified Race Officers, the IDA retains the right to appoint its own PRO and / or an advisor to the Race Committee and/or the event Organisers.
3. The IDA's right to appoint an IDA Representative to liaise with the Organising Authority regarding the running of the event in accordance with the IDA Championship Regulations.
4. The Organising Authority shall reimburse the IDA for reasonable expenses incurred by their PRO or Race Committee Advisor and their representative at up to 2 pre-event meetings and at the event itself. The IDA will agree a budget for reasonable expenses with the Organiser.

Entry Fees

Unless otherwise agreed the Entry fees will include at no extra cost to competitors:

- parking for cars and trailers throughout the Regatta,
- everything associated with boats e.g., marina berths and moorings, craning.
- water hoses on pontoons and on land where boats are launched and recovered
- drinks and canapés for the opening and closing ceremonies

The IDA must approve Entry Fees and what they cover before the Entry Form is published.

Signed by:

_____ for the Organising Authority
_____ for the National Association
_____ for the IDA

Appendix 3 - Sponsorship

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 in order to successfully sell the event to the companies or organisations 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 sponsors must be convinced that they will get some value for their 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 of boats expected
- information about the Dragon Class, a copy of the latest IDA Yearbook, extracts from the Championship Regulations, recent news clippings, videos etc
- how the sponsor will benefit from being involved in the event (media coverage, exposure to target market, corporate entertainment opportunities and so on)
- likely publicity including social media, print, 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 (check with the IDA Secretary 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 celebrities and former Olympic medallists and sailors.
- value of sponsorship required.

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 IDA Secretary.

Appendix 4 - Press coverage

It is important to maximise press coverage for the event. Liaise with the sponsors about their requirements. For all Championship Events, the Organisers shall provide an experienced marine journalist to issue daily reports and to write a full final report for the IDA website and / or Yearbook.

Information

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

Press packs available at the event should include:

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

Facilities

The Organisers should ensure that the press have easy access to internet. If possible a cell phone or a VHF radio should be available on the press boat.

Press Boats

The press will need the use of a suitable boat. If TV coverage is expected, then a rib or similar boat (with driver) should also be available.

Results

It is vital that the press receive a copy of the day's results immediately. The results should also be sent to the IDA Secretary so that they can be posted on the IDA website www.internationaldragonsailing.org as soon as they are available.

Appendix 5 - Sample Entry Form

To be returned prior to DD/MM/YY

Name and Address of Organisers

Web address

E mail and telephone number (including international country code)

Name of Yacht _____

Sail Number _____ **World Sailing (ISAF) Plaque Number** _____

Owner _____

Helmsman _____ **Nationality** _____ **Age*** _____

ISAF Sailor ID _____ **World Sailing (ISAF) Classification** _____

Club _____

2nd Crew _____ **Nationality** _____ **Age*** _____

ISAF Sailor ID _____ **World Sailing (ISAF) Classification** _____

3rd Crew _____ **Nationality** _____ **Age*** _____

ISAF Sailor ID _____ **World Sailing (ISAF) Classification** _____

4th Crew _____ **Nationality** _____ **Age*** _____

ISAF Sailor ID _____ **World Sailing (ISAF) Classification**

Are you also entering the:

Corinthian Trophy

Masters Trophy (Worlds only)

***Age only required if entering the Masters World Championship Trophy**

Home Address of Owner/Helmsman:

Telephone: _____

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 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 and a copy of page 1 of the current Measurement Form (if available)
- I enclose/have sent separately the Entry Fee of €.....

Name:

(Please print in capitals):

Signed:

Date:

Appendix 6 - Standard Notice Of Race

Items in *italics* and race schedules will vary depending on the IDA Championship.

DRAGON XXX CHAMPIONSHIP

Name of Event []

Date []

Venue []

1. ORGANISING AUTHORITY

- 1.1 The Organising Authority is []
- 1.2 The Organising Authority is organising the event in association with [XXX National Association and the International Dragon Association (IDA).]

2. RULES

- 2.1 The regatta will be governed by the rules as defined in the current Racing Rules of Sailing.
- 2.2 [The Rules and Regulations of the International Dragon Association and the Dragon XXX Championship Rules will apply.]
- 2.3 The prescriptions of the National Authority that will apply will be notified on the Official Notice Board.
- 2.4 In the event of conflict between the Notice of Race and the Sailing Instructions, the sailing instructions shall prevail (this changes RRS 63.7).
- 2.5 If there is a conflict between languages the English text will take precedence.

3. ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority in accordance with Regulation 20.4.1.

4. ELIGIBILITY AND ENTRY

- 4.1 Only International Dragon Class yachts holding valid measurement certificates shall compete.

- 4.2 Persons in charge of boats shall be up-to-date members of their National Dragon Association.
- 4.3 [State the qualification criteria stated in the relevant sections of the Dragon World or European Championship Rules.]
- 4.4 A maximum of [XXX] entries will be accepted. Entries shall be received prior to [date].
- 4.5 [In case the number of entries exceeds the limit (4.4) the entries shall be reduced in accordance with the World and European Championship rules].
- 4.6 [Each National Association shall inform the Organising Authority of yachts that will participate and qualify from its country.]
- 4.7 Formal entry from each yacht shall be submitted via the entry web site [<http://www.XXXXX>] accompanied by the entry fee of [Euro XXX].
- 4.8 Late entries may be accepted at the discretion of the *IDA and [...]* Organising Authority.
- 4.9 Entry will be finalised on completion of registration.

5. FEES

- 5.1 The entry fee is [XXX €.]
- 5.2 Payments can be made by:
Bank:
Account Holder:
Account number:
NIB::
IBAN::
SWIFT/BIC:
- 5.3 Please mark payment with venue / regatta and name or number of boat. All charges relating to transfer of the entry fee shall be paid by the remitter. The fee will include launching, recovery, mooring, opening and closing reception, participation in the regatta and trailer parking.
- 5.4 Entries will not be confirmed until full payment is received. Entries, including the entry fee, shall be received prior to [X date.]

6. REGISTRATION AND MEASUREMENT

- 6.1 All boats shall register.
- 6.2 Entrants will bring the yacht's Measurement Certificate to Registration. A copy of the Measurement Form is also required.
- 6.3 Measurement of sails, weighing of the crews and [*Measurement of yachts*]

will take place prior to the commencement of racing from [hours, day, month year] to [hours, day, month year] according to the stipulations of the IDA Technical Committee.

- 6.4 Yachts shall not present any unmeasured sails for registration and measurement.
- 6.5 No more than eight sails per yacht may be submitted.
- 6.6 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)
- 6.7 All boats will be afloat and all crew weighed by the end of the registration. The latest time for launching is XXX hours.

7. BERTHING

Boats shall be kept in their assigned places in the [marina]

8. SCHEDULE

Note the number and schedule of races varies for each IDA Championship

- 8.1 [X] races are scheduled and no more than [X] races shall be raced on per day.
- 8.2 Overall Event Schedule [date to date year]

Example only

Day	Date	Time	Event
Thursday	27 June	12.00 -18.00	Measurement and Registration
Friday	28 June	10.00 -18.00	Measurement and Registration
Saturday	29 June	10.00 -18.00	Measurement and Registration
Saturday	29 June	10.00 13.00	Skippers briefing Practice Race if any
Monday	30 June	13.00	First Warning Signal for one or two races
Tuesday	1 July	13.00	First Warning Signal for one or two races
Wednesday	2 July	12.00	First Warning Signal one or two races
Thursday	3 July	12.00	First Warning Signal one or two races
Friday	4 July	12.00	First Warning Signal

			one or two races
Saturday	5 July	10.00 - 18.00	Haul out and departure

- 8.3 On [day, date] no warning signal will be made after [XX.00hrs]
- 8.4 The Race Committee may sail two or more races on any day.
- 8.5 The Race Committee reserves the right to change times in Schedule 8.2.
- 8.6 [day, date] will be available for packing up prior to departure

9. COURSES

The courses to be sailed will be of windward/leeward type. The following marine charts will apply; [Chart XXXXX.] The Racing areas will be defined in the Sailing Instructions.

10.SAILING INSTRUCTIONS

The Sailing Instruction (SI) will be available from [day, date, time] at the Race Office.

11.INTERNATIONAL JURY

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

12.TROPHY & PRIZES

- 12.1 The title of [XXX Champion] will be awarded to the helmsman who has won the Championship. The [XXX Championship] is a helmsmen's event and no substitution of helmsmen is permitted.
- 12.2 [Europeans only - 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.]
- 12.3 Gold, Silver and Bronze medals will be provided for the winning helmsmen and crew of the first three yachts. [*Consider also providing medals for Corinthian division places*]
- 12.4 [Worlds only: The Atkinson Corinthian Trophy (see Championship Rules Appendix 1) will be awarded to the helmsman of the winning boat in the

Corinthian series of the Dragon World Championship. All crew members must have World sailing (ISAF) Classification¹].

- 12.5 [Worlds only: The Masters Trophy (see Championship Rules Appendix 2) will be awarded to the crew of the winning boat in the Masters series of the Dragon World Championship. In order to qualify as a competitor for the Trophy, the boat shall be crewed totally by individuals who are 50 years of age or over and who have a combined age of over 165 years on the first day of scheduled racing].
- 12.4 Other prizes may be awarded

13. CORINTHIAN DIVISION AND TROPHY

- 13.1 [*The Corinthian Trophy*] will be awarded to the helmsman of the winning boat in the Corinthian Division of the [*Dragon XXX Championship*].
- 13.2 For the Corinthian Division and Trophy the World Sailing Sailor Classification Code, Regulation 22, shall apply and all crew shall hold a valid Group 1 classification. Unclassified sailors will be deemed to be Group 3.
- 13.3 A boat entered in the Corinthian Division for the Corinthian Trophy shall also be entered automatically in the Open Division and shall be eligible for prizes and trophies in both divisions.
- 13.4 Details of the World Sailing Sailor Classification Code and information on how to apply can be found on the World Sailing website:
www.sailing.org/classification
- 13.5 The closing date for the receipt of valid Corinthian entries shall be [XX date]. Each entry shall include a complete crew list and show the classification, World Sailing I/D number and classification expiry date for each crew.
- 13.6 All crew shall hold valid classifications prior to this date that do not expire until after the final day of the regatta. Should a boat whose Corinthian entry has been checked and accepted need to change a crew member between the closing date of the entry and the start of the regatta, the name of the new crew member with their valid World Sailing I/D number must be submitted to the Organizing Authority for their approval.
- 13.7 All crew lists will be posted on the Official Notice Board or website.
- 13.8 A representative of the World Sailing Sailor Classification Commission may be present during registration and may carry out spot checks. Registration of a boat is not complete until the spot checks are completed.
- 13.9 The Classification Protest Time Limit is the end of protest time on the first day of racing.

14. SCORING

- 14.1 [X] races are required to be completed to constitute a series.

- 14.2 (a) When fewer than races have been completed, a boat's series score will be the total of her race scores.
- (b) When [X] or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

15.VHF RADIOS

- 15.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephone communications.
- 15.2 Race information will be given on marine VHF (156-162MHz). The channel will be stated in the SI. PRO communication to his race team on the water shall not be available to competitors.
- 15.3 The Organiser reminds participants that the use of marine VHF is governed by the applicable laws. It is the owner's/helmsman's responsibility to fulfil all legal requirements to carry and use marine VHF radio on board a yacht.

16.SUPPORT BOATS

- 16.1 All support boats including coach, press, private and spectator boats will have to register during the registration period and have to pay a support boat fee of [XXX] for the time of the event. This fee does include craning and berthing.
- 16.2 Support boats shall be marked with his country flag. Additionally, the OA may request for this boats to use additional markers or flags.
- 16.3 Support boats must comply with the Support Boats Regulation, which will be delivered upon the boat registration.
- 16.4 In the event of an emergency the Race Committee may request support boats for their assistance

17.DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing 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.

18.INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of [X.000.000€] per event or the equivalent.

19.MEDIA RIGHTS

Competitors give absolute rights to the Organising Authority and permission for video footage or photographs of themselves or their boat to be published in any media for press, editorial or advertising purposes.

20.FURTHER INFORMATION

For further information please contact:

Tel - +

E mail:

Web Site

Appendix 7 - Standard Sailing Instructions

SAILING INSTRUCTIONS

1. ORGANISING AUTHORITY

The Organising Authority (OA) is the [.....

2. RULES

- 2.1 The regatta will be governed by the rules as defined in the current Racing Rules of Sailing
- 2.2 The Rules and Regulations of the International Dragon Association and the [*insert Championship*] Rules will apply.
- 2.3 The measurement regulations delivered upon registration.
- 2.4 The prescriptions of the National Authority that will apply will be notified on the Official Notice Board
- 2.5 The official language is English
- 2.6 In the event of conflict between the notice of race and the sailing instructions, the sailing instructions will prevail (this change RRS 63.7).

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near the Race Office.

4. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at least two hours before the 1st scheduled warning signal for the first race of the day on the day it will take effect, except that any change to the schedule of races will be posted before 20.00 on the day before it will take effect.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at [*insert place*]. The mast will display [*insert*] flag.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than [*X minutes*'] in the race signal AP. Boats are requested no to leave the harbour until Flag AP is lowered. This changes race signal AP.
- 5.3 When flag Y is displayed ashore, rule 40 applies at all times while afloat.

This changes the Part 4 preamble.

6. SCHEDULE

6.1 Registration:

Registration will take place from [day, date, month, time] to [day, date, month, time].

6.2 Measurement and Inspection:

Measurements and inspections will take place from [day, date, month, time] to [day, date, month, time].

6.3 Dates of racing:

Schedule example only

Day	Date	Time	Event
Saturday	29 June	13.00	Practice Race if any
Monday	30 June	13.00	First Warning Signal for one or two races
Tuesday	1 July	13.00	First Warning Signal for one or two races
Wednesday	2 July	12.00	First Warning Signal for one or two races
Thursday	3 July	12.00	First Warning Signal for one or two races
Friday	4 July	12.00	First Warning Signal for one or two races

6.4 Number of races:

[X] races are scheduled and no more than [X] races shall be raced on per day.

6.5 The Schedule may be amended during the regatta to sail more than [X] races on any day if needed to complete the full schedule of races.

6.6 On [day, date] no warning signal will be made after [XX.00hrs]

6.7 The Race Committee reserves the right to change times in Schedule 6.3

7. RACING AREAS

Attachment A shows the location of racing areas.

8. THE COURSES

8.1 The courses will be windward-leeward. The diagrams in Attachment B shows the courses, including the order in which marks are to be passed,

and the side on which each mark is to be left.

- 8.2 No later than the warning signal, the race committee signal boat will display the approximate compass bearing and length of the first leg.
- 8.3 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 8.4 The race will not be shortened before the end of the leg to Mark 1 for the second time. This changes Rule 32.

9. MARKS

- 9.1 Marks 1, 2 and 3s/3p will be [description].
- 9.2 New marks, as provided in instruction 11.1, will be [description].
- 9.3 The starting marks will be as per SI 10.2. The finishing marks will be as per SI 12.1.
- 9.4 A race committee boat signalling a change of a leg of the course is a mark as provided in instruction 11.2.
- 9.5 Class flag will be: International Code "D".

10. REPORTING TO PRINCIPAL COMMITTEE BOAT BEFORE STARTING

Before starting in each race, boats shall, while sailing on starboard tack, pass at the stern of the principal race committee boat. Boats failing to report may be scored "DNS".

11. THE START

- 11.1 The starting line will be between a staff on the race committee boat displaying orange flag on the starting starboard end of the starting line and a staff displaying orange flag on the race committee on the port end of the starting line. The orange flag will be displayed approximately 10 minutes before the starting signal.
- 11.2 Races will be started by using rule 26.
- 11.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes rule A4.
- 11.4 If a boat fails to start or breaks rule 30.3, the race committee at Mark 1 may display her sail number on a board and make a sound signal. Failure to make the signal or display the sail number shall not be grounds for a request for redress. This changes rules 62.1(a).
- 11.5 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).

12.CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by [insert].
- 12.2 If a change of course is made to marks 3s/3p these may be substituted by a single mark.
- 12.3 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.

13.THE FINISH

- 13.1 The finishing line will be between a staff on the Race Committee boat displaying a [description] flag and a [description].
- 13.2 If the race committee, at the finishing position have displayed code flag "L", this means that another race will be started as soon as possible. This Changes RRS race signals.

14.PENALTY SYSTEM

- 14.1 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.
- 14.2 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.

15.TIME LIMITS

- 15.1 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.
- 15.2 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.
- 15.3 If no yacht has passed mark 1 for the first time within 75 minutes of the start, the race will be abandoned.

16.PROTESTS AND REQUESTS FOR REDRESS

- 16.1 A boat intending to protest must inform the race committee finish boat immediately after finishing. If the protester does not finish the race he shall inform the Race Committee Boat as soon as possible or the Race Office and immediately after arriving ashore.

- 16.2 Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 16.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day. This time will be posted on the official notice board. The same protest time applies to all protests by the race committee and jury and requests for redress. This changes Rule 61.3 and 62.2
- 16.4 Notices will be posted within 15 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 room, located at CNC facilities, beginning as soon as possible.
- 16.5 Notice of protest by the race committee or jury will be posted to inform yachts under rule 61.1(b). By the display of such notice, competitors shall be considered adequately informed of a protest by the race committee or the jury.
- 16.6 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. This changes RRS 62.1 (a)
- 16.7 For the purposes of rule 64.3(b) the "authority responsible" is the Measurer or Equipment Inspector appointed by the organising authority.
- 16.8 Breaches of instructions 13.1, 17, 18, 20, 21, 22, 23, 24 and 27 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.
- 16.9 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.
- Decisions of the International Jury will be final as provided in RRS 70.5

17. SCORING

- 17.1 [x] races are required to be completed to constitute a series.
- 17.2 Discards
- (a) When [X] races or fewer have been completed, a boat's series score will be the total of her race scores.

(b) When more than $[X]$ races have been completed, a yacht's series score will be the total of her race scores excluding her worst score.

(c) If less *than* $[x]$ races can be sailed the trophy shall not be awarded.

17.3 Prizes will be given as stated in the Notice of Race

18.SAFETY REGULATIONS

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

19.REPLACEMENT OF CREW OR EQUIPMENT

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

19.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20.EQUIPMENT AND MEASUREMENT CHECKS

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

21.SUPPORT BOATS

21.1 Support boats (which term shall include coach, press, private and spectator boats) shall register at the Race Office during the registration period (SI 5.1) 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.

21.2 Subject to SI 21.6, team leaders, coaches and other support boats shall stay more than 100 metres to leeward of the starting line and from the leeward marks and from any racing Dragon from the time of the preparatory signal until all boats have finished the last race of the day, or all races are abandoned. Support boats may be allowed up the course on one specified side only if special dispensation has been granted by the IDA (via application to the Jury) for reasons of safety, health, tourism, spectating, or sponsor's request. Such boats applying for dispensation may *not* have a coach or World Sailing (ISAF) category 3 sailor on board. Support boats that have been granted dispensation will be issued with a different colour flag to ordinary Support / Coach boats.

21.3 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.

- 21.4 Support boats shall not pass any information by any means whatsoever to competitors who are racing (RRS 41).
- 21.5 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.
- 21.6 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.
- 21.7 Support boats must be on call on VHF Channel [X] at all times.
- 21.8 If coach or support boats are permitted Rule 21 must be referred to in the NOR. National Authorities may exempt any or all of the rules in section 21 for Category 2 (or lower) events.
- 21.9 Coach/support boats shall *not* tow competitors out to the race course (unless requested to by the Race Committee) and may only tow boats in after the last competitor has finished or retires from the last race of the day.

22.HAUL-OUT RESTRICTIONS

All yachts shall be afloat before 17:00h on [date], and shall not be hauled out during the regatta except with prior written permission of the Jury and according to the terms set out by the Jury.

23.DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keel boats between the preparatory signal of the first race and the end of the regatta.

24.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 and smart phones.

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(a).

VHF [Channel xx] will be used to communicate with competitors.

25.OFFICIAL BOATS

Official boats will be marked as follows:

Category	Flag
Race Committee Boats	White flag with RC
Jury Boats	White flag with JURY
Measurer boat	Black flag with yellow M
Press Boats	White flag with PRESS

26.DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing 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.

27.INSURANCE

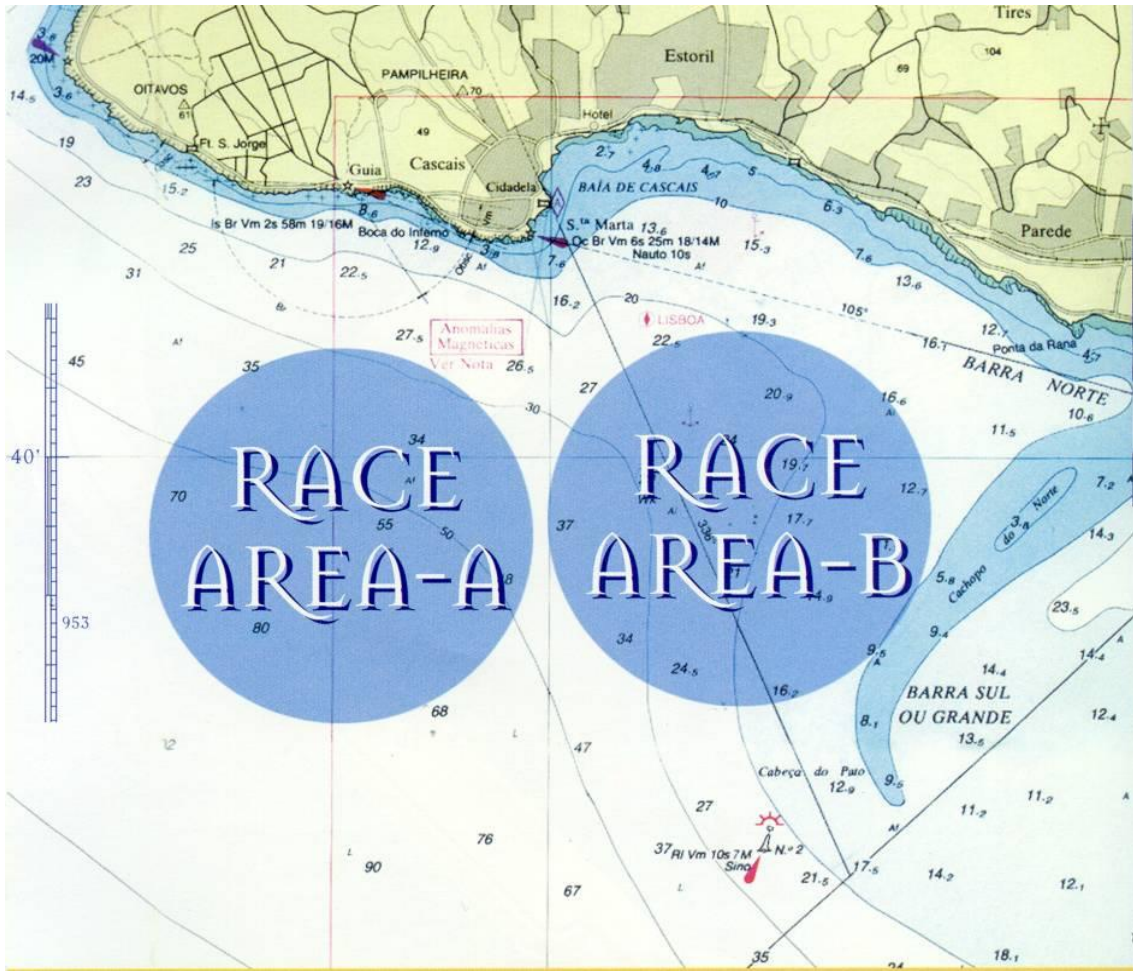
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.000.000 € (one million Euros) per event or the equivalent. Competitors are advised to have their own personal accident insurance.

28.ADVERTISING

Boats may be required to display sponsor advertising material supplied by the organizing authority. If these are hull stickers, displayed according to the provisions of WS Regulation 20 (Appendix 1), then only biodegradable hull stickers are permitted at IDA sanctioned events (CR 1.24). Boom stickers and/or backstay flags are permitted in accordance with WS Regulation 20 (Appendix 1).

29. ATTACHMENT A

RACING AREAS

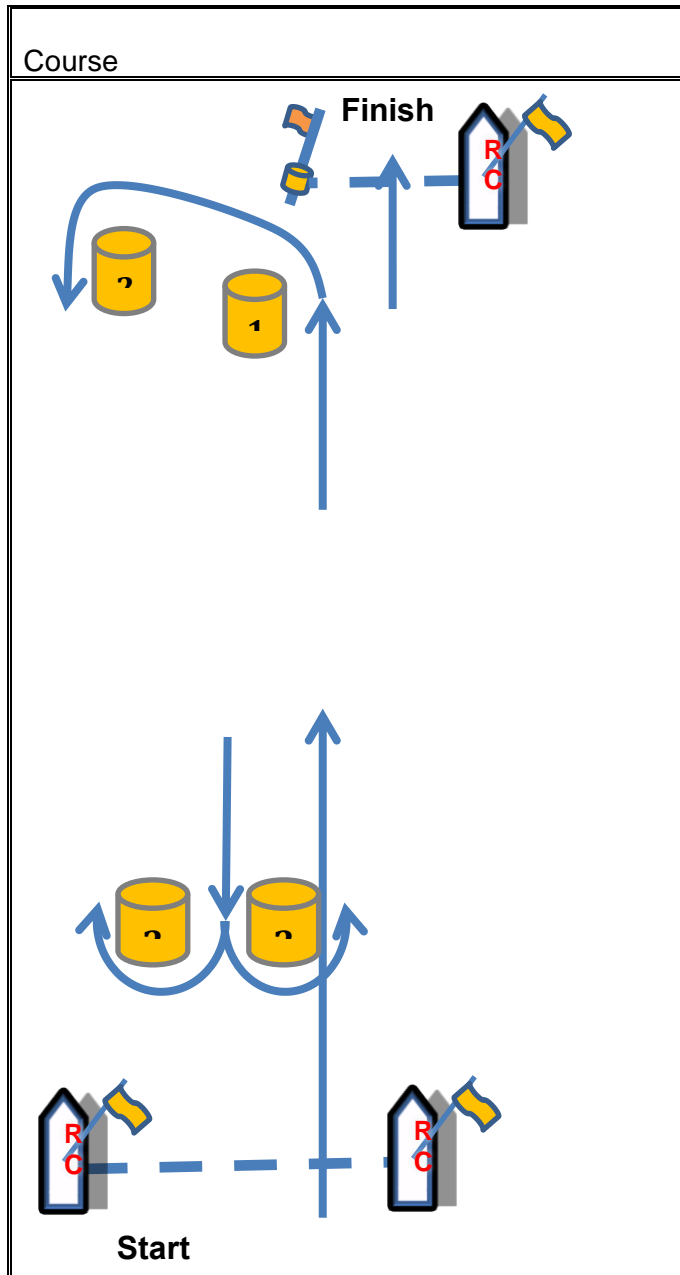


Racing Area	Distance	Bearing	Latitude	Longitude	Flag
A	2,0 Nm	190°	38,40.000 N	009,26.000 W	Code Flag "A"
B	2,0 Nm	140°	38,40.000 N	009,23.500 W	Code Flag "B"

*

Distances, bearings and positions are advisory only

30.ATTACHMENT B



All course marks shall be left to port, except marks 3p/3s which shall comply with SI 7.3

Distance between mark 1 and mark 2: 0.05 Nm approx.

Angle between upwind leg and bearing from mark 1 to mark 2: 100° approx

Note: This drawing is schematic. The distances and mark positions are not to scale.

Appendix 8 - Registration Check List – for Office Use

Entry Form:		Tick
	Is the Entry Form complete?	
	1. Crew Names (and nationality if appropriate)	
	2. For Worlds and Europeans, is helmsman properly qualified to enter?	
	3. Is it signed?	
	4. Payment received?	
Measurement		
	Is copy of Measurement form attached (not automatic)?	
	Is sail number correct? Is plaque number correct?	
	Is owner's name correct?	
	Is National Authority stamp correct?	
	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. An email from the National Secretary normally suffices)	
	Is the yacht required for Pre-regatta on shore measurement?	
	Is Sail Registration Form complete?	

Appendix 9 - Level 1 Boat Measurement Checks

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

Sail Number:	Name:
Year:	Builder:
World Sailing (ISAF) Plaque No:	

Section 2 to be completed by Measurer

Rule	Subject	Approved
2.18.1 & 2.18.2	Does yacht have her World Sailing (ISAF) plaque and her plaque number engraved in the correct places and do they match the measurement certificate?	
1.65.4	If a spinnaker chute has been removed are corrector weights (4.5kg) fitted?	
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 chocks fitted and not capable of being removed whilst racing 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 6.73	<p>The spinnaker boom length shall not exceed 2240mm</p> <p>The fore and aft projection of the spinnaker boom fitting shall not exceed 75mm and shall not project athwartships at the mast.</p>	
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 5kg + 5kg of chain) 2. Min. 30 m anchor rope, min. weight 3kg 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 	
	<p>Measurer's Signature</p> <p>Return to Regatta Office</p>	

(15.2) Note on World Sailing (ISAF) Plaque number in the Yacht

Under International Dragon Class Rule 2.18.1 the World Sailing (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 World Sailing (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.

Appendix 10 - Mast measurement Form

Sail No:
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 40mm 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 11

Regatta Sail Registration Form

Sail Number:	Owner/helmsman:
--------------	-----------------

*	Type: Main, Genoa, Spinnaker	Sail Loft	Year of Manufacture	IDA Sail Measurers No	IDA Sticker No.	For use by Organiser. Sail Checked – 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					Declaration made by:	Organiser's Signature:
Total Sail numbers:						
Mains:					Owner / Helmsman:	
Genoas:						
Spinnakers:					Date:	

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 12 - IDA Guidelines for VHF Use

The following guidelines are recommended for use by the Race Committee at all Grade 1 and IDA Championships (Gold Cup, Worlds and Europeans).

Requirements

Communication between the PRO and his Race Committee team and the Organisers should be on a private channel, not available to the sailors.

The channel used for communication with the sailors should be an international standard one available to all standard VHF devices. Channel 72 is normally used at IDA International Championships and Grade 1 events. However, this may change depending on local restrictions.

The communication with the sailors shall be in English.

Recommendations

The channel should be stated in the SIs

Any announcement should be short, consistent in format and in proper VHF language. For example: 'Attention Dragon Sailors this is the Race Committee'

Announcements

Before the Start

First announcement could be 10 minutes before first Warning signal of the day giving the timing to the Warning signal and any additional relevant information.

If AP is hoisted, please announce reason for postponement.

Announcement - one minute to the Warning Signal.

Thirty seconds, twenty, fifteen, ten, 5-4-3-2-1

Announcement between Warning and Preparatory signals verbally confirming the distance and compass bearing to the first mark if the starting sequence is 10, 4, 1, and go, otherwise before the starting sequence (i.e. before a 5, 4, 1 go start).

Next announcement - one minute to Papa (Preparatory Signal) up.

Thirty seconds, twenty, fifteen, ten, 5-4-3-2-1

Next announcement Papa (Preparatory Signal) down.

Thirty seconds, twenty, fifteen, ten, 5-4-3-2-1.

In the final minute to start

Thirty seconds to start, twenty, fifteen, ten, 5-4-3-2-1

After the Start

If the start is postponed during the starting sequence announce “AP is up, AP is up”

Message after starting signal either “all clear, all clear”, “individual recall, individual recall” or “general recall, general recall”.

In case of individual recall, no numbers shall be announced.

At the PRO's discretion he can announce “X-ray down, X-ray down (individual recall) when all premature starting boats have restarted.

When displaying AP or First Substitute (General Recall) suggested alert is “one minute to signal (AP or 1stSub) down and then standard starting countdowns as above.

After a start under a Black Flag sail numbers of disqualified boats, if any, might be announced as soon as practicable.

After a general recall under a Black Flag start, sail numbers of disqualified boats should be announced on the VHF in addition to being displayed on the board at the back of the Principal Race Committee boat to avoid potential damage around the committee boat and also to save time.

Course changes are recommended to be announced as the first boat approaches the mark where visual and sound signals are made.

No sailor likes to sail up and down the starting line waiting for something to happen and being ignorant about why the race is not being started. It is recommended that longer delays in starting procedures are commented on and explained in short terms i.e. “We have a completely different wind at the top mark and need to wait for conditions to settle. Please be patient. We will notify you again shortly”.

Appendix 13 – Rules for Grade 1 regattas

(Amended 7.2.24)

Grade 1 events in Europe shall be known as “[Country descriptor] Grand Prix”. For example, Spanish Grand Prix, French Grand Prix etc.

There are four Grade 1 (Grand Prix) events in Europe each year and they comprise the Grand Prix Series. The series produces 20 finalists for the Grand Prix European Cup.

According to the IDA Championship Regulations the annual schedule for the Grade 1 (Grand Prix) events in Europe will be decided at the latest by the end of June in the preceding year by the IDA Officers. The principles of decision making for the Grade 1 (Grand Prix) venues by the IDA are based on sound conservatism with regard to what works well, balanced with a desire to adopt new formats and venues that will provide top level racing and facilities, and enhance the attractiveness and reputation of the class.

The IDA Executive Officers will decide every year before the end of June on the Grade 1 (Grand Prix) programme for the following year, and will explain their decision at the IDA AGM.

The format for Grade 1 (Grand Prix) events in Europe including the European Grand Prix Cup is set out below.

1. The Grade 1 (Grand Prix) circuit in Europe will be based on 4 events, spread evenly over the season
2. In order to achieve the best venue selection and race format and organisation the IDA officers may consult with the Owners’ Committee and with regular competitors on the Grade 1 (Grand Prix) circuit
3. The IDA will take all available measures to provide the best possible race management and onshore activities - within available budgets
4. Each Grade 1 (Grand Prix) event will be held over 4 days of racing, normally finishing on a Saturday to facilitate packing up and departure on Sunday. The final event on the calendar will have an extra two days racing for the European Grand Prix Cup
5. The Grade 1 (Grand Prix) schedule for each year takes into consideration the dates and venues of other major events (World or European Championship and Gold Cup)
6. The winning helm overall in the European Grand Prix Series will receive the perpetual Standfast Trophy, presented by Gordon Grant and Klaus Diederichs. There will also be a perpetual trophy (the Phyllis Lowell Cup) for the top Corinthian helm, presented by Phyllis & Lowell Chang. The Deeds of Gift are printed at the end of this document.
7. The winner of the Grand Prix Series Finals will receive the European Grand Prix Cup (the Sami Salomaa ‘Flow’ Trophy).

Format for Grand Prix Final – the European Grand Prix Cup

In 2019 the officers introduced the innovation of a European Grand Prix Cup (referred to hereafter as ‘the Finals’) to satisfy the demands of regular Grade 1 (Grand Prix) competitors for better recognition for this series in Europe. It will be held at the conclusion of the last Grade 1 (Grand Prix) of the season, in the same venue, and will be held over two days.

Qualification and eligibility

- 1) Places in the Finals will be awarded to the 20 top scoring helms (i.e. those with the lowest points) in the four European Grade 1 (Grand Prix) regattas – with one discard allowed from the four events. Any ties will be broken according to RRS rules (Appendix A Scoring). The final will immediately follow the fourth Grade 1 (Grand Prix).
- 2) Participation in the fourth Grade 1 (Grand Prix) event is not compulsory for those wishing to qualify for the Finals.
- 3) Out of the 20 finalists, there will be a quota for non-Corinthian and Corinthian sailors, based on the proportion of Non-Corinthians/Corinthians participating in all 4 Grade 1 (Grand Prix) events. For example, if the total entries for all 4 events are 160, and Corinthian entries total 40, and Non-Corinthian total 120, then the Corinthian quota for the Final will be 5, and the non-Corinthian will be 15.
- 4) Corinthian sailors qualify by sailing in all their qualifying Grade 1 (Grand Prix) events with an all Corinthian crew as determined by World Sailing Sailor Classification Code, Regulation 22.
- 5) If there are insufficient entries from either quota, then the spaces will be filled from those attending the final Grade 1 (Grand Prix) event, in the order of their final finishing position in the series. To follow the example above, if only three Corinthian entries qualify under 3), then the other two Corinthian places will be taken from entries at the fourth Grade 1 (Grand Prix) event.
- 6) The Finals entry list will be published by the IDA as soon as the Protest Time Limit for the fourth Grade 1 (Grand Prix) has expired.
- 7) There is no entry fee for the Finals
- 8) The Entry Form for the fourth and last Grade 1 (Grand Prix) event will be deemed to be a valid entry for the Finals – if the helm qualifies – and the documents submitted with that entry will apply to the finals, namely:
 - a. The Completed Entry Form
 - b. Measurement Certificate.
 - c. Boat Membership Certificate (or letter) from the Dragon National Association.

- d. A policy form signed underneath a statement which says :’By signing this form I declare that I have in place a current insurance policy to the value of €2,000,000.
- 9) Crew changes must be notified to the Race Committee. As the Finals (European Grand Prix Cup) is a helmsman’s competition no change of helm shall be permitted from the list of those qualifying.
- 10) A Change of boat may be permitted under special circumstances to be determined by the Race Committee.
- 11) The winning boat (helm) of the finals overall will be the Winner of the Dragon European Grand Prix Cup and will be awarded the Sami Salomaa perpetual trophy (The Wave Trophy).

Format of the Finals

1. FORMAT

- 1.1 The Regatta Format will consist of a Qualifying Series and a Finals (“Knockout”) Series.
- 1.2 The Qualifying Series will consist of:
 - 1.2.1 a maximum of four (4) races for all 20 boats.
 - 1.2.2 Target time for each race is 45 min.
 - 1.2.3 At least one (1) race must be completed to enable qualification to the Final (“Knockout”) Series (except see 12.3.11)
 - 1.2.4 The scoring system is the Low Point System of RRS A
 - 1.2.5 There will be one (1) discard if all four (4) races have been completed.
 - 1.2.6 The winning boat of the Qualifying Series receives a bye directly to the Final Round.
 - 1.2.7 The second-place boat of the Qualifying Series receives a bye directly to the Semi-Final.
 - 1.2.8 Boats placing from 3rd to 12th place in the Qualifying Series qualify for the Quarter-Final.
- 1.3 The Final (“Knockout”) Series will consist of:
 - 1.3.1 One (1) race Quarter Final.
 - 1.3.2 The teams ranked 3rd to 12th in the qualifying series compete in the Quarter-Final.
 - 1.3.3 The top seven (7) crews qualify for the Semi-Final.
 - 1.3.4 One (1) race Semi Final.
 - 1.3.5 The runner-up of the Qualifying Series and the top 7 crews of the Quarter-Final compete in the semi-final.
 - 1.3.6 The top Five (5) teams qualify for the final.
 - 1.3.7 One (1) race FINAL.
 - 1.3.8 The winner of the Qualifying Series and the top five (5) crews of the Semi-Finals compete in the Final.
 - 1.3.9 The winner of the Final will be the winner of the event and will receive the title of **“Winner Dragon European Grand Prix Cup (year)”**
 - 1.3.10 Target time for each race is 30 min.
 - 1.3.11 If there are no races completed on day one then day two will consist of normal fleet racing and even one race is sufficient to declare the winner.
 - 1.3.12 If there are no races completed on day two - the winner is the winner of qualification on day one.
 - 1.3.13 There will be a time limit to each stage of the Final Series.

DEEDS OF GIFT

The Standfast Trophy

DEED OF GIFT dated 27 November 2019

- 1) A perpetual trophy to be known as the Standfast Trophy was presented to the International Dragon Class in 2019 by Dragon sailors Klaus Diederichs and Grant Gordon in honour of their late fathers, who each owned a Standfast yacht, and who shared a passion for sailing.
- 2) The trophy is a helmsman's trophy and is to be presented to the overall winner of the Dragon Grand Prix Series held annually in leading sailing venues across Europe.
- 3) The Standfast Trophy will be awarded to the winner of the overall European Grade 1 (Grand Prix) Series. This is a helmsman's trophy.
- 4) In order to qualify for this trophy sailors must compete in at least 3 of the 4 European Grade 1 (Grand Prix) events.
- 5) The overall winner shall be the helmsman with the best final placing score discarding their worst score after four regattas, ties to be broken according to Appendix A8 Series Ties. If only three Grade 1 (Grand Prix) events are held there will be no discards. If fewer than three Grade 1 (Grand Prix) events are held the trophy will not be awarded.
- 6) The winner is responsible for insuring the trophy, and for delivering it to the venue for the final event in the Grand Prix Series the following year.
- 7) The winner is responsible for engraving the trophy in an appropriate manner and will hold the trophy until the next Dragon Grand Prix Series has been completed.
- 8) The Trophy is the property of the International Dragon Association, but if for any reason it ceases to be presented for the Dragon Grand Prix Series, it shall be returned to the donors, or their families.

Signed on behalf of the donors:

Signed on behalf of the IDA:

.....

.....

Klaus Diederichs & Grant Gordon

Tim Pearson. Secretary IDA

The Phyllis Lowell Cup

DEED OF GIFT dated 4 December 2019

- 1) A perpetual trophy to be known as The Phyllis Lowell Cup was presented to the International Dragon Class in 2019 by Dragon sailors Phyllis and Lowell Chang
- 2) The trophy is a helmsman's trophy and is to be presented to the overall Corinthian winner of the Dragon Grand Prix Series held annually in

- leading sailing venues across Europe
- 3) The Corinthian ranking shall be a ranking among Corinthian helmsmen (as determined by WS categories), accumulating their scores within the complete fleet in each event (and not creating a separate list of Corinthians only). In order to qualify for this trophy sailors must compete in at least 2 of the 4 European Grade 1 (Grand Prix) events, but they must count 3 scores. If they sail 3 regattas they may discard their score from the 4th (non-attended) regatta. If they sail 2 regattas they must count minimum one of their two DNC scores, discarding their worst score. Ties shall be broken according to RRS Appendix A8 Series Ties.
 - 4) If fewer than three Grade 1 (Grand Prix) events are held the trophy will not be awarded.
 - 5) Eligible Corinthian helmsmen must sail always with Corinthian crew throughout the series, even if not always the same people
 - 6) The winner is responsible for insuring the trophy, and for delivering it to the venue for the final event in the Grand Prix Series the following year.
 - 7) The winner is responsible for engraving the trophy in an appropriate manner and will hold the trophy until the next Dragon Grand Prix Series has been completed.
 - 8) The Trophy is the property of the International Dragon Association, but if for any reason it ceases to be presented for the Dragon Grand Prix Series, it shall be returned to the donors, or their families.

Signed on behalf of the donors:

Signed on behalf of the IDA:

.....

.....

*Phyllis & Lowell Chang
IDA Hong Kong 2019*

Tim Pearson Secretary

The Sami Salomaa Trophy ('The Flow' Trophy)

DEED OF GIFT dated November 2019

Originally presented to the winner of the Helsinki Dragon Gold Cup 2018, it was decided at this event that the Flow Trophy would become the perpetual trophy for the Grand Prix Series Final from 2019 onwards.

The trophy was created by Dragon sailor and artist Sami Salomaa and presented to the Dragon Class. The sculpture was entitled "The Flow". Standing 35 cms tall, it is made of bronze and sits on a pedestal of walnut.

“The Flow” captures the elements of water (waves), air (wind), the vessel and the sailors, all in harmony together. It describes the experience where a sailor forgets himself as an individual and becomes one with the crew, the boat and ultimately with nature.

- 1) The trophy is a helmsman's trophy and is to be presented to the overall winner of the Dragon European Grand Prix Cup Finals held annually at the culmination of the Grand Prix Series
- 2) The winner is responsible for insuring the trophy, and for delivering it to the venue for the final event in the Grand Prix Series the following year.
- 3) The winner is responsible for engraving the trophy in an appropriate manner and will hold the trophy until the next Dragon Grand Prix Series has been completed.
- 4) If the Finals are not held the holder will retain the trophy until the following year
- 5) The Trophy is the property of the International Dragon Association, but if for any reason it ceases to be presented for the Dragon Grand Prix Finals it shall be returned to the donor, or his family.

Signed on behalf of the donors:

Signed on behalf of the IDA:

.....

.....

Sami Salomaa

Tim Pearson Secretary