

A SUMMARY OF RELAXATIONS TO THE IDA RULES IN RESPECT OF OLDER BOATS

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 prior to 1972 conforming to IDA rule 1.61.

So you have acquired such. It is in good order, or is at least in restorable condition; so the question is where do you start? The answer is, oddly enough, 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 later then there are no problems for your restoration will be unhindered by the eagle eye of the rules and the measurers. 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, you ain't a Dragon, it is as simple as that. Therefore guard the validity of your certificate.

The rules in respect of the restoration of old boats are in there to protect both you, and the existing boats. Follow them carefully and your restored Classic will be warmly welcomed as a true Dragon but be warned. There has been some unfortunate 'cheating' in this area recently, as a result the emphasis of the rules has been changed. Now, a boat subjected to a major restoration is presumed to have been changed during that process. So guard your certificate by proving that no changes have been made to the boats shape. If errors in restoration lead to non compliance then the boat can only be measured under to today's much tighter rules: and it will almost certainly fail. (For the rules see 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.

These 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 Tommy Muller.(muller@emh.de) Then religiously recording each stage of the restoration process. Do this so you can establish that the boat's shape has not been altered during the restoration. Then the subsequent, compulsorily re-measurement, will be in according with the rules in force when the boat was originally built. This should prove no problem: if it measured then, it should measure now.

Rule 1.61. If a yacht is to be re-measured (see rule 1.64) this shall be carried out in accordance with the rule in force at the time of the yachts original measurement certificate was issued except that the **Rudder, Keel Spars rigging and sails shall be measured in accordance with current class rules.**

Rule. 1.62. A yacht shall be re-measured after a major repair or renovation in accordance with either (see 1.61)..... In all case the IDA Technical committee shall be consulted prior to any work being undertaken. (Note particularly 'Yachts which have been ALTERED (My Caps) shall be measured in accordance with the current class rules').

This requirement particularly applies if the deck beams are to be removed as it is fundamental that the rebuilding process involves absolutely NO distortion of the boat. This means contacting the Chairman of the IDA Technical committee. See above.

Rule 1.64 re-measurement may be carried out on the instructions of the Etc Etc listing only 2 reasons.

1. The hull shape has been altered,
2. It was incorrectly measured on its original certificate.

Rule 1.81. Protect the validity of your measurement certificate. Without it you cannot compete in any open Classic Dragon race. You are simply not a Dragon.

Rule 1.84 Ensure that you register your change of ownership with your National Authority. The old certificate is invalidated by a change of ownership, however re-measurement is not required.

Rule 2.15. The marking of the stations is most useful for tuning, particularly to define the best position for the base of the mast. If they are not marked then define the master station, station 8. From this you can find station 4, the one from which all of today's base of the mast measurements start. (See the detailed measurements on the Petticrow website. petticrows.com)

Rule 2.17. Two lifting eyes shall be attached to the keel, keel bolts Etc. This is obligatory, and many old boats will not have them. Keep them as low as possible on the floor bearers as the strain when lifting the boat draws the bearers together.

Rule 2.18.2. Yachts measured prior to 1 March 1995 can have either the ISAF plaque or the carved national letters and sail number.

Rule 2.19 Buoyancy Tanks, bags or compartments are permitted. 2.191, below, allows to be fitted retrospectively.

Rule 2.191. The fitting of built in buoyancy. The tanks in themselves are not so much as to stop a full scale sinking, but to keep the boat afloat for time to effect a rescue, or if it is damaged in a collision, either forward or aft of a bulkhead to keep it afloat. But from the restorers point of view what is important they give extra transverse strength. An important point in an old boat.

Rule 2.192. The bulkheads must be constructed within 300 mm of stations 5 or 12, and note, a means of pumping out the tanks is obligatory.

Rule 2.21. Carvel Planked Yachts may be reinforced in the same manner as permitted for GRP yachts under rule see 2.22 below.

Rule 2.515.3. For yachts constructed prior to 1st January 1988 further extra stiffening is permitted as follows, forward of the cabin and aft of the cockpit

(a) Two aluminium tubes maximum diameter 50mm X 50mm from the underside of the foredeck to forestay and backstay positions (Two tubes forward and two tubes aft are permitted. Two aluminium tubes maximum diameter 50 mm from the underside of the deck to forestay and backstay positions (Two tubes forward and two tubes aft are permitted). (Note this applies to both Carvel and Glass yachts.) Any extra weight should be more than compensated by the additional stiffness.

And or

(b) for GRP boats only, two foam stringers max 50mm X 50mm bonded to the hull Etc.

Rule 2.22. Carvel planked yachts more than 20 years old may be sheathed externally with GRP cloth. This shall not exceed 2mm thick. 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.

Rule 4 on the ballast keel must be studied as it is in all respects obligatory. (Rule 1.61) The only variation allowed is in its positioning in respect of yachts measured before 1 March 1988

Rule 4.60. ‘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. (It is 5mm for later boats)

Rule 4.90 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.

Rule 5.10 Rudder and tiller. Remember Rule 1.61.

Rule 6.101. For the serious restore wood masts can only constructed after prior approval of the ISAF!

Rule 6.113 Yachts built before 1st March 1991 may retain the position of their mast step.

Rule 10 Weight of the yacht. 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

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, go back to 1.64. Unless you are doing a major reconstruction (1.61) and can show that the hull has not been altered, you are in the clear. However if you plan a major job, don't forget to tell the IDA.

Richard Green
Treasurer and Membership Secretary British Dragon Association

Restorer of

Svanehvit 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 3002.

Currently racing
Sagitta GBR 606 St Georges 1994