

Building Policy

Class Rule 2.191 Minimum Buoyancy

Amendment: Replace existing rule with the following:

"All Dragons first measured after 1st March 1991 shall have a minimum of 1,400 litres positive buoyancy.

All Dragons first measured after 1st March 2000 shall have a minimum of 1,700 litres positive buoyancy.

All Dragons, with the exception of those build in timber, first measured after 1st March 2008 shall have a minimum of 2500 litres positive buoyancy.

The buoyancy may consist of buoyancy tanks and/or closed cell polyurethane foam with a minimum density of 32 kg/m³.

Each new type of Dragon, first measured after 1st March 2008 shall pass a test, where the hull in racing condition, but without sails, shall be inclined to 90 degrees for not less than 1 minute. After this time, the boat shall come upright and float for not less than 30 minutes with no part of the deck submerged. The test shall take place with either an IDA officer or Measurer present.

The Builder shall issue a "Declaration of Buoyancy" for each Dragon built after 1st March 2008, stating the type, capacity and location of the various watertight compartments and the total buoyancy, when the cockpit and cabin area has been swamped.

Reason: To permit improving the buoyancy of the Dragon and for consistency/clarification of the Rule. Further to give the Builder more freedom for improvement of buoyancy but also more responsibility. Further, it is no good to have Rules that can not be controlled; the Class wants a way to check the buoyancy in future.

Rule 2.192

Amendment: Replace existing rule with the following:

"Watertight bulkheads shall be positioned within 300mm of stations 5, and 12. The bulkheads may be of timber or any sandwich construction. Watertight inspection hatch(es) shall be fitted. The weight of each hatch shall not be greater than the part of the bulkhead which they replace. Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead.

Any hatch to any watertight compartment shall be closed while racing. A means of pumping the fwd and aft watertight compartments clear of water shall be fitted, this shall be capable of being operated from the cockpit. Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam. Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.

Rules to permit increased buoyancy below the cabin and cockpit floors

Class Rule 2.515.2 (c) Partial Bulkheads

Amendment: Replace existing rule with the following:

Partial bulkheads in way of the mainsheet arrangement and within 300mm of station 8. If the cabin and/or cockpit floor and/or sides tanks are forming buoyancy compartments, the bulkhead shall be watertight to each adjacent compartment, The bulkhead may be watertight above the cabin floor on each side, have a doorway and means to be closed watertight.

Reason: To permit the increase of safety for being swamped and to make clear that a bulkhead may be fitted near the aft end of cabin.

Class Rule 3.41 Area of Floorboards

Amendment: Replace existing rule with the following:

Floorboards shall not exceed 16mm in thickness and shall be of timber or GRP. Floorboards forward of the bulkhead near station 8 may be sealed to form a watertight compartment.

Floorboards between stations 9 and 8 may create watertight compartments, but shall not be sealed for a minimum width of 500 mm. Note: - The original floorboards in boats laid down before 15th November 1958 may be retained.

Reason: To permit the increase the buoyancy of the Dragon within the cockpit below the floor, but to leave a proper sump to collect all water which enters and to enable pumping out the Dragon and access to the bilge.

Rule 3.42 Floorboards

Amendment: Replace existing rule with the following:

The area of floorboards shall not be less than 0.2m²

Reason: To permit the wings or spaces underneath the sides of the cockpit floor on each side were the sump is, to be made in to buoyancy compartments. To increase the buoyancy within the cockpit.

Rules to permit increased buoyancy by larger side tanks

Class Rule 2.505 Internal Hull Moulding

Amendment: Replace existing rule with the following:

The upper part of the moulding shall not be below a continuous fair curve between the minimum points on each side of the hull, nor shall it extend higher than 200mm below underside of deck, with the following exception. Between the bulkhead near station 5 and 8 the inner moulding may extend higher, provided it forms a watertight compartment. Between the bulkheads near stations 8 and 12, the inner moulding may extend to the lower edge of the cockpit coaming and be joined with it, provided it forms a watertight compartment.

Reason: To permit the increase of the buoyancy in the Dragon and for clarification of the rule. Further, the lower 1000mm limit is not needed here since this limit is being covered in CR 2.507 "Floors"; it has been removed for that reason.

Amended Class Rule 2.507 Floors

Amendment: Replace existing rule with the following:

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700mm. The floors shall extend up to the underside of the cabin sole.

The floors shall be of a uniform laminate of 7.5kg/m². The floors shall be bonded to the hull with a laminate of not less than 6kg/m².

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100mm forward of station 4 or exceed 350mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650mm.

Reason: To permit the increase of buoyancy of the Dragon within the cockpit and cabin below the cockpit sole and to make the rule consistent with the previous change made to rule 2.505 when the lower limitation on the inner moulding of 1000mm was also removed

Class Rule 2.508 Weight of Internal Hull Mouldings

Amendment: Add the following to the end of the current rule:

When the inner moulding is joined to the cockpit coaming, in accordance with CR. 2.505.3, the total weight of it may increase by 5kg.

Reason: When the inner moulding is being raised above the current 200mm below deck level by approx 200mm for the entire length (Approx 2.3m) of the cockpit, some additional weight for it has to be allowed.

Rules to permit improved safety

Spinnaker Chute

Class Rule 3.31 Hatches

Amendment: Add the following to the end of the current rule:

If used as Spinnaker launching hatch, a watertight spinnaker chute shall extend from below the hatch to the bulkhead near station 5 and to the bulkhead at station 8 if fitted.

The chute shall be rigid from the hatch to the bulkhead at station 5 from there the chute may be flexible.

The inner diameter of the rigid part of the chute from aft of the hatch shall not exceed 300mm.

The material of the chute is optional.

Reason: So far the spinnaker launching chute has nowhere been covered in the Dragon Class Rules. The aim is to specify a minimum standard and to assure the integrity of the various watertight compartments.

Class Rule 11 Equipment

Class Rule 11.10.6 Bucket

Amendment: Replace existing rule with the following:

Two buckets each holding not less than 9 litres and with a lanyard of not less than 1 metre.

Reason: There is no better pump than two frightened men, each with a sturdy bucket in their hands.

Class Rule 11.10.8 Position of emergency equipment

Amendment: Add New Rule

"The anchor, anchor rope, buckets, towing rope and all other emergency equipment, which may be required by other rules, shall be stowed in positions where they are accessible without having to open any watertight or sealed compartment."

Reason: It is a basic lore of sound seamanship that one shall not have to open any buoyancy compartment, when it becomes necessary to reach any vital equipment in an emergency situation.

Class Rule 2.192 Bulkheads and Watertight Compartments

Amended Rule:

'Bulkheads shall be positioned within 300mm of stations 5, and 12 and shall be watertight.

The bulkheads may be of timber or any sandwich construction.
Inspection hatches, which shall be watertight, shall be fitted.

The weight of each hatch shall not be greater than the part of the bulkhead which they replace

Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead

Any hatch to any watertight compartment shall be closed when racing.

A means of pumping the fwd. and aft watertight compartments clear of water shall be fitted, capable of being operated from the cockpit.

Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam.

Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.'

Reason: To permit improvement of the buoyancy and safety of the Dragon and for consistency/clarification of the Rule.

The following minor Amendments to Class Rules where subsequently approved:

Class Rule 6.72 Spinnaker Boom

Amendment: Replace existing rule with the following:

The spinnaker boom length shall not exceed 2240mm.

Rule 6.73

Amendment: Add New Rule

The fore and aft projection of the spinnaker boom fitting shall not exceed 75mm and shall not project athwartships at the mast.

Finally Mike mentioned that there had been some proposals that Rule 13.30 be amended to ensure that the total weight limit per boat was not exceeded throughout an event. After some discussion it was decided that there should be no change to the current Rule and that it should not be discussed again until 2010 at the earliest.

Following a reference to the possibility of using carbon fibre in the construction of the new rigid Spinnaker chutes, The UK representative asked to be assured that 'exotic' materials were not creeping into the construction of new boats. He was concerned that they would be reflected in higher costs as well as not being permitted by current Rules.

On the general safety issue of racing boats in heavy weather, the Chairman asked that the builders provide more advice on safety and seamanship to owners in future. He suggested that this might be provided on the website or in a column on safety in the new 'Yearbook'

8. Items for Discussion

a) Venues for Major Events and Regatta Rota

Dates were confirmed for the Europeans and Gold Cup next year and the Worlds in Medemblik for 2009. Russia was confirmed as the hosts for the Europeans in 2009 subject to one condition being met, and Denmark would hold the Gold Cup in Skagen. All these venues were formally voted by the delegates as were Balatonkenese for the Europeans and Marstrand for the Gold Cup in 2010.

In 2011 (Jan) Melbourne was finally voted to hold the Worlds, which, it was agreed could be classified as an 'open' event. Kiel would bid for the Europeans with St Tropez seeking the Gold Cup against Ostende. In 2012 Ireland bid for the Gold Cup to be held in Kinsale, against Vigo, whilst Douarnenez, bid for the Europeans.

It was the continued intention to confirm venues by a vote 3 years before the event based on the IDA having received a detailed application from National Associations detailing the dates for the event as well as the facilities and experience of the nominated host Club.