

DragonBeat

Volume 18

2003

Newsletter of the
Australian International Dragon Association
Registered Class Association with the
Australian Yachting Federation.

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*Many of the photos included in this edition of
DragonBeat are courtesy of Moving Pictures®:
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There was no racing for the Sayonara Cup in 2003.

PRESIDENTS REPORT 2003

The 2003 World Championship/ Prince Philip Cup Regatta has been run and won by the German owned, Petticrows (UK) built, cold moulded dragon, *Chrisco*, sailed by Dieter Schoen, Vincent Hoesch and Andreas Huber.



2003 World Champions, Andreas, Dieter and Vincent.

This team was on the pace from race one of the 'Worlds' and with four zips in four races they were virtually unbeatable needing only two more conservative results in the remaining three races to secure the world championship trophy. Second place in the 'Worlds', *Karabos VIII*, Nick Rogers with Leigh Behrens and Peter Lilley aboard, also claimed the Prince Philip Cup for a record 7th time. In third place was *Kirribilli II* David Graney, Martin Graney and Murray Jones. Congratulations must go to the organising team led most capably by Des Sward, members of the Tasmanian Dragon fleet and officials of The Royal Yacht Club of Tasmania. They provided competitors with a most memorable and enjoyable regatta. Special mention should also be given to the work of Leigh Edwards, who, whilst not sailing regularly in the class, contributed greatly to the 'off the water' success of the regatta. All competitors were treated to a first class regatta, with fair breezes and a top social program.

One of the most important changes in the Dragon Class rules, since March 2003, has been the introduction of the use of electric bilge pumps. No longer do wet 'n' weary crews have to contend with survival, trimming the boat/ sails and trying to pump litres of water from their bilges at the same time. Just simply connect the battery to the pump prior to the start and then concentrate on racing. The electric pump, along with fitted bulkheads has made our Class far safer and more enjoyable to sail. A manual pump and buckets however, are still required items aboard in addition to the electric pump. I recommend all owners fit an electric pump in their yachts.

In this the 75th year of the Dragon Class, I feel it is again time to remember our past Class champions and competitors. Such people as the '76 Gold Medalist/ PPC winner, John Cuneo, multiple PPC winners, Jock Sturrock, Tony Manford, Eric Strain, Norman Booth, Ted Albert, Bun Lynn, World Champions/ PPC winners Robert Porter, Stephen Boyes and current class legend the '95 World Champion and 7 time PPC winner Nick Rogers. Other great names include Jack Linacre, HC 'Mick' Brooke, Paul Melody, Graham Drane, Bob French, WH 'Bill' Barnett, Ediss Boyes, Jack Ayers, Mick Purdon, Barry and Don Calvert, Stephen Parker, Peter Bowman and Norm Wright through to the current era and including our class elder statesmen, Norm Longworth, Gordon Ingate and Arthur Woodlands. Not to be forgotten of course, are the owners and crews of all other Dragons, to numerous to name, who have competed in and supported Dragon Class racing in Australia.

Special mention should be given to Jim and Flo Sim, who saw fit to introduce the fibreglass BB -Bellarine Borresen - Dragon to Australia in 1974. In more recent times the Australian built, RD - Ridgeway Dragon, fibreglass hulls with timber decks have featured prominently in PPC and World Championship events. More than 50 boats have been produced from these 2 sets of moulds. Finally, it is now only less than 6 weeks to the next national competition. Robert Alpe and his IDANSW committee have put together a program of racing not to be missed. Starting with the Sayonara Cup Challenge from the 6th Jan 04, the Prince Philip Cup 10th -18th and the Invitational Dragon Masters Series 19th -21st. All racing is on beautiful Sydney Harbour. In excess of 460 ex-Dragoners, from Australia and overseas have been invited to the regatta. This 75th year of the Dragon promises to be one of the best ever.

I urge all current Dragon sailors to bring your yachts and your partners to Sydney in Jan 04. BE THERE, COMPETE and ENJOY.

Tony Moody
AIDA PRESIDENT

Martin Graney, Australian Champion in 1998 and stalwart of Dragon crewmen in Tassie, is suffering poor health at the moment. The whole Dragon community wish you well Martin.

FROM THE VIDA

It has been a long time since three Dragons have represented Victoria for an 'away' series – Charles Stanton rarely misses standing up for RBYC and Victoria when the big event comes around. Last year together with experienced Dragon helmsman Tony Moody, Charles spent almost a month in Hobart with *Amazing Grace* D AUS 176 chasing the holy grail of the Dragon 'Worlds' – 27 races. Since the demise of the Geelong fleet in the late 90s - once a fleet of forty Dragons with two World Championships in the 80s, we are now well consolidated at Royal Brighton, within the new floating marina and deepened harbour with an extended breakwater, hard standing for about 80 boats and a wave attenuator to hold back the 50 knot Northerlies. Everyone knows the power of the Sou-west gales and the pier bashing waves in a big blow on Port Philip and the boat owners at Brighton are very proud of their new facility. Of course there is an 8 boat fleet at Metung – Paynesville on the lakes but only about four are race worthy dragons. From the previous Geelong fleet, the beautiful *Bermudiana II*, D AUS 143 - last of the Petersen/ Borresen classic 'woodies' is now at Brighton to take over the life of Paul Fontaine (as Dragon 'woodies' do! – sort of like having a demanding mistress except your wife is not usually jealous!) with experienced crew Andrew Mnew and Phillip Jorgensen.

The 2004 contingent for the PPC in Sydney is:
Amazing Grace, D AUS 176: Tony Moody (helm), Charles Stanton (owner) and TBA
Waliki, D AUS 145: Andrew Merrett (helm), Charles Greatorex and TBA
Avante, D AUS 129: Brian Sullivan (helm), Melissa Nathan and John Dixon

Club racing at Brighton has been remarkably close this season, weather has been mild for a Melbourne Spring and those powerful Sou-westers are absent to date – we appear to have gone straight from a cold winter to, so far, a great summer.

Generally there are two short races on Saturdays which gives a chance for another go if you stuff up race one – the E22 fleet follows the same pattern. *Amazing Grace* (once *Karabos VII* and sailed by Nick Rogers) has been keeping up a slight edge on the fleet to date with a win in the Robstan 2- race trophy from *Bermudiana II* and *Lyla*. Race 1: 3 seconds, 33 seconds: Race 2: 34 seconds, 25 seconds.

To improve fleet mobility an owners co-op recently which committed to a new trailer which will be on the road in February.

Brian Sullivan. Ph 9592 1492

75th Anniversary Sydney Festival

Australia will kick off the celebrations with a Festival of Dragon Sailing on Sydney Harbour in January. The festival will be made up of three distinct events.

Sayonara Cup

The competition will be sailed between Tuesday 6th and Thursday January 8th. Conducted and defended by the Royal Prince Edward Yacht Club (RPEYC), it incorporates a Louis Vuitton-style challenger series to take on the defender in an America's Cup-style match race series. The Sayonara Cup prize giving will be held at the RPEYC on the evening of the 8th. The prize giving will also double as an opening cocktail party for the Prince Philip Cup.

51st Prince Philip Cup

Racing for the 75th Anniversary Year Prince Philip Cup (PPC) starts on Saturday January 10th, conducted by the Royal Sydney Yacht Squadron (RSYS). The first two days see the Ted Albert Memorial Trophy Series and the Charles E Davies Cup for the Invitation Race.

On Monday 12th, there will be the Jack Linacre Memorial Trophy for the first race of the PPC, followed by races two and three on the Tuesday. Of course, it's not all about sailing, and so there will be a jazz BBQ at the Squadron on the Tuesday night, followed (quite sensibly) with a lay day on Wednesday 14th. Racing takes place again on each of the following four days, culminating in race seven on Sunday 18th, when the Squadron will also host the presentation dinner.

75th Anniversary Year Dragon Masters

The Dragon Masters promises to be one of the highlights of the Festival of Dragon Sailing, bringing together the wealth of sailing talent that has been acquainted with the class over its long history. A six-race series, it will be spread over three days starting on Monday January 19th, with two races each day. The Masters prize giving and the Dragon class reunion will be held at the RSYS on the final evening, Wednesday 21st January.

"We are keen to encourage anybody who has ever sailed or raced a Dragon to come along to one of the many functions, especially the reunion at the Royal Sydney Yacht Squadron on the 21st of January," says Robert Alpe, President of the NSW Dragon Association. "There will be people whose association with these boats go back 50 years and we're also hoping to get some new recruits to come along too. Now is a very good time to get involved in the class."

Standing the test of time

The original 1929 design was suited for cruising in designer Johan Anker's home waters of Norway. However, the boat quickly attracted the attention of racing sailors and within a decade it had spread

across Europe. An Olympic class from 1948 to 1972, the Dragon has earned and retained its ability to attract some of the very best sailors, guaranteeing tough and exciting racing every time.

The sailing community the world over freely acknowledges that it has an image and cachet that has not been replicated by any other class. It remains the only Olympic yacht ever to have a genuinely popular following outside the Games. Indeed, since the Olympics, the Dragon has gone from strength to strength, mainly because of the ongoing controlled development of the boat.

The Dragon is now raced in 26 countries on five continents. It continues its massive development in Europe, home to some of the largest fleets, where there are plans for a 75th Anniversary Regatta in St Tropez during October 2004. In Australia, the Dragon has fleets in Western Australia, Tasmania, New South Wales and Victoria.

The strong international ties are evident in the annual interport regattas alternating between Australia, Hong Kong, Japan and Canada; and the hosting of the 2003 World Championship by the Royal Yacht Club of Tasmania.

The success of the Dragon lies in its strong one-design elements. The crew of three makes for a tightly knit unit, while the one design rules ensure level racing. The crew are involved in the whole race; from maintenance, rigging, slipping, tactics, speed and rules interpretation. It is basically a team event, and there is great camaraderie right across the class.

Come join us

Competitive second hand boats often sell for about \$25,000, while "someone could expect change out of \$70,000 for a new boat". Western Australian boat builder Steve Ward – whose credits include the 12 Metre yacht *Australia II* – has started building new Dragons in Perth.

Wooden boats are not necessarily young boats. "But you find that what makes Dragons win is the skipper and crew, and the rig and the set up," says Alpe. "If you are going to get into Dragon sailing, then you might end up with a wooden boat to start with as they are sometimes at the lower end of the price range. If anyone does buy a boat, then I would encourage them to get involved in racing and to come into the fleet. To a person, the sailors in the fleet are very encouraging of new people who come into the class."

Check out the Australian website at

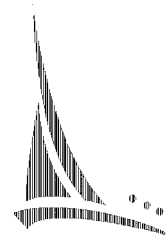
www.dragonclass.org.au

or the international site at www.intdragon.org

Further information about the Festival of Dragon Sailing is available from Robert Alpe, email

ralpe@dragonclass.org.au

International Dragon Association



PROPOSED CLASS RULE CHANGES 2004 AND AMENDMENTS AGREED AT THE AGM

RULE 2.162 TOE RAILS ETC - the proposed amendment was withdrawn

RULE 3.25 COCKPIT COAMING

Current Rule: "The cockpit coaming shall fair into the cabin sides"

Amendment: Add new sentence: "Any trim fitted on top of or on the outside of the coaming shall not extend outboard of the of the outer face of the coaming by more than 30mm. Any such trim shall not be considered as seats as used in Rule 2.162"

New Rule: " The cockpit coaming shall fair into the cabin sides. Any trim fitted on top of or on the outside of the coaming shall not extend outboard of the of the outer face of the coaming by more than 30mm. Any such trim shall not be considered as seats as used in Rule 2.162"

Reason: To clarify the existing Rule and limit the width of timber fixed to the coamings.

RULE 2.502.1 MATERIALS

Current Rule: "Long strand glass fibre material shall be used together with a rigid high strength, low-water-absorption-rate thermosetting resin (except epoxy). A specification of permitted and prohibited materials will be available on request from the IDA"

Amendment: Delete in second sentence "and prohibited". Add "No other materials may be used without the written consent of the IDA."

New Rule: "Long strand glass fibre material shall be used together with a rigid high strength, low-water-absorption-rate thermosetting resin (except epoxy). A specification of permitted materials will be available on request from the IDA. No other materials may be used without the written consent of the IDA"

Reason: To provide a list of permitted materials only, anything else is prohibited

RULE 11.10.3 EQUIPMENT (to be onboard while racing) - No change to original submission

Current Rule: "One manual bilge pump. An electric bilge pump may be fitted in addition"

Amendment: Add, "Pump batteries shall not be included when the boat is weighed under Rule 10.10" and delete the note to this Rule.

New Rule: " One manual bilge pump. An electric bilge pump may be fitted in addition. Pump batteries shall not be included when the boat is weighed under Rule 10.10"

Reason: To clarify the existing Rule and replace Note



World champion Chrisco in HOBART2003, the latest from Petticrows in cold moulded veneer.

Attendance at the 2003 IDA Annual General Meeting

Office de Tourisme, Jardin de l'Ambassade du Tourisme,
Rue François Sibilli, and Saint-Tropez, France.

Saturday 11th October 2002 at 11am

| Name | Position | Country | Vote | Also Proxy |
|---------------------|---------------------|-------------|-------------|-------------|
| representing | | | | |
| Thomas Olrog | Chairman IDA | Sweden | | |
| Jorgen Bonde | Vice-Chair IDA | Denmark | | |
| Louis Urvois | Vice Chair IDA | France | | |
| Andrew Craig | Treasurer IDA | Ireland | Ireland | Australia |
| David Dale | Secretary IDA | UK | | |
| Graham Bailey | Chair Tech Comm | UK | | |
| Mke Hayles | Tech Comm | UK | | |
| Lars Hendriksen | Tech Comm IDA | Denmark | Denmark | |
| Jill Hayward | Asst Secretary IDA | UK | | |
| Patrick Delahaye | Chairman NDA | Belgium | Belgium | Austria |
| Karl Odent | Secretary NDA | Belgium | | |
| Peter Jeffery | Secretary NDA | Canada | Canada | |
| Ms.Lee Murrand | Race Committee | Estonia | Estonia | |
| Jevgeni Kazakov | Race Committee | Estonia | | |
| Mini Jaatinen | Secretary NDA | Finland | Finland | |
| Julien Desmet | President NDA | France | France | |
| Andre Beauflis | Chair, SN St Tropez | France | | |
| Rupert Fischer | Chair NDA | Germany | Germany | Switzerland |
| Thomas Muller | Officer NDA | Germany | | |
| Michiel van Dis | President NDA | Netherlands | Netherlands | New Zealand |
| Nick Andriesse | Secretary NDA | Netherlands | | |
| Pim Harmsen vd Beek | Regatta Officer | Netherlands | | |
| Steff Herbern. | Chair NDA | Norway | Norway | |
| Fredrik Jessing | Secretary NDA | Sweden | Sweden | |
| James Mehew | Chair NDA | UK | UK | |
| Julia Bailey | Secretary NDA | UK | | |
| Chris Dicker | Chair 75th Annivy. | UK | | |

1. Apologies for Absence

H.M. King Constantine,
H.R.H. Prince Henrik,
Borge Borresen, Andrew
Johnson (Technical
Committee), Dipl.Ing. Heinz
H. Weiser (Austria), Leigh
Edwards (Australia), Phyllis
Chang (Hong Kong), Peter
Honig (Hungary), Tim
Pearson (Ireland) Frans de
Court (New Zealand),
Jorge D'Orey Pinheiro
(POR), Dieter Schmid
(Switzerland), Christopher
Brizes (USA)



*One of the many great starts in
Hobart2003*

**e-mail from the Australian Proxy to the IDA
AGM, Andrew Craig 15th October, 2003.**

Hi Leigh,

The AGM was relatively uneventful.

There was much discussion about the background to Gunter Ahlers position as chief measurer - he indicated his intention to resign as Chief Measurer at the Europeans due to a measurement issue. The AGM unanimously requested that he be asked not to proceed with his resignation.

Rig tension - discussed and there were strong views on both sides - tech comm asked to consider and make recommendation for next AGM - my sense was the balance was against allowing rigs to be adjusted during racing and the rules should be re-enforced at every opportunity.

Crew weight - some discussion about going up to allow bigger crew - however meeting reconfirmed by vote to retain 285.

Penalty turns at major champs - 720 for majors , national events can amend the RRS if they wish - Demark like 360 for their regattas for example.

75th Anniversary - plans progressing well - I must say St Tropez in early October is absolutely beautiful - not too crowded and nice weather.

Finally and very important so far as Australia is concerned - there is a vacancy at Vice Chairman level - there has been for the last year or so. The meeting felt that the IDA would benefit by having an Australian Vice Chairman to bind the northern and Southern/Eastern fleets better together. While we would not expect an Oz VC to travel to all the meetings we think that email has made the world much smaller and through this medium a valuable contribution could be made from a distance. Please could you think about this amongst the Australian Association and come back to the IDA and if you have a proposal it will be put to the officers of IDA.

Regards, Andrew

The e-mail from England about the Vice Chairman's role is reproduced below.

A Vice Chairman may be one of three appointed, who with the Chairman, Treasurer and Secretary comprise the Executive Management of the Class.

In effect this means they manage the strategy and policy of the Class as well as where necessary becoming involved in some of the day to day

decisions on issues which may require a collective decision of senior Dragon sailors and can be made without the necessity to wait for the AGM.

In practice "The Officers" are in frequent communication by e-mail and telephone or through the Secretary to make these decisions or to discuss longer term issues likely to be of interest to the Class.

As well as meeting around the racing circuit, they meet prior to and at the AGM in October and if possible once per year (around February) to follow up on the AGM and/ or go over the Championship arrangements in the coming year. They may also meet if a particular issue needs more attention or work.

Obviously it might not be practicable or cost effective for an Australian V-C, if appointed, to attend all these meetings, but as you probably saw from Andrew's e-mail, the Officers are very aware of the size and importance of the Australian Fleet and it's comparative isolation in the Southern Hemisphere. They are keen to bridge that gap if possible. In these days of e-mails and telephone etc, frequent travel would not be necessary (or probably desirable) for any individual from the Southern Hemisphere.

With Kind Regards, **David Dale**
Secretary, IDA dmdale@talk21.com

The following item from the IDA AGM Minutes is interesting in understanding the development of our Class internationally.

3. Technical Committee Chairman's Statement

I am happy that in my second year working for the Technical Committee that the Class continues to flourish. In addition to our strong Club, National and International base, we see a degree of new interest in the Class not least because of the huge efforts of Chris Dicker and his team who are preparing the Jubilee Celebrations.

It is very tempting when things are going so well to do nothing on the basis that it is working very well as it is. On the other hand, if our predecessors had done nothing then I doubt very much that we would all be here today. We constantly must make the same judgments that our predecessors must have made as we seek to tread the line between doing nothing and making changes to keep abreast of our changing environment.

I recall very clearly after last years meeting that our German representatives were unhappy at the Rule Changes we introduced last year. We felt those changes were largely "optional extras" that did not

detract in any way from the appeal of the dragon but allowed some modern devices should owners wish to fit them. Speaking to delegates after that meeting, the clear message from the German federation was that it would be better if nothing changed at all.

This however is not the universal view of the class and so we must balance the various interests and serve the class as best we can.

After having chosen our path this year, I hope the German contingent will feel this has been an extraordinarily good year for them since virtually nothing is changing. That however does not mean that we have done nothing this year and I have learnt that making no changes in a year can be just as hazardous as making many changes.

I will deal first with the hazards of making changes by which I am referring to a couple of the rules which we drafted last year which need amending because we did not quite get them right first time. And then I will deal with the converse hazards of not making changes and here I will update you on the construction issue.

We have not negotiated these hazards totally without casualty this year and I regret that our Chief Measurer resigned over a difficulty we are about to deal with. Early this year, Gunter raised his concerns over timber trims that he had seen extending outboard from the top of coamings.

Gunter's view was that these trims contravened rule 3.25 because they did not fair into the cabin sides. Borresens disagreed with Gunter and so they effectively appealed to the Technical Committee for an interpretation. We looked at this long and hard and felt that our hands were tied for several reasons: It became apparent that this feature had been in existence for many years on some of the older wooden boats (as far back as 1956 I believe) and the more recently built boats had passed measurement and attended major regattas with no complaints from the measurers or indeed anyone. We could not therefore class these as innovations that would allow us to invoke 1.11,

Secondly, the trims ostensibly were part of the coaming since some coamings would not measure without them and 3.25 says the coamings must fair into the cabin sides. Provided they faired into the cabin sides where they met the cabin sides we could not see a difficulty. Another complication was that Gunter had previously himself passed some of these trims which made it even more difficult to back track and ask owners to remove them.

After much consideration the Technical Committee decided that the trims were within the rules but in order to ensure they did not "grow", we agreed to formulate a proposal to limit their size. I reported this to Gunter who remained of his original view and so we agreed to disagree on the matter on the basis that we would address the subject at this year's AGM and that in the meantime, I would speak to the

builders who requested the interpretation to ensure they did not "grow" (and they have not to my knowledge).

When it came to the European championships in Kinsale last month, Gunter was the event measurer and he declared boats with these wooded trims to be illegal and he required them to be taken off.

Gunter's interpretation by this time had developed far beyond his original stance and to the letter of the rule it was very valid. With immaculate logic, Gunter says that you sit on the trims so therefore they are seats and under 2.162, seats outside the cockpit coaming are banned. Gunter's interpretation only applied to post March 2003 boats therefore since that is when 2.162 came into force so all boats with these overhanging coaming trims going back to 1956 and possibly beyond would effectively be grandfathered.

The sequence of events at Kinsale was unfortunate to say the least. The IDA officers in attendance together with Lars, David and me all asked Gunter not to force the issue at the championships. The issue was already tabled for discussion at the AGM and we preferred to let the class decide on any coaming issue rather than to require a jury to interpret our class rules. This put Gunter in what he viewed as an impossible position as event measurer and he withdrew his protest but at the same time tendered his resignation as chief measurer.

What Gunter has done is expose a shortcoming in the rule we drafted last year concerning toe-rails. At the time this rule was under consideration, nobody considered that trims on coamings that had been around for many years could become seats. I am sure it was not the intent of those voting for the new Rule that the abolishment of seats outside the cockpit would extend to coaming trims. Above all, nobody has said these trims are a bad thing for the Class but since Gunter has exposed a problem in the wording of 2.162, we need to make a change to the rules in this area. The proposed amendment effectively removes any interpretation that the coaming trims could constitute seats and it limits their dimensions to prevent further growth. This proposal in summary is simply to clarify a change that we made last year.

A couple of other changes are also necessary to tidy up drafts of existing Rules.

The first is that 2.502.1 which presently says that a list of permitted and prohibited materials will be available on request from IDA. The proposal is to remove the reference to prohibited materials since clearly it is preferable to prescribe what is allowed and everything else should automatically fall into the prohibited list.

The final housekeeping change is to clarify that batteries are not included in the overall weight of the dragon. This was agreed at last years meeting and

we neglected to make the position sufficiently clear within the body of the rules.

I was asked by Peticrows several months ago to look at the construction issue since they told me it was becoming increasingly difficult to continue the wet lay-up methods for construction of the hull because of the effects of styrene emissions. The use of polyester resins in open wet lay-up techniques is not good for the health of the workers I was told and also factory regulations were becoming more stringent in this area. My preliminary investigation of the issues led me to believe that there was no reason to put the issue up for discussion at this AGM. Peticrows then asked for a meeting in Kinsale attended by Thomas and myself to discuss the problems of styrene emissions and they wished us to consider allowing closed-moulding techniques for the safety of their workers. I informed them that I did not think the class was yet ready for a change of this type although I could see regulations tightening and their concerns were sufficiently serious for us to keep the situation under review. Peticrows said, however, that they had taken their own legal advice on their position and they said as follows: if one of their workers brings a claim against them for disease caused by the wet-layup techniques used to build the hull they could incur a significant liability claim. If they have known of the danger to their workers and have done nothing about it then the liability will fall upon them and their insurers. If on the other hand, they have known about the risk and they have asked IDA to allow safer construction techniques, and IDA also has knowledge of the health risks to workers and IDA does nothing about it, then that is a problem for IDA also.

I found this argument compelling – since there is at least a potential health risk to workers. I again advised that I did not think such a proposal would succeed at this years AGM but in light of the potential liability problem, I agreed it was not appropriate to do nothing so I said we would look into the matter. Any such proposal would need maximum consultation and so Thomas and I agreed a plan of action which was that first Thomas would speak to the officers and if they agreed in principal that the proposal should at least be put to the AGM then I would consult the TC and if they concluded we should do further investigation then we would chip away at the issues and begin a pre-AGM consultation with all the builders and national representatives to flush out the issues before the meeting itself. The majority of these proposals were for clarification of existing Rules. However there were some genuine adjustments to the rules that had to be decided, and he would deal with the main issues surrounding them.

On a completely different note, many of you had the opportunity to meet Martin Payne in Hobart 2003. Weighing a lot and drinking pints each day, Martin is the quintessential professional Dragon sailor. He sails hard all day, then parties harder for a considerable part of the night. Loves red wine and steaks. Oh, and Dragons. He is known to many as Stavros. This is his October e-mail to a worldwide audience.

When the famous outlaw and sheriff Wild Bill Hickock stopped shooting people, he worked on a travelling circus and takes some of the credit for starting the phrase, 'The Greatest Show on Earth.' Well this could now refer to the International Dragon Circuit.

Because of the location of the European Events, it is non stop sun, fun and racing. Even up until two weeks ago some of us were lucky enough to be sailing on Lake Cazaux, nr Archachon. After flying to Bordeaux, Mick Cotter and I spent 20 mins in the pouring rain looking for his Chevy in the airport carpark. Size does matter! and we eventually found it, but not before Mick had to phone Don back in Dublin to give us a clue where it was. Clare Hogan & the Glandore, Murphy Boys raced IRL 142, along with Simon Brien, I and Mick in IRL 166, in this highly competitive 18 boat fleet. When the rain stopped it was glorious. A six race series sailed over three perfect days saw *Baboo* (Jean Gabri Pasturaud) FRA 207 take the Drag'Cup Trophy from GER 956 helmed by Georgie with Vincie Hoesch pulling his strings! 2nd then Poul-Richard GBR 680, with Jeremy and Richard 3rd. We finished a creditable 5th in *Whisper*, after Simon & Mick took it in turns to see who could sit in the back first! They let me helm one race, but after we finished 1st, there was no way Mick would let me back there again! In fact after crossing the finishing line, Mick dragged me off the seat so he could sit down and wave to everyone as they finished, hoping they all thought he had been helming..... He really has to get out a bit more... Incidentally, our Chairman Thomas Olog SWE 311 with Thomas & Stefan were racing and doing rather well until the previous nights Oysters had their dreaded effect..... They told Louis Urvois that it was a broken boom that caused them to retire, but we all knew the real reason when Dyno-Rod were seen clearing all the Clubhouse drains!

Now you may be surprised that I have not mentioned Densil Penberthy yet? Well, it was his Birthday last week and Jethro gave him a blow-up doll as a present. After two days Densil rang Jethro to tell him it was no use to him, because it had no breast's and a 9 inch willy! "You damm fool" said Jethro, "you've got it inside out" !!!!!

But, I digress... I would recommend La Cazaux to you all for next year. It will be sailed around Nov 11th, when all the St Tropez activities are over and how nice it was to race on fresh water. Keep it on the back boiler.

Lastly, I have written an article for the IDA mag which rounds up the whole season, so I will not bore you all with any of that stuff now. But many clubs, Burnham for one, have had a tremendous turnouts throughout the year, with many new people coming into the class. They have a great atmosphere and attitude up there and like so many other Dragon fleets continue to show the way forward in promoting the best one design keelboat class in the World. Get the tissues out.....

Finally, please try and make it to the Jubilee Ball, Jan 16th. I know the format has been change slightly but, it's your one chance to win the boat. It's your one chance to socialise with all the rest of your Dragon friends this winter. But more importantly, its your one chance to listen to even more of my jokes (if I'm allowed), as I received the coveted Citron Trophy for the 7th time in the last 10 years. (my head is getting bigger).... The challenge is down for someone to take it from me next year.....

And very, very lastly, Davey G from KIN, was recently at a Sperm Bank. He was given a small jar and shown to his private room by a very attractive nurse. After half an hour Davey was no where to be seen? So the nurse knocks on his door, Davey was sat in the room shaking his head. "I'm having difficulty nurse" Davey said. "I've tried my right hand, I've tried my left hand, I've run cold water over it and I've run hot water over it, but it's just no good"... Well the nurse took sympathy on Davey, knelt down in front of him and proceeded to help with the problem..... After 10 mins, Davey said "Well this is all very nice nurse, but we still have not got the lid off this jar" !!

Higher, Faster, Longer..... Stavros.



That's Stavros up front, checking to see if there are any boats in front of them !!



The presence in Hobart2003 of HRH Crown Prince Frederik and Nanoq helped with publicity.

And the Ball Stavros alluded to . . .

DRAGON JUBILEE BALL - 16 JANUARY 2004

One of the reasons the class is so popular is due mainly to the people who race in it - we are a fairly traditional bunch, we love our racing - but more importantly we love our parties.

The current crop of Dragons racers have a duty to all, past and present, to party away into the early hours at the 75 Anniversary Ball on Friday 16 January 2004 at the Four Seasons Hotel, Park Lane, London.

This is not going to be your average night; Champagne will be flowing, wine will be drunk by the gallon, excellent food will be enjoyed - there will be something for everyone, tears, laughter, romance but most importantly, superb company!

Ball Tickets £120 each (£95 if paid for by 1 November 2003); includes pre dinner reception, four course dinner, dancing to the Alpha Connection Band and disco, the Dragon 'Jubilee' Draw.

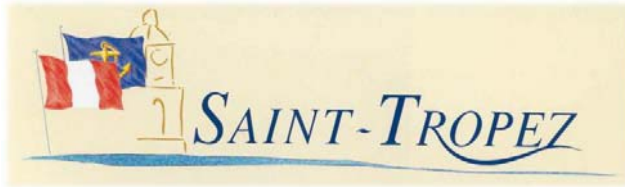
Dress Black Tie

Email: jubileeball@eventnetwork.demon.co.uk

See you all there...

James Mehew

I'm not sure how many from the land of Oz will attend, but gee it sound like it's gunna be a big one.



**Dragon 75th Anniversary Regatta
Sunday 10th - Saturday 16th October, 2004**

The International Dragon Association and the Societe Nautique de Saint Tropez are pleased to advise the Dragon community of the 75th Anniversary Celebrations and Regatta.

The Regatta will take place in St Tropez in spring 2004. In addition to its image of sophistication and style, Saint Tropez has a reputation as one of the most idyllic sailing venues in Europe.

This is going to be a "fun" regatta with equal emphasis on the sailing and shore side activities. The expected entry of 200 boats means over 1000 visitors will be enjoying all Saint Tropez has to offer.

The Regatta programme leaves plenty of time for dining out, shopping and leisure activities.

Accompanying the racing there will be a host of parties and receptions including The 75th Anniversary Dinner, casual parties -barbecue, boules party etc



75 Years of Yachting Excellence

The Dragon class is the most successful story in yacht racing today. It is a boat that embodies classical elegance with top racing performance - a genuinely winning formula that has only been enhanced over the years. And with its thoroughbred looks it is one of the loveliest boats on the water and a delight to watch for sailors and non-sailors alike.

Designed in 1929, the Dragon has been at the very pinnacle of international yacht racing since its earliest days. An Olympic class from 1948 to 1972 it has earned and retained its ability to attract the world's very best sailors, ensuring tough, exciting racing every time. The sailing community the world over freely acknowledges that it has an image and cachet that has not been replicated by any other class.

The Dragon attracts a variety of people. Truly international in its appeal, over 1500 boats are actively sailed in 26 countries around the world. It is raced by many top businessmen; leaders who are attracted to the challenge of lining up with the world's top professionals and competing against each other in a

spirit of friendly rivalry and competitive respect. In addition, the class has enjoyed a long association with the sailing members of Europe's Royal families. Many have owned Dragons in the past and many continue to compete in them today.

They say "once a Dragon sailor always a Dragon sailor". It's true. Those who have sailed in the class make and retain friendships that span decades - even after they have stopped sailing. It is for this reason we anticipate that there will be an unprecedented number of sailors who want to be associated with our 75th anniversary celebrations. It will be a party they simply can not miss. The Dragon class knows how to enjoy itself, both on and off the water. It is widely acknowledged we have the best parties - a key feature in building the extensive international friendships and camaraderie that epitomises the Class. Being a Dragon sailor is like being a member of a very exclusive club. The event calendar is not only populated with regattas in all the top racing venues but also with a myriad of social events in the winter months, from dinners to receptions to private parties.

Provisional Schedule

The first 3 days will be "fleet" racing with the fleet split into 4 sections A, B, C, and D. If the Classic Dragons wish for their own separate races this can be arranged.

| | |
|--|---|
| <i>Monday 11th October</i> | Racing |
| <i>Tuesday 12th October</i> | Racing |
| <i>Wednesday 13th October</i> | Racing |
| <i>Thursday 14th October</i> | 75 th Anniversary Race 75 th Anniversary Dinner |
| <i>Friday 15th October</i> | Champion of Champions Race (winners of Gold Cup, World & European champions, Olympic medallists) and Novelty racing |
| <i>Saturday 16th October</i> | Grand Finals |

This will be a "fun" regatta with emphasis on good parties and fun racing. The Royal Families of Europe (who have sailed Dragons) together with Dragon sailors from the past will be invited to sail and attend the celebrations.



Australian Dragon Register September, 2003.

This is the register of boats; please contact Leigh Edwards with any alterations, errors or corrections.

| No. | Name | Yr | Builder | Present Registered Owner and Address |
|-----|-----------------------|----|-------------|--|
| 1 | <i>Platypus</i> | 51 | Savage | T Spooner, 114 Fletcher St, Woolahra 2025 |
| 2 | <i>Crusader</i> | 54 | Savage | Unknown |
| 3 | <i>Heather II</i> | 50 | Savage | R. D. Benjamin, 30 James St, Perth 6000 |
| 4 | <i>Philanthe</i> | 50 | Savage | Mrs. H. Whiteman, 51 The Strand, Applecross 6153 |
| 5 | <i>Mercury</i> | 51 | Griffin | B. Vickers, 3 Castelnau St. Caringbah 2229 |
| 6 | <i>Majorie Anne</i> | 52 | | A. & M. Smith, 27 Hampton St, Wooloongabba 4102 |
| 7 | <i>Mim</i> | 51 | Stewart | Unknown |
| 8 | <i>Skaal</i> | 50 | Stewart | G. E. Percival, 10 Kathleen St, Trigg 6029 |
| 9 | <i>Kamulla</i> | 51 | Savage | Unknown |
| 10 | <i>Robin</i> | 51 | Griffin | Destroyed |
| 11 | <i>Saphire</i> | 51 | Darby | Brian Green, 7 Addison Street, Moonee Ponds 3039 |
| 12 | <i>Glendale</i> | 51 | Savage | P. Deamer, 1002/ 1Kiwis Cross Road, Rushcutters Bay 2011 |
| 13 | <i>Dragon Fly</i> | 51 | Haddock | Mike Nicholls, PO Box 877, Artarmon 1570 |
| 14 | <i>Rowena</i> | 51 | Savage | P Kohlen, 44 Barnsfield Road, Claremont 6011 |
| 15 | <i>Sabre</i> | 51 | Gutteriz | J. Oosterwegel, 16 Oak St, Eisternwick 3184 |
| 16 | <i>Ripple</i> | 52 | Gutteriz | James McFadyen, 64 Kingfisher Crescent, Grays Point 2232 |
| 17 | <i>Callisto</i> | 52 | Haddock | |
| 18 | <i>Sea Joy II</i> | 52 | Jarman | Geoff Leeson, 44 Robertson Rd, Scotland Is. 2105 |
| 19 | <i>Quest</i> | 52 | Stuart | Coles-Hutishauser, PO Box 317, Metung 3904 |
| 20 | <i>Snowgoose</i> | 52 | Gutteriz | Greg Scott, Ph. 0408-553-709, Melbourne 3000 |
| 21 | <i>Ripple</i> | 53 | Gutteriz | Unknown |
| 22 | <i>Bluebird</i> | 53 | Gerrard | Terence F Grundy, 410/ 530 Little Collins St, Melbourne 3000 |
| 23 | <i>Rana</i> | | | Unknown |
| 24 | <i>Mystere</i> | 53 | Morrow | Wayne Wagg / Malcolm Downie, PO Box 107 Rosny Park 7015 |
| 25 | <i>Bandersnatch</i> | 53 | Grove | R. Lee, 19 Renwich St, Toronto 2283 |
| 26 | <i>Streak</i> | 53 | Cuthbertson | Converted to cruiser, unknown |
| 27 | <i>Pam</i> | 53 | Gutteriz | A. Gill, 8 Sturt St, Glenelg 5044 |
| 28 | <i>Jaylene</i> | 52 | Searle | J. Woolnough, 11 Westmore Avenue, Sorrento 3943 |
| 29 | <i>Mistral</i> | 53 | Savage | G. Reed, 6 Warburton Close, Macquarie Hills 2285 |
| 30 | <i>Paula</i> | 53 | Savage | Jeremy Creighton, c/o RBYC, Brighton 3186 |
| 31 | <i>Sapphire II</i> | 53 | Fisher | Unknown |
| 32 | <i>Seawanhaka</i> | 53 | Cuthbertson | Van der Veen, Raymond Island, Metung 3904 |
| 33 | <i>Slaghoken</i> | 47 | Johannson | Built in Sweden, unknown |
| 34 | <i>Camilla</i> | 54 | Stewart | Stephen Sexton, 230 Alma Rd, East St. Kilda 3182 |
| 35 | <i>Quickstep</i> | 55 | Slowman | Unknown |
| 36 | <i>Norseman</i> | 54 | Muston | Unknown |
| 37 | <i>Vixen II</i> | 54 | Green | Brian Donohue, 8 Curban St, Balgowlah Hts 2093 |
| 38 | <i>Tarwary</i> | 54 | Atlatt | Converted to cruiser, unknown |
| 39 | <i>Sea Fever</i> | 56 | Ferguson | Ian Kelly, Sydney 2000 |
| 40 | <i>Redleaf</i> | 54 | Savage | Mike Wood. 29 McConnel1 St. Bulimba 4171 |
| 41 | <i>Blue Jacket VI</i> | 55 | Bate | D. J. Wilcock. Garden Flat, Wentworth Towers. Pt Piper 2027 |
| 42 | <i>Skatt</i> | 55 | Gourlay | A. Turner, 9 Short Street, Hunters Hill 2110 |
| 43 | <i>Zest</i> | 54 | Savage | J. Lisle, 11/10 Havana Key, Broadbeach 4218 |
| 44 | <i>Arkoonah</i> | 55 | Gowland | Karen & Wayne Ferrier, Wurringatta Ave, Elvina Bay 2105 |
| 45 | <i>Siboney</i> | 49 | Herberens | Unknown |
| 46 | <i>Sea Joy III</i> | 55 | Jarman | Andrew & Stuart Job, PO Box 23, Rokeby 7019 |
| 47 | <i>Dragonfly</i> | 55 | Higg | Unknown |
| 48 | <i>Ghost III</i> | | | Destroyed |
| 49 | <i>Puff</i> | 55 | Rowe | R. Wood, 26 Coniston Place, Trevallyn 7250 |
| 50 | <i>Barbara</i> | | Singapore | S. Austin, 3 Seymour Ave. Floreat Park 6014 |
| 51 | <i>Adiane</i> | | | Converted to cruiser, unknown |
| 52 | <i>Corinna</i> | 56 | Cuthbertson | Michael Davies, 2/ 6A Liverpool St, Paddington 2021 |

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|-----|----------------------|----|--|
| 53 | <i>Dorothy</i> | 56 | Mark Hayman, 282 City Rd, Sth. Melbourne 3205 |
| 54 | <i>Snafu</i> | 55 | Higgs L. J. Forysth, 3/10 Maryville St, East St Kilda 3182 |
| 55 | <i>Gustel XI</i> | 56 | A & R Andy Johnson, 2/11 Bindaring Pde, Claremont 6010 |
| 56 | <i>Pan II</i> | | Holman Graham Signorini, 20 Bradley St, Newport 3015 |
| 57 | <i>Canopus</i> | 56 | A&R Destroyed |
| 58 | <i>Red Dragon</i> | 54 | Clare Lallow J. Fletcher, Wooralla Drive, Mount Eliza 3930 |
| 59 | <i>Simone</i> | | Barnett D. Melsom, 150 Solomon St, Beaconsfield 6162 |
| 60 | <i>Nan II</i> | 55 | Holman Shane Fuit, Kent Rd, Dover 7117 |
| 61 | <i>Jabberwock</i> | | Converted to cruiser, unknown |
| 62 | <i>George Bass</i> | 55 | Cuthbertson P. Newman, G. Anderson, Launceston 7250 |
| 63 | <i>Sandra III</i> | 56 | Creese D. Stephens, 16 Weymar St, Cheltenham 3192 |
| 64 | <i>Alinta</i> | 57 | Cuthbertson Unknown, Sydney 2000 |
| 65 | <i>Alexia</i> | 58 | Wilson R. Atkinson, 11 Hillside Cres, Launceston 7250 |
| 66 | <i>Astra III</i> | 59 | Barnett G. Findlay, 9/ 15 St Leonards St, Mosman Park 6012 |
| 67 | <i>Sea Joy IV</i> | 59 | Jarman J. Bennett, 81 Woolaware Rd, Cronulla 2230 |
| 68 | <i>Elinda</i> | 58 | Barnett Burnt, 1971 |
| 69 | <i>Fiona</i> | 59 | Barnett Unknown |
| 70 | <i>Joann</i> | 59 | Creese Peter Tait, 10 Pasquin St, Panorama 5041 |
| 71 | <i>Adios</i> | 60 | Borresen N. Meadon, 6 Eleanor Court, Donvale 3111 |
| 72 | <i>Merinda</i> | 60 | Cuthbertson contact thru' VIDA, 4/ 1 Male St, Brighton 3186 |
| 73 | <i>Eros</i> | 60 | Deacon A. Rowett, 34 Helmsdale Av, Glengowrie 5044 |
| 74 | <i>Lalaguli</i> | 60 | Barnett K. Weber, 3/176 Cressy Road, North Ryde 2113 |
| 75 | <i>Westerly</i> | 60 | Barnett M. Vivian, 1/3 Pariwi Rd, Mosman 2088 |
| 76 | <i>Basilisk</i> | 60 | Barnett E. Day, 37 Dumbarton St, North Sydney 2060 |
| 77 | <i>Sayonara</i> | 59 | Schelin Built in Sweden, destroyed |
| 78 | <i>Slaghoken III</i> | 59 | Johannson C. Readhead, 25 Keane St, Peppermint Grove 6011 |
| 79 | <i>Viva</i> | | Destroyed |
| 80 | <i>Maranel</i> | 59 | Borresen Richard Smith, 7 Mofflin Ave, Claremont 6010 |
| 81 | <i>Fafnir</i> | 52 | van de Stadt Converted to cruiser, unknown |
| 82 | <i>Doris</i> | 60 | Barnett Rick Hill, 61 Newlands Drive, Paynsville, 3880 |
| 83 | <i>Jessica</i> | 61 | A&R destroyed in 1990s |
| 84 | <i>Moana</i> | 61 | Cuthbertson R. Byrne, 30/533 Kent Street, Sydney 2000 |
| 85 | <i>Irish Luck.</i> | 61 | Bridge Will Swann, PO Box 128 Exeter 7275 |
| 86 | <i>Kirribilli</i> | 61 | Barnett Terry & Julie Clarke, PO Box 647, Springwood 2777 |
| 87 | <i>Fairwyn</i> | 61 | Girdis Rob Vertue, 7 Astolat St, Yeronga 4104 |
| 88 | <i>Lill</i> | 61 | Borresen John Peters, c/o Blair Gowrie YS, Blaire Gowrie 3942 |
| 89 | <i>Phantom</i> | 62 | Thomas T Ackland, 7 Strickland Rd, Ardross 6153 |
| 90 | <i>Cambria</i> | 62 | Borresen Robin Sims, 485 Oceana Drive, Howrah 7018 |
| 91 | <i>Lynette</i> | 62 | Bate Tony Gluyas, 27 Deyken Court, Goolwa 5214 |
| 92 | <i>Tiki</i> | 62 | Pederson Charles Woull, 6 Shearwater Terrace, Paynesville 3880 |
| 93 | <i>looe</i> | 62 | Spring-Brown Bob Blackwood, 82 Florence Tce, Scotland Is. 2105 |
| 94 | <i>Christine</i> | 62 | Cuthbertson Malcolm Cooper, 9/110 Abbotsfeild Road, Claremont 7011 |
| 95 | <i>Titipu</i> | 62 | Borresen A. F Wood, 26 Coniston Place, Trevallyn 7250 |
| 96 | <i>Leander II</i> | 62 | Barnett Les Job, PO Box 23, Rokeby 7019 |
| 97 | <i>Cynthia</i> | 63 | Barnett Andre & Chin Mei Koenig, 11 Portsmouth Place, Waikiki 6169 |
| 98 | <i>Saracen</i> | 62 | Borresen Maritime Museum of West Australia 6000 |
| 99 | <i>Sea Joy V</i> | 63 | Jarman J. McDonald, Mt. Barker Rd, Eagle on the Hill 5150 |
| 100 | <i>Volare</i> | 63 | Borresen N. Hoffman, 39 Meriwa St, Nedlands 6009 |
| 101 | <i>Gazelle</i> | 63 | A & R Rae Batt, 23 Seymour St, New Town 7008 |
| 102 | <i>Bluebird III</i> | 63 | Borresen Lyndon Brown, 52 The Esplanade, Peppermint Grove 6011 |
| 103 | <i>Bunyip</i> | 63 | Barnett R. Oliver, 218 Skye Point Rd, Coal Point 2283 |
| 104 | <i>Suzanne</i> | 63 | Barnett G Pooley, 10 Jutland Parade, Dalkeith 6009 |
| 105 | <i>Yandina</i> | 65 | Hampton C. Bampton, 29 Mikado St, Hamilton, Brisbane 4007 |
| 106 | <i>Maj-Britt</i> | 61 | Pedersen Stephen Boyes, 490 Sandy Bay Rd, Sandy Bay 7005 |
| 107 | <i>Jock Robbie</i> | 63 | Pedersen Martin Burke, 12 Belcote Rd, Longueville 2066 |
| 108 | <i>Vara</i> | 61 | Borresen R. Hart, 29 Fort Street, Riverside, Launceston 7250 |
| 109 | <i>Aeolus</i> | 64 | Barnett Jennie Fitzhardinge, 58 Palmerston St, Mosman Park 6012 |
| 110 | <i>Coo-ee</i> | 64 | Halvorsen Unknown |
| 111 | <i>Vamoose</i> | 64 | Barnett M. Lane, 46 Arcadia Street, Penshurst 2222 |

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|-----|---------------------------|----|----------------|---|
| 112 | <i>Triton II</i> | 64 | Jarman | sold to NZ |
| 113 | <i>Saga</i> | 67 | Barnett | Destroyed |
| 114 | <i>Southern Cross II</i> | | Cox | Unknown |
| 116 | <i>Solent</i> | 65 | Barnett | J. Sinton, PO Box 10, Cottesloe 6011 |
| 117 | <i>Scorpius</i> | 65 | Barnett | Peter Lewis, 895 Bourke Street, Waterloo 2017 |
| 118 | <i>Sienna</i> | 67 | Borresen | Matthew Csidei, c/- Credit Suisse, PO Box R1474, Royal Exchange, Sydney |
| 120 | <i>Leander VI</i> | 65 | Barnett | Frans deCourt, 11 Westbourne Road, Remeura NZ |
| 121 | <i>Ann</i> | 65 | Barnett | sold to Hong Kong, 1998 |
| 122 | <i>Kylara</i> | 65 | Pilkington | S. Weston, 29A Hardens lane, Albany NZ |
| 123 | <i>Tahune</i> | 66 | Borresen | Jock Young, 757 Channel Hwy, Kingston 7050 |
| 125 | <i>Sari</i> | 65 | Pedersen | Maas Hanen, 14 Coral Way, North Haven, 5011 |
| 129 | <i>Avante</i> | 65 | Barnett | A. & B. McDougall, 1 Cohuna St, Tranmere 7018 |
| 130 | <i>Alska</i> | 67 | Barnett | David Monlun, 35 Midway Drive, Maroubra, 2035 |
| 131 | <i>Wyuna</i> | 67 | Pedersen | Sold to Singapore – John Cuneo’s Olympic Gold medal winning boat |
| 132 | <i>Sea Joy VI</i> | 68 | Jarman | Peter McCallum Snr, 1/6 Ryde Rd, Hunters Hill 2110 |
| 134 | <i>Jennifer</i> | 68 | Masters Cavill | Mark Whyman, |
| 135 | <i>Nidely</i> | 67 | Halvorsen | Lindsay Curtis 18/ 382 Mowbray Road, Chatswood, 2067 |
| 136 | <i>Nina</i> | 67 | Barnett | Michael Vivian, 1/3 Parriwi Rd, Mosman 2088 |
| 137 | <i>Adios II</i> | 64 | Borresen | Sydney Maritime Museum |
| 138 | <i>Tom Thumb</i> | 67 | Barnett | G. Hanmer, 2nd floor, 425 Pacific H'way, Crows Nest 2065 |
| 139 | <i>Songlines</i> | 68 | Wright | Craig Johnston, 721 Summerleas Road, Fern Tree 7054 |
| 140 | <i>Nerissa</i> | 71 | Wilson | Bert Eylander, Launceston 7250 |
| 141 | <i>Akuna</i> | 70 | Pedersen | John Vickery, 50 Gurner St, Paddington 2021 |
| 142 | <i>Maj Britt II</i> | 70 | Pedersen | Allan Mesilane, 11 Powells Road, Blackmans Bay 7052 |
| 143 | <i>Bermudiana II</i> | 67 | Borresen | Paul Fontaine, 9 Hill St, Bentleigh East 3165 |
| 144 | <i>Hotspur</i> | 71 | Borresen | Wendy Dodds, 4 Thelma Street, Mosman Park 6012 |
| 145 | <i>Waliki</i> | 73 | Borresen | Andrew Merret, 35 Bolton Ave, Hampton 3188 |
| 146 | <i>Rough Red</i> | 73 | Bellarine | in Germany |
| 147 | <i>Orange Peel</i> | 73 | Bellarine | Ian Malley, c/- Post Office, Clackline 6564 |
| 148 | <i>Gryphon</i> | 74 | Bellarine | N. Hoffmann, 39 Meriwa St, Nedlands 6009 |
| 149 | <i>Freycinet</i> | 75 | Bellarine | Brian Walch, 43 Taronga Rd, Taroon 7053 |
| 150 | <i>Elizabeth</i> | 75 | Bellarine | Bob Boyd, PO Box 1490, Moorabbin 3189 |
| 151 | <i>Tsunami</i> | 75 | Bellarine | Unknown |
| 152 | <i>Georgia</i> | 75 | Bellarine | Corran Carson, PO Box 266, Northbridge 6865 |
| 153 | <i>Cimmarron</i> | 75 | Bellarine | Andrew Foulkes, 21 Waroonga Road, Nedlands 6009 |
| 154 | <i>Cabernet</i> | 75 | Bellarine | D. Melsom, 150 Solomon St, Beaconsfield 6162 |
| 155 | <i>Gazelle VIII</i> | 76 | Bellarine | Geoff Black, 56B Victoria Avenue, Claremont 6010 |
| 156 | <i>Canewdon Witch</i> | 76 | Bellarine | John Standley, 119 Point Walter Road, Bicton 6157 |
| 157 | <i>Charisma</i> | 77 | Bellarine | J Longley & M Lefroy, 22 Walker Street, S. Fremantle 6162 |
| 158 | <i>Cyrene</i> | 78 | Bellarine | M. Cooper, 9/ 100 William St, Sydney 2000 |
| 159 | <i>Rage</i> | 78 | Bellarine | Phil Jackman, 202 Nelson Rd, Mt Nelson 7007 |
| 160 | <i>Achernar</i> | 78 | Bellarine | John H B Anderson, 9 Baring St, Mosman Park 6012 |
| 161 | <i>St. George</i> | 78 | Bellarine | R. McLeish, 16 Yarra Street, Richmond 2121 |
| 162 | <i>Black Magic</i> | 78 | Bellarine | J. Kenyon, 1558 Pacific H'way, Wahoonga 2076 |
| 163 | <i>Florin</i> | 77 | Bellarine | Robert Alpe, 37 Loombah Street, Bilgola Plateau 2107 |
| 164 | <i>Deva</i> | 78 | Bellarine | Sold to UK |
| 165 | <i>Beverley II</i> | 80 | Bellarine | Donald Blanksby, 1/ 344 New St, Brighton 3186 |
| 166 | <i>Kirribilli II</i> | 78 | Bellarine | David Graney, 6 Carinya St, Blackmans Bay 7052 |
| 167 | <i>Isis</i> | 80 | Bellarine | Ian McDiarmid, 25A/33 College St, Gladesville 2111 |
| 168 | <i>Puff</i> | 81 | Bellarine | Fred Herbert, PO Box 24, Metung 3904 |
| 169 | <i>Karabos VI</i> | 84 | Ridgeway | Sold to UK, 1989 |
| 170 | <i>Tangled up in Blue</i> | 81 | Bellarine | Chris McGrath, 18/46 Harvey Street, Mosman Park 6012 |
| 171 | <i>Seacub</i> | | | Built in Portugal, destroyed (possibly ex-GBR 371) |
| 172 | <i>Black Magic</i> | 82 | Bellarine | Sold to Hong Kong |
| 173 | <i>Solveig</i> | 83 | Bellarine | Mark Cubitt/ Andrew Locke, 89 Evans St, Shenton Park 6008 |
| 174 | <i>Windigo</i> | 84 | Bellarine | Hank Koelemij, 52 Holmfirth Street, Menora 6050 |
| 175 | <i>Toogara</i> | 84 | Ridgeway | Richard Franklin, 12 Bundarra Road, Bellevue Hill 2023 |
| 176 | <i>Amazing Grace</i> | 84 | Ridgeway | Charles Stanton, 12 Suva St, Mulgrave 3170 |
| 177 | <i>Snap</i> | 84 | Ridgeway | N. J. Stafford, 6A Briggs Street, Mosman Park 6012 |

| | | | | |
|-----|---------------------|----|------------|--|
| 178 | <i>White Lady</i> | 85 | Bellarine | Sold to UK |
| 179 | <i>Imagination</i> | 86 | Ridgeway | John Wilson, Pretoric Street, Lilyfield 2040 |
| 180 | <i>Karabos VIII</i> | 86 | Ridgeway | Norm Longworth, 142B Bellevue Rd, Bellevue Hill 2023 |
| 181 | <i>Red Baron</i> | 86 | Bellarine | Peter Hay, 10 Australind St, Swanbourne 6010 |
| 182 | <i>Jolly Roger</i> | 86 | Bellarine | sold to UK |
| 183 | <i>Magic</i> | 87 | Ridgeway | Tony Pfeiffer, 19 Porter St, Bondi Junction 2022 |
| 184 | <i>Taranui</i> | 78 | Godsil | Lake MacQuarie |
| 185 | <i>Leander</i> | 89 | Ridgeway | Hugh Wardrop, 57 Burnett Street, North Hobart, 7000 |
| 186 | <i>Krystle</i> | 88 | Petticrows | Sold to Germany – S Boyes/ S Jackson (1991 Worlds winner Canada) |
| 187 | <i>Unnamed</i> | 90 | Ridgeway | in mould, Hobart 7000 |
| 188 | <i>Sassafras</i> | 91 | Ridgeway | Justin Barr, 13 Invercargill Rd, Mt. Nelson, 7007 |
| 189 | <i>Rhumline III</i> | 91 | Endeavour | Carl Ryves, 5 Werambie Road, Woolwich 2110 |
| 190 | <i>Sea Joy VIII</i> | 91 | Endeavour | Alwyn Jarman, 67 Geddes Street, Victoria Park 6100 |
| 191 | <i>Red Baron</i> | 93 | Endeavour | sold overseas |
| 192 | <i>Abracadabra</i> | 92 | Ridgeway | Tom Glynn, 38 Renny Street, Paddington 2021 |
| 193 | <i>Adios III</i> | 92 | Endeavour | John Bagshaw, Address TBA |
| 194 | <i>Lyla</i> | 92 | Endeavour | A. Woodland, 75 Palm Beach Drive, Patterson Lakes 3197 |
| 195 | <i>Route 66</i> | 97 | Petticrow | Lyndon Brown, 52 The Esplanade, Peppermint Grove 6011 |
| 196 | <i>Ozie</i> | 90 | Petticrow | Christian Boillot, PO Box 30 Biot, 06410, France |
| 197 | <i>Maalee</i> | 01 | Endeavour | Hank Koelemij, 52 Holmfirth Street, Menora 6050 |
| 198 | <i>Whim</i> | 99 | Petticrow | Gordon Ingate, 14 Cowderoy St, Camerray 2062 |

BOATS FOR SALE

| # | Name | Yr built | Builder | Owner |
|---|------------------|----------|-------------|--|
| 129 | <i>Avante</i> | 65 | Barnett | A. & B. McDougall, 1 Cohuna St, Tranmere 7018 (<i>under offer</i>) |
| 159 | <i>Rage</i> | 78 | Bellarine | Phil Jackman, 202 Nelson Rd, Mt Nelson 7007 |
| 101 | <i>Gazelle</i> | 63 | A & R | Rae Batt, 23 Seymour St, New Town 7008 |
| 94 | <i>Christine</i> | 62 | Cuthbertson | Malcolm Cooper, 9/ 110 Abbotsfeild Road, Claremont 7011 |
| 167 | <i>Isis</i> | 80 | Bellarine | Ian MacDiarmid, 25A/33 College St, Gladesville 2111 |
| Good boat, ready to race, with or without trailer, transport cover and hard stand cover. New mast and spare section. Spare boom and pole and plenty of other spares. Contact Ian MacDiarmid email: ian@macdiarmidsails.com.au Day phone: (02) 9817 4155 | | | | |
| 37 | <i>Vixen II</i> | 54 | Green | Philip Madden pm@maddenslaw.com.au ph.(02) 9231 0203 |
| Hull & aluminium spar painted white, varnished cubby and Mediterranean blue decks. Major re-fit Dec 1997 (River Quays) & Nov 2003, including hull & deck back to wood & complete refurbish & re-rigging \$10,000 | | | | |

Six R's for Achieving Balance

Relax

- Schedule time out
- Do something for yourself

Reflect

- Recognise your own stress triggers / stress signs
- Check your balance in all areas of your life

Respond

- Remember you are in control – prepare a personal action plan
- Establish priorities and learn to say “NO”

Relate

- Understand your relationship with yourself
- Maintain and manage effective relationships with others

Refuel

- Focus on a balanced diet and exercise regime
- Limit your intake of caffeine, fats, nicotine and alcohol

Recreate

- Make time to have fun and enjoy life
- Remember - laughter is a very powerful medicine

CONDITIONS OF
THE PRINCE PHILIP CUP

FOR THE AUSTRALASIAN CHAMPIONSHIP

FOR THE INTERNATIONAL DRAGON CLASS

AMENDED DECEMBER 2000

- 1) The Trophy shall be known as "The Prince Philip Cup".
 - 2) Entries shall be open to all DRAGONS having a valid measurement certificate and such certificates must be produced on entry.
 - 3) The Cup, which is a Challenge Cup, shall be competed for once in each yachting season in Australian or New Zealand waters and shall be held by the winner until fourteen days before the next contest.
 - 4) The name of the winning boat and the owner is to be engraved on the Cup by the winner.
 - 5) The Cup shall be returned to the Organising Authority for the Prince Philip Cup not less than fourteen days prior to the date on which the next contest is due to be held.
 - 6) The races will be sailed under the current Rules of the International Dragon Class, the
- 7) The contest for the Cup shall consist of seven races. A minimum of 5 races is necessary to constitute a series. The Cup shall be awarded to the Dragon scoring the lowest aggregate points. As far as possible it will be arranged for a break of one day in the middle of the seven advertised races.
 - 8) A condition of the holding of the contest is that there shall be at least five entries and at all times in the series there will be no race unless there are at least three starters.
 - 9) As far as possible the course of the races shall be so arranged as to comply with the current courses used internationally by the International Dragon Class and shall provide a fair test of upwind and downwind sailing. The course of each race will be approximately twelve nautical miles.
 - 10) The time limit for any boat to win a race will be not more than five hours.

These conditions will be subject to alteration and addition as may be judged necessary or proposed by the Australian International Dragon Association and as consented to by the donor.

Nick Rogers, Leigh Behrens and Peter Lilley, Prince Philip Cup winners in 2003



Tony Manford won five Prince Philip Cups (PPC) in the 1950s and 60s. All his boats were called *Leander*, D AUS 12 in 1954, then four in D AUS 96.

Nick Rogers has now won seven, the first in 1989 with the burgundy coloured hull D AUS 169 *Karabos VI*. That boat stayed in England after a tilt at the Worlds in TorBay. He then sailed the blue D AUS 176 *Karabos VII* to two wins in 1991 - 92. Nick and Leigh Behrens won the Worlds in Perth in 1995 in the white *Karabos VIII*. His record breaking sixth PPC came in 1996.

Nick moved to the E22 class, but returned for Hobart2003, in now Norm Longworths' *Karabos VIII*, to win his seventh PPC.

All Nicks' wins have been in Ridgeway boats.

Hobart 2003 Regatta Summary



Prince Philip, the Duke of Edinburgh was given a Dragon as a wedding present in 1947 and 'Bluebottle' was used by the English team at the 1948 Olympics. Prince Philip encouraged Dragon racing by presenting trophies for the National Championship through the Commonwealth; the Edinburgh Cup for England, the Duke of Edinburgh Trophy in Canada, and the Prince Phillip Cup here, first presented in 1954.

Therefore, this year was the 50th Prince Philip Cup for the Australasian Championship and it was won for the seventh time by the 1995 World Champion Nick Rogers. A fantastic series of races was held in Hobart in the drought stricken, fire ravaged month of January. It was exceptional, no rain and only one day blown out. There were beautiful, testing nor-easters; normal sea breezes of all strengths; and a few morning races with lazy northerlies.

Nick had the use of *Karabos VIII*, his old Ridgeway Dragon, courtesy of Norm Longworth. Together with Leigh Behrens for the fourth time and bleeding new for'ard hand Peter Lilley they won two races, and had two second and two third places. That consistency resulted in a final score of 17.4 points, ½ the score of the next boat.

Second was the Irish boat *Chimaera*, sailed by Andrew Craig, with the Danish World Champion from 1999, Claus Hoj-Jensen alongside him, with fellow Irishman Graham Elmes up front. *Chimaera* also won two races, and had a reasonable regatta but missed the first race as the crew were delayed in transit from Europe.

Third place went to the consistent top six finisher and winner of the last Heat, *Chrisco*. Dieter Schoen teamed with the tuning and sailing icon from Petticrows yachts Vincent Hoesch, Andreas Huber and his new cold-moulded Dragon insured for \$400 000. It was then practice together, acclimatise and learn the vagaries of the Derwent and set themselves for the Worlds to come.

Stephen Boyes, the Hobart based World Champion from 1991; and Carl Ryves, Sydney based sailing doyen, both won heats and promised much as part of the 23 boat fleet.

But the PPC this year was only the warm up to the bi-ennial World Championship. Ex-local girl Mary Donaldson turned up to support her man, Danish Crown Prince Frederik. The 2003 International

Dragon Class World Championship arrived, the international media pack straining for photos of any 'kiss'. Eight Dragons arrived from England, Ireland (2), Germany, Denmark, USA, Turkey and New Zealand (sailed by 'the Russians' Nicholai, Maxim and Ilya). Along with four boats from the mainland, some 25 contestants lined up. Many of the overseas boats had World Champions from other classes, many professional sailors earning considerable numbers of Aussie dollars for their efforts. The fleet included four of the past seven Dragon Class World Champions.

The winner of the Royal Hellenic Cup was *Chrisco*. The German Dragon was clearly ahead and scored only 13.7 points. A win for *Karabos VIII* in the last Heat, (42 points) allowed it to displace *Kirribilli II* (with a 12th placing) for second place overall (49.4 points).

Chrisco was the best boat and crew. They won the first Heat with a little 'luck' but they were in the right spot and made maximum use when the breeze died for half an hour. They followed that up with two well earned wins on the back to back day, and after another win in Heat 4 they were almost unbeatable. They were mixed up in start line over enthusiasm and were scored OCS with the second placed *Chimaera* in Heat 5, thus almost ensuring their win ! They were still to score a point. Winning those first four Heats gave *Chrisco* a certain invincibility and allowed them to sail wisely without taking excessive risks to consolidate a win in the most sought after Dragon regatta. Their starts were rarely 'brilliant' but excellent sail and rig tuning (you need to see the professionalism of their daily notes to truly appreciate the level of understanding the europeans take for granted), combined with stunning crew work to ensure them the fastest boat speed, and by sailing the optimum side of the course and having no 'crashes' or protests won them the regatta. Some people thought mainsheet hand Vincent Hoesch the 'Mick Jagger' of the Dragon World. Party animal with Andreas. Certainly they were relaxed, fast and confident. And Dieter Schoen is a true gentleman who is developing a company that manages 7 hospitals through Germany, has a 68' power boat on the Med and two sons, Christopher and Constantine, hence the boat name.

The boats in Hobart 2003 experienced the full range of Dragon weather and sailing conditions which contributed to a fantastic championship.



PPC Race Summary

The Charles E Davies Invitation Race was sailed without a cloud in sight as the sailors enjoyed the warm temperatures and a freshening sea breeze, the race won by Ian McDiarmid sailing John Wilson's *Imagination*, from the Turkish boat *Ala Turca*. *Sidewinder* (Carl Ryves) won the first Heat, the Jack Linacre Memorial, from international boats representing Turkey, Germany, USA, Ireland and Denmark, all eager to practice on the Derwent. However, Ian MacDiarmid who was a little eager at the start (OCS), raced the course to cross the finish line first, only to that most shocking of silences as the gun failed to proclaim.

The warm weather and sunny skies continued with a nor-easterly breeze that gusted up to 15 knots, flat waters and four attempts to start Heat 2. The boys were keen. Stephen Boyes (crewed by David Connor and Simon Burrows) in *Emma* won, after following eventual third placed *Clairvoyant* (USA) around the course for the first half of the race. *Chimaera* led for the entirety of the third race, sailed back to back. Fresh north-easterly winds of 18 knots that at times gusted to 22 knots with a reasonable swell allowed Nick Rogers and crew to show their class and win heat 4. Heats 2, 3 and 4 were sailed for the Ted Albert Memorial and was won by Nick, Leigh and Peter aboard *Karabos VIII*.

Heat 5 for the Tom Pilkington Memorial took place in the morning in 5-8 knots and flat waters and again *Karabos VIII* prevailed. A sea breeze came in for the afternoon race with the river lumpier. The sea breeze peaked at 15 knots, before dropping back to around ten later with *Chimaera* leading the whole race.

Denmark's *Nanoq*, helmed by Prince Frederik and crewed by Theis Palm and Kaspar Harsberg were an unfortunate OCS.

Heat 7 took place in a steady easterly breeze that peaked at 12 knots, Dragons that stayed to the left of the course found that the wind was consistent, and *Chrisco* won the race.

Local Dragon *Tahune* won the Jack Ayers/ Ediss Boyes Classic Wooden Dragon Trophy for boats built before 1972 in classic carvel planked construction.



Karabos - Prince Philip Cup win #7

World Championship Race Summary

The Invitation race had very tricky breezes, ranging from twenty-five knots to nothing, and shifting dramatically. Ireland's *Chimaera* crossed the line first. Heat 1 saw a 12 knot southerly breeze die out just after the start, the entire fleet becalmed for a while, and then those in the east eased away. The course was shortened and *Chrisco* won. Many thought the Germans lucky.

Heat 2 was cancelled at the end of the first upwind beat with soaring temperatures and wind that blew at over 30 knots, gusting above 40 knots. The re-sail was also abandoned due to strong gusty winds up to 48 knots. The breeze for the morning re-sail of Heat 2 averaged fifteen knots, with 40° wind shifts and a lumpy Derwent throughout the day. *Chrisco* continued its excellent performance, sailing fast the best way around the course to finish first.

The Germans and the Irish continued their duel in Heat 3, placing first and second respectively. Winner of the Prince Philip Cup, *Karabos VIII*, placed fifth and twelfth in these races and basically 'lost' the regatta there and then.

Heat 4 was sailed in a steady sea breeze of 12-15 knots, though it sometimes briefly eased to eight knots. The wind, combined with the clear and sunny skies, made it lovely to sail and *Chrisco* continued to leave the other Dragons in their wake, again dominating the race from the start. Still luck? Many sailors were re-thinking their strategies!

Heat 5 saw an end to the German domination of the Hellenic Cup with the fleet experiencing 'champagne sailing.' Some poor visibility due to the fires that burned around Hobart cleared with the 8-12 knot sea breeze. The two boats leading the series were OCS and did not return. The disqualification of *Chimaera*, which had crossed the finish line first, left the 'gun' for Britain's *Pongo*, helmed by Patrick Gifford and crewed by Michael Hayles and James Mehew.

After five Heats of the Worlds, *Chrisco* had an advantage of 32 points, after drops – game over? The first three places in Heat 6 fittingly went to Australian boats on Australia's National Day, sailed in cool 15 to 20 knot southerly breezes with lumpy seas. After one aborted start, David Graney, Martin Graney and Murray Jones in *Kirribilli II* tacked on to port early after the start and went right and gained. They then covered the fleet and built their win.

Heat 7 was possibly the most frustrating day's sailing of the entire regatta with the breeze extremely shifty, finally getting away with the wind from the nor-west, at anywhere from 3-12 knots. The race was shortened, with the PRO preferring to get a result from the day than nothing at all. *Karabos VIII* won, from USA's *Clairvoyant* and *Chrisco*.

Entry List for the Dragon Class Regatta - Hobart2003.

| Bow | Name | Builder | Year | type | Sail | Helmsman | Crew, main | Crew, fard |
|-----|-----------------------------|-------------|------|------|---------|------------------|------------------|------------------|
| 11 | <i>Mystere</i> | Morrow | 1953 | T | AUS 24 | Malcolm Downie | Wayne Wagg | Dan Baxter |
| 14 | <i>Leander II</i> | Barnett | 1962 | T | AUS 96 | Les Job | Mark Johns | Chris Jamieson |
| 15 | <i>Christine</i> | Cuthbertson | 1962 | T | AUS 94 | Malcolm Cooper | Dale Wiggins | Steve Mitchell |
| 16 | <i>Gazelle</i> | Abeking | 1963 | T | AUS 101 | Ray Batt | Richard Batt | Leigh Pilkington |
| 17 | <i>Tahune</i> | Borresen | 1966 | T | AUS 123 | Jock Young | David Vaudrey | Darren White |
| 19 | <i>Freycinet</i> | Bellarine | 1975 | GRP | AUS 149 | Brian Walch | Des Sward | Tony Sward |
| 20 | <i>Rage</i> | Bellarine | 1977 | GRP | AUS 159 | Chris Meehan | Mark Harris | David Ellis |
| 21 | <i>Florin</i> | Bellarine | 1978 | GRP | AUS 163 | Robert Alpe | David Ford | Bob McCluskey |
| 22 | <i>Taranui</i> | Godsil | 1978 | GRP | AUS 184 | Gordon Ingate | Andrew Burnett | James Bevis |
| 23 | <i>Kirribilli II</i> | Bellarine | 1978 | GRP | AUS 166 | David Graney | Martin Graney | Murray Jones |
| 24 | <i>Amazing Grace</i> | Ridgeway | 1984 | GRP | AUS 176 | Tony Moody | Chris Keil | Charles Stanton |
| 25 | <i>Karabos VIII</i> | Ridgeway | 1986 | GRP | AUS 180 | Nick Rogers | Leigh Behrens | Peter Lilley |
| 26 | <i>Imagination</i> | Ridgeway | 1989 | GRP | AUS 179 | Ian Macdiarmid | John Wilson | David Baines |
| 27 | <i>Leander</i> | Ridgeway | 1989 | GRP | AUS 185 | Hugh Wardrop | John Roche | Nick Griggs |
| 28 | <i>Sassafras</i> | Ridgeway | 1990 | GRP | AUS 188 | Justin Barr | Robert Armstrong | Glen Stewart |
| 29 | <i>Sidewinder</i> | Endeavour | 1991 | GRP | AUS 189 | Carl Ryves | Dick Sargeant | Simon Hadlow |
| 38 | <i>Russo Orient Express</i> | Petticrow | 1995 | GRP | NZL 14 | Nickolai Kleiman | Maxim Turgolenko | Ilya Erkamov |
| 30 | <i>Pongo</i> | Borresen | 1997 | GRP | GBR 623 | Patrick Gifford | Michael Hayles | James Mehew |
| 31 | <i>Phantom</i> | Petticrow | 1999 | GRP | IRL 159 | John Lavery | Paul Maguire | Peter Bowring |
| 37 | <i>Emma</i> | Petticrow | 1999 | GRP | AUS 198 | Stephen Boyes | David Connor | Simon Burrows |
| 32 | <i>Chimaera</i> | Petticrow | 2000 | GRP | IRL 160 | Andrew Craig | Claus Hoj Jensen | Graham Elmes |
| 33 | <i>Nanoq</i> | Borresen | 2001 | GRP | DEN 336 | Frederik | Theis Palm | Kaspar Harsberg |
| 34 | <i>Chrisco</i> | Petticrow | 2001 | CM | GER 982 | Dieter Schoen | Vincent Hoesch | Andreas Huber |
| 35 | <i>Clairvoyant</i> | Petticrow | 2001 | CM | USA 310 | Edward Sawyer | Martin Payne | Ron Rosenberg |
| 36 | <i>Ala Turca</i> | Petticrow | 2002 | GRP | TUR 40 | Oguz Ayan | Azat Baykal | Erdil Uzaltan |

WORLDS

| Sail No | Boat Name | Skipper | From | Total | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---------|---------------------------------|------------------|--------|-------|-----------------|----------|----------|----------|-----------------|----------|------|
| 1 | GER982 <i>Chrisco</i> | Dieter Schoen | GER | 13.7 | 5.7 | 8 | (32.000) | 0 | 0 | 0 | 0 |
| 2 | AUS180 <i>Karabos VIII</i> | Nick Rogers | TASAUS | 42 | 0 | 3 | 3 | 8 | 18 | 10 | -28 |
| 3 | AUS166 <i>Kirribilli II</i> | David Graney | TASAUS | 49.4 | -18 | 0 | 8 | 5.7 | 15 | 15 | 5.7 |
| 4 | IRL160 <i>Chimaera</i> | Andrew Craig | IRL | 54.7 | 8 | 14 | (32.000) | 11.7 | 3 | 3 | 15 |
| 5 | AUS189 <i>Sidewinder</i> | Carl Ryves | NSWAUS | 67.4 | 14 | 13 | 10 | -16 | 11.7 | 5.7 | 13 |
| 6 | DEN336 <i>Nanoq</i> | Prince Frederick | DEN | 67.7 | 15 | 11.7 | 13 | 10 | 10 | 8 | -29 |
| 7 | GBR623 <i>Pongo</i> | Patrick Gifford | GBR | 70.7 | -24 | 20 | 0 | 18 | 13 | 11.7 | 8 |
| 8 | IRL159 <i>Phantom</i> | John Lavery | IRL | 72.4 | 11.7 | -18 | 11.7 | 14 | 16 | 16 | 3 |
| 9 | USA310 <i>Clairvoyant</i> | Edward Sawyer | USA | 80.7 | 3 | 15 | 5.7 | 15 | 17 | 25 | -26 |
| 10 | AUS198 <i>Emma</i> | Stephen Boyes | TASAUS | 88.7 | 10 | 16 | (32.00Q) | 13 | 5.7 | 21 | 23 |
| 11 | AUS179 <i>Imagination</i> | Ian Macdiarmid | NSWAUS | 90.7 | 19 | 5.7 | 21 | 20 | 8 | -23 | 17 |
| 12 | AUS185 <i>Leander</i> | Hugh Wardrop | TASAUS | 97 | 17 | 17 | 15 | (32.00C) | 21 | 13 | 14 |
| 13 | TUR40 <i>Ala Turca</i> | Oguz Ayan | TUR | 102 | 32.00F (32.00Q) | 18 | 3 | 14 | 14 | 21 | |
| 14 | AUS184 <i>Taranui</i> | Gordon Ingate | NSWAUS | 116 | 20 | 21 | 20 | 17 | 20 | 18 | -22 |
| 15 | AUS188 <i>Sassafras</i> | Justin Barr | TASAUS | 121 | 29 | 10 | 16 | (32.00Q) | 24 | 17 | 25 |
| 16 | AUS96 <i>Leander II</i> | Les Job | TASAUS | 122 | 23 | 19 | -24 | 22 | 19 | 19 | 20 |
| 17 | NZL14 <i>RussoOrientExpress</i> | Nickolai Kleiman | NZ | 128.7 | -28 | 23 | 14 | 27 | 27 | 26 | 11.7 |
| 18 | AUS159 <i>Rage</i> | Chris Meehan | NZ | 129 | 16 | 25 | 25 | 25 | -28 | 20 | 18 |
| 19 | AUS176 <i>Amazing Grace</i> | Tony Moody | VICAUS | 129 | 26 | (32.00F) | 17 | 19 | 26 | 22 | 19 |
| 20 | AUS24 <i>Mystere</i> | Malcolm Downie | TASAUS | 137 | 27 | 22 | 19 | 21 | 32.00F (32.00F) | 16 | |
| 21 | AUS123 <i>Tahune</i> | Jock Young | TASAUS | 142 | 13 | (32.00F) | 23 | 23 | 25 | 27 | 31 |
| 22 | AUS101 <i>Gazelle</i> | Ray Batt | TASAUS | 144.5 | 22 | 24 | 28 | 24 | 22.5 | -28 | 24 |
| 23 | AUS163 <i>Florin</i> | Robert Alpe | NSWAUS | 145.5 | 21 | 27 | 22 | 26 | 22.5 | (32.00C) | 27 |
| 24 | AUS149 <i>Freycinet</i> | Peter Giblin | TASAUS | 150 | (32.00F) | 26 | 27 | 29 | 29 | 29 | 10 |
| 25 | AUS94 <i>Christine</i> | Malcolm Cooper | TASAUS | 161 | 25 | 28 | 26 | 28 | 30 | 24 | -30 |

Prince Philip Cup

| Sail No | Boat Name | Skipper | From | Total | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---------|-----------------------------|--------------|--------|-------|----------|----------|----------|----------|------|------|----------|
| 1 | AUS180 <i>Karabos VIII</i> | N Rogers | TASAUS | 17.4 | 5.7 | 5.7 | 0 | 0 | -10 | 3 | 3 |
| 2 | IRL160 <i>Chimaera</i> | A Craig | IRL | 34.7 | 13 | 0 | 5.7 | 3 | 0 | 13 | (31.00C) |
| 3 | GER982 <i>Chrisco</i> | D Schoen | GER | 38.4 | 0 | 10 | 3 | 8 | -14 | 11.7 | 5.7 |
| 4 | AUS198 <i>Emma</i> | S Boyes | TASAUS | 49.4 | 8 | -15 | 14 | 10 | 5.7 | 0 | 11.7 |
| 5 | AUS179 <i>Imagination</i> | I Macdiarmid | NSWAUS | 50.1 | 11.7 | 3 | 8 | 5.7 | 11.7 | 10 | (31.000) |
| 6 | TUR40 <i>Ala Turca</i> | O Ayan | TUR | 67 | 10 | 8 | (31.00Q) | 17 | 3 | 21 | 8 |
| 7 | DEN336 <i>Nanoq</i> | P Frederick | DEN | 67 | 3 | (31.000) | 10 | 13 | 8 | 20 | 13 |
| 8 | AUS166 <i>Kirribilli II</i> | D Graney | TASAUS | 73.4 | 17 | 11.7 | -18 | 11.7 | 15 | 8 | 10 |
| 9 | USA310 <i>Clairvoyant</i> | E Sawyer | USA | 86.7 | (31.00F) | 18 | 17 | 14 | 13 | 5.7 | 19 |
| 10 | AUS189 <i>Sidewinder</i> | C Ryves | NSWAUS | 87 | 23 | 14 | (31.00F) | 18 | 17 | 15 | 0 |
| 11 | AUS185 <i>Leander</i> | H Wardrop | TASAUS | 105 | 16 | 17 | 20 | -20 | 19 | 18 | 15 |
| 12 | AUS123 <i>Tahune</i> | J Young | TASAUS | 106 | 15 | 16 | 19 | -23 | 18 | 16 | 22 |
| 13 | AUS176 <i>Amazing Grace</i> | T Moody | VICAUS | 107 | 21 | 20 | 15 | -25 | 20 | 17 | 14 |
| 14 | AUS184 <i>Taranui</i> | G Ingate | NSWAUS | 108 | 20 | 13 | 21 | 21 | 16 | -28 | 17 |
| 15 | AUS96 <i>Leander II</i> | L Job | TASAUS | 112 | 18 | 22 | -23 | 16 | 21 | 19 | 16 |
| 16 | AUS24 <i>Mystere</i> | M Downie | TASAUS | 117 | 14 | 19 | 25 | 19 | 22 | -26 | 18 |
| 17 | AUS188 <i>Sassafras</i> | J Barr | TASAUS | 120 | 19 | 21 | 22 | 15 | -25 | 23 | 20 |
| 18 | AUS101 <i>Gazelle</i> | R Batt | TASAUS | 122 | 25 | 23 | 13 | 22 | -28 | 14 | 25 |
| 19 | AUS149 <i>Freycinet</i> | B Walch | TASAUS | 132 | 22 | 24 | 16 | (31.00F) | 24 | 25 | 21 |
| 20 | AUS139 <i>Songlines</i> | C Johnson | TASAUS | 137.7 | 27 | -28 | 11.7 | 27 | 26 | 22 | 24 |
| 21 | AUS163 <i>Florin</i> | R Alpe | NSWAUS | 146 | 26 | 26 | (31.00C) | 24 | 23 | 24 | 23 |
| 22 | AUS60 <i>Nan II</i> | R Sims | TASAUS | 154 | 24 | 25 | 24 | 26 | 29 | -29 | 26 |
| 23 | AUS94 <i>Christine</i> | M Cooper | TASAUS | 166 | 28 | 27 | 26 | 31.00F | 27 | 27 | (31.00C) |

ROYAL HELENIC CUP HOBART 2003

DRAGON CLASS WORLD CHAMPIONSHIP

PRESIDENTS REPORT TO THE IDA

Firstly I would like to thank the International Dragon Association for approving The Royal Yacht Club of Tasmania in association with the Tasmanian International Dragon Association to host the Championship. The Championship was an extremely successful event, sailed in a variety of wind conditions which tested the skills and seamanship of all crews.

It was bitterly disappointing to hear of the attitude of some of the 'top' European sailors who for some unknown reason decided that they would not attend, and encourage others to do the same.

Communications received from the IDA during the lead-up period gave the organisers the impressions that the IDA would like to move the Championship away from Hobart. This is a World Championship and therefore must be sailed around the world, not just in Europe or close, easy ports. The IDA approved Hobart, they should have stood by and supported the venue whole heartedly. Some important people thought Hobart was too far away, too long, too cold and too expensive. This misinformation was frustrating and extremely disappointing to us here in Hobart. We would have expected the IDA to be more supportive of their choice of venue. The Worlds had not been held in Tasmania for some thirty two years, a tremendous amount of preparation had been undertaken and The Royal Yacht Club had significant experience in organising successful regattas.

I appreciate that this lack of support was not consistent across all members of the IDA. Andrew Craig informed me that in fact the IDA did try and encourage the event throughout Europe. If this was the case and I have no doubt whatsoever to doubt Andrew, then maybe the lines of communication should have spelt this out to provide the organisers with some comfort/encouragement and it may have led to more participants.

As for the Regatta itself, the German crew of Dieter Schoen, Vincent Hoesch and Andreas Huber sailing *Chrisco*, certainly deserved their win and are to be congratulated on a very consistent performance during both the Prince Philip Cup (3rd) and the Worlds. The other overseas entrant to perform extremely well was *Chimaera*, sailed by Andrew Craig, Claus Hoj-Jensen and Graham Elmes.

Of the local crews, Nick Rogers was the most successful, winning the Prince Philip Cup (for the seventh time) and placing second in the Worlds. The 1995 World Championship and these results must place him with the all time great sailors of the Dragon Class. Another very good reason to hold the regatta in Hobart, not to mention the 1991 World Champion Stephen Boyes also calling Hobart home.

The Championship was sailed in marvellous weather and many people should be recognised and congratulated. None probably more so than the Principal Race Officer, Alan Carlyle, who adeptly controlled race management, often in testing conditions. His Committee boat captain 'Block' Edwards and crew gave valuable support.

The International Jury of Chairman Paul Withers, John Bullock, Noel Allen and Bevan Woolley were supported by Tasmanian Mick Purdon. They formed an excellent team and were a great support to the Organisers and handled all protests quickly and efficiently.

The Royal Yacht Club of Tasmania are to be congratulated for providing Sailing secretary Tony Nicholas and official boats, race course crews and a spectator boat fleet for those who wished to view the racing close up. Their on shore facilities were First Class.

The Measurers Andrew Johnson, Ted Laing and Norm Longworth, supported by Max Johns should be recognised and congratulated for the professional manner in which they carried out their role, during both events.

Members and families of the Tasmanian International Dragon Association are to be congratulated for the successful role they played, especially during the Championships. Particular thanks must go to David Vaudrey, Wayne Wagg, Barbara McDougall, shore Officer Brian McGuire and Leigh Edwards.

The Tasmanian International Dragon Association is proud to have been the co-host of such a prestigious event as the Dragon Class World Championship and wish the next host every success.

Quotes:

Dieter Schoen: "It was a very good time in Hobart. I have to point out that we have been very pleased and impressed about the friendliness of you, the whole club and the organisation. It was a great pleasure for us to be there and to meet you all. The whole event was a pleasure and very well organized."

Patrick Gifford: "We very much enjoyed Tasmania. It was voted the best holiday ever by at least one of our shore-based supporters. The idea of coming back is certainly tempting."

Apart from heat two of the Worlds, which saw the wind increase to around thirty-five knots prior to being called off, the racing was conducted with a variety of wind conditions to test all competitors skills.

All overseas boats arrived safely in Hobart and after unloading them from their containers they were towed by car to the Yacht Club ready for the arrival of their owners. As I drove into the Club with the last boat, I saw this rather well built gentleman standing near the flag pole with a beer in one hand and this huge smile of relief that *Clairvoyant* had arrived and he still had a job. Yes it was the one and only Martin (Stavros) Payne. Martin showed his professionalism as a yachtsman by passing on some of his expertise to several of the local owners and crews as did several of our other overseas visitors.

The weather during both Championships was settled, with moderate breezes and sunshine, there was no rain during the regatta, which allowed for the after race barbecues and presentations to be enjoyed in brilliant sunshine.

The night before the invitation race for the Prince Philip Cup a welcoming cocktail party was held and all competitors were presented with a memento of the PPC & Worlds.

The presentation dinner for the Prince Philip Cup was attended by 180 people.

On the Friday night prior to the commencement of the World Championship, all competitors and families of the Dragons and Mirror Class, who had just completed their National and World Championships, were invited by the Governor of Tasmania, to attend a Cocktail Party at Government House, a beautiful old Castle overlooking the Derwent River. Approximately three hundred and fifty people attended.

On another night, competitors were also able to sample some of Tasmania's fresh Seafood and Wine at a function held at the Yacht Club.

The presentation dinner for the World Championship was attended by two hundred people and the Royal Hellenic Cup was presented by the Governor of Tasmania, Sir Guy Green. Unfortunately Dieter Schoen was unable to attend the presentation, as work commitments required him

to leave for home the previous day. He was well represented by Andreas Huber, who proceeded to celebrate well into the night, well deserved.

Many of the overseas competitors and families took advantage of their time in Tasmania and enjoyed a number of the tourist attractions including various wineries and site seeing tours.

The overseas competitors consisted of boats from; Ireland x 2, England, Turkey, Germany, Denmark & the USA. There were also two representatives from New Zealand, four from New South Wales and one from Victoria.

Given the quality of the overseas boats the local Australian contingent performed extremely well with Nick Rogers winning his seventh Prince Philip Cup, in *Karabos VIII* and placing second in the Worlds. Another local boat sailed by David Graney *Kirribilli* was third in the Worlds and eighth in the Prince Philip Cup.

Other boats which performed consistently but were unable to stand on the podium at the finish were *Nanoq*, Prince Frederik, 6th Worlds and 7th Prince Philip Cup; *Emma*, Stephen Boyes, 10th Worlds and 4th Prince Philip Cup; and *Sidewinder*, Carl Ryves, 5th Worlds and 10th Prince Philip Cup.

The boats sailing in the Hellenic Cup and the Prince Philip Cup experienced the full range of sailing conditions. Hobart showed itself off with fine weather and warm to hot temperatures, which contributed to a fantastic Championship.

Congratulations to all Dragon sailors who sailed in both the Prince Philip Cup and the Hellenic Cup, for your sportsmanship, camaraderie and the many friendships that were made. We in Tasmania thank all of our visitors for your time and effort in coming to our State, we hope to see you again.

Many thanks must also go out to the Royal Yacht Club of Tasmania for hosting the Championships and to the many volunteers for their support.

*Des Sward
President
Australian & Tasmanian IDA.*

The above article has been edited from the original by deleting paragraphs and photographs covered in other parts of this document. (Ed)

2003 Europeans

Dragon class masters excelled in the early fresher conditions off the Old Head of Kinsale, Ireland. HRH Prince Frederik of Denmark scored a win and a third place to lead with a 12-pt margin at the front of a Danish dominated front pack. Louis Urvois score a 31st in race one then won race two as a boost for the French skipper. Former Olympian Fred Imhoff has had reasonable consistency to place second overall. Class master Poul Richard Hoj-Jensen also displayed his mettle with a fifth place bringing the double-Olympic Gold medalist from tenth to fifth early in the regatta. Meanwhile the home Irish fleet had a less than hoped for early performance. Former national champion Andrew Craig had a 24th and slipped down from fifth to tenth. A tense final day saw four boats within ten points of leader Fred Imhoff.. After a series of postponement to allow a light breeze to build, race six got underway to see Frank Berg edge ahead after the first full lap. But a strong ebb tide and a softening 8 knot breeze saw his fortunes reversed and with a worse placing than his discard, he opted to retire. On the final upwind leg, Imhoff moved ahead once more but could see world champion Vincent Hoesch gaining ground along with Prince Frederik. With a boat length to spare, Ireland's Peter O'Reilly took the gun with the Netherland's Fred Imhoff third over the line to win overall.

| # | Sail No | Boat | Helm, Crew | Tot | 1 | 2 | 3 | 4 | 5 | 6 |
|----|---------|-----------------------|---|-------|------|------|------|------|------|------|
| 1 | NED247 | <i>Danish Joker</i> | Fred Imhoff, Richard van Rij, Rudy den Outer | 23.7 | 15 | 3 | 0 | 58 | 0 | 5.7 |
| 2 | SUI288 | <i>Hanseat Lloyd</i> | Vincent Hoesch, Horro Kniffka, Bernd Faber | 30.8 | 5.7 | 28 | 5.7 | 5.7 | 5.7 | 8 |
| 3 | DEN266 | <i>My Way</i> | Berg Frank, Soren Kaestel, Mads Christensen | 37 | 8 | 13 | 3 | 10 | 3 | 58 |
| 4 | DEN336 | <i>Nanoq</i> | Frederik, Lars Hendriksen, Kasper Harsberg | 39.4 | 0 | 5.7 | 8 | 19 | 14 | 11.7 |
| 5 | GBR680 | <i>Danish Blue</i> | Poul Hoj-Jensen, Claus Hoj-Jensen, Wolfgang Rappel | 54.7 | 16 | 10 | 22 | 3 | 11.7 | 14 |
| 6 | GER980 | <i>Bahati</i> | Marcus Brennecke, Markus Wieser, Thomas Auracher | 70 | 3 | 19 | 23 | 8 | 17 | 27 |
| 7 | SWE321 | <i>Maria</i> | Tom Lofstedt, Martin Alsen, Martin Larsson | 80 | 19 | 45 | 20 | 17 | 8 | 16 |
| 8 | IRL176 | <i>Phantom</i> | Neil Hegarty, Peter Bowring, David Williams | 81 | 32 | 21 | 14 | 16 | 13 | 17 |
| 9 | IRL175 | <i>Chimaera</i> | Andrew Craig, Edmund Peel, Aidan O'Connell | 88.7 | 10 | 30 | 11.7 | 28 | 16 | 23 |
| 10 | NED316 | <i>Escapade</i> | Pieter Heerema, Dolf Peet, Florian Fendt | 94 | 31 | 17 | 28 | 0 | 18 | 44 |
| 11 | FRA300 | <i>Ar Yoleg</i> | Louis Urvois, Gwen Chapalain, Sebastien Magnen | 97.7 | 37 | 0 | 13 | 11.7 | 42 | 36 |
| 12 | DEN341 | <i>Malou</i> | Peter Holm, Maria Holm, Bo Selko | 98 | 20 | 8 | 25 | 30 | 58 | 15 |
| 13 | SWE311 | <i>Deja Vu</i> | Olrog Thomas, Peter Christensson, Thomas Wilton | 107 | 27 | 15 | 40.5 | 18 | 34 | 13 |
| 14 | IRL164 | <i>TBB</i> | James Matthews, Rob Jacob, David Good | 110 | 33 | 33 | 30 | 22 | 15 | 10 |
| 15 | IRL144 | <i>Rigmarole</i> | John Ross-Murphy, Ailbe Millerick, Con Murphy | 114.5 | 13 | 36.5 | 10 | 32 | 23 | 58 |
| 16 | IRL171 | <i>Diva</i> | Richard Goodbody, Rick Johnson, John Veale | 116 | 26 | 31 | 58 | 21 | 19 | 19 |
| 17 | GBR682 | <i>Ecstatic</i> | Eric Williams, Nigel Young, Jamie Lea | 116 | 53 | 20 | 21 | 25 | 20 | 30 |
| 18 | IRL172 | <i>Kin</i> | Simon Brien, Ruan O'Tiarniagh, David Gomes | 119 | 41 | 22 | 45 | 15 | 38 | 3 |
| 19 | GER983 | <i>Sinewave</i> | Thomas Muller, Mario Wagner, Bjorn Oesterreich | 121 | 36 | 16 | 39 | 20 | 10 | 58 |
| 20 | USA310 | <i>Clairevoyant</i> | Ted Sawyer, Martin Payne, Will Willett | 123 | 14 | 34 | 19 | 35 | 32 | 24 |
| 21 | GER970 | <i>Montana</i> | Peter Koch, David Dirk, Ingo Hermann | 127 | 29 | 24 | 32 | 33 | 22 | 20 |
| 22 | IRL139 | <i>King Rat</i> | Garry Treacy, Paul Maguire, Aidan Tarbett | 128.7 | 11.7 | 41 | 31 | 27 | 24 | 35 |
| 23 | FRA305 | <i>Dirastac'h</i> | Yann Kersale, Munier Franck, Tanguy Ravach | 129.7 | 23 | 11.7 | 29 | 45 | 21 | 58 |
| 24 | FRA330 | <i>Ar Maout</i> | Claudia Urvois, Vincent Saleau, Pierre Canevet | 137 | 28 | 32 | 37 | 29 | 26 | 22 |
| 25 | SWE314 | <i>Lea</i> | Gutta Johansson, Dan Walker, P-O Soderberg | 140 | 21 | 43 | 47 | 14 | 33 | 29 |
| 26 | IRL162 | <i>Puca</i> | Jay Bourke, Ben Mulligan, Norman McDonnell | 141 | 30 | 40 | 16 | 26 | 29 | 43 |
| 27 | IRL168 | <i>Tatsu</i> | Cameron Good, Harry Lewis, Simon Furney | 144.5 | 38 | 18 | 15 | 49 | 35.5 | 38 |
| 28 | GER968 | <i>Chi</i> | Michael Schattan, Christian Paucksch, Peter Andra | 147 | 17 | 49 | 26 | 44 | 27 | 33 |
| 29 | IRL173 | <i>Electra</i> | Peter O'Reilly, Francis Rhatigan, Eddie Tingle | 151.5 | 45 | 36.5 | 24 | 47 | 46 | 0 |
| 30 | FIN50 | <i>OTT</i> | Tom Rindell, Mini Jaatinen, Kim Konttinen | 153 | 22 | 38 | 33 | 42 | 44 | 18 |
| 31 | IRL161 | <i>Jessica</i> | Ward Woods, Brian Mathews, Mark Pettitt | 155 | 44 | 14 | 36 | 39 | 25 | 41 |
| 32 | GBR675 | <i>Water Rat</i> | Ian Ratnage, Jono Ratnage, Vincent Slevin | 157 | 34 | 26 | 43 | 36 | 30 | 31 |
| 33 | GBR602 | <i>Chaotic</i> | Willie Jordan, Matt Armstrong, Jonathan Fletcher | 159.5 | 46 | 46 | 44 | 13 | 35.5 | 21 |
| 34 | GBR660 | <i>Aimee</i> | Julia Bailey, Graham Bailey, David Heritage | 164 | 18 | 39 | 58 | 50 | 31 | 26 |
| 35 | IRL150 | <i>Eve</i> | Matthias Hellstern, Sally Ann Tucker, Fergal O'Hanlon | 166 | 39 | 42 | 18 | 40 | 41 | 28 |
| 36 | IRL142 | <i>Cloud</i> | Clare Hogan, Tom Hogan, Mel Collins | 170 | 24 | 35 | 38 | 34 | 39 | 58 |
| 37 | GBR614 | <i>Sapphire</i> | Neil Payne, Jon Mortimer, David Ross | 178 | 54 | 51 | 27 | 23 | 43 | 34 |
| 38 | IRL166 | <i>Whisper</i> | Mick Cotter, Don O'Dowd, Prof O'Connell | 180 | 43 | 47 | 17 | 31 | 47 | 42 |
| 39 | GBR684 | <i>Hand Fortune</i> | Mike Holmes, James Holmes, Alex Burnett | 194 | 48 | 25 | 46 | 46 | 45 | 32 |
| 40 | DEN340 | <i>Lil</i> | Peter Warer, Frank Eriksen, Lars Bo Povlsen | 196 | 25 | 27 | 58 | 58 | 28 | 58 |
| 41 | NED309 | <i>Furie</i> | Gus de Groot, P van Reeuwijk, Thiery van Vierssen | 203 | 40 | 23 | 58 | 24 | 58 | 58 |
| 42 | AUS156 | <i>Canewdon Witch</i> | Trish Ford, Andrew Twine, Chris Foulkes | 207.5 | 55 | 29 | 40.5 | 58 | 37 | 46 |
| 43 | IRL159 | <i>Deemin</i> | Don Donoghue, Peter Dee, Matt Minch | 212 | 47 | 50 | 50 | 41 | 49 | 25 |
| 44 | IRL169 | <i>Christianna</i> | Olaf Sorensen, Shawn Kingston, Anthony O'Neill | 212 | 49 | 44 | 35 | 37 | 50 | 47 |
| 45 | JPN46 | <i>Heigh-Ho</i> | Bocci Aoyama, Takahiro Ohyama, Masami Kimura | 223 | 50 | 55 | 34 | 48 | 51 | 40 |
| 46 | GBR633 | <i>FL Flirtation</i> | Ron James, Julia James, Derek Gibbon | 236 | 57 | 52 | 49 | 43 | 53 | 39 |
| 47 | IRL136 | <i>Lucky Lucky</i> | Tim Pearson, Denis Bergin, Matt Kennedy | 242 | 51 | 48 | 58 | 58 | 40 | 45 |
| 48 | IRL154 | <i>Setanta</i> | Pat Murphy, Daniel Murphy, Sean Murphy | 249 | 52 | 54 | 58 | 58 | 48 | 37 |
| 49 | GER965 | <i>Bunny</i> | Max Glas, Dominik Glas, Wolfgang Steuer | 250 | 56 | 56 | 48 | 38 | 52 | 58 |
| 50 | SWE315 | <i>Minc</i> | Sputte Baltscheffsky, Stefan Haskel, J. Wallenberg | 253 | 42 | 53 | 42 | 58 | 58 | 58 |
| 51 | GBR572 | <i>Quicksilver II</i> | Rob Campbell, Matt Walker, Ian Gray | 267 | 35 | 58 | 58 | 58 | 58 | 58 |

2003 Gold Cup

Registration for the Theodoor Gilissen Dragon Gold Cup ended with 94 Dragons officially entered, with about 70 boats sailing the practice race in great conditions with a choppy sea.

The first day of real racing saw very nice sailing conditions and sunny weather, with the fleet split into two groups. Race 2 was underway after a few hours postponement, and the Dutch had the best of results and led the Nations Cup. After two general recalls, it took only one black flag to get the fleets started in race 3, with the Danish excelling to lead the Nations Cup. The PRO was forced to 'black flag start' race 4 for both fleets, and a difficult contest unfolded. The start of race 5 was one hour earlier, with a nice easterly breeze. First group started without any delay, the second group however started after a 5 minute postponement and had two OCS. The Danish maintain the lead in the Nations Cup. The last day of the Gold Cup saw the whole fleet out on the race course in thundery showers with gusting winds. After the start of the first group there was a 40° wind shift so the PRO aborted race 6 at the first mark. The Danes won the Nations Cup.

| No | Sail | Name | Scores | 1 | 2 | 3 | 4 | 5 |
|----|---------|---|--------|-----|-----|-----|-----|----|
| 1 | DEN 345 | Jørgen Schönherr, Axel Waltersdorph, Anders Kaempe | 24,7 | 1 | 1 | 2 | 10 | 3 |
| 2 | DEN 266 | Frank Berg, Soren Kaestel, Maria Holm | 39,1 | 4 | 6 | 3 | 4 | 3 |
| 3 | NED 311 | Pieter van Reeuwijk, Eric Bakker, Thierry van Vierssen | 41,7 | 4 | 3 | 5 | 2 | 9 |
| 4 | GER 950 | Harm Müller-Spreer, Vincent Hoesch, Gunnar Bahr | 47,7 | 6 | 19 | 1 | 2 | 4 |
| 5 | GER 983 | Thomas Müller, Mario Wagner, Björn Oesterreich | 50 | 8 | 7 | 4 | 9 | 1 |
| 6 | GBR 682 | Eric Williams, Nigel Young, Jamie Lea | 59,7 | 7 | 8 | 5 | 3 | 11 |
| 7 | NED 277 | Roel van Olst, Tjacko van Olst, Volkert van Berkhout | 72,7 | 12 | 12 | 6 | 19 | 1 |
| 8 | NED 309 | Guus de Groot, Lodewijk Schut, Manfred van Munster | 73,7 | 3 | 2 | 4 | 41 | 5 |
| 9 | BEL 54 | Jérôme van Coillie, Manu Hens, Michel Siquet | 73,7 | 17 | 10 | 3 | 7 | 10 |
| 10 | GER 975 | Philipp Ocker, Sebastian Hubert, Florian Grosser | 79 | 14 | 25 | 19 | 1 | 2 |
| 11 | GER 944 | Dr. Philip Dohse, Nicola Dohse, Oliver Mose | 81 | 12 | 4 | 13 | 9 | 15 |
| 12 | GER 962 | Ortwin Semmerow, Frank Butzmann, Peter Twelkmeyer | 81 | 22 | 11 | 7 | 5 | 7 |
| 13 | NED 280 | Cees Nater, Guus Nater, Mark Drontman | 82,7 | 3 | 15 | 21 | 8 | 9 |
| 14 | GER 928 | Udo Pflüger, Bernhard Jacobsohn, Michael Stache | 82,7 | 5 | 10 | 18 | 15 | 6 |
| 15 | DEN 347 | Ebbe Elmer Nielsen, Carsten Eli Hansen, Kate Cole | 85 | 19 | 5 | 7 | 11 | 14 |
| 16 | GER 863 | Peter Fröschl, Andreas Lohmann, Roland Krafka | 86,7 | 9 | 9 | 10 | 6 | 23 |
| 17 | NED 258 | Gerard Laamens, Pim ten Harmsen van der Beek, L. Laamens | 87 | 9 | 15 | 8 | 8 | 17 |
| 18 | DEN 338 | Valdemar Bandolowski, Søren Hvalsoe, Erik Hansen | 91 | 25 | 5 | 18 | 10 | 5 |
| 19 | GER 981 | Dirk Schröder, Axel Schildt, Kristin Schröder | 93 | 21 | 14 | 21 | 1 | 13 |
| 20 | NED 278 | Wilco Veerman, Hay Winters, Sjaak Haakman | 93,7 | 6 | 26 | 1 | 26 | 12 |
| 21 | DEN 342 | Mogens Nielsen, Jesper Riise, Martin Storkholm Nielsen | 97 | 18 | 4 | 13 | 19 | 15 |
| 22 | DEN 349 | Claus Høj Jensen, Kim Hansen, Allan Hansen | 97,7 | 13 | 20 | 22 | 6 | 7 |
| 23 | NED 247 | Fred Imhoff, Richard van Rij, Rudy den Outer | 102 | 1 | 13 | 11 | dsq | 4 |
| 24 | IRL 164 | James Matthews, David Good, Mel Collins | 102 | 10 | 29 | 9 | 16 | 8 |
| 25 | IRL 161 | Ward Woods, Brian Mathews, Mark Pettitt | 106 | 2 | 1 | 14 | dsq | 19 |
| 26 | DEN 332 | Nicklas Holm, Martin Leifelt, Jonas Høgh | 107 | 14 | 2 | 23 | 32 | 11 |
| 27 | SUI 288 | Ulli Libor, Harro Kniffka, Bernd Faber | 109 | 2 | 24 | 15 | 18 | 25 |
| 28 | NED 224 | Ad Bakker, Jan Bakker, Steven Vis | 115 | 17 | 14 | 16 | 16 | 22 |
| 29 | GBR 572 | Robert Campbell, Matthew Walker, Ian Gray | 117 | 30 | 31 | 2 | 13 | 16 |
| 30 | BEL 65 | Robbert Verboon, Freddy de Smet, Maarten Versluis | 120 | 23 | 13 | 22 | 14 | 18 |
| 31 | GBR 670 | Danny Sinclair, Donald Milne, Clive Hurn | 123 | 8 | 40 | 31 | 5 | 10 |
| 32 | NED 305 | Ariën van Vemde, Arnold Tas, Ahrend van Bergeijk | 124 | 35 | 9 | 16 | 21 | 13 |
| 33 | DEN 340 | Peter Warrer, Peter Bøje, Jann Neergaard | 126 | 23 | dsq | 12 | 11 | 2 |
| 34 | FRA 300 | Louis Urvois, Gwen Chapalain, Louis Urvois | 128 | 13 | 16 | 35 | 17 | 17 |
| 35 | GER 978 | Andreas Christiansen, Gerd Köpcke, Christiane Hügelmann | 129,7 | 29 | 6 | 32 | 25 | 8 |
| 36 | NED 345 | Peter de Ridder, Dirk de Ridder, Pieter van Nieuwenhuizen | 130 | 26 | 12 | 9 | 27 | 26 |
| 37 | NED 347 | André du Pon, Simon Wierper, Siebe de Boo | 130 | 18 | 27 | 19 | 12 | 24 |
| 38 | RUS 1 | Mikhail Apykhtin, Arnold Shternberg, Denis Kharitonov | 132 | 33 | 16 | 20 | 7 | 26 |
| 39 | GER 883 | Uwe Lätzsch, Stephan Schütze, Rainer Görge | 137 | 28 | 26 | 11 | 24 | 18 |
| 40 | NED 330 | Bram de Wilde, Bert Rodenhuis, Harmannes Timmer | 138 | 20 | 23 | 17 | 36 | 12 |
| 41 | USA 310 | Edward Sawyer, Martin Payne, Theis Palm | 140,7 | 11 | 18 | 34 | 42 | 6 |
| 42 | GER 970 | Peter Koch, Dirk David, Ingo Herrmann | 143 | 16 | 39 | 14 | 30 | 14 |
| 43 | GBR 681 | Patrick Gifford, Shelley Ejelsten, Michael Gifford | 144,7 | dnf | 28 | 6 | 13 | 21 |
| 44 | ITA 41 | Paolo Manzoni, Albino Fravezzi, Nicola Giaretta | 146 | 24 | 8 | 17 | 44 | 23 |
| 45 | TUR 40 | Azat Baykal, Erdil Uzaltan, Serhat Altay | 147 | 15 | 34 | 8 | 40 | 20 |
| 46 | GER 985 | Rupert Fischer, Charlotte Fischer, Klaus Wilmsmann | 148,7 | 37 | 28 | 30 | 3 | 24 |
| 47 | NED 333 | Bart C. Fock, Elmar Pigaud, Jimmy Fock | 149 | 26 | 11 | 15 | 31 | 36 |
| 48 | NED 325 | Ernst Cancrinus, Jean Bart Jaquet, Thijs | 149 | 16 | 36 | 25 | 22 | 20 |
| 49 | GER 857 | Gerd Müller-van Issem, Tim Lensing-Hebben, Horst Laabs | 150 | 27 | 18 | 31 | 23 | 21 |
| 50 | IRL 168 | Cameron Good, Harry Lewis, Simon Furney | 153 | 38 | 7 | 28 | 18 | 32 |
| 51 | NED 302 | Hajo de Iongh, Pier de Iongh, Friso de Iongh | 155 | 21 | 30 | 39 | 4 | 33 |
| 52 | NED 227 | Joep Kuhlwil, Hans van Drunen, Jan Piet Heemskerck | 156 | 20 | 35 | 10 | 29 | 32 |
| 53 | NED 321 | Frans Boom, Conny Groot, Leo Boom | 162,7 | 35 | 3 | 27 | 31 | 40 |
| 54 | GER 939 | Walther Behrens, Thomas Bergner, Jacob Schneider | 163 | 11 | 22 | dsq | 28 | 19 |
| 55 | NED 210 | Wim Groot, Erik Groot, Thijs Mathijssen | 163 | 29 | 21 | 36 | 12 | 35 |
| 56 | GBR 649 | James Mehew, Thomas Mehew, William Fray | 163 | 31 | 17 | dns | 21 | 16 |

| | | | | | | | | |
|----|---------|---|-----|----|-----|-----|-----|-----|
| 57 | NED 318 | Heike Blok, Sebastiaan Hopf, Rogier Kavelaars | 169 | 25 | 31 | 24 | 29 | 30 |
| 58 | NED 24 | Richard Blickman, Hans Blickman, Pouwel Brouwer | 171 | 34 | 33 | 28 | 24 | 22 |
| 59 | BEL 48 | Thomas Vanschaftingen, Thierry Bonnevie, Thibault D'Hoest | 172 | 28 | 29 | 29 | 20 | 36 |
| 60 | NED 1 | Ronald Pfeiffer, Jaap Eringa, Joop Doomernik | 177 | 7 | 38 | 33 | 39 | 30 |
| 61 | GER 941 | Horst Buhl, Stefanie Höhl, Ulf Hampel | 178 | 15 | 34 | 37 | 34 | 28 |
| 62 | NED 275 | Jan Romke de Vries, Wouter Loeff, Neeltje Romke de Vries | 181 | 31 | 35 | 24 | 33 | 28 |
| 63 | BEL 64 | Frank Dobbels, Jan Vandamme, Carl Odent | 185 | 44 | 20 | 40 | 14 | 37 |
| 64 | GER 919 | Dietrich Mankowski, Eric Nooijen, Felix Klöpfer | 186 | 19 | 22 | 32 | 35 | dns |
| 65 | GER 957 | Horst-Wilhelm Ströh, Rüdiger Karsten, Mirko Potchaske | 187 | 34 | 42 | 26 | 30 | 25 |
| 66 | LAT 2 | Viktor Butorin, Eriks Masteiko, Andrej Kornev | 188 | 47 | 23 | 23 | 32 | 33 |
| 67 | NED 283 | M.de Ridder, Emile Laamens, Robert Busé | 189 | 24 | 38 | 42 | 26 | 29 |
| 68 | NED 344 | Frans Brand, Mark Tasche, Guido Pas | 190 | 37 | 17 | 30 | 39 | 37 |
| 69 | BEL 59 | Bruno Deryckere, Marc Van Hoogten, Nicolas van Haaren | 190 | 30 | 37 | 20 | 38 | 35 |
| 70 | NED 307 | Bert Welkers, Egbert de Sauvage Nolting, Joost van Vliet | 192 | 10 | 41 | 40 | 40 | 31 |
| 71 | NED 285 | Walter Schneemann, Leo Schneemann, Marcel Schneemann | 194 | 33 | 44 | 45 | 15 | 27 |
| 72 | GBR 633 | Ron James, Julia Walsh, David Humpries | 194 | 41 | 21 | 29 | 33 | 40 |
| 73 | FRA 273 | P.de Bois - Juzan, Y.Guigourese, G.Davies | 194 | 42 | 44 | 26 | 25 | 27 |
| 74 | NED 276 | Gijs den Hollander, Maarten van de Berg, Alan Rijks | 194 | 40 | 43 | 25 | 27 | 29 |
| 75 | NED 225 | T.S Poorter, D. Kavelaars, J.J.Boom | 197 | 32 | 19 | 35 | 36 | 45 |
| 76 | GER 914 | Ulrich Matthiesen, Michael Nesselhauf, Jan Duken | 204 | 38 | 27 | 27 | 43 | 39 |
| 77 | NED 300 | Frank van Beuningen, Michiel van Dis, Wouter van Dis | 207 | 32 | 40 | 37 | 20 | ocs |
| 78 | GER 775 | Jens Höhl, Markus Westphal, Jochim Westphal | 210 | 36 | 24 | 43 | 43 | 34 |
| 79 | FRA 320 | Philipp Rossignol, Estelle Bedel | 211 | 43 | 25 | 33 | 38 | 42 |
| 80 | NED 337 | Huub Dupuits, Pieter-Bas Hendriks, Jonas Bakker | 212 | 22 | 30 | dns | 34 | dns |
| 81 | BEL 56 | Jean De Wilde, Pierre Vincke, Patrick De Grijse | 212 | 36 | 32 | 38 | 28 | dns |
| 82 | NED 262 | Wouter A. van West, Sjors van West, Bart Klinkenberg | 213 | 48 | 39 | 41 | 17 | 38 |
| 83 | NED 233 | Bert Osborne, Max Rogmans, Jasper Vlasblom | 213 | 27 | 42 | 36 | 37 | 41 |
| 84 | NED 316 | Pieter Heerema, Dolf Peet, Van Eli-Andersen | 216 | 40 | 37 | 12 | dnf | dns |
| 85 | NED 244 | Ron Klein, Genevieve van Dijk, Marc van der Werff | 219 | 41 | 36 | 38 | 35 | 39 |
| 86 | NED 226 | Tom Weller, Jeroen van Veen, Stephan Bon | 222 | 44 | 32 | 46 | 22 | ocs |
| 87 | NED 314 | Nick Andriesse, Peter-Jan Hoekstra, Lydia Verduyn | 223 | 43 | dnf | dns | 23 | 31 |
| 88 | GER 980 | Marcus Brennecke, Markus Wieser, Thomas Auracher | 225 | 5 | ocs | dns | dns | dns |
| 89 | GER 728 | Heinz Koglin, Manfred Koglin, Werner Siepmann | 231 | 39 | 43 | 43 | 42 | 34 |
| 90 | NED 267 | Richard Lijnsvelt, Arjan Lijnsvelt, Michiel Lijnsvelt | 234 | 42 | 45 | 39 | 37 | 41 |
| 91 | NED 279 | Ton Vos, Leo Vos, Mark Vos | 236 | 45 | 33 | 44 | 46 | 38 |
| 92 | ITA 42 | Mavro Bria, Alberto Marconi, Tommaso Stoppielli | 238 | 39 | 41 | 41 | 44 | 43 |
| 93 | NED 274 | Jan Geesink, Michiel Witteveen, Robert/Jan Lijdsman | 246 | 45 | raf | 34 | 41 | dns |
| 94 | BEL 42 | Xavier Vanneste, Peter De Gryse, Fabrice Delahaye | 252 | 46 | 45 | 42 | 45 | 44 |

Endpeice

DragonBeat aims to chronicle the Dragon Class in Australia. The winners and losers, and the story behind them all. The editor is always seeking old magazine articles etc, especially those detailing our major trophies, Sayonara, Prince Philip; and the 'old' names; AS Sturrock, FA Manford, W Fesq, WEH Strain, A Jarman, HC Brook, NG Booth, JH Linacre, JB Cuneo, R Watson, SH Parker, NJ Wright, NJ Longworth, AJ Purdon, DC Calvert, EF Albert, R Donohue, SA Shield, J Wilmot, B Lynn, P Bowman, SE Boyes, N Rogers, A Lynn, W Packer, B Calvert, D Graney, I McDiarmid, J Wilson, N Chapman, G Tucker, - who were they and will your name be the next on this mighty list ? If you have an article or information please send a photocopy to:

Leigh Edwards, 16 Norwood Avenue, TAROONA 7053 leighmob@optusnet.com.au.

Please have a dig around and find an historical 'bit' to help complete the story.