

# DragonBeat

Volume 19

2004

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

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John Roche, skipper Nick Rogers, Vice Commodore William Wood and owner, Hugh Wardrop at the presentation of the 2004 Prince Philip Cup at the Royal Sydney Yacht Squadron.

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## Presidents Message

Dragon racing in 2004 started with a terrific 75<sup>th</sup> Dragon Class Anniversary Regatta on Sydney Harbour. NSW President and AIDA nominee for the IDA Executive Robert Alpe, together with his Committee set the stage for a wonderful regatta of racing and social functions. Firstly, the Sayonara Cup saw RYCT Nick Rogers *Leander* team, soundly beaten 4-1 by the RPEYC Defender *Imagination*, Sean Kirkjian. Next was the nail biting finish to the Prince Philip Cup with the *Leander* (AUS185) team slipping to 5<sup>th</sup> place in the final heat by a one second margin, enough to level the point score with Carl Ryves *Sidewinder* (AUS189) but secure first overall on a count back!

*Jock Robbie* (AUS107), Martin Burke claimed the Jack Ayers/ Ediss Boyes Trophy for classic wooden boats. Finally, the Wingnut Trophy, and Geoffrey Morris sailing Wingnut's own Dragon *Whim* (AUS198), emerged the 2004 Master. Many thanks from the Dragon fleet must go to Gordon, for the Wingnut Trophy, and for his continuing sponsorship of the Dragon and yacht racing. Thanks Gordon.....



The Jock Robbie crew accepts the Jack Ayers/ Ediss Boyes Trophy for classic wooden boat, awarded to the top scoring pre-1975 Dragon in the Prince Philip Cup.

The class 75<sup>th</sup> Anniversary Regatta to be held in St Tropez in October promises to be something really special. Over 300 entries, WOW, have been received for the event from Dragon sailors worldwide. Australia will be represented by *Imagination* (AUS179), Ian MacDiarmid, John Wilson, David Baines; along with Martin Cooper and Carl Ryves with a charter boat. Several other Aussies will be in attendance for the anniversary parties. Of the 300 odd entries, approximately 40 are wooden/ classic Dragons. Go to the IDA website ([www.intdragon.org](http://www.intdragon.org)) for all the news for this event.

Congratulations to all the State Champions for 2003-04.

Western Australia	<i>Snap</i>	Andrew Foulkes
Tasmania	<i>Kirribilli II</i>	David Graney
Victoria	<i>Amazing Grace</i>	Tony Moody
New South Wales	<i>Imagination</i>	Ian MacDiamid



David Baines, Ian MacDiarmid, VC William Wood, and John Wilson at the 75<sup>th</sup> anniversary Dinner in Sydney.

Planning is underway for the 2005 Prince Philip Cup to be held at Royal Brighton YC on Port Phillip Bay. This promises to be a great regatta and the VIDA are looking forward to hosting at least 20 Dragons. Hopefully, all States will send representatives and maybe, even the two recently built Tasmanian boats, will be finally completed by their owners ready for this competition. Owners of 'woodies' are also encouraged to enter in the race for the Jack Ayres/ Ediss Boyes Trophy. The 2004/ 05 season will see D AUS 200 sailing, this will be a wonderful milestone in Australian Dragon history and a tribute to the likes of Aussie Dragon builders Bill Barnett, Alan Jarman, Jimmy Sim and Darryl Ridgeway.

Disturbingly, I was recently informed that the BB moulds, currently in Western Australian ownership may be sold overseas. We in Australia need to make every endeavour to retain the moulds in our country and support the builder.

In an effort to promote our class further throughout Australia, I believe we need to introduce more new boats/ crews and also to race our major regatta, the Prince Philip Cup, in different locations throughout Australia and possibly even with a different timetable ie Easter, getting away from the Xmas/ New Year period. AIDA is already in contact with the CYCSA in South Australia for a future PPC there and could also consider Lake Macquarie in NSW, Lakes Entrance in Victoria, Mooloolaba in Qld and Beauty Point in Northern Tasmania. All these potential venues would be capable of conducting a successful PPC regatta. Who knows, our Class may even benefit from the additional exposure of a 'different' venue and event time.

Sailing major regattas away from the norm, RBYC, RSYS, RFBYC and RYCT, certainly has not damaged the Etchells popularity or numbers attending their Championships.

Drugs in sport has once again reared its ugly head. Dragon sailors should make themselves familiar with the list of prohibited substances. One of our overseas competitors recently found himself banned for three months. Prevention is better than cure so be aware!!! The list of banned substances and other drugs info can be found on the Yachting Australia website.

I wish all skippers and their crews all the best for the 2004/ 05 sailing season.

Tony Moody President AIDA

### VIDA Report

Racing at Royal Brighton began with the Spring Aggregate. *Amazing Grace* continued on her merry way from the previous season winning 8 of the 9 races pre-Christmas. A broken main halyard on *Amazing Grace* allowed Arthur Woodlands *Lyla* the other line honours win. *Lyla* and *Bermudiana II* jostled intently for the minor places. After Xmas however, the racing took on a new dimension. Arthur Woodland, who always maintains his boats in top condition, with regular crew of Harry Schwarz and Mark Robinson, began steady improvement. *Bermudiana II*, Paul Fontaine with his crew of Phil and Adrian, now in their second year together, were also challenging for supremacy. *Lyla* and her new Fraser wardrobe won two races by good margins. *Bermudiana II* took second place in both by a one second margin to *Amazing Grace*, shades of Nick Rogers in winning the PPC.

By seasons end however, *Amazing Grace* was able to reassert her authority over the fleet and take overall honours with 14pts. *Lyla* finished second on 24pts, *Bermudiana II* third, 29pts.

Handicap winner for the season was *Bermudiana II*.

2002/ 03 Brighton Aggregate		Final Results (2 discards)													
Yacht	1	2	3	4	5	6	7	8	9	10	11	12	13	14	T
1 176	1	1	1	[5]	1	1	1	1	1	1	3	[3]	1	1	14
2 194	3	2	3	1	2	[4]	2	2	3	2	1	1	[3]	2	24
3 143	2	3	2	[7]	[4]	2	3	3	2	3	2	2	2	3	29
4 150	5	7	5	7	3	3	4	[7]	4	4	[7]	4	4	4	54
5 165	7	4	4	2	7	5	5	4	5	[7]	4	5	[7]	5	57
6 145	7	7	7	7	7	7	7	7	7	7	7	[7]	[7]	6	83

### J.J. Savage Cup - Victorian Championship

This event was sailed over two weekends in March. All six Dragons currently racing at RBYC faced the starter. Racing was really tight with *Amazing Grace*, *Lyla* and *Bermudiana II* jostling intently for race wins. *Beverley II*, Don Blanksby, *Elizabeth*, Bob Boyd and *Waliki* Andrew Merrett were also performing above expectation. Top race positions in the first three heats were shared about and the point's score was close. Which boat would win? Heat 4 was the cruncher. At the last leeward mark rounding all competitors were tightly bunched. *Amazing Grace*, followed by *Lyla* and the fast finishing *Waliki* headed to the finishing line. *Lyla* and *Amazing Grace* had to complete penalty turns and were finally pipped by *Waliki* for a race win. Both *Beverley II* and *Elizabeth* also performed very creditably in this race. Heat 5 and *Lyla* screamed off the starting line and was never headed. *Beverley II* took a left hand course on the first windward leg and was second around the windward mark followed closely by *Bermudiana II*, *Elizabeth*, *Amazing Grace* and *Waliki*. *Lyla* won the race comfortably but in the end *Amazing Grace*, with her seasoned crew of Tony Moody, with Chas and Darren Stanton, finished second and thus retained the J.J. Savage Trophy for the third consecutive year. *Lyla* and *Bermudiana II* finished equal second on points, with the tie being broken in favour of *Lyla*. *Amazing Grace* and *Lyla* shared the A.S. Sturrock Cup with a first and second place each in the first and last heats. State secretary, Bob Boyd in *Elizabeth*, won the St Albans Trophy as the handicap winner from *Bermudiana II*.

### Victorian Championship

Sail Yacht		Skipper		5 races (1 discard)						
1	2	3	4	5	6	7	8	9	10	
176	Amazing Grace	A Moody	1	2	1	2	[2]	6		
194	Lyla	A. Woodland	2	3	3	[3]	1	9		
143	Bermudiana II	P. Fontaine	3	1	2	[5]	3	9		
145	Waliki	A. Merrett	4	5	4	1	[5]	14		
150	Elizabeth	R. Boyd	5	[6]	5	4	4	18		
165	Beverley II	D. Blanksby	6	4	6	6	[6]	22		

### For Sale

Richard Ward is after a new (and younger) owner for Merinda (AUS 72). Her timber hull has not sailed for several years, but she comes with a new trailer, offers around \$ 6,500 ph 0417 316 060 (03) 5988 6673

### The History of The Royal Prince Edward Yacht Club

The RPEYC was formed in 1922 by a group of gentlemen who wanted a yacht club on the waterfront on the southern side of the harbour. At that stage the Royal Sydney Yacht Squadron and Sydney Amateur Sailing Club were in their present locations on the north shore and the Royal Prince Alfred Yacht Club was in the city. Sir Alexander McCormick was the first Commodore and early meetings were held in the dining room of the Muston family home.

The clubhouse is situated on Wolseley Road, Point Piper, on Felix Bay with Lady Martin's Beach directly in front of the clubhouse. The site was acquired and the hat taken around the early members to fund the construction of the clubhouse in 1923/4- it was purpose built as a clubhouse and is not as commonly supposed, a converted residence. The only changes to the external fabric of the building since it was originally built have been the extension of the kitchen and the addition of a new ladies room with the balcony between them at the rear of the building. This work was completed in 1992 and the portico over the front door added shortly after. For a small club of approximately 500 members, the RPEYC has over the years distinguished itself in the Sydney sailing scene.

Originally named the Southern Yacht Club, the name



Prince Edward Yacht Club was adopted with the approval of HRH Edward, the Prince of Wales who succeeded King George V, his father, but abdicated shortly after. The club also adopted, with approval, the Prince of Wales feathers as its crest. It was granted the warrant to include the prefix "Royal" in its name in 1935.

### 2004 for Royal Prince Edwards Sailors

January 2004 has seen a remarkable series of successes for RPEYC sailors.

On Sydney Harbour, Neville Wittey won the World Yngling Championships against a strong line up of international sailors. At Sandringham Yacht Club, Norman Rydge and Richard Scarr were second in the World Flying Dutchman Championship, again against strong international competition. This followed their earlier win in the Australian Championship in the lead up regatta. On Lake Macquarie, Sean Kirkjian and his crew won the Australian J24 Championship. He then followed this up by successfully defending the Sayonara Cup for the club. We congratulate all these members for what has been the best performance by the club for some years.

### Sayonara Cup History

Two clubs will challenge Sydney's Royal Prince Edward Yacht Club for the historic Sayonara Cup in January 2004, one hundred years after the cup was donated by Victorian, Alfred Gollin.

Originally called the Interstate Yacht Race Cup, the contest arose when the Royal Yacht Club of Victoria challenged the Royal Sydney Yacht Squadron and the Royal Prince Alfred Yacht Club to race their best representative against Alfred Gollin's *Sayonara* off Sydney Heads in 1904. When *Sayonara* defeated the Sydney representative *Bona*, Mr Gollin presented the Cup as a perpetual Challenge Trophy for contests between the Sydney Clubs and the Royal Yacht Club of Victoria. Based on a similar concept to the Americas Cup, the Challenger had to sail to the challenge venue on its own bottom. In 1950 the Deed of Gift was amended to permit a challenge from the Royal Yacht Club of Tasmania and that the challenge be in the 8 Metre Class yachts, as there were a number of these yachts in Australia at the time.

In 1983, the Dragon class yacht was selected because of its size, classic lines and its suitability for match racing. However, in 1990 it became apparent that interest was starting to wane due to the cost of transporting the yachts around Australia. The Royal Yacht Club of Tasmania instigated another change to the Deed of Gift permitting yachts to be chartered in the defending State.

In 1996 Neville Wittey representing the Royal Prince Edward Yacht Club and John Vickery representing the Royal Sydney Yacht Squadron both challenged the Royal Yacht Club of Tasmania for the Sayonara Cup on the River Derwent in chartered Dragons. Neville Wittey, sailing *Freycinet*, won the elimination series

and the right to challenge David Graney aboard *Kirribilli II*. At the end of the first day the score was RYCT 2 , RPEYC 0. On the second day, in the manoeuvring before the start, the tiller on *Freycinet* snapped off just outside the metal head that joins the tiller to the rudder stock. Neville, with approximately eighteen inches of tiller, awkwardly steered the yacht to the finish line first. A tiller was quickly removed from another Dragon and installed before the next race. Neville went on to win the next three races and therefore the cup. In 1997 the RPEYC, represented by Neville Wittey again, successfully defended a challenge from the RYCT.

The helmsman for the RPEYC Defence in 2004 was Sean Kirkjian, who successfully defended for the club in 2000 against a strong challenge from the RYCT.

### 2004 Sayonara Cup Sydney Harbour

The Sayonara Cup was the first event of Sydney's Festival of Dragon Sailing, to celebrate the 75th anniversary of the classic Dragon racing yacht.

The challenger, *Leander* (D AUS 185), from the Royal Yacht Club of Tasmania, skippered by Nick Rogers, 1995 Dragon World Champion and past winner of the Sayonara Cup defeated the Royal Brighton Yacht Club entry *Sari*, skippered by Brian Sullivan; 3-0 for the right to challenge.

Nick Rogers and his crew Nick Wardrop and John Roche sailed against the RPEYC defender *Imagination* (D AUS 179), helmed by Sean Kirkjian with crew Ian MacDiamid and owner John Wilson.

This was a fitting challenge for the 100<sup>th</sup> anniversary of the granting of the Deed of Gift for the Cup, and the 75<sup>th</sup> anniversary of the Dragon Class.

It was typical Sydney Harbour, with fluky breezes and competition from ferries, skiffs, cruisers and land lubbers out for a pleasant day. *Imagination* was slick, with plenty of boat speed and well groomed team work. Race 1 saw *Leander* hold *Imagination* out at the start and cover to win.

Race 2 saw *Imagination* to weather in a clean start, both boats competed in a drag race to the port layline which *Imagination* won, and then covered to win.

Race 3 saw a good pre-race engagement, with a collision with 10 seconds to go. *Leander* started early and returned, *Imagination* completed their 270° penalty and still led to the starboard layline, and the race.

Race 4 saw a convincing victory for *Imagination* after staying away in the early manoeuvres, completing a timed start, and *Leander* suffering poor boat speed as a direct result of poor preparation.

Race 5 the next morning saw *Leander* make a rare mistake which allowed *Imagination* to hold them out, gain a 3 boat length lead in a puffy 20 knot west to south-westerly. And John Roche broke a bone in his hand!

Thus the RPEYC successfully defended the Sayonara Cup 4-1.



Successful RPEYC Defenders:  
John Wilson, Sean Kirkjian & Ian MacDiarmid

### Present Conditions for the Sayonara Cup

1. The Cup is open for challenge by Royal Yacht Clubs in each State of Australia and the RNZYS.
2. The challenge series is to be conducted in the International Dragon Class.
3. Should more than one challenge be received, the challenger will be decided by a sail-off by means of a round robin or elimination series.
4. 'Intentions to Challenge' are to be made to the Royal Prince Edward Yacht Club.

Number of races, courses and charter arrangements for the challengers are being reviewed with the intention of encouraging more challengers by making the races as fair and as inexpensive as possible. On the water judging, first used in 1996 with great success, will be available for future challenges.

### Challengers, Defenders and Winners of the Sayonara Cup

Year	Challengers	Club	Defender	Club	Won By	Owner
1904	<i>Sayonara</i>	RYCV	<i>Bona</i>	RSYS/ RPAYC	<i>Sayonara</i>	A. Gollin
1907	<i>Rawhiti</i>	RSYS	<i>Sayonara</i>	RYCV	<i>Sayonara</i>	W. Robb
1909	<i>Thelma</i>	RSYS	<i>Sayonara</i>	RYCV	<i>Sayonara</i>	W. Robb
1910	<i>Culwulla III</i>	RSYS	<i>Sayonara</i>	RYCV	<i>Culwulla III</i>	W. Marks
1928	<i>Acrospire III</i>	RYCV	<i>Norn</i>	RSYS	<i>Norn</i>	A F. Albert
1929	<i>Eun-A-Mara</i>	RYCV	<i>Vanessa</i>	RSYS	<i>Vanessa</i>	P. Arnott
1930	<i>Acrospire IV</i>	RYCV	<i>Vanessa</i>	RSYS	<i>Vanessa</i>	P. Arnott
1931	<i>Acrospire IV</i>	RYCV	<i>Vanessa</i>	RSYS	<i>Vanessa</i>	C. Trebeck
1932	<i>Vanessa</i>	RYCV	<i>Norn</i>	RSYS	<i>Vanessa</i>	J. Linacre
1951	<i>Erica J</i>	RYCT	<i>Frances</i>	RYCV	<i>Frances</i>	E.Digby
1952	<i>Erica J</i>	RYCT	<i>Frances</i>	RYCV	<i>Frances</i>	E. Digby
1953	<i>Erica J</i>	RYCT	<i>Frances</i>	RYCV	<i>Erica J</i>	E.Domeney
1954	<i>Frances</i>	RYCV	<i>Erica J</i>	RYCT	<i>Frances</i>	E. Digby
1955	<i>Saskia</i>	RSYS	<i>Frances</i>	RYCV	<i>Saskia</i>	W. Northam
	<i>Erica J</i>	RYCT				
1956	<i>Frances</i>	RYCV	<i>Saskia</i>	RSYS/ RPAYC	<i>Saskia</i>	W. Northam
	<i>Erica J</i>	RYCT				
1962	<i>Brigitte</i>	RBYC	<i>Saskia</i>	RSYS	<i>Saskia</i>	R. Jefferies

### Dragon Class

Year	Challenge	Helm	Club	Defender	Helm	Club	Won By	Venue	score
1984	<i>Tahune</i>	S. Shield	RYCT	<i>Kirribilli II</i>	R. Porter	RSYS	RSYS	Sydney	
1985	<i>Anastasia</i>	G. Wilson	RGYC	<i>Rawhiti</i>	E. Albert	RSYS	RSYS	Sydney	
1986	<i>Anastasia</i>	G. Wilson	RGYC	<i>Rawhiti</i>	E. Albert	RSYS	RSYS	Sydney	
1987	<i>Maj Britt</i>	S. Boyes	RYCT	<i>Fascination</i>	D. Wilson	RSYS	RYCT	Sydney	4-0
1988	<i>Rawhiti II</i>	E. Albert	RSYS	<i>Maj Britt</i>	S. Boyes	RYCT	RYCT	Hobart	4-2
1989	<i>Intrigue</i>	G. Morris	RSYS	<i>Karabos VI</i>	N. Rogers	RYCT	RYCT	Hobart	4-0
1990	<i>Breanne</i>	A. Moody	RGYC	<i>Karabos VII</i>	N. Rogers	RYCT	RYCT	Hobart	4-1
1991	<i>Krystle</i>	S. Boyes	RGYC	<i>Karabos VII</i>	N. Rogers	RYCT	RYCT	Hobart	4-3
1992	<i>Kirribilli II</i>	N. Wittey	RPEYC	<i>Karabos VII</i>	N. Rogers	RYCT	RYCT	Hobart	4-0
1993	<i>Sea Joy VIII</i>	M. Bethwaite	RSYS	<i>Karabos VIII</i>	N. Rogers	RYCT	RSYS	Hobart	4-3
1994	<i>Karabos VIII</i>	N. Rogers	RYCT	<i>Ellen J II</i>	J. Vickery	RSYS	RYCT	Sydney	4-0
1996	<i>Freycinet</i>	N. Wittey	RPEYC	<i>Kirribilli II</i>	D. Graney	RYCT	RPEYC	Hobart	4-2
1997	<i>Rhumblin III</i>	N. Wittey	RPEYC	<i>Isis</i>	D. Graney	RYCT	RPEYC	Sydney	4-0
2000	<i>Isis</i>	S. Kirkjian	RPEYC	<i>Leander</i>	D. Graney	RYCT	RPEYC	Sydney	4-0
2004	<i>Imagination</i>	S. Kirkjian	RPEYC	<i>Leander</i>	N. Rogers	RYCT	RPEYC	Sydney	4-1

## The Sayonara Cup In Dragons

*The following is the best information available.*

### 1984 Sydney

RSYS Defender *Kirribilli II* Rob Porter ( , ) 3-0

RYCT Challenger *Tahune* Steven Shield (Scott Price, Nick Connor)

RGYC contender Guyan Wilson 1-3

### 1985 Sydney

RSYS Defender *Rawhiti* Ted Albert (Peter Murray, David Dias) 3-0

RGYC Challenger *Anastasia* Guyan Wilson ( , )

RYCT contender *Maj Britt* Stephen Boyes (Laurence Brown, Jeremy Ford)

### 1986

#### 1987 Sydney 5th March 1988

*Challenger wins*

RYCT Challenger *Maj Britt* Stephen Boyes (Leigh, Behrens, Chris Harmsen) 4-0

David Wilson NSW

### 1988 Hobart

*Challenges acceptable from all Royal Yacht Clubs*

RYCT Defender *Maj Britt* Stephen Boyes (Leigh Behrens, Laurence Brown) 4-2

RPEYC Challenger *Rawhiti II* Ted Albert (David Dias, Peter Murray)

RSYS contender *Intrigue* Geoff Morris

RGYC contender *St. George* Tony Bull 0-4.

### 1989 Hobart March 1989

RYCT Defender *Karabos* Nick Rogers (Bill Bourne Phil, Taylor) 4-0

RSYS Challenger *Intrigue* Geoff Morris (Andrew Cutler, Andrew Spring)

RMYS contender *Elba* Frank Hammond (John Middleton, Peter Hickey)

RGYC contender *Breanne* Bruce King (Stephen Jackson, Stephen Peel)

RPEYC contender *Taranui* Peter Morris (Gary Taylor Michael Morris)

### 1990 Hobart the National Mutual Sayonara Cup series

RYCT Defender *Karabos VII* Nick Rogers (Matthew Foster, Peter Blackwood) 4-1

RGYC Challenger *Breanne* Tony Moody (Stephen, Jackson Stephen Peel)

### 1991 Hobart

*Charter vessels allowed*

RYCT Defender *Karabos VII* Nick Rogers (Mathew Foster, Stuart Hutcheon) 4-3

RGYC Challenger *Krystal* Steven Boyes (Steven Jackson, Steven Peel)

RYCV contender R. Hicks (P. Elliott, D. Le Roy)

RPAYC contender Graeme Norman (Simon Reffold, Mark Thompson)

RSYS contender Norman Longworth (Matt Hayes, Andrew Cutler)

RPEYC contender Neville Wittey (Ken Peterson, James Mayo)

### 1992 Hobart

RYCT Defender *Karabos VII* Nick Rogers (Mathew Foster, Stuart Hutcheon) 4-0

RPEYC Challenger *Kirribilli II* Neville Wittey (John Vickery, John Mayo)

RFBYC contender *Rage* Peter Bowman

### 1993 Hobart

*Challenger wins*

RSYS Challenger *Sea Joy VIII* Mark Bethwaite (Alwyn Jarman, Ian McDiarmid) 4-3

RYCT Defender *Karabos VIII* Nick Rogers (Leigh Behrens, Andrew Burnett)

### 1994 Sydney

*Challenger wins*

RYCT Challenger *Karabos VIII* Nick Rogers (Leigh Behrens, Andrew Burnett) 4-0

RSYS Defender *Ellen J II* John Vickery (

1995 Dragon Worlds in Perth, Cup uncontested

### 1996 Hobart

*Challenger wins*

RPEYC Challenger *Freycinet* Neville Wittey (Stuart Clark, Peter McCallum) 4-2

RYCT Defender *Kirribilli II* David Graney (Martin Graney, Murray Jones)

### 1997 Sydney

RPEYC Defender *Rhumblin III* (?) Neville Wittey (David Giles, Michael Tyquin) 4-0

RYCT Challenger *Isis* David Graney (Martin Graney, Murray Jones)

### 2000 Sydney January

RPEYC Defender *yacht* Sean Kirkjian 4-0

RYCT Challenger *yacht* David Graney (Hugh Wardrop, John Roche)

### 2004 Sydney 100<sup>th</sup> anniversary January 6-8

RPEYC Defender *Imagination* Sean Kirkjean (Ian MacDiarmid, John Wilson) 4-1

RYCT Challenger *Leander* Nick Rogers (Hugh Wardrop, John Roche)

RYCV contender *Avante* Brian Sullivan 0-3

*This was a fitting Challenge for the 100<sup>th</sup> anniversary of the Cup and the 75<sup>th</sup> anniversary of the Dragon Class.*

## The NSW Class Development Strategy

*Part of the Presentation by Robert Alpe, NSW State President, at the 75<sup>th</sup> Anniversary Dinner, RSYS.*

Tonight we celebrate with the winners of the PPC. We award them trophies and heap praise on their efforts. But we also celebrate the coming together of all Dragon Sailors who sailed the PPC. The winners only won because the rest of us made the effort to show up, race well, party hard and give them the opportunity to place 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> amongst the 20. Our combined efforts on the water made their success all the more significant.

2004 marks the 75<sup>th</sup> Anniversary Year of the Dragon Class worldwide. Beyond the races and functions of this Regatta, Dragoners will celebrate hard and long in St Tropez, France in October at a major Regatta. More than 300 Dragons are registered to race in the Regatta. Imagine the start line!! Kings, Queen, Princes and paupers will gather to acknowledge the grace and beauty of the International Dragon. The oldest Dragon afloat will represent the past. Their new cold moulded cousins represent the future. Both represent the epitome of Classic boat racing!

Your support of the Sydney Regatta, both racing and social is appreciated. You need to know that the legacy of this Regatta is not simply memories, but solid, Class developing programs to move the International Dragon Class to another level in Australia.

The Class is growing internationally at a rate 4 to 5 times that of the growth in Australia. We need to catch up and grow the class locally, with aggressive, targeted and well funded programs. Specifically, the NSW Association are in the final stages of developing programs that address 5 known issues.

**1.** Add NEW boats to our fleet. The Class can only grow if new product is regularly added. New Dragons bring with them new Dragon owners/skipper. We will implement a program that specifically targets mature big boat sailors who are sick of crew and big boat issues, but still desire to race competitively. Their current boat investment usually exceeds \$250K, with a minimum \$30K annual running costs. Their crews can number up to 16 people. Entice just two of these frustrated big boat owners per year to the class with a new Dragon:

- give them competitive racing,
- maximum opportunities,
- hardstand space,
- save them \$150K on their upfront investments and \$20K in running costs,

and next two people to come across from the big boat fraternity will follow faster and with less effort on our part than we ever imagined.

**2.** The second program is designed to encourage and reward existing non fleet racing Dragons to race. The reality is some Dragon owners are competitive and wish to fleet race. Others are comfortable to race in their local mixed fleet and twilight races. Still others are only interested in cruising. The IDA NSW will provide Dragon Trophies to any Club in NSW where two or more Dragons compete in mixed fleets. Our objectives are to:

- locate and track the Dragons and their owners,
- reward their mixed fleet Dragon racing endeavours
- develop a new crew base
- include them in our social activities.

**3.** The 3<sup>rd</sup> legacy of this Regatta and the 75<sup>th</sup> Anniversary Year is to attract younger people to the class. By younger people I mean 25-35 years. We have all tried to crack this nut before only to find the Dragon does not readily attract the gung ho sailors because she does not seem to provide the speed and thrills of other classes like 49ers and 16' skiffs. But all who sailed today will readily testify there

are thrills aplenty for the gung ho sailors. So it gets down to communication. We need to talk their language, push their buttons, and attract them via strategic marketing programs. We need to SELL the Dragon as technically sexy and I believe some of the gung ho sailors will come take a look. We also need and are developing programs to keep

them in the Class.

**4.** The 4<sup>th</sup> program is mentoring. Some of the best racing one can ever have is in a very close, highly competitive Dragon Fleet. We are in the closing stages of implementing a mentoring program that is designed to pair the 1<sup>st</sup> boat with the last, 2<sup>nd</sup> boat with the 2<sup>nd</sup> last and so on. A unique points score system will run with our regular Saturday points score wherein the combined results of each pairing will count towards a substantial cash, or travel prize at the end of the series. This will have the effect of ensuring the 1<sup>st</sup> boat in the fleet works with the last boat in the fleet to increase the latter's position. Same with all pairs.

**5.** The last legacy is the Dragon Master Program. In late 2002 we tested the concept. This time round we take the entire concept one step further. In this room there is a wealth of knowledge about sailing a Dragon. Much of it resides in people who no longer race or even sail Dragons. The Dragon Masters Regatta allows us to gain access to this knowledge and reward the past greats of our Class in the one event. A Dragon Masters Regatta also adds numbers to the social events of Dragon gatherings. These numbers assist to defray the overhead of running the PPC.



## Carl Ryves

Carl has been an international sailor for decades and is a true gentleman. He and wife Alysoun's house is a museum. A fantastic collection of memorabilia, on the banks of the Lane Cove River, complete with boat ramp (*Sidewinder* slip) and moorings. My daughter and I were graciously able to visit in January. What an experience. Thanx Carl & Alysoun.



Two MGs that Carl has personally restored.

### Carl's sailing CV

as Skipper:

Australian Yachtsman of the Year, 1969

Olympic Games: Flying Dutchman, 1968 (4<sup>th</sup> by 0.7 pts)

World Championship: Etchells, 3<sup>rd</sup>

Dragon, 5<sup>th</sup> in 2003

Olympic Trials winner, Flying Dutchman, 1968

Pre-Olympic Regatta winner 1971 & 1979

Australian Champion: Flying Dutchman Class, twice

Soling Class

Australian Championship: Dragon Class, 2<sup>nd</sup>

Norwegian Soling Champion

NSW State Champion: Flying Dutchman, 6 times

NSW State Championship, J24, 2<sup>nd</sup>

Laser Class, Lane Cove Club Champion, 3 times

Contender Class Dinghy Trials in La Baule, France

Dragon Class since 1995

as Crew:

World Champion: 5.5 Metre Class, 1973

12 Metre Class, 1986, Fremantle,

(Tactician on Australia II, 17 yachts)

J24 Class, 1988

World Championship: Dragon Class, 2<sup>nd</sup>

5.5 Metre Class, 2<sup>nd</sup>

Australian Champion: Dragon Class, twice

5.5 Metre Class, 3 times

Class Champion: English Dragon

5.5 Class, Coupe de France

Admiral's Cup, Ginkgo, 1973; 4<sup>th</sup> overall and 1<sup>st</sup> Australian

Kenwood Cup, Hawaii, 1988, winning Australian team

Sydney to Hobart Race, 3 times



Carl, with long-time friend and crew Dick Sargeant, and 6-time PPC winner Tony Manford, at the '03 Masters.



Carl's rare Ferrari that takes Alysoun on Sunday drives! My son Alasdair can only dream.



Carl with Leigh Edwards and Nick Rogers, after the 2004 Masters BarBQ.



Cow-man Miranda: an eccentric sculpture that Carl & Alysoun 'acquired'.

Carl has sailed competitively in England, Norway, Sweden, Denmark, Finland, Russia, Mexico, France, Italy, Germany, New Zealand, U.S.A., Japan, and all over Australia.



A 'museum' room at Werambie St.

Carl counts the following world level sailors as friends; Paul Elvstrom (Denmark), Jacques Rogge (Belgium), Fernando Bello (Portugal), Ted Turner, John Kostecki (U.S.A.), Rodney Pattison, Martin Payne (U.K.), Harold Cudmore (Ireland), Hans Fogh (Canada), Marc Bouet (France), Jorg and Ekke Diesch (Germany)

Leigh Edwards

### Inaugural Dragon Masters - the 'Wingnut' Trophy

Some masters of the class in Australia came together to celebrate the 75<sup>th</sup> anniversary of that first Dragon being built. Seven boats entered and the sailors were keen to get out there and have another go. Monday the 19<sup>th</sup> January 2004 saw the steely gaze and the competitive juices flowing again.

The first heat got away at 1150 hrs in an 8 knot ENE morning breeze. The start was keenly contested - too keen for dual PPC winner Bun Lynn, sailing with his sons as crew, each of them PPC winners as well! OCS. The conditions were very fluky and hard to judge, but 'young master' Geoff Morris in *Whim* sailed well to win comfortably from five time PPC winner Tony Manford, sailing *Gazelle*.

The second heat was back to back at 1300 hrs. The breeze had strengthened to 10-15 knots and backed a little to the NNE. Another keen start, with two boats going back, even though one wasn't actually over early! Maybe the eye sight dims more than the fervour! This heat was won by the 1991 World Champion and PPC winner Stephen Boyes sailing *Karabos*, from Bun Lynn in *Gazelle*.

It was a beautiful day on Sydney Harbour, to see the glint in the old masters' eyes after the racing was a sight to behold.

Masters heat 3 started at 1105 hours in a lovely 12-16 knot nor-nor-easter. Seventy minutes later Geoff Morris beat the other 'young un' Stephen Boyes to the gun by 45 seconds. Unfortunately, Bun Lynn and Tony Manford had halyards break and were DNFs.

Heat 4 started at 1237hrs. But the moments before were the interesting bit. Stephen Boyes in *Karabos*, with Nick Rogers as 'coach', was the aggressor and actually went hunting Geoff Morris in *Whim* in classic match racing tactics. With the series probably to be decided between the two 'younger' masters, the start would be crucial to the regatta result. Morris and Boyes were approaching the line on port tack, *Karabos* tacked, *Whim* gybed onto starboard, then the hailing really became animated. A protest was lodged and *Karabos* was disqualified for failing to give room when hailed. The jury found that sufficient time and opportunity had been given. The 'old' masters thoroughly enjoyed another magnificent day on the harbour.

Masters heats 5 & 6 were run on the Wednesday, and with the disqualification of *Karabos*, Geoff Morris, David Dias and Steven Tait had the Masters series 'by the throat'. Conservative sailing would win them the series. And so the 5<sup>th</sup> heat started on time in a 5-8 knot nor-easter at 11:10. A sparkling harbour saw a time and distance start by all competitors and a drag to the left and Bradleys Head. There wasn't a lot of breeze which meant many of the crew had an easy race, keeping clear of harbour ferries and enjoying being back on a racing Dragon. The Lynn boys, dad Bun, with sons Richard and Tony won by ½ minute from the other great Master,

Tony Manford, with Carl Ryves and Will Findlay aboard *Sidewinder*. The last heat was much the same as the 5<sup>th</sup> but this time *Whim* had their act together and won comfortably from the Lynn boys on *Gazelle*.

In the end the 'young' master with the best understanding of the rules, won the regatta and the Wingnut Trophy.



David Dias, RSYS Commodore Rex Harrison, Geoff Morris and Steven Tait presented with the Wingnut Trophy.

*Whim* scored 11 points, with Geelong's Peter Jackson second, aboard *Toogara* with owner Richard Franklin and Dick Sargeant scoring 21. Then came five Dragons within seven points of each other. Stephen Boyes, Matthew Foster and Stuart Hutcheon finished third, having a World Championship and six Prince Philip Cups between them. The West Australians finished two points apart. Tony Manford beating the Lynn team, with New South Wales sailor Iain Moray beating home Tasmanian Ediss Boyes by just the single point after a very close tussle throughout the races. Brilliant.



Mick Morris, Tony Manford, Gordon Ingate and Norm Longworth, stalwart Masters of the Class.

A fantastic presentation BarBQ dinner was held with many tall, long and even honest stories doing the rounds. And many friendships made over many years were renewed. Well into the wee small hours the next day as well. This was the stuff of the Dragon class.

From the Sayonara Cup, thru' the 51st Prince Philip Cup and the Masters, Wingnut Trophy, the staff of the Royal Sydney Yacht Squadron have been exemplary. Thankyou. The Dragon Class is full of fantastic people sailing a classic yacht. Why not make every effort to be part of the next national regatta at Royal Brighton Yacht Club, Victoria, in January, 2005. Hope to see you there.

Leigh Edwards

## International Dragon Masters Regatta/ Wingnut Trophy

Entry/Teams	Teams
<i>Whim</i>	Geoffrey Morris/ David Dias/ Steven Tait
<i>Toogara</i>	Peter Jackson/ Richard Franklin/ Dick Sargent
<i>Karabos</i>	Stephen Boyes/ Matthew Foster/ Stuart Hutcheon
<i>Sidewinder</i>	Tony Manford/ Carl Ryves/ Will Findlay
<i>Gazelle VIII</i>	Bun Lynn/ Richard Lynn/ Tony Lynn
<i>Florin</i>	Iain Moray/ Steve Grenville/ Robert Alpe/ Leigh Edwards
<i>Leander II</i>	Ediss Boyes/ Max Johns/ Les & Stewart Job

Points Score	No Drops:	19th – 21st January, 2004						
yacht		1	2	3	4	5	6	Tot
1 <i>Whim</i>		1	3	1	1	4	1	11
2 <i>Toogara</i>		3	6	3	2	3	4	21
3 <i>Karabos</i>		4	1	2	DSQ	5	5	26
4 <i>Sidewinder</i>		2	4	DNF	DNC	2	3	27
5 <i>Gazelle</i>	OCS	2	DNF	DNC	1	2		29
6 <i>Florin</i>		6	5	4	4	7	6	32
7 <i>Leander</i>		5	7	5	3	6	7	33

### A brief history of *Platypus*.

Dragon Class Sail Number: D KA 1

Builder: Jack Savage, Williamstown, Melbourne

Launched: 1950

Construction: Oregon planks with mahogany frames and hardwood floors.

History: In 1948 the Dragon became an Olympic Class and the race was on to build a Dragon in Australia. The first Australian Dragon launched was Sir Norman Nock's *Noreaster* in about 1950. Sir Norman paid for the importation of the design and templates for measuring but as they didn't have the templates when building his boat, it did not comply when completed.

Within a week Alan Jarman's *Sea Joy* was launched but it measured 3/16<sup>th</sup> of an inch under on the bow section.

*Platypus* was the first Australian Dragon built which measured and was registered. It was built by Jack Savage for KCK 'Keith' Dalton in 1950. He was a wealthy publican who had a big role with the Pittwater Regatta in the early fifties.

KCK Dalton was a member of the Bayview Yacht Racing Association and it was raced on Pittwater until 1956.

The yacht was registered as a Ship in 1958 when called *Red Platypus*.

*Platypus* was bought by the Ross family in the early 1960s and raced on Sydney Harbour until 1971.

It was given to HMAS *Platypus* as a restoration and sailing project for trainees for a couple of years. During this period she was left on the hard for a number of years and stripped of all fittings. Most of the original fittings including wheel runners were lost. Tim Spooner purchased *Platypus* from the Ross family in 1998. Broken ribs in the bow were replaced, hull planks were glued where they had opened and the topsides stripped and painted.

*Platypus* currently races most Wednesday afternoons on Sydney Harbour.

### Gordon Ingate, clear winner of 5.5 Metre Gold Cup

Gordon Ingate, representing the RSYS, and his capable crew of Nev Wittey and Tony Hearder sailing *Skagerak* won two of the three final races to win the 5.5 Metre Gold Cup for 2004.

By far the more experienced crew, they won four of the six race series and placed second in the others. The regatta was sailed in extremely shifty westerly winds, ranging anywhere from 5-20 knots with gusts at any given time during each race. It made life extremely tricky for the ten boats in the series and left officials no alternative but to keep moving the windward mark throughout the afternoon.

Hosted by Vaucluse Yacht Club, the 5.5s sailed two lap windward-leeward courses on Sydney Harbour. Host club sailor Michael Polkinghorne, sailing *Antares*, had his moments in all six races, winning the first, finishing second in four, only to lose his jib halyard just prior to the final race.

Colin Ryan's *Rhapsody* won the final race after a spectacular Chinese gybe in Race 5, to come home third overall.

Polkinghorne, a former 16' skiff champion who has raced *Antares* unbeaten at VYC this season, did not cover *Skagerak* in most cases, but chose to sail his own course. This was perhaps his downfall as the wily Ingate, with Yngling World Champion Wittey, is the master of tactics, in match and fleet racing. Their experience told at this series.

Ingate, who won the Scandinavian Gold Cup in 1969, sailing his 5.5 *Pam*, said "I am thrilled to be representing Australia again at the Cup after such a long time. This is my 11<sup>th</sup> Cup and I've been to eight World Championships in this Class too."

The 78 year old, known to the yachting fraternity as 'Wing Nut', and perhaps best known for his various America's Cup crusades for Sir Frank Packer commented, "I had help from two terrific crew today - Nev and Tony - both have sailed with me for many years in the 5.5 and Dragon classes."

In a illustrious sailing career that spans 70 years, Ingate was chosen to represent Australia at the Olympic Games on three occasions in three different classes; the first in 1948, but was unable to go in both '48 and '52, as he was unable to get time off work – the only mode of travel in those days was by ship! However, after finishing second in the '56 trials, he did make it in the Tempest Class in '72.

Asked about the competition over the weekend, he commented, "The conditions yesterday made it all the more interesting; the opportunities were there for the others, particularly in the final race. We were fortunate to get home second in that one."

#### Final Results:

1. Gordon Ingate (*Skagerak*) 6 points; 2. Michael Polkinghorne (*Antares*) 8; 3. Colin Ryan (*Rhapsody*) 16; 4. Dave De Coster (*Barragoola*) 21; 5. Peter McDonald (*Pam*) 22; 6. David Wister (*Ballerina*) 28; 7. Rob Bishop (*Patricia*) 28; 8. Jabiru (*Hugh Ferrar*) 39

### And we reckon sailing a Dragon is tough . . .

Australia's Adrienne Cahalan has virtually gone without sleep for the past five days while navigating Steve Fossett's giant catamaran *Cheyenne* towards an increasingly likely world record for the fastest ever non-stop passage around the globe under sail.

The pressure associated with trying to regain lost time and negotiate the fastest possible course through an erratic weather system on approach to the Doldrums and the Equator has forced Cahalan to only catnap in recent days. And even when she is asleep she is dreaming of things going wrong.

The time has gone very quickly since leaving the Southern Ocean," Cahalan has reported as *Cheyenne* closed to within a few hundred nautical miles of the Equator. "Climbing the latitudes of the North Atlantic means that there are decisions to be made constantly in terms of sail changes and courses. I didn't get much sleep in the Southern Ocean, but I am getting less now due to the fact that the finish line is getting closer very quickly and I become increasingly nervous about breaking this record. We are literally racing the clock and none of us can lose concentration. We have two weeks to get to the finish line to break the record. I want so desperately for the clock to slow down and give us a better chance but I sense the time is disappearing more quickly. The pressure is enormous.

"We've been at sea for 50 days and it's starting to take a toll on the boat, all the crew and myself. Increasingly we have to make course decisions that take into account not putting too much pressure on the boat because we don't want anything to break. We still have a fair bit of upwind work to do through the northern hemisphere trade winds, so we are all a little nervous about how the boat will handle it. After so long at sea tempers start to wear a bit thin, but I think this whole project so far is a good example of how teamwork is so important. Everyone knows deep down that we are trying to reach the same goal. Relatively the crew is pretty placid despite having been forced to live in such a confined space when below deck for this period of time. One thing is for sure for me: I do not think what we are enduring could be anywhere near as bad as being a sub mariner because we do have a bonus: we get plenty of fresh air."

Cahalan, from Sydney, is sailing with a 12-man international crew led by American Steve Fossett, one of the world's best-known adventurers who has already achieved numerous world records in sailing, ballooning and aviation. *Cheyenne* has established two records on this voyage already. To break the current RTW record set by the French catamaran *Orange* two years ago, *Cheyenne* needs to be at the start/ finish line inside 64 days, 8 hours and 37 minutes.

Cahalan reported that they lost a substantial amount of the four-day lead they held over the record on approach to Cape Horn when the track attaching the huge mainsail to the mast broke and had to be repaired. Today the yacht's advantage was back out to around three days, or 1500 nautical miles, as a result of being able to harness favourable trade winds: "We are very consciousness of

how quickly any lead can be eroded by a couple of slow days. We have made some time back in the last two days when we were able to cover around 500nm each day, but we still have the doldrums and the fickle nature of the Azores High to negotiate. Our forecast for the crossing of the Equator is for sticky conditions - not much wind."

English crewman David Scully also reported on how demanding the voyage was proving: "This is the ultimate extreme sport, from which other sports can only borrow the name. Geographically, it takes us to the ends of the earth. Climatologically...in just over a week we have travelled from Antarctica to the Equator. Last week I was wearing four layers of underwear. Tonight, I am boiling in one. Two nights ago, we were drifting on lifeless seas. Tonight we are struggling to hang on as *Cheyenne* rockets over the waves at speeds in the high 20s. Tomorrow, back to fighting the calm as the Doldrums loom. Sixty odd days is a long time to be continually engaged in a sporting event that offers no opportunity for relief. We are 100% occupied with extremes."

Scully also reported that another problem had developed: "The toilet seat is not going to make it. I am sure it was designed by responsible engineers. They probably calculated test case loads of up to 100 kg or so, based on static load, added a safety factor, and called it good. What they did not count on is the dynamic load of a seated body rising and falling through about 3 metres. The resultant compression on the seat when the dynamic force of the falling body is taken into account must exceed their wildest imaginings. As the bow drops, one is suddenly weightless, suspended in space like an astronaut. Then the bow crashes into the trough, and gravity suddenly resumes its calling with interest, and one compresses into the circumference of the plastic ring separating flesh from raw porcelain. Another five days of this upwind punishment and the seat, well, it may join the cooking gas, the Mars bars, and the porridge on the list of things we will have to live without..."

The pressure the *Cheyenne* crew faces is also being magnified by the fact that a similar sized French trimaran, *Geronimo*, is currently in the Southern Ocean to the south east of Australia challenging *Cheyenne's* record pace.

Di Pearson March 28, 2004

### New Round The World Sailing Record

58 Days 9 Hours 32 mins 45 secs



*Cheyenne, alongside, with normal sized yachts.*

On Monday 5th April 2004, off Ushant in France, after taking the start on February 7th, American skipper Steve Fossett and the crew of 12 aboard the 125' maxi-catamaran *Cheyenne* crossed the official WSSRC start-finish line. They demolished the 2-year-old Round The World Sailing record by 5d 23h. Their time topples the May 2002 mark of Bruno Peyron and *Orange I* - and fulfils Fossett's decade old ambition to achieve 'the most important record in sailing'.

Steve Fossett congratulated Olivier de Kersauson and his crew aboard the Capgemini and Schneider Electric trimaran after their 63 day 14 hr RTW voyage on the 29 April 2004 for the Jules Verne Trophy.



*Geronimo, power reaching across the Atlantic Ocean.*

### **Longest Distance Run in 24 Hours**

*By any yacht, any number of crew*

*Maiden 2* owned by Tracy Edwards GB. Sailed by Brian Thompson, Helena Darvelid, Adrienne Cahalan and a crew of 7, Catamaran, 33.5m, North Atlantic, 12-13 June 2002

694.78 nautical miles, 28.95 knots.

*By monohull, any number of crew*

VOR 60 *illbruck*, John Kostecki and crew (GER), Atlantic Ocean, 29 - 30 April 2002, 484 nautical miles, 20.16 knots.

### **Vale: Martin Graney**

Martin died after a brief illness, aged only 46, in December 2003.

Martin was a mathematics and science teacher at Kingston High School, until diagnosed with a brain tumour.

Martin spent most of his life in Tasmania and his brothers David and Stuart were students at Hutchins School. Martin and Stuart played football with the Hutchins Old Boys. Martin competed at elite level in athletics, rowing and sailing. He coxed the State Lightweight Four in the Penrith Cup and stroked the Hutchins First VIII at the Head of the River.

Martin and David sailed the Dragon *Kirribilli II* together for many seasons, winning pennants, Tasmanian titles, three Ted Albert Memorial Cups, the Prince Philip Cup in 1998 and placed third in the Dragon Worlds in Hobart in 2003.

Martin was named best for'ard hand at the Royal Yacht Club of Tasmania.

Martin built two Rainbow dinghies and finished third at the Australian Championship.

Martin Graney leaves his wife Cathy and three sons, Nicholas, Matthew and Jordan.

*Peter Campbell*

David Graney and long time for'ard hand Murray Jones, teamed with Leigh Behrens aboard *Kirribilli II* to win the Tasmanian Championship in 2004, just a few short weeks after Martins death. When David accepted the Trophy at the RYCT Prize Night he acknowledged that there were four aboard the yacht and dedicated the win to Martin.

### **Vale: Stephen H Parker 1930-2004**

Stephen Parker joined the RFBYC in 1943 and in his 61 years of membership, served on almost every committee at the Club. By 1973 he had become Commodore. In 1987 Stephen was elected a Life Member and in 1992 he became a Vice Patron of the Royal Freshwater Bay Yacht Club.

Stephen sailed in 12' Cadet dinghy's, 16' Skiffs, Dragons and later Division cruisers, winning many of the races in which he sailed.

Stephen's Dragon history included sailing KA 4 *Philante*, KA 50 *Barbara* and then *Saracen*. In *Barbara*, he was the inaugural winner of the Sir Charles Gairdner Trophy for the WA Dragon Championship in 1957.

In 1967 he purchased KA98 *Saracen* with David Cruickshank and together competed in Prince Philip Cups in WA, SA, Vic, NSW, NZ and many local WA races/ regattas. They won the 1974 Prince Philip Cup on Melville Water.

In a brief return to Dragons in 2001, Stephen won the WA Dragon 50th Anniversary Trophy.

Stephen Parker died unexpectedly in March after a brief illness.

*Tony Moody*



*The 'Gucci' boys aboard Abracadabra, Matt Whitnall, Stuart Clark and Doug McGain receive the Ted Albert Memorial Trophy from June Linacre during the 75<sup>th</sup> Anniversary Dinner.*

## David Dale-Secretary, IDA

I have just completed my 2<sup>nd</sup> year as Secretary of the IDA and am only now beginning to realise the breadth and interest of the job.

Like probably all club sailors and many who attend the major international regattas each year, I had only a hazy idea of what the officers and secretariat actually did, but now I have a much greater appreciation of what my predecessors and past officers have done for the class to ensure its continuing appeal and general health today.

As a Dragon sailor of some 18 years, initially with a beautiful wooden Borresen and now a Petticrow 2000 based in Cowes, I had recently retired from a job in the sugar industry in London (we used to own Bundaberg!) and I jumped at the chance of helping to administer the class. My predecessor, Mike Williamson had done the job for 5 fairly turbulent years. He had great experience of the class and has been extremely helpful to me as I have had to deal with ongoing class issues, such as the strengthening of older wooden hulls, particularly in Australia.

The class recognized that the workload for a volunteer secretary was becoming too great and I am employed on a part time basis to handle the every day issues which are all part of a class with over 1400 people. Most are fanatical about their boats and how they wish to see both the boats and the class develop. The role is to try to keep the peace between those who want to see continuing rapid development and those who, understandably, like things the way they are. Between builders who strive for improved construction methods and the measurers with the rule book with which to keep things in order and which they apply on behalf of the class.

In practice this means a lot of "liaison" work between the Technical Committee Chairman and his team, the class measurers, the national associations and the organisers of the major regattas and championships. As well there is work behind the scenes leading up to the Annual General Meeting and ensuring that decisions taken at that meeting are communicated and take effect within the class the following year. In addition there is also much time spent working with ISAF, our ultimate governing body who oversee all the international classes throughout the world. They ultimately have to approve our rules and keep a pretty close eye on what we are doing both afloat and ashore.

This all needs a great deal of diplomatic activity and inevitably the secretary (and the officers) find they cannot please everybody all the time, however hard they try!



## *The best aspects of the job?*

Interaction with other Dragon sailors at both domestic and international events, on the water and ashore.

Seeing the class expanding into new areas, such as Estonia, Russia and Hungary. Watching the build quality of the boats constantly improving in materials, fittings and sails, and seeing the competition throughout fleets getting tighter as a result. Hearing news of developing fleets around the world and seeing the increasing interest in classics and the effort owners are making to improve and update them with the new materials, strengthening techniques and fittings which are now permitted.

## *The not so good aspects?*

There aren't any!!

The officers, currently from Sweden, France, and Germany are very active on "the circuit" and widely experienced. They work very hard in their spare time to guide the class forward as the majority of sailors wish and are great to work with.

## *Ambitions in the role?*

To see the enthusiasm for the class continue worldwide, by helping the improvement in the boats we have all seen especially over the last 20 years or so. To improve communication between the IDA and national fleets. To give members more of what they want in terms of news and views and other information using the class website. With the officers, to try to ensure that the major events and championships are held at a time and place which will give the best possible racing conditions and good

access for a wide representation of class members. To work with the officers to ensure that at the start of the 2<sup>nd</sup> 75 years of its history the class maintains its unique spirit and appeal to such a wide group of sailors of all ages and skill levels throughout the world.

And finally to visit Gods own and sail with Dragon sailors in Australia.



*David Dale does sail Dragons*

### **Jill Hayward - Assistant Secretary, IDA**

I joined the IDA community in 1998 after my predecessor, friend Dinny Reed, found it too difficult to continue being the secretary of two classes, the Dragons and Solings. I was self-employed and as I had just completed a computer course was offered the job for 7 hours a week. It was a case of being in the right place at the right time.

Or was it? It was an entirely new world for me and I found it daunting. My ignorance was appalling for one whose experience on the water had been a few sailing holidays in the sun. In the early days my communications with the Secretary Mike Williamson, were mainly by an aged fax, which spewed out rolls of thin paper. Mike's handwriting was also not the easiest to read. However, as communications have developed, so our job has been made easier and it is now possible to send a large number of documents to 25 different countries at the touch of a button. I believe that e-mail has brought the Dragon family together and eased communication enormously. Australia is a case in point. Leigh is an excellent communicator himself, as you all know. His jokes however do leave a bit to be desired!



My baptism of fire was the annual AGM at that time held at the Royal Thames Yacht Club in London. Carlos Ribeiro Ferreira was the experienced Chairman and Tommy Muller was the Chairman of the Technical Committee. They were a formidable team and much discussion was centred on an issue about templates and the Chief Measurer Gunter Ahlers was heavily involved. I had only the vaguest idea what a template was, and could not imagine what it had to do with a Dragon. The discussions at the TC went on for many hours and again at the AGM, which tend to be lengthy affairs, taking most of Saturday. The delegates are bombarded with technical matters and on this occasion, one of them who shall remain nameless fell sound asleep! There is then a short break (if time permits) and the fun part starts with a convivial drink and a good dinner. At the end Patrick Delahaye (aka the Admiral) regales us with a light-hearted version of the year's events. His eagerly anticipated speech is a high spot of the evening. Some years ago it was decided to rotate the Meeting between London and various European cities, with the result that we have been to Ostend, Hamburg and St Tropez.

*AIDA DragonBeat Volume 19, 2004*

Looking back at the files, I note that the early 70s AGMs dealt with subjects like hull rules, rudders and measurement – some things never change. Other fascinating subjects discussed over the years include, in no particular order; permitted materials, bi-directional yarn, stitchmat, Epacryn 925AT by SP Systems, keel casting, shroud intersections, swing tests, stiffening GRP boats, moulds, tolerances, keel weight, epoxy sandwich, foam sandwich, "bendy" Dragons, bulkheads, styrene omissions, jumper wires, pinstripe sail cloth, hydrodynamic advantage, ring frames, laminates, cockpit coaming and "grand fathering". Maybe I am wrong, but have average 'club' sailor's extensive knowledge of these fascinating items? I found it hard to absorb in the early years, but appreciate that everything is vital to the development of this great class and involve a lot of knowledgeable people who work tirelessly on its behalf.

All the major policy decisions are proposed by the Officers and the Technical Committee and presented to the AGM. I assist the Secretary, David Dale. I undertake routine tasks and maintain permanent files of fixtures and results, class rules, measurers, constitutional matters, accounts for the Treasurer, the IDA database and the AGM. The main source of income for the IDA is the provision of sail labels. There will be queries of a technical nature and, if I cannot satisfactorily answer them, I pass them on to others more experienced. Many people contact the IDA for information and plans to help them restore a much-loved old wreck. We try to help them and I urge them to keep us posted as to progress, but we rarely hear again. There are many of these wooden boats around - many in Russia. It is interesting that I receive more communications from these amateurs than from the 'top notch' sailors. It is for this reason that we have established the Classic Dragon section on the IDA Website with its own classic expert Richard Green.

We also produce an annual newsletter. This used to be a bi-annual affair, but recently we re-designed the website to be a great source of information. This is an aspect of my work that I greatly enjoy and I hope that it has developed in a way that suits Dragon sailors around the world.

I am always looking for news and we enjoy regular reports and photographs from Down Under.

I am fortunate to have such an interesting job working closely with so many different people around the world.

### *... did u know*

RSYS Sayonara Cup Defender, the beautiful 8 Metre *Saskia*, was also an Olympic Gold Medal Winner, twice holder of the Seawanhaka Cup and a winner and twice Defender of the Sayonara Cup.

## Nick Rogers

Most readers would be unaware that Nick won four Australian Mirror Class Championships, and then commenced sailing Dragons in 1988. He has gone on to win the Prince Philip Cup eight times in nine attempts, the Sayonara Cup five times in seven attempts and the Seawanhaka Cup twice. Not to mention being World Champion in '95 and runner-up to Dieter Schoen in 2003. But the Battle of Amsterdam? Leigh Edwards found these photos in the 'archives' and thought them too good not to make it to print. So here is Nick's story . . .

"I bought my first Dragon *Karabos* (fast little Greek boat) from Bob Barr early in 1988. I sailed her with Bill Bourne and Phil Taylor in the PPC in Hobart in 1989 and won. We went to the Worlds in Torquay as part of a six boat Australian team. We had some rudder troubles and weren't really amongst the front-runners. But sailed and trailed to the Royal Yacht Squadron at Cowes and competed in the Seawanhaka Cup Challenge. We sailed really well and won the trophy. The Seawanhaka is a really major trophy with a fantastic pedigree dating back to 1895. We successfully defended in '93 in Hobart too, but then lost the '96 Defence in Rhode Island, America, in an E22; but that's another story!

I missed the Perth PPC in 1990, but won in 1991, '92, '93 and '94. I'd had great success with Matthew Foster, Peter Blackwood and Stuart Hutcheon, but then teamed up with Leigh Behrens and Andrew Burnett for the Worlds in Perth in 1995. We tested sails in the PPC and became familiar with the Perth conditions and sailed better than the rest and won the World Championship.

I was therefore invited to Amsterdam in September to compete in the Battle, against 25 other World and Olympic Champions. The racing was on a tight course along a canal, with wind supplied by 8 huge fans, producing about 25 knots of breeze, so life was pretty interesting when you sailed close. There were a few capsizes as a result. I eventually placed third.

I was invited back in 1996 for the three-day series and again sailed off against 24 of the Worlds best sailors in round robin, four boats at a time racing, and knock out final series in 4.2m America's Cup replica yachts.

Seven of the medallists from the Atlanta Olympics were present. To cut a long story short, I won this time.



What a buzz. And Mitch Both was runner-up, so it was a great Aussie quinella. And in front of thousands of spectators lining the canal sides, with special commentary through loud-speakers, but I had no idea, it was in Dutch! I went back in 1997 and sailed off against dual Dragon World Champion Jesper Bank. We got a bit tangled up in one of the gusts and we both went swimming. I had the last laugh, but finished up placing third again.

*Leigh Edwards*

## 2005 Prince Philip Cup

The **provisional** dates for the 2005 Prince Philip Cup Regatta, to be sailed from the Royal Brighton Yacht Club Inc on the sparkling waters of Port Phillip Bay, are listed below.

### *January 2005 draft dates*

6 <sup>th</sup> & 7 <sup>th</sup>	Measuring & Registration, RBYC
8 <sup>th</sup>	Ted Albert Memorial Invitation Race 1, followed by Race 2
9 <sup>th</sup> am	Charles Davies Memorial (TA Race 3)
pm	Jack Linacre Memorial (Prince Philip Cup Heat 1)
10 <sup>th</sup>	Prince Philip Cup Heat 2
11 <sup>th</sup>	Lay Day
12 <sup>th</sup>	Prince Philip Cup Heat 3, followed by Heat 4
13 <sup>th</sup>	Prince Philip Cup Heat 5, followed by Heat 6
14 <sup>th</sup>	Prince Philip Cup Heat 7/ followed with provision for resail
15 <sup>th</sup>	Masters Regatta Day 1 PPC Presentation Dinner
16 <sup>th</sup>	Masters Regatta Day 2

*The Notice of Race with the Entry forms will be available in the coming weeks when the above dates are confirmed.*

## Denmark meets Australia.

The Royal Match Race, Copenhagen, DENMARK Sunday, 9<sup>th</sup> May marked a day of sailing events as part of the wonderful wedding week celebrations of Crown Prince Frederik and Tasmanian Mary Donaldson on the 14<sup>th</sup> May.

The brilliant weather and excellent spectating venue of Langelinie Quay on the edge of central Copenhagen brought out 10,000 people to watch the events.

Former America's Cup winner, and current world number one E22 sailor, John Bertrand (AUS) raced Jesper Bank (DEN), two-time Olympic gold medallist in the Soling fleet-match racing combination, former world match racing champion and dual World Dragon Class Champion (1993 & 97).

First on the match racing agenda was a match in old 12 metre boats, built in the 1930s, between John Bertrand and Jesper Bank. The crews on the 12 metres were the people who normally sail the boats. In very light winds, which saw the boats ghosting to the finish on the last leg, Bank defeated Bertrand, having extended on every leg of the course.

The official royal match racing took place in Copenhagen match race centre DS yachts. Crown Prince Frederik, a world ranked Dragon sailor, took the helm of the Danish boat, giving Jesper Bank the role of tactician. His Australian fiancée, Mary Donaldson, left the role of skipper and helmsman in the capable hands of John Bertrand, whilst she crewed on the boat, together with other Danish sailors. The wind strength was around 10 knots, while it was still warm and sunny, giving perfect sailing conditions.

In race one, the Crown Prince, on port entry, got the better of Bertrand at the start and then stayed just ahead around the course. On the run, Bertrand tried a desperate measure of gybing on to starboard and then rapidly luffing the Danes, for which he was given a penalty. This handed the match to the Danes.

Race two saw the Crown Prince's starting technique improve yet further, as he sailed Bertrand out to beyond the pin, ensuring that Bertrand crossed the line in his wake. A split to the left on the second beat, however, saw the Australian team overcome the odds and finish a boat length ahead.

The decider was almost a repeat of race two, as the Danes won the start, but were overtaken by Bertrand splitting left on the beat. Result: the Australians overtook and could not be caught, giving a winning scoreline of 2-1 to Mary Donaldson over her royal fiancé.

Bank was full of praise for the Crown Prince, saying, "I think it has been amazing to see a good sailor fit straight into a boat and get straight into match racing the way he did. I'm surprised that it's possible still. It's a pity that you need a winner and a number two in all of this, 'cause with the backgrounds so different I don't think we gave him full credit."

Bertrand had not sailed previously with Mary Donaldson, but said "She integrated beautifully into the team. She was all over the boat. It was a real pleasure to have her involved. She's very, very keen; a very enthusiastic young woman."

## Dragon Class Boat Trailers

Trailers for your Dragon are now being manufactured in Victoria. Perfect for transporting your Dragon to the Prince Philip Cup each year or for winter storage away from your yacht club.

Based on Chas Stantons AUS 176 trailer, with the following alterations/ additions

- draw bar lengthened 30cm
- 4 wheel electric brakes
- 8 ply light commercial tyres, inc spare
- breakaway electric braking system.

Built to Chas Stanton specifications relating to gauge of steel, galvanised and delivered to RBYC. Price is based on 2-3 trailers being built.

Total cost \$6,500 incl GST. Deposit required prior to commencing work \$1,500

Dragon owners wishing to order a trailer can contact Don Blanksby [info@assocmanagement.com](mailto:info@assocmanagement.com) or Tony Moody [moodooa@ozemail.com.au](mailto:moodooa@ozemail.com.au)

Note~ the VIDA and Don Blanksby have already ordered 2 trailers.

## Minutes of the 2004 Annual General Meeting

The Australian International Dragon Association  
At The Royal Sydney Yacht Squadron, Monday 12<sup>th</sup> &  
Thursday 15<sup>th</sup> January 2004; commencing at 9:08am

**Present:** President Tony Moody, Sen Vice Pres, Des Sward, Hugh Wardrop, John Roche, Les Job, Andy Johnson, Chris Keil, Charles Stanton, Mark Cubitt, Andrew Merrett, Robert Alpe, Hon Secretary/ Treasurer, Leigh Edwards.

**Apologies:** Hank Koelemij, Bob McClusky

**Previous minutes:** The minutes of the previous meeting, Hobart 2003, were taken as circulated, with the following alterations;

1. Des Sward was the Senior Vice President for the year.
2. Replinth of the PPC and other trophies, will need to be carried out soon.

RESOLVED

**Correspondence:** all 'important' correspondence has been circulated to the States. IDA Strategy; Andy J commented that there were some inconsistencies with the wording regarding "one design and substantial change" – Andy J to prepare a response for consideration.

IDA VP; has it's own agenda item.

RESOLVED

**Treasurers Report:** The Secretary presented the report, with comments regarding income and expense; and the 2003 Auditors Report. Des Sward spoke regarding the Auditors Report for 2003

Motion: The recommendations included in the 2003 Auditors Report shall be introduced.

Moved; Robert Alpe/ Seconded; Mark Cubitt

CARRIED

Motion: The balance in the cheque book be reduced by a deposit to a 6 month Investment account and re-investment strategy.

RESOLVED

**Presidents Report** To begin this report I would like to acknowledge the fine effort of past president Des Sward for his contribution to our class in Australia, which culminated in a most successful and enjoyable, for those who attended, Prince Philip Cup and World Championship series in Hobart Jan 03. Thanks also to Leigh Edwards, David and Megan Vaudrey and other TIDA/ RYCT members for their valuable contribution to the success of the regatta. An unfortunate feature, however was the lack of support from overseas Dragon sailors and also from our own Western Australian fleet who once again failed to send a representative to the PPC and subsequent Worlds regatta, when the event is held in our Eastern states. The Prince Philip Cup is the major Dragon class trophy sailed for in Australia and it deserves to attract competitors from all states, to make the trophy a truly national championship each year irrespective of the venue .

Congratulations to *Karabos VIII*, Nick Rogers and his crew on winning an 7<sup>th</sup> Prince Philip Cup in Hobart 03 and to each State Championship winner in the 2002/ 03 season; *Amazing Grace* Victoria, *Kirribilli II* Tasmania, *Imagination* New South Wales , *Snap* Western Australia. Western Australia also conducted an inaugural Swan River Championship in Dec 2002, which was won by *Snap*, Andrew Foulkes. The 2003 event was won by the

new WA built *Marlee*, sailed by new WAIDA President Hank Koelemij.

Following from last years Presidents report, it is disappointing to note that the two most recent Ridgeway built Dragons in Tasmania are still yet to be completed for racing. In Victoria, whilst boat numbers are low, enthusiasm is growing, fuelled by the recent acquisition of *Sari* by Brian Sullivan and the possible addition of a Petticrows Dragon and her UK owner joining the Brighton fleet sometime next year. Congratulations also to Gordon Ingate in NSW, who has purchased the 2002 PPC winning Petticrow Dragon from Stephen Boyes after the World Championship.

It is now 12 months on since the Hobart PPC/ Worlds and we now prepare for the 75<sup>th</sup> Dragon Anniversary Regatta on Sydney Harbour. Robert Alpe and his NSW team have put together a great program of racing and socialising for all current and past Dragon sailors and their partners to enjoy. Over 460 invitations have been sent to ex-Dragon sailors Australia wide to come to Sydney for the 75<sup>th</sup> Regatta festivities. Racing will commence with Challenges for the Sayonara Cup match by the RYCT Nick Rogers lead team on *Leander* and Brian Sullivans *Sari* team from RBYC. The Prince Philip Cup then follows and for the first time for several years, ALL states will be represented. Also for the first time ever 'woody' Dragons from ALL states will contest the Ediss Boyes/ Jack Ayers Trophy. *Jock Robbie*, NSW , *Leander II* Tas, *Sari* Vic and *Solent* WA. Great to see this happening in our Class. After the PPC, the 75<sup>th</sup> Dragon Masters will be sailed, 6 heats over 3 days. This should provide some interesting racing with the likes of Tony Manford, Bun Lynn, Ediss Boyes and Peter Jackson locking horns on the harbour.

In recent months the IDA have indicated that they may be prepared to accept an Australian nomination to the IDA executive. This could indeed be a feather in our cap and for the first time ever a direct Australian voice at IDA level.

The AIDA website, [www.dragonclass.org.au](http://www.dragonclass.org.au): is now available to all Dragon followers and hopefully each State can soon supply and update the relevant information on their state section, for all to see. Thanks to Robert Alpe, who has been the main instigator of the website.

DragonBeat 2003 has been produced by Leigh Edwards and is now available for all via the internet. Thanks to Leigh for his efforts in single handedly producing this edition of DragonBeat.

In closing it is sad to record the passing of the 2002 PPC winner Glen Tucker in Perth during the year and in more recent days, of Martin Graney in Hobart, forward hand on *Kirribilli II*, PPC winner in 1997 and 3<sup>rd</sup> placed in the 2003 Worlds.

Signed Tony Moody, President Moved; Andy Johnson/ Sec ; Robert Alpe

CARRIED

Mark Cubitt informed the meeting that the WA fleet were reticent to travel to Hobart unless they could have been guaranteed a berth in the Worlds regatta.

Des Sward informed the meeting of the agreed and circulated rules, and that in the end the Australian contingent were actually two short of full strength for the Worlds.

The concept was floated that the current State champions, or a nominee from each State be an automatic selection for future events. States to consult with their members and the issue to be resolved next AGM.

TIDA and VIDA have trailers to assist members to travel. Cost is about \$6000 each to build!

### State Reports

a. Tasmania has reported elsewhere the 'stories' of their major activity for 2003.

b. Victoria has 8 boats with 6 regularly racing, similar to Hobart. RBYC is deliberately encouraging youth to the Club – they have renovated two Flying 15s and hopefully some of those juniors/cadets will progress to the Dragons.

c. NSW has some new boats in the fleet. They are considering purchasing *Jennifer* to save her from rotting and it would be available for 'new' members to get a feel for the racing. NSW are also trying to match sailors with boats that would suit their racing ambitions/abilities. Good sailors should get access to the better boats that are available, cruising owners to older or less well developed boats.

They also have a four-point strategy for developing the class;

- Target big boat owners willing to scale down; budget, crew, depreciation, running costs
- Use the 75<sup>th</sup> celebrations as advertising for the Class
- Special programs
- Professional training from such as Gary Geeks, allayed with a mentoring program where fast boats are teamed with slower boats and the two boat team races for points. This will encourage the more successful skippers/ crew to share their knowledge and improve the closeness of racing, the thrill, and value of the fleet.

**Technical Officers Report:** Andy J reiterated Rule 1.61- 'If a yacht is to be re-measured (either due to the hull shape alteration, or the yacht had been incorrectly measured) this shall be carried out in accordance with the rules in force at the time the yacht's original measurement certificate was issued, except that rudder, keel, spars, rigging and sails shall be measured in accordance with the current class rules.' Dragons may be renovated, even with the addition of bulkheads, without the imposition of more recently introduced rules.

The templates from Tasmania have been relocated for storage at MacDiarmid Sails.

The AIDA now has two sets of swing gear. The VIDA have an old set of wooden boat templates.

AIDA must develop a progression strategy for Technical Measurers/ Officers and Mark Cubitt has accepted the opportunity to be Andy's understudy.

### Election of Office Bearers for 2003 - 2004

Position	Nominee
President	Tony Moody
Senior VP	Des Sward

Vice Presidents:

Hank Koelemij, Robert Alpe, Les Job, Charles Stanton

Secretary/ Treasurer Leigh Edwards

Technical Officer: Andrew Johnson

Deputy Tech. Officer: Mark Cubitt

WEB Manager: David Vaudrey

Publicity Officer: Derek Hand

### Dragon Publications/ DragonBeat

The members accepted the 'new' system of electronic distribution of DragonBeat. Robert Alpe will compile a national distribution list; ralpe@dragonclass.org.au Please send Robert all addresses for the next mail out. It will be posted to the web site.

The State Presidents will be responsible for the printing and distribution to non e-mail people in their State. Hard copies should go to all associated yacht clubs, web publishers and supporters.

The broad principle was agreed that advertising should not be sought (but may be accepted). This will reduce cost, production challenges and enable freedom for editorial content.

DragonBeat MUST have articles to publish. There were no 'external' authors in the 2003 edition. DragonBeat relies on members to find historical articles/ press clippings/ photos from which the editor may 'create' material for publication. The members present resolved to 'search their boxes' for articles and to actively search out 'stuff' from other Dragon sailors.

**IDA Vice-Chairman:** Nominations were verbally received from Des Sward, Leigh Edwards, Ian MacDiarmid and Robert Alpe. The nominees left the room and Robert Alpe was selected as the AIDA nominee for the position.

**Worlds Rota:** The latest Rota from the IDA suggests, with the following disclaimer

\* Locations from 2007 onwards subject to confirmation; 2005, Germany (Warnemunde); 2007, Ireland; 2009, Holland; 2011, Finland.

Nominally 2011 would be Australia.

The AIDA should be involved in the sanctioning and authorisation process for International events.

Each State seeking to be the venue for the next World Championship 2011, should write to the AIDA by June 30, 2004 stating their 'case'. Summaries will be included in the 2005 AGM Agenda, with a full presentation made to the meeting, for decision.

**Class Web site:** The AIDA adopted the www.dragonclass.org.au website format/structure as the format for all member Associations. There are opportunities for each State to develop advertising, and thus potentially, income. Robert Alpe will provide initial training and assistance with getting state pages up and running. Please provide attention to the For Sale page, it has the potential to maintain fleet numbers and bring new members.

### Rota for future PPC:

Victoria/ RBYC was confirmed for Jan 2005. Actual dates will be advised to States asap.

Western Australia 2006; Tasmania 2007; New South Wales 2008.

A motion was resolved to seek expressions of interest from the RSAYS and the CYCSA in South Australia and the RQYS in Queensland, to conduct future PPCs in those states.

All States are resolved to actively encourage and support attendance at every PPC event. RESOLVED

**Sayonara Cup:** Many difficulties were highlighted that would make defending yacht clubs unwilling to race on 'away' waters in another state. Robert Alpe will advance the issue with the current defender, RPEYC, as to their thoughts on the opportunity of holding a Sayonara Cup defence each year at the PPC venue.

**Junior/ Class Development:** The President suggested development of the Class was a State matter. The AIDA should follow the strategy of the IDA, as far as practicable.

Suggestions for PPC format changes There was discussion regarding the future format of the actual PPC regatta – two races per day, back to back thus reducing the number of days required; course configuration; length; bonus or low point scoring? Des Sward raised the issue of course length noted in the PPC Deed of Gift, that being twelve nautical miles and suggested that all PPC Regattas should adhere to this rule. If we don't we run the risk of protest due to contravention of the PPC Deed of Gift.

The AIDA requests each state to discuss the format preferred and for a resolution to made for future PPC to be made at the next AGM.

Also the format of the AGM – present morning sessions or an evening.

The Secretary requested less discussion at AGM and more motions/ resolutions be agreed - this will require much more discussion between and within States prior to the AGM.

**Incorporation of the AIDA:** The AIDA did not incorporate at this AGM as doubt was expressed whether it was actually necessary. The AIDA only has four members being the member States and each State is incorporated. Legal opinion seems to be divided on the need for the AIDA to incorporate.

President Tony Moody will investigate the need for AIDA incorporation further.

**Subscriptions for 2004-05:**

Motion. To retain the present level of subscription from member Associations for the 2003 - 2004 season at \$65 per registered boat.

Moved; Andy Johnson / Seconded; Des Sward  
CARRIED

**General Business:** Mark Cubitt moved to thank and congratulate the Executive for their work on behalf of members. This was greeted with applause.

There being no other business the President thanked State representatives for their attendance and closed the meeting.

Meeting closed Thurs 15<sup>th</sup> January, 2004; 11:10am

Leigh Edwards, Secretary, 11th April, 2004.



Yeah, right !!

**Stavros.**

Martin Payne was a teacher at Torquay Boys Grammar School when he first raced a wooden Pedersen Dragon in Torquay in 1992. He went on to win at Cowes, and in 1996 he was 2nd in the Edinburgh Cup, in only his 5<sup>th</sup> season in Dragons. He thought he knew how to sail fast. But apparently the 'man' of Dragon sailing in England and the force behind Petticrows, Poul-Richard Hoj-Jensen suggests that the trick is to pull this string then that rope, to tweak this and that, and then to say, 'And now we go!' So the secret is to pull all the strings you want, but make sure you get in the groove and say: 'And now we go!'



Typical Stavros comments I think you'll agree, edited from Yachts and Yachting magazine; August 9th, 1996

Mind you, the best boat, sails and few mistakes help.

Ed



Many an enjoyable 'session' was consumed in the marvellous Careening Cove Bar after PPC racing.

## 7. Election of Officers

Thomas Olrog was elected for a further 2 years as Chairman and Louis Urvois for a further 2 years as Vice Chairman. Rupert Fischer was elected as a new Vice Chairman. There is a vacancy for an additional Chairman and national associations were invited to make suggestions for this post. The Chairman added that a nomination from Australia would be welcome as he was aware of the size and importance of the Australian fleet and would like to see them represented on the IDA Executive. The Technical Committee was also seeking additional members. Suggestions are invited.

## 9. Items for Discussion

### *Strategy Paper*

The Paper, which had been circulated to national associations and builders in its draft form, now incorporated their suggestions and comments. Louis Urvois explained that it is intended to be a set of guidelines for the development of the Class in the future, especially when facing potential situations, which might result in rapid or significant change. It is to try to ensure change by evolution not revolution. Tommy Muller reminded the meeting that it was originally asked for by the builders and he hoped it would be helpful to them. It was approved by the meeting and would be circulated to national associations, builders and measurers.

### **Permitted Entries for Major Championships**

The proposal to increase each country's number of permitted entries by 3 boats was agreed.

### **Penalty turns**

It was agreed that the 720° penalty for right of way violations would be maintained at major championships.

### **Changing rig tension whilst racing**

The Technical Committee would investigate this issue and make a recommendation to the meeting next year. In the meantime the current rule would remain.

### **Crew numbers and weights**

After general discussion it was felt that the existing rules and regatta regulations were still appropriate and no changes to the current rules were proposed.

### **Timing and Venues of Major Regattas**

A questionnaire to members would attempt to establish preferences in the major areas of Dragon racing.

## IDA Dragon Class Rule Changes

The following amendments to the Class Rules have been approved by ISAF to be effective 1<sup>st</sup> March 2004.

### **Rule 3.25 Cockpit Coaming**

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

*Amendment:* Add sentence to read as follows: "Any trim fitted on top of or on the outside of the coaming shall not extend outboard 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 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 from second sentence "and prohibited". Add new sentence to read as follows: "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 schedule 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)

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

*Amendment:* Add sentence to read as follows: "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

## Prince Philip Cup Royal Sydney Yacht Squadron

### Nick Rogers wins eighth PPC

Gosh that sounds good. And it rolls off the tongue easily. But that is undervaluing this outstanding effort. Tasmanian Nick Rogers beat 12 NSW boats on their home waters on Sydney Harbour, in a fleet of 20 boats from all States. The weather was variable, from classic sea breezes to light drizzly drifters.



Nick was invited to helm Hugh Wardrops' Ridgeway built Dragon *Leander*, and they have sailed all the local pennants and championships. But at the Sayonara Cup match racing series prior to the Prince Philip Cup, *Leander* was defeated by a faster boat and well drilled team aboard *Imagination*.

This just invigorated the *Leander* team. They went back to basics. They set the J at 1840mm, the rake at 1200mm, the rig at caps 25, lowers 0 and concentrated on getting the boat 'right'. The riot act was read, concentrate on the basics, the ABCs, and we will do OK.

And sure enough, in the first three heats *Leander* was first around all but two marks! When Nick is confident in the boat and the crew he can sail very fast. Too fast for *Sidewinder*, fifth boat in last years Worlds. Carl Ryves has won Olympic Trials; Nationals in Solings, Flying Dutchmen, Dragons and 5.5s. With Olympic gold medallist for'ard hand Dick Sargent and Simon Hadlow they are formidable competition. Another heat winner with great overall chances were the 'Gucci' boys aboard *Abracadabra*, Matt Whitnall, Stuart Clark and Doug McGain. Third place overall went to *Imagination* with sailmaker Ian MacDiarmid helming John Wilsons' boat with David Baines in the middle. They never placed worse than fourth! Good consistent results were not enough to win this regatta.



After six races, Carl needed to win the last heat and for Nick to place worse than fifth to seal his first Prince Philip Cup as a helmsman. And *Sidewinder* did win the heat, 18 seconds faster than *Abracadabra*, then came *Imagination* two seconds later. *Amazing Grace* finished fourth, then surging to the down hill finish line were *Gazelle VIII*, the best WA boat along side *Leander*. After four laps and one hour and 21 odd minutes *Leander* just had the right pressure down the last wave to finish fifth by just one second, giving Nick Rogers his eighth Prince Philip Cup victory from only nine attempts. It is the first PPC win for boat owner Hugh Wardrop, and John Roche. They were very happy. Nick was quietly smiling. He has dominated this class; and the Mirrors and Etchells.

Nicks' performance at National Championships is brilliant. Congratulations.

### Race by Race

The preliminaries series for the Prince Philip Cup begins with the Charles E Davies Invitational Race and the Ted Albert Memorial Series.

The seabreeze finally arrived and Invitation Race 1 for the Charles E Davies Trophy was underway at 1305. George Carmany III on *Isis* was a bit too keen to get away but circled the pin and began his race quite well back in the fleet. Carl Ryves aboard *Sidewinder* created a good lead from the very competitive fleet after an excellent second work with the wind steady at just under 10 knots from the NE, but and a little patchy over the race course. As the breeze freshened Ian MacDiarmid, David Baines & John Wilson on *Imagination*, along with Matt Whitnall, Stuart Clark and Doug McGain, aboard *Abracadabra*, gained from heading out to West Channel but failed to catch Carl Ryves, Dick Sargent and Simon Hadlow aboard *Sidewinder*.

Invitation Race 2 was started quickly to avoid the 18 footers start at 1600hrs. Those boats that took to eastern side of the course found pressure and gained, spreading the fleet on the approach to Mark 3 with the top 3 place-getters from Race 1 back in the pack. Norman Longworth sailed *Karabos VIII*, last years PPC winning boat, to the gun, beating *Leander* by 2 seconds.

Invitation Race 3 the next day started at 1305 hours in a breeze freshening to 20 knots with gusts up to 25 knots. It was a tight start with two boats, *Imagination* and *Florin* returning to the start.

Most of the fleet sailed to Bradley's Head on the first leg. *Leander* was the first to the windward mark followed closely by *Karabos VIII*. By the end of the spinnaker run, they were passed by *Abracadabra* and *Sidewinder*.

On the second beat the fleet split to each side of the course with *Abracadabra* rounding the windward mark first, closely followed by *Karabos VIII*, *Leander* and *Amazing Grace*.

The Bradley's Head side of the course was favoured in the last beat with *Sidewinder* leading *Abracadabra* and *Leander* at the mark.

The top few boats swapped positions several times. It was a very close finish with *Abracadabra*, crossing the line just 1 second ahead of *Sidewinder*. *Imagination* clawed her way back after being OCS at the start to come in 3<sup>rd</sup> place.

The overall winner of the Ted Albert Memorial Trophy was *Abracadabra* (10 points) helmed by Matt Whitnall, with *Imagination* 2<sup>nd</sup> (on count back), with third place going to *Karabos VIII*. Then followed *Sidewinder*, *Leander* and *Jock Robbie*.

The series whet the appetite for the main event, the 51<sup>st</sup> Prince Philip Cup, with the first heat beginning on the 10<sup>th</sup> January.

The first heat started at 1305 hours in a beautiful 10 knot south-easterly breeze. In a fairly even start George Carmany III had the best, at the pin, right on the gun. And left proved the way to go to get to the top mark fast.



George Carmany III aboard *Isis* has the best start in Heat 1 of the 2004 PPC on Sydney Harbour.

George was sailing *Isis*, and he was accompanied to the left by the Gucci boys in *Abracadabra*, Nick Rogers in *Leander* and Norman Longworth in *Karabos VIII*. Ian MacDiarmid in *Imagination* chose to go to the right from the Committee boat end, and rounded the top mark for the first time in 14<sup>th</sup> place.

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By the second beat the fleet was having to play the compass as the breeze started to swing, both in direction and in strength.

The 'Harry Houdini' award must go to *Imagination*, who managed to sail up through the fleet into fourth.

Gordon Ingate aboard *Whim* finally 'learnt' how to sail Sydney Harbour after all these years and finished third, only seven seconds from Carl Ryves in *Sidewinder*.

But the winner was the seven time champion, Nick Rogers aboard Hugh Wardrops' *Leander*. After the first work *Leander* sailed the middle of the course, on the shifts, to cover the split fleets around him. *Karabos* seemed fast downwind in the early legs and *Leander* match-raced *Karabos* downwind in the latter legs so as not to be 'caught out' like yesterday, when missing vital wind vanes resulted in just three seconds covering three places. *Leander* thus won the John Linacre Perpetual Trophy for the winner of heat one of the Prince Philip Cup. Nick has always insisted that boat preparation and crew work along with consistent results are the important factors in winning a regatta. The loss in the Sayonara Cup last week has galvanized the crew and this first heat win must send a shiver through the opposition.

Heat 2 began at 1105 in a 10-12kn ENE breeze. The top 4 places remained as they were off the start with *Leander*, *Imagination*, *Sidewinder* & the Gucci boys.

Gordon Ingate, with recent Yngling World Champion Neville Wittey and Geoff Morris, sailed *Whim* in a great comeback race to finish 6<sup>th</sup> after a disappointing start. Brian Sullivan aboard *Sari* broke a gooseneck and failed to finish.

AP was raised for a lunch break before heat 3 began at 1250 with the breeze stable at a perfect 15 knots. Great sailing by both *Sidewinder* and Martin Burke on *Jock Robbie* saw these boats claw their way up 3<sup>rd</sup> and 6<sup>th</sup> places respectively after starting well back in the fleet.

Rudder damage for Richard Franklin on *Toogara* forced them to retire while a trawling incident by Martin Cooper on *Bimbimbi* saw them too far behind the fleet to continue. Jeff Sinton on *Solent* also headed home early under unconfirmed circumstances.

The Wednesday was the lay day, with a BarBQ at Robert Alpes' home, north near the picturesque Pittwater.

A magnificent sailing breeze from the NNE at 15 knots allowed heat 4 of the 51<sup>st</sup> Prince Philip Cup to begin on time at 1305. Four boats including *Whim* chose to come to the pin end of the line on port tack and when they met the hordes coming to the line on starboard, they all tacked. This led to a very congested Dragon fleet, near Clark Island. Gordon Ingate in *Whim* led early, with *Sidewinder*, and half a dozen others in what turned out to be a fairly even start. Nick Rogers came out the worse for the start and had to tack away from the dirty air, he took 12 sterns before he could clear his air, tack back onto starboard and resume the favoured left hand side over to Bradleys Head.

The following photo sequence show the effect on *Leander*, the eventual race winner.



At the gun . . .



. . . three seconds later . . .



. . . three more and 185 Leander is spat out the back . . .



. . . 185, now with dirty air, so tack away boys . . .



. . . and 12 sterns later, Leander eventually gains clear air.

Passenger ferries chose to come to a complete halt as 20 odd dragons converged at Bradleys, around which most harbour ferries travel.

*Whim* arrived at the top mark first, in close company with *Abracadabra*, *Karabos* and seven others.



*Whim* at Bradleys Head

Another fantastic effort from Carl Ryves, sailing with Simon Hadlow and Dick Sargent, saw him climb into the lead at the top mark for the second time. *Whim* suffered the worst nightmare for sailors, a very tight line of boats on the starboard layline and no place for a port tack to enter. They finished eighth. *Sidewinder* won, from *Leander* and *Imagination*. *Sari* was successfully protested from 18<sup>th</sup> after failing to give way to *Waliki* in a classic port and starboard on the run near the finish line. And *Bimbimbi* failed to appreciate that *Whim* had an overlap on the opposite gybe and unsuccessfully protested.

Heat 5 saw the drought broken in Sydney. Some fairly heavy rain fell around dawn, and it was a drizzly morning with little breeze. The sailors stayed ashore till RO David Flakelar called them out when the breeze steadied at 7 knots from the ESE. Heat 5 began at 1523 hrs in a failing breeze. After a fairly innocuous start the fleet was slow to the top mark where the crusty old seadog Norm Longworth was first, closely followed by *Imagination*, *Abracadabra*, *Sidewinder* and the silver fox Martin Cooper in *Bimbimbi*.

The next work saw *Sidewinder*, with the world travelling yachtsmen Carl Ryves steering particularly well, first to the top mark.

The next time up and Richard Franklin had continued his climb through the fleet in *Toogara* to round first, having been 11<sup>th</sup> at the first mark! The last lap around saw no real position changes and Richard had a well-deserved win, an improvement of five places on yesterdays' race. There were some really close tussles in the fleet, with three pairs finishing within a boat length.

Nick Rogers had a terrible day, finishing eighth, a minute and a half behind the winner. It was a very slow sail home in a dying breeze, which saw many sailors resorting to the paddles to get back to the trots.



The first attempt at a start for heat 6 saw the Race Officer unable to tell who was over the line early, so he had no choice but to sound three guns and try again. The boys were keen to get a great start in the 10 – 12 knot breeze. In the luffing battles at the start, there was a collision between *Karabos* and *Waliki*, with Norm Longworth pinned for a few seconds between the coaming and the ‘horse’ by the bows of *Waliki*. Norman wasn’t seriously injured but it spelt the end of the regatta for a veteran of the class. Neither boat took the second start of heat 6 which started at 1312 hrs. *Karabos* was awarded average points by the Protest Committee.

But back to the race, and amongst the congested sparkling waters of Sydney Harbour on a Saturday afternoon, Matt Whitnall and the Gucci boys aboard *Abracadabra* went left on the first of the shorter length 5 lap course, and were first to the top mark.

*Sidewinder* was always there and abouts and were leading by the halfway mark of the race. But Carl, Simon and Dick faded to finish fifth.

The big improvers, from 8<sup>th</sup> at the top mark for the first time, to even knock off Nick Rogers on the last run, was Ian MacDiarmid in *Imagination*. They finished in second place some 5 boat lengths behind the Gucci boys who were never lower than third place all day.

Fourth was Victorian Tony Moody, sailing Charles Stantons’ *Amazing Grace* with Chris Keil in the middle, finishing a brilliant fourth, after picking some shifts and working their twin spinnaker pole system beautifully.

After six heats, *Leander* led *Sidewinder* by four points. But after the drop, it was only one point. Nick was dropping an 8<sup>th</sup> Carl a 5<sup>th</sup>. Nick had to finish fifth if Carl won the race. The cast was set. Each of the protagonists knew the game.

The final and deciding heat 7 began at 1215 hrs in a stiff and sometimes gusty 25 knot Sou-easter. Norm Longworth in *Karabos* did not start after incurring bruising in yesterday’s race. Brian Sullivan saw fit, with some minor damage and the gusty conditions, to retire. Lyndon Brown suffered malfunctioning bilge pumps in *Route 66* and also came home early.

The boat end of the line was a little favoured with *Amazing Grace* and *Leander* making the best of it.

*Sidewinder* started mid-line. The left side paid first time up, but it was tricky at the top mark near Point Piper, with the hills ‘bending’ the breeze, and then going a little quiet at the buoys.

On the work up the left side of the course nearing Bradleys Head, George Carmany in *Isis* tacked away from the shore onto port. He saw John Bagshaw in *Adios* approaching on starboard, bore away to pass astern, but the nasty sailing devil conspired to suck at that exact moment.

In the blink of an eye, *Isis* sat upright as she came to the wind shadow of *AdiosIII*, there was a mighty clash of those long aluminium ‘swords’ others call masts, and instantly, both bent 180° near the spreaders. Race over for them both. *Adios* was awarded average points, *Isis* disqualified.

The gusty winds played havoc with the gear. *Leander* suffered a broken outhaul on the mainsail clew so the sail from that point on was less than optimal. From comfortably leading, Nick, Hugh and John slipped down the fleet to seventh.

*Imagination* held the lead at one point, but were out-sailed by *Sidewinder*. Carl, Simon and Dick were sailing very fast in the difficult conditions to eke out an advantage they maintained to ‘the gun’. They had done all they could to wrest the Cup from the 2003 Champion, Nick Rogers. Next to finish was *Abracadabra*, 2 seconds ahead of *Imagination*, followed closely by class President and 28 time PPC competitor, Tony Moody in *Amazing Grace*.

*Leander* managed to claw back and with a slight surge on the last wave of the regatta slipped ahead of Geoff Black in *Gazelle VIII*. Nick Rogers had placed fifth, by one second from the 6<sup>th</sup> place. That one second and the one place was the difference between winning and being the runner-up. Staggeringly close.

The 51<sup>st</sup> Prince Philip Cup was won by Nick Rogers, on count back, three race wins to two, from Carl Ryves, both on 13 points. Third was Ian MacDiarmid on 16 points.

The 75<sup>th</sup> Anniversary Presentation Dinner was a fun night, with Gordon Ingate entertaining the large gathering with stories from when the Dragon was a mere babe. There were at least nine gentlemen attending who were older than the Dragon boat! June Linacre, wife of Class stalwart John, presented some of the many beautiful trophies. Vice Commodore Wood presented the Prince Philip Cup. Martin Burke, Stuart Thorpe and Rick Hall finished the regatta

in seventh place, but importantly the first of the four wooden boats, one from each State. *Jock Robbie* is therefore the winner of the Ediss Boyes/ Jack Ayers Classic Wooden Dragon Trophy, a rather spectacular blackwood map of Australia.



**2004 Prince Philip Cup Final Points Score****Royal Sydney Yacht Squadron**

		1	2	3	4	5	6	7	total	
1	<i>Leander</i>	Nick Rogers	1	1	1	2	8	3	5	13
2	<i>Sidewinder</i>	Carl Ryves	2	3	3	1	3	5	1	13
3	<i>Imagination</i>	Ian MacDiarmid	4	2	2	3	4	2	3	16
4	<i>Abracadabra</i>	Matt Whitnall	5	4	4	6	5	1	2	21
5	<i>Whim</i>	Gordon Ingate	3	6	7	8	6	8	7	37
6	<i>Toogara</i>	Richard Franklin	10	9	20	5	1	9	9	43
7	<i>Jock Robbie</i>	Martin Burke	7	8	6	11	10	6	8	45
8	<i>Karabos VIII</i>	Norman Longworth	8	15	11	4	2	10.2	21	50
9	<i>Amazing Grace</i>	Tony Moody	13	11	14	14	7	4	4	53
10	<i>Magic</i>	Tony Pfeiffer	6	5	8	10	12	16	17	57
11	<i>Gazelle VIII</i>	Geoff Black	9	12	5	15	15	14	6	61
12	<i>Isis</i>	George Carmany III	12	10	10	9	13	10	dsq	64
13	<i>Florin</i>	Robert Alpe	11	16	9	7	18	12	11	66
14	<i>Bimbimbi</i>	Martin Cooper	17	7	dnf	18	11	7	12	72
15	<i>Leander II</i>	Les Job	14	17	12	16	9	11	10	72
16	<i>Adios III</i>	John Bagshaw	15	14	13	12	14	15	13.8	81.8
17	<i>Route 66</i>	Lyndon Brown	18	13	16	13	17	13	dns	90
18	<i>Waliki</i>	Andrew Merrett	19	19	15	17	16	dns	14	100
19	<i>Solent</i>	Jeff Sinton	16	18	dnf	19	19	17	13	102
20	<i>Sari</i>	Brian Sullivan	20	dnf	dnc	raf	dsq	dnf	dns	123

**Western Australia**

The 2003/4 season was one of the most competitive on record with spoils shared across the fleet. Fourteen Dragons won trophies in the 23 club races while in the other eight competitions the results were shared amongst seven boats.

Results:

Snap (Andrew Foulkes)- State Championship

Maalee (Hank Koelemij and Giles Everist) - International Classes Regatta and the most fastest times trophy.

Charisma (Mike Lefroy, John Longley, Alex Allan) - Club Championship

Achernar (John Anderson) - Match Racing Championship  
Canewdon Witch (Trish Ford) - pre Christmas and overall Consistency

Maranel (Richard Smith) - post Christmas Consistency

Solent (Jeff Sinton) - State Championships Wooden Dragon Trophy

The trans continental crossing for the Prince Phillip Cup was on again this year with three Dragons from RFBYC making the trip. The club was represented by Gazelle VIII Geoff Black, Matthew East and Mark Cubitt, Solent Jeff Sinton, Andrew Johnson and Gerry McGann and Route 66 Lyndon Brown, Rod Williams and Peter Janney. Gazelle was the best placed of the WA boats with a close 6th in the windy final heat and 11th overall.

In preparation for the 2005 Prince Phillip Cup in Melbourne, a veteran of many Nullarbor transits, Scuttlebutt Pete, offers the following advice to would-be travellers.

**Zen and the Art of Dragon towing****Lesson 1**

It is not an Urban myth. Women cannot read maps.

Intelligent and highly (and expensively) educated daughter (Bright Young Thing) offered to accompany two old men as they attempted to deliver Gazelle XIII to Sydney. This self-assured and capable BYT had the job of navigating the wagon train into Sydney. As the 3 tonne caravanserai drove around the Sydney airport ring road for the third time, she threw the map in the back of the

vehicle with a petulant flick declaring it must be wrong and the two geriatrics could bloody well work it out for themselves.

**Lesson 2**

Check with Club Derros about the ETD of their annual run to Adelaide before leaving Perth.

There is something vaguely thrilling to the jaded soul of a urban dweller to hear the rumble of a pack of Harley Davidson come up behind, and then to feel the nerves tingle in your spine as the rumble becomes a howling roar and the gleaming metal beasts hurtle past, ridden by grim men in black.

There is something mildly petrifying to catch out of the corner of your eye, attractive 21 year old BYT, hanging out of the car's side window, with supercilious grin on her face, waving to 200 men in black standing outside a South Australian country pub. One geriatric mentally made a note to contact expensive private girl's school back in Perth and suggest a course in Bloody Common Sense be added to their curriculum.

**Lesson 3 and 4**

Tyres with a slow leak tend to leak faster over time.

Somewhere near Gundagai it became apparent that one of the trailer tyres had developed a slow leak. After some debate it was decided that it would probably stay up until we reached Sydney, where it could be changed at our leisure. It didn't. It became patently clear as the trailer swayed and rocked behind the car, there was little, if any air left in the tyre. Unfortunately, once you are on the underground freeway entering Sydney, pulling over or slowing down were no longer options. The geriatrics only hope was that when death came, it would be quick.

If inexperienced driver has concerns regarding her abilities to control 3 tonne caravanserai with a flat trailer tyre driving while on Sydney's chaotic and manic freeways, changing drivers before entering freeway system is a good idea.

Inexperienced driver and geriatrics viewed with mounting concern that Sydney freeways do not have wide shoulders that allow vehicles to pull over and drivers to be changed. This concern turned into suppressed panic as the

caravanserai plunged into the tunnels on the approach to the bridge. The pull-over lanes in the tunnels were about 20 cms wide, slightly less than the beam of Gazelle. 'Slowly' was not an option as huge petrol tankers, horns blaring, roared up behind.

On safely reaching the RSYS the ashen-faced inexperienced driver shakily got out of the vehicle and announced she was not feeling well. The geriatrics lied and announced that they felt fantastic and promptly went to the bar, convinced that there is a God in Heaven.

**Lesson 5**

Not all Nullarbor Road Houses sell fuel 24 hours a day. Geriatrics do not sleep well in cars parked outside fuel stations, while waiting for them to open. The sleeping positions are impossible and the mosquito's voracious. Geriatrics with sore backs and out of sleep are not nice people. BYT threatened to catch a bus home.

**Lesson 6**

Dragons NEVER like going straight into wind. The geriatrics were confident capable men, very much in their prime. The trip had been well researched,

thoroughly planned and carefully budgeted. A small matter of a deadline for arrival in Sydney held no fears for them. Then came the head wind. Day after day the average speed hovered at 70 kms per hour.

The 70 litre fuel tank emptied itself every 300 kms, usually about 20 kms before the next fuel station. ETAs and budgets were quietly filed in the brief case under 'F' for fiction. The geriatrics decided in future that the Nullarbor would only be attempted with a high pressure system behind the vehicle, not in front.

**Lesson 7**

Air-conditioning is a relative term. The high in front of the geriatrics not only brought headwinds, it brought the heat from Hades. With the A/C turned fully up, conditions in the vehicle went from totally intolerable to intolerable. The geriatrics decided in future that the Nullarbor would only be attempted with a low pressure system behind sucking cold air off the ocean.

*Scuttlebutt Pete*

**WAIDA State Championship 2004**

No	Boat Name	Skipper	Total	Nett	1	2	3	4	5	6	
1	177	Snap	Andrew Foulkes	12	9	3	1	1	3	3	1
2	173	Solveig	Andrew Locke	18	13	1	3	3	2	4	5
3	157	Charisma	Mike Lefroy	26	17	4	2	2	1	8	9
4	197	Maalee	Hank Koelemij	25	17	2	8	4	5	2	4
5	144	Hot Spur	Ken Stevenson	25	19	5	6	5	6	1	2
6	160	Achernar	John Anderson	34	25	9	5	6	4	7	3
7	156	Canewdon Witch	Trish Ford	41	30	6	4	7	11	5	8
8	116	Solent	Jeff Sinton	42	33	7	7	9	7	6	6
9	109	Aeolus	Jennie Fitzhardinge	52	42	8	10	10	8	9	7
10	195	Route 66	Lyndon Brown	63	50	10	9	8	DNS	10DNS	
11	55	Gustel XI	Andrew Johnson	63	52	11	11	11	9	11	10
12	147	Orangepeel	Ian Malley	72	59	12	12	12	10	DNSDNS	



*The Perth sailors always enjoy champagne conditions, or is it just that they take the photos? Typical close racing in Dragons out of 'Freshie'.*



*Andrew Foulkes, Mark Cubitt, other happy crew, with the hilarious Andrew Locke. Glad to see Cubes with the wine !!*



*Steve Ward built Maalee, at the Sailing Boat Show. The boat goes like smoke, apparently it's the helmsman who is the performance weak link. Contact the owner at koelemij@iinet.net.au or on (08) 9371 5192 for more information on how to get hold of one of these brilliant boats.*

## Tasmania

The 2003/ 04 summer sailing season has come and gone and although the numbers on the water were not what we had expected the State Championship in February/ March saw a fleet of eleven boats competing.

The lack of numbers on some weeks was brought about by the very heavy program the previous year when we held the World Championship and the Prince Philip Cup, some people needed to re-build their Brownie points as most had been used up!! and re-ignite the enthusiasm.

Although the numbers were down we still saw two boats head off to Sydney to compete in the Sayonara Cup Challenge, Prince Philip Cup and the inaugural Masters series that was held immediately after the PPC.

We saw Nick Rogers with Hugh Wardrop & John Roche sailing *Leander* challenge for the Sayonara Cup. The loss was certainly not a deterrent as the crew went on to win the PPC in what I believe was the closest result in the history of the Cup, congratulations guys.

Martin Burke and his crew sailing *Jock Robbie* also deserve accolades for winning the Jack Ayers/ Ediss Boyes Trophy for the best-performed wooden Dragon. Although Martin has sold *Jock Robbie* to overseas interests it is pleasing to see that he has purchased the new Ridgeway boat from Stephen Boyes and he should be more than competitive from what I have seen.

The Masters Series saw some of the greats of the Dragon Class competing, none more so than our own Ediss Boyes sailing *Leander II* with Les Job and Max Johns as crew. Ediss was seen in the early part of the season, getting in a little practice on the Derwent and anyone that was close enough, would have noticed that glint in his eye and he had lost very little of the passion and skill he had in earlier years. Congratulations to Robert Alpe and the NSWIDA for having the foresight to create this series and I only hope that all other States adopt the concept and we see those that competed in Sydney as well as others, support this part of the PPC Regatta and show the rest of the yachting fraternity that this is still the greatest Class to be involved in.

Coming back to the local scene we saw the RYCT pennant series have a very close result with Hugh Wardrop *Leander* on 10 pts winning from David Graney *Kirribilli II* on 11, Wayne Wagg *Mystere* finished a creditable third on 17. Wayne had a very consistent year finishing fourth in the State Titles. In the DSS Pennant Nick Rogers sailing Hugh Wardrops *Leander* finished

first on 4 pts with Robin Sims *Cambria* second on 16 and Brian Walch *Freycinet* third on 17.

In the State Championship, heat one, saw Jock Young in his first outing in the Fibreglass Dragon *Rage* take first place followed by David Graney *Kirribilli II* and Hugh Wardrop *Leander*. David Graney soon took control of the series winning four of the next five races, Hugh Wardrop finished 2<sup>nd</sup> overall with Justin Barr 3<sup>rd</sup> in his first official outing for the year after recovering from a knee operation. It was great to see Bert Eilander bring his boat *Nerissa* down from Launceston and, after some work by Hugh Wardrop, sail in the DSS Pennant and the State Championship. Hopefully Bert will sail the boat himself next year after some tuition from Hugh and Steve Henley. The Association was deeply saddened by the premature loss of one of its stalwarts, Martin Graney. Martin had been a long time crew in the Class with his brother David and Murray Jones on *Kirribilli II* and will be missed.

The 2004/ 05 summer season should once again see an increase in numbers as we are expecting Nick Rogers to launch his new boat, plus Alan Mesilane should have his boat *Maj-Britt II* fully restored and ready to go. Several other boats that had an interrupted 2003/ 04 season should also be back on the water on a more regular basis, these include Justin Barr and Richard Batt who could be taking over the tiller of *Gazelle* from his father Rae who has been a stalwart of the class in Hobart for some years and had a year off in 2003/ 04. Justin's competitive approach to his sailing would be a welcome addition to the Class.

The two Pennant series will be run as a pre Christmas Pennant (DSS) and a post Christmas Pennant (RYCT). This concept will hopefully encourage more people to participate during the season. The other change accepted by the Yacht Clubs is for two shorter races per day which we believe, will make for closer racing and improve the overall skills within the fleet.

The promotion of the Class continues to be an ongoing challenge and during the coming year we intend to put in place some firm plans to encourage people to become involved.

As President of the TIDA I can honestly say, that I continue to enjoy, not only the sailing, but the overall involvement with this great Class and the people within it. It is, I believe, up to us all to ensure that the Dragon continues to grace the waterways of Australia for another fifty or so years.

*Des Sward*

### John Sward Dragon Class Tasmanian Championship

Sail	Boat Name	Skipper	1	2	3	4	5	6	Total	
1	166	<i>Kirribilli II</i>	David Graney	2	1	1	1	5	1	6
2	185	<i>Leander</i>	Hugh Wardrop	3	3	2	4	3	2	13
3	188	<i>Sassafras</i>	Justin Barr	5	6	4	2	1	9	18
4	24	<i>Mystere</i>	Wayne Wagg	4	7	3	3	2	6	18
5	159	<i>Rage</i>	Jock Young	1	2	6	7	7	3	19
6	96	<i>Leander II</i>	Les Job	6	4	11	5	4	4	23
7	149	<i>Freycinet</i>	Brian Walch	7	5	9	6	8	5	31
8	139	<i>Songlines</i>	Craig Johnson	8	9	10	8	6	7	38
9	140	<i>Nerisa</i>	Bert Nielander	10	8	7	10	10	12	45
10	123	<i>Tahune</i>	David Vaudrey	9	11	8	9	12	8	45
11	90	<i>Cambria</i>	Robin Sims	11	10	5	12	9	12	47

## The 1969 World Championship

International Dragon Class  
October, 1969  
Club Nautico Federacion Espanola De Vela  
Palma De Mallorca

(Copy of letter from John Cuneo to  
Secretary: AIDA dated 23.10.1969)

Dear Austin,

Thank you for your letter and congratulations. We are all extremely pleased to have done so well and feel that all the sacrifices were well worthwhile.

Enclosed is a copy of the final points. You will notice that some of the good boats had an up and down performance and hence they were missing when the medals were handed out. These boats were the two Danes, Russia, Greece and Argentina. The Russian who we raced against in Mexico has improved a lot and if he knew how to race a boat he would be champ. His disqualification in the last heat improved us from third to second. He only had to finish in a fair place to win and I could not believe he would fail so badly in a bit of breeze to finish ninth. This left the Yank one point in front of him and he was one in front of us, so it was pretty close. He was very lucky to survive a protest by Bob Stone in the sixth heat so I had no sympathy for him when Greece protested him in the final, especially as Greece only witnessed the incident, which was between Russia and West Germany, the latter would not protest. I cannot help but feel that we were meant to cop the silver so hence the protest. There were many occasions when we could have picked up more than two points, e.g. First Heat; a wind switch on the last punch dropped us from second to sixth. We had no chance of anticipating this as we were covering Aage Birch who we had just punched past, and it came the other way. We got back to third right on the line. The sixth Heat we were third about ½ mile from the finish. We tacked to cover Russia and U.S. who were quite close and our genoa sheet tangled and we had to fall back on to the previous tack. The breeze switched and we were fifth in as many seconds.

No doubt you have heard about the final race. Ediss beat us over the line by about 5' for third place (2.3 points). It's interesting to note the difference between his final tally and the 15th boat, 8 points. You can do the mathematics yourself. No doubt this is the price we free and easy Aussies pay for being so freely (or feebly?) organised. A Manager or some such thing could have given this World Series to Australia. A great pity, because it may never be possible to get as close as this again to the gold. Even so no one was



prouder than the Aussies when the medals were handed out.

I did not notice any startling ideas on the other boats. At this stage I feel that all good boats, at this level, go about the same speed so it gets to the stage of how well you can race a race and a series. This is where experience counts. I hate to think how much I learnt in the Series, and it's a great pity that I may not have the opportunity to race internationally again. I've said that before I know, but cannot see any trips like this one on the horizon.

There were some beautiful boats there, e.g. the two Danes and Russia (Borresen, and Pedersen and Thuessen) but some even better boats well down the end of the list. The U.S. boat was a heap and this is wrapping it up. She was the worst kept boat and worst prepared boat I've seen in a major series. However she was right in the necessary places and fast enough. The Dane Axel Holm who won the Princess Sophia Series with five wins was the fastest boat I've seen in light moderate breezes, e.g. 2-8 knots. Also the Greek was excellent in 2-4 knots but hopeless at 10 and above. I feel that Fredericks would have won this series had he been here but the depth of talent was greater than in Mexico. 7 races -7 different winners and many others who were triggered ready for a win if they got a good start and went the right way on the first punch. The race conditions were shocking on a few days. The second and third heats were the lightest and flukiest breezes I've ever sailed in. We got 2 x 12ths and this was good. I remarked over there that the mob at home would think we were no hopers when they read those places. However it was a story in itself when we had a 3rd & 2 x 12ths and were 4th on points. Pity the others. Aage Birch got a 15th and a 23rd and Axel Holm a 3rd and 19th. Many others were just as bad, so even if we died a thousand deaths in those races they eventually helped us a lot.

It's interesting to note that there were 37 starters from 23 nations with no pessimistic talk like you hear in Australia. In fact the message I learnt over there would be that the Dragon movement is still very active overseas and certain people in Australia should be ashamed of their knocker attitude to the Dragon. If you can pass this message onto the hard core I hope it will help us here to realise (still) that you get terrific racing in this class and it is a very necessary boat for a certain type of yachtsman. I doubt if there is another international class that could fill this bill. Unfortunately I am not too sure of being able to make the trip to Adelaide this season. Too long away from my practice so no good for the pocket. It's bad enough to do this for a sailing trip as a competitor (I can see the value in this) but I am

getting cold on the idea of being a tourist. However you never know what may happen in the months ahead. The Jock Robbie is under the hammer and Howard Piggott is due up here in a week or so to inspect her. Wish she did not have to go but the only way I could stop it would be to form a syndicate to buy her and that seems a tall order at short notice. My goal would be Keil '72 but this cannot be achieved without a boat – I'm not even fussy what class it's in although the Dragon would be my first choice. However from where I sit now it looks a pretty tall order. Let me know if I've missed anything. Regards to yourself and all the other sailors in Adelaide.

John.

P.S. Re the measuring. It was purely a formality. Much too lax. In fact - closer to a farce than a formality. Sails checked - not worrying about ¼ or ½". Boats weighed but only a few masts weighed. Almost no hull measurements.

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**Yacht racing points scoring systems**

place	pre-68	bonus pts	low points
1	1402	0	1
2	1101	3	2
3	925	5.7	3
4	800	8	4
5	703	10	5
6	624	11.7	6
7	557	13	7
8	499	14	8
9	448	15	9
10	402	16	10
11	361	17	11
12	323	18	12
13	288	19	13
14	256	20	14
15	226	21	15
16	198	22	16
17	172	23	17
18	147	24	18
19	123	25	19
20	101	26	20



AIDA DragonBeat Volume 19, 2004

**A newspaper clipping from 1st November, 1969**

*Yachting, with Ric Acott*

Do Australian yachtsmen sail for themselves, or for their country, when competing in international events? This question must be exercising Queenslander John Cuneo's mind.

Only true mateship, or was it lack of an organising authority?, was between Cuneo and the 'gold' at the recently completed World Dragon title.

Cuneo, skippering Greg Cavill's Jennifer, finished second in the title, which was decided in Spain. He finished two points behind the United States.

How different the tale would have been had Tasmanian Ediss Boyes done the 'right thing' in the seventh and final Heat.

Instead of looking after Cuneo in that heat, Boyes beat Cuneo over the line by 5' to take third place.

That gave the title to the Americans.

It was not that the second Australian crew needed the points to improve their overall position. They finished fourteenth, eight points ahead of their nearest rival! Surely it would have been easy for Boyes to ease his sheets and let Cuneo through! In a letter to an Adelaide friend, Cuneo says this is the price Australia pays "for being so freely (or feebly) organised." "A manager or something could have given this world series to Australia", he writes.

"A great pity, because it may never be possible to get as close again to the gold." Thirty-seven Dragons from 23 countries took part in the titles.

**Editors Note:**

Ediss maintains that the World Championship is not a team's event.

If he had 'eased sheets' as some may have suggested would have been appropriate and let John Cuneo finish one place higher to claim the Royal Hellenic Trophy, Anne would have been liable to valid protest.

Also John Cuneo had done nothing to deserve the risk. And it was a top three result in heat of a World Championship – a result not be given up lightly.



**1969 Dragon Class World Championship**
**List of Entrants**

	Country	Yacht name	Sail	1	2	3	4	5	6	7	Total	Skipper	Crew	
1	America	<i>Aphrodite</i>	US 219	0	17	5.7	15	14	8	10	52.7	Robert Mosbacher	George G. Francisco	David Saville
2	Australia	<i>Jennifer</i>	KA134	5.7	18	18	13	0	10	8	54.7	John Cuneo	Ross Bradbury	John Shaw
3	East Germany	<i>Regin</i>	GO40	11.7	3	0	16	10	18	17	57.7	Roland Schwarz	Lothar Koepsell	Jorg Pfeiffer
4	Denmark	<i>Chok</i>	D174	8	21	29	11.7	11.7	14	0	66.4	Aage Birch	Niels Markussen	Paul Jorgensen
5	Denmark	<i>Maj-Britt</i>	D187	47	5.7	25	0	22	16	3	71.7	Axel Holm	Per Holm	Poul Richard Hoj-Jensen
6	Argentina	<i>Karin</i>	A36	3	29	3	20	35	3	16	74	Jorge Salas Craves	Cesar Gilberto Sebok	Boris Belada
7	Switzerland	<i>Galax</i>	S218	22	0	24	17	8	11.7	19	77.7	Dodde Broberg	Lennart Eisner	Hans Hansen
8	East Germany	<i>Mutafo</i>	GO37	15	22	23	8	5.7	15	13	78.7	Paul Borowski	Karl Heinz Thun	Konrad Weichert
9	Russia	<i>Nord</i>	SR33	16	43	8	3	3	5.7	45	78.7	U. Anisimov	V. Ruznikov	V. Afanasiev
10	Greece	<i>Proteus II</i>	GR18	14	16	13	5.7	15	29	22	85.7	O. Eskitzoglou	G. Zaimus	A. Yoyatzis
11	Austria	<i>Serendipity</i>	OE23	23	24	28	10	16	0	21	94	Harald Fereberger	Karl Stangl	Franz Eisl
12	Holland	<i>Kape</i>	H199	13	8	30	18	13	23	20	95	R. Mulder	W. Knitp	D.C. Broot
13	England	<i>Rogue</i>	K445	18	13	27	14	17	28	14	103	K.L. Gumley	H.I. Macker, Rzie	Robert D. Brown
14	Australia	<i>Ann</i>	KA121	25	26	17	19	40	17	5.7	109.7	Ediss Boyes	Rowan Johnston	John Baily
15	Finland	<i>Finnmaid</i>	L42	24	20	15	23	27	24	11.7	117.7	Matti Jokinen	Matti Paloheimo	Tapio Kahkonen
16	New Zealand	<i>Komutu</i>	KZ2	10	27	31	31	18	13	23	122	Robert Stone	Earle Wells	Peter Wade
17	England	<i>Jerboa II</i>	K432	34	15	22	22	23	32	18	132	Pat Dyas	Don Cocke	David Flemming
18	France	<i>Bellatrix IV</i>	F201	29	23	10	28	19	26	43	135	Phillippe Manset	Jean Thierry Mieg	Bertrand Moussie
19	Germany	<i>Sagitta</i>	G344	26	14	26	29	21	22	45	138	Peter Horn	Manfred Steidle-Sailer	Vobker Shappeler
20	France	<i>Annie VII</i>	F183	30	30	20	47	24	21	15	140	Rene Sence	Jarques Thierry-Mieg	Hernard Angelles
21	Germany	<i>Mistral</i>	G395	31	19	14	21	38	38	26	149	Heinz Kupper	Jakos Erhard	Peter Modes
22	Canada	<i>Mia IV</i>	KC113	21	11.7	40	40	28	25	27	152.7	Paul Phelan	Gordon Norton	Peter Pangman
23	Austria	<i>Ganymed</i>	OE22	37	10	33	30	26	33	25	157	Horst Obermuller	Peter Pessl	Helmt Besler
24	Canada	<i>Ludmilla II</i>	KC115	17	32	47	24	31	20	34	158	Lars Hagglof	Neil Gunn	Frank Hall
25	Bermuda	<i>Sugulna</i>	KB4	33	31	11.7	32	32	19	41	158.7	Rartley Watlington	Walter Jones	Chummy Flood
26	Greece	<i>Pegasus</i>	GR14	20	28	32	27	30	31	24	160	E. Coumas	N. Boudouris	P. Michail
27	Spain	<i>Gerona</i>	E30	28	35	16	37	20	30	32	161	Enrique Martorell	Juan Ignacio Sirvent	Antonio Lopez De Haro
28	Argentina	<i>Tango</i>	A34	27	25	19	47	34	37	31	173	Rodolfo Rivademar	Luis Depaoli	Guillermo Battiti
29	Spain	<i>Flamenco II</i>	E22	19	36	34	33	29	42	28	179	Alberto Larranaga	Jesus De Mesa	Guillermo Nacpherson
30	Portugal	<i>Grifo III</i>	P18	38	33	39	36	25	27	30	189	Jorge Granger Pinto	Luis De Castro	Manuel Barros Gomes
31	Suiza	<i>Giola III</i>	Z102	32	34	38	25	39	34	35	198	Virgilio Muzzulini	Theo Frick	Bruno Bernasconi
32	Japan		J19	41	37	37	26	33	36	33	202	Yiu Sawana	K Sawano	Inoue Sawano
33	Belguim	<i>Old Vic III</i>	B41	40	40	21	35	37	35	37	205	Jacques Beleboudt	Benoit Serruys	Paul Franchomme
34	Holland	<i>Griffioen</i>	H186	35	39	35	39	36	42	29	213	Ed. R. Frech	H.F. Van Rijmenan	P.H. Frech
35	Switzerland	<i>Change</i>	S216	42	38	36	38	43	42	41	237	Suen-Hugo Carlson	Nils Tvitwing	C-O Persson
36	Venezuela	<i>Terepaima</i>	V6	39	41	42	41	41	39	36	237	Daniel Trujillo Mora	Juan Drew Bear	Herbe Roche
37	Portugal	<i>Grifo II</i>	P9	36	43	41	34	42	43	43	239	Joao Osorio Pinto	Antoitio Vaz Sarafana	Dantes Frau

**Australian Dragon Register June, 2004.**

Formal changes of ownership should be arranged with Yachting Australia. This is the register of boats; please contact Leigh Edwards (leighmob@bigpond.net.au) (03) 6227 8557 with any alterations, errors or corrections.

<i>No.</i>	<i>Name</i>	<i>Yr</i>	<i>Builder</i>	<i>Present Registered Owner and Address</i>
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 Rosney 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 Royal Brighton Yacht Club, 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 McConnell 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>Arkoona</i>	55	Gowland	Karen & Wayne Ferrier, Warringatta 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
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	Robin Sim, 485 Oceana Drive, Howrah 7018
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	
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	
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	
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 Yacht Squadron, 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	SpringBrown	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	L Job PO Box 23, Rokeby Tas
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	Sold to Latvia
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
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	
129	<i>Avante</i>	65	Barnett	
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>Nidelv</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 Nielander Launceston Tas.
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	Borresen	Sold to 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 Vic 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, Wahroonga 2076
163	<i>'f' [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>Snapdragon</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	
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 (Worlds Champion '91 Canada)
187	<i>Unnamed</i>		Ridgeway	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 to Japan
192	<i>Abracadabra</i>	92	Ridgeway	
193	<i>AdiosIII</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	Maalee	Hank Koelemij, 52 Holmfirth Street, Menora 6050
198	<i>Whim</i>	99	Petticrow	Gordon Ingate, 14 Cowderoy St, Camerray 2062
		02	Ridgeway	Nick Rogers
200		02	Ridgeway	Martin Burke

### **Endpiece**

*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. If you have an article or information please send a photocopy to;*

*Leigh Edwards, 16 Norwood Avenue, TAROONA 7053  
leighmob@bigpond.net.au*

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

*Or maybe even write something new !!!!*



*Sydney Harbour was the place to sail a Dragon in January.*



*Beautiful conditions during the 75<sup>th</sup> Regatta*



*The Royal Sydney Yacht Squadron, on the eastern banks of Kirribilli Point, Neutral Bay.*



*Typical close sailing at the top marks during the 51<sup>st</sup> PPC*



*Finally, thanx to the staff at the RSYS, especially Susan and Marg, photographed here at the end of the regatta.*

*And to Andrew Locke, Robert Alpe and Tony Moody for their assistance in preparing this edition of DragonBeat.*