

DragonBeat

Volume 21

2006

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

President - Des Sward

desmond.sward@honeywell.com

Snr Vice-President - Tony Moody

moodooa@ncable.net.au

Secretary - Don Blanksby phone: 03 95363103

mob: 0417 377 492 don@assocmanagement.com.au

DB Editor - Leigh Edwards

16 Norwood Ave, TAROONA 7053

leighmob@bigpond.net.au mob: 0439 400 355

State Secretaries

NSW

Julie Clarke

clarke@pnc.com.au

Victoria

Hugh Howard

hugh.howard@dunelm.org.uk

Tasmania

Robin Sims

robin9620@hotmail.com

Western Australia

Geoff Black

blacks@iinet.net.au

Official Measurer

Andy Johnson

bill@physics.uwa.edu.au

AYF boat registration changes

Glen Stanaway - Sports Services Manager

02 8424 740 glen.stanaway@yachting.org.au

The Australian International Dragon Association web site

www.dragonclass.org.au

The International Dragon Association web site

www.intdragon.org

Contents 2006 DB Vol. 21

	page
Presidents Report 2005/ 2006.....	1
2006 Prince Philip Cup.....	3
The PPC from the winners	4
The Racing: Tack by Tack.....	6
Victorias' PPC	11
Western Australian IDA	11
Renovating <i>Basilisk</i> DKA76	13
NSW Summer Twilight Series.....	13
Winter Dragons 2	14
Tasmania Report.....	14
AIDA AGM.....	15
The IDA – an Australian Vice Chairman's view	20
Stavros	23
Minutes 2005 IDA Annual General Meeting	24
HLL World Dragon Championship 2005	28
Dragon Register 2006.....	30

Presidents Report

The year has come and gone with several controversial issues. None more so than the PPC Regatta in Adelaide; which after every State agreed it was a great idea to hold the PPC in Adelaide to promote the Class; the number of entries was far below those anticipated. It has been suggested that the Association should learn from this experience and not try to hold a PPC in a State that doesn't have an active Association; hindsight is a marvelous thing.



The racing in the Adelaide PPC was very close; the conditions for Dragon racing and the management and facilities at the CYCSA were excellent.

I disagree with the thought that we should stay away from State's that don't have an active Association, as I believe it is this Associations, and to a lesser degree the State Associations, responsibility to promote the Class nationally. If all the States (no exceptions) had made a more concerted effort, I am sure we could have had a fleet of 13-15 boats in Adelaide.

The other issue of significant importance and which appears to have created a great deal of controversy and back door discussion is the granting by the AIDA of the Worlds 2009/2011 to Melbourne, which has since been rejected by the IDA. This decision, I believe, is based around the petty attitude, once again, of some ill informed European Dragon sailors. A formal response was sent to the IDA, with a return response from Rupert Fischer confirming the AGMs decision being received just prior to the AIDA AGM.

During a Teleconference in late March attended by all member States of the AIDA it was agreed that

Melbourne should be granted the opportunity to re-submit an application to the 2006 IDA AGM. This was only accepted on the basis that I obtain confirmation from the IDA President that should Melbourne's revised Application be rejected, Australia would still be able to lodge a further application in 2007.

Given that the decision by the AIDA was to grant the Worlds to Melbourne, I believe all States should have accepted this decision regardless of our own State opinion as to why they should have had it and not Melbourne. It is obvious that the IDA is aware of the parochialism that exists in Australia; this was never more evident than during Hobart's bid and planning for the 2003 Worlds.

I suggest it is the AIDA responsibility to ensure that the Worlds are sailed in Australia at the location that firstly, can provide fair sailing in all wind conditions; and secondly, is geographically positioned to best promote the Class nationally. The matter of the Host City needing to be a sexy or preferred destination by the Europeans comes a distant third in my opinion to the above. It would appear that the IDA decision-making is being influenced by a minority group of Dragon sailors and not based on what is best for the Country applying to host the World Championship. If this is the case, then there could be a number of very good venues that will be precluded from hosting a major event, simply because some people don't like what they may have heard about that location, or they think it might be too hot or cold!

To show that there is unity in the Dragon Fleet in Australia, I have asked that all States unanimously support the AIDA decision to allow the AIDA the opportunity to re-submit their application to the 2006 IDA AGM.

Thanks should go out to Robert Alpe for his kind donation of the Martin Graney Perpetual Match Racing Trophy. I believe this trophy is one that the Graney family will be very proud of, and I understand from Robert that it will certainly be worth racing for. Robert on behalf of the Graney family and this Association we thank you for this significant donation. It is extremely disappointing that the Match Racing had to be cancelled due to the lack of overall entries for the PPC. The establishment of this series was fully supported at the 2005 AGM and yet we could only find two possible entries. Next year the Graney family is proposing that there be eight entries. All States should make every effort to start promoting this part of the Regatta so that we don't have a repeat of this year. The format that David Graney favours allows all participants to race on an even playing field. I have organised with David to provide details of the proposed format to each Association for review at his earliest convenience. Any questions can then be directed to David.

I would like to personally congratulate Sandy Anderson on not only being the first lady to win a heat of the PPC, but the first in the history of the PPC to actually win the Trophy. Congratulations should also go to the crew, those being Mark Cubitt (owner) and John Moncreiff. Hopefully this result will encourage more women to join the class and show their skills against the men.



One of Les' most proud moments, winning the Ediss Boyes/ Jack Ayers Classic Dragon Trophy for the best placed wooden boat at the Australasian Championships for the Prince Philip Cup, in Adelaide 2006.

In conclusion I would like to express my deepest sympathy to Elaine Job and her family on the sudden death of Les. I am sure everybody associated with the Dragon Class would join with me in saying that Les will be sadly missed for his competitive nature, love of attending the PPC wherever it was being held, and being part of the social side of racing. As for myself, I enjoyed the time I spent with Les as part of his crew both on and off the water. His competitive nature quite often saw us stretching the rules (just a little!), but as Les would say, "just keeping them honest!"
Des Sward AIDA President

**The 2007 PPC
dates are being
finalised, but it
will run from
29 Dec. - 6 Jan;
in Perth**

Condolences:

The executive, on behalf of all Dragon owners and crew, would like to express their sincere condolences to Don Blanksby, on the recent loss of his wife, Beverley.



EUN NA MARA; Designed by FIFE, Sail No: B1, Mast Head Rig, LOA: 14.9 Mast Height: 16.0 *Eun na mara* was launched in 1907 and is in her 99th year. She was the first NSW challenger to beat *Sayonara* for the Sayonara Cup in 1910. In more recent times she won the IRC division of Hamilton Island Race Week and the Australian Keel Boat Championships in 2001.

from Philippe PECHE <sailforce@optusnet.com.au
G Day Leigh,
I recently bought an older Dragon built in 94 ex *Windigo*...based in Perth at R.F.B.Y.C.. I would appreciate if you could sign me up for your newsletter. Thanks in advance, Philippe PECHE
General Manager, International SailFORCE Pty Ltd
Mobile: +61 (0)4 11 43 66 14
We are specialist in sailboat improvements. Over the last 26 years, we have learnt a lot about people and their yachts and have helped them to make their sailing more enjoyable.
We can help you with practical advices on Rigging, Sails, Coaching, Crewing, Race Preparation and Project Management.
log on our website www.thesailforce.com



2006 Prince Philip Cup

Adelaide

For some, this years' Prince Philip Cup for the Australasian Championship of the International Dragon Class was their first, for others, it was their last. Some sailors compete for the love of it, never expecting to win, but just to take their boat away to another venue, to compete, enjoy and relax away from the daily grind, over the summer and to start the New Year.

The last time Adelaide had hosted the PPC was twenty years ago in 1986, when Stephen Boyes took *Maj-Britt* over and came back with the trophy. And Adelaide was the last of many PPCs for Les Job. Les had owned most of the Dragons that have sailed on the Derwent, including *Maj-Britt*. Les was always searching for a better boat. Or bits on better boats to use to replace other parts.

Les started with *Sea-Joy*, (DAUS 46), back in the '80s, and he had owned about ten since then, from the Ridgeway *Karabos VI*, thru the Olympic contenders like *Cambria*, and renovated old woodies like *Mystere*, to his last boat, the DAUS 96 *Leander II*, brought back to the winners list by Hugh Wardrop a few years back. Les was always after a deal. Since his heart operation a few years back he had been on borrowed time, but always had a laugh, and a medicinal scotch! And his annual trip to the PPC. It rejuvenated him. The last few he has competed with his sons. Always the scallywag, he never took it all that seriously. Life was too short. The trip to Perth a few years back was probably the low light; the '04 trip to Sydney was probably his best. Les just wanted to compete, to have a laugh and contribute to the Dragon Class. Sadly, Les passed away on the 3rd February after suffering an unexpected heart attack at his home. He will be missed for that dry sense of humour and the cheeky disregard for authority and officialdom.



Adelaide was a world-class venue, the CYCSA did a superb job and the race management on the water was as good as anywhere. The races were sailed amongst pods of dolphins on a pretty fair race track. The courses set by the PRO Stewart Ross were excellent, with only one race having to be shortened due to heavy

conditions. Local beaches, wineries and women lived up to expectations and to the finest Aussie standards. The sea breeze kicked in like clockwork most days and was a pretty hefty 25-30 knots on some races, which sorted out the fleet a bit.

The preliminary three race Ted Albert Memorial series was narrowly won by *Hotspur* (Ken Stevenson) with *Amazing Grace* and *Karabos* also posting wins.

The racing for the PPC was tight with positions changing regularly but pretty soon it was apparent that the boats in the hunt were *Hotspur* (Ken Stevenson) and *Solveig* (Sandy Anderson), with *Karabos* (Norm Longworth) proving to be very quick. Tony Moody and Charlie Stanton had *Amazing Grace* going well at times and Robert Alpe was always consistent in the heavier breezes with the Ridgeway built *Toogara*.

Sandy Anderson has the double distinction of being the first lady helm to win a heat of the PPC and to go on to win the regatta. Mark Cubitt, sailing for'ard, owned the boat, with John Moncreiff in the middle.

Sandy is a mother of four children with many years of dinghy sailing and a few Hamilton Island Race Weeks.

Sandy had helmed Marks *Solveig* in a RFBYC match-racing series, and had enjoyed the experience, so they combined their talents again to compete in this regatta. As a team they sailed consistently well. They didn't have phenomenal boat speed but were never far off the pace and read the beats better than anyone.

Consistency was the winning factor; they never finished off the podium. *Solveig*, *Hotspur*, *Toogara*, *Amazing Grace* and *Karabos VIII* all had heat wins in a very even fleet, with no boat being able to dominate. Les Job had *Leander II* finish within a few seconds of the *Solveig* in heat 3 to take a well-deserved second place.

It was a close seven-race series, but in the end *Solveig* only scored 9 points to win from *Hotspur* and *Toogara*.

All credit to the victors; Sandy, Mark and John have won the 53rd Prince Philip Cup and taken the trophy back to Perth. Les made us all the better for knowing him. Vale Les. Hale Sandy.

Leigh Edwards and Hugh Howard

Place	Sail	Boat	Skipper	Total	Heat						
					1	2	3	4	5	6	7
1	173	<i>Solveig</i>	Sandy Anderson	9	1	(3.0)	1	2	2	1	2
2	144	<i>Hotspur</i>	Ken Stevenson	16	2	1	(4.0)	3	4	3	3
3	175	<i>Toogara</i>	Robert Alpe	22	(6.0)	4	6	1	5	2	4
4	176	<i>Amazing Grace</i>	Tony Moody	24	4	2	5	(7.0)	7	5	1
5	180	<i>Karabos VIII</i>	Norman Longworth	24	3	6	(7.0)	4	1	4	6
6	96	<i>Leander II</i>	Les Job	32	7	(8.0)	2	6	6	6	5
7	167	<i>Isis</i>	Jeff Barker	36	5	5	(8.0)	8	3	8	7
8	600	<i>Tarakona</i>	Hugh Howard	38	(8.0)	7	3	5	8	7	8

The PPC from the winners

When it was decided at the last AIDA AGM to bump Perth back a year and include SA on the PPC rota, as the new President of WAIDA, I immediately set to work to get the maximum number of WA entries there to support this initiative and make it a success. I concluded there were four or five possibilities and at one stage I was sure of three (I thought). One by one they dropped off for various reasons. *Hotspur* DAUS144 (Ken Stevenson) and *Solveig* DAUS173 (Mark Cubitt) eventually emerged as starters.



Mark Cubitt, Sandy Anderson (skipper) & John Moncreiff

My best friend and co-owner of *Solveig* announced he was going on secret men's business with about 8 other blokes in the Bay of Islands in New Zealand on a bare boat charter and would I like to join them? I was tormented I can tell you, but my resolve to go to the Nationals held firm. So in August or so I cast about for a crew and began making inquiries. Earlier in the year *Solveig* had sailed in the Salty Dog Match Racing series at Freshie with a crew consisting of Sandy Anderson as skipper, John Moncreiff in the middle and me on the foredeck. We enjoyed that series and, although we didn't win, we had a bundle of fun.

Approaches from me saw both being very enthusiastic about the prospect. I had one problem left. In our previous interstate sojourns we had always towed *Solveig* with Penny's car (Andrew Locke's wife). Both John and I have somewhat smaller cars and mine wouldn't pull the skin off a custard tart. At this point Sandy announced she had a Land Cruiser with hitch that could be used (I could have kissed her, and probably did!).

We were organised!! Entry fees were paid, plans made, accommodation and holidays booked, etc.

Then began the drama of only ten entries and the CYCSA trying to call off the regatta. The whole SA thing looked like going belly up. E-mail was on meltdown the weeks before the regatta until finally Des Sward convinced CYCSA that they must go ahead. We were on our way, again, and only 2700 km to drive. Bewdy!!

After a mere 36 hours of non-stop driving we rocked up at the CYCSA two days before the preliminary regatta, dropped off the boat, and went in search of our accommodation, the delightful Largs Bay Hotel, a mere 8 km down the coast from the Yacht Club. It had been a cool and pleasant drive (no 46°C in the outback this year) but we needed sleep badly.

Early the next morning we fronted the Club and started rigging the boat. *Toogara* was already there and the other competitors were slowly dribbling in. *Hotspur* had been put in a forty-foot container for transport by rail and the container at least was there, so we seemed to have some starters. We had been worried about that, because we'd heard on the journey across that the Trans-Australia Railway had been breached by floodwaters east of Kalgoorlie. *Hotspur* had apparently got through with just four hours to spare!

Charlie Stanton and Tony Moody turned up with the sort of travel/ towing story that made our blood run cold while they were towing *Amazing Grace*. I won't cover the details fully in this article (see *Victorias PPC; Ed*). Regatta time drew closer. Where was the 10th competitor? Charley and Tony can tell you about that one too.

We liked the look of the Club and the marina, and their Bosun, Tim Went, was really helpful (while mentioning that he was also Chairman of the Protest Committee for the regatta). *Solveig* hit the water for a sail and we liked what we saw outside as well. All that was left was to get on with it. Bring on the regatta. The pre-PPC Match Racing series for the Martin Graney Memorial Trophy had been cancelled in the interest of economy, so it was straight into the Ted Albert Series.



Close down wind finishes were common in Adelaide.

Presentation

This was Sandy Anderson's first Prince Phillip Cup Regatta and she is the first woman to win the trophy. Even every other heat winner over the previous 52 championships has been male.



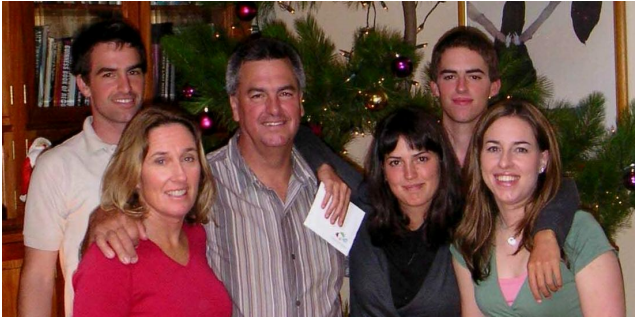
*Winners are certainly grinners,
Congratulations to Mark Cubitt (owner), Sandy Anderson
(skipper) and John Moncreiff;
PPC Adelaide 2006*

A highlight of the presentation was all the Dragon blokes congratulating Sandy with a chorus of "For she's a jolly good fellow"!!!!

Series Results

1. <i>Solveig</i> (S. Anderson, WA)	1 (3) 1 2 2 1 2	9
2. <i>Hotspur</i> (K. Stevenson, WA)	2 1 (4) 3 4 3 3	16
3. <i>Toogara</i> (R. Alpe, NSW)	(6) 4 6 1 5 2 4	22
4. <i>Amazing Grace</i> (T. Moody, Vic)	4 2 5 (7) 7 5 1	24
5. <i>Karabos VIII</i> (N. Longworth, NSW)	3 6 (7) 4 1 4 6	24
6. <i>Leander II</i> (L. Job, Tas)	7 (8) 2 6 6 6 5	32
7. <i>Isis</i> (J. Barker, NSW)	5 5 (8) 8 3 8 7	36
8. <i>Tarakona</i> (H. Howard, Vic)	(8) 7 3 5 8 7 8	38

We found the CYCSA to be a delightful club whose members and staff made us feel very welcome. The food was great the (Coopers) beer cold and we had a great Twilight with them. Their Commodore, Graeme Footer, welcomed us all and the PRO, Stewart Ross, and his wife were likewise very welcoming. Stewart and his team of volunteers ran a fantastic regatta and set some excellent courses in sometimes trying conditions. What's more, they all enjoyed a drink with us after the races and were generally great fun. In fact we were so enamoured with them and they with the Dragon mob that they want to be left on the rota for future PPC regattas.



Sandy Anderson is a 52 year-old mother of four (2 boys & 2 girls). Sandy started sailing Pelicans at Freshy at about 13 and continued on in Cherubs and Flying Fifteens (at times simultaneously) until 21 when Sandy retired to raise a family. Sandy sails regularly in Hamilton Island Race Week, trimming on the Sydney 38 *Tassie 2* twice (chartered from 'Prosail) and the VO60 *Seriously 10* (trimmer and a bit of helming in light weather) which was so seriously exciting we're doing it again this year (chartered from 'Getaway – Sailing') and, thanks to the PPC win, have been offered more helming!

Accomplished Laser and Contender sailor also match-racing skipper. Previous best in a Nationals was 2nd woman in the Mirror Nationals in 1999. Regularly sails on *Aeolus* (DAUS109), a lovely wooden Dragon at RFBYC. A very cool, calm and collected lady who is capable of intense concentration and is a natural helmsperson. Now, not only the only woman to ever win a heat of the PPC but now the holder of the bloody thing!

Sandy began crewing the wooden dragon *Aeolus* a few years ago and was offered the helm in 2004. Mark Cubitt, owner/ skipper of *Solveig*, asked Sandy to helm in the inaugural RFBYC 'Salty Dog' Regatta Match Racing Series to support Dragon participation. Mark, John and Sandy had such fun, with some success, that we combined again for Adelaide2006. Quote from Sandy, "I feel extraordinarily lucky to have been afforded such incredible opportunities".

Mark Cubitt: Foredeck, has been sailing Dragons for over 20 years and has traveled many times in attempting to win a PPC. With co-owner of *Solveig*, Andrew Locke, they have consistently been one of the boats at the top of the WA Dragon fleet for many years. Mark is like lighting on the foredeck. He had *Solveig* perfectly tuned and made sure that she was generally flying upwind while picking those laylines superbly. Mark is great fun both on and off the water, and is a hard-working stalwart of the WA Dragon fraternity. The win is a well-deserved reward for his long-term contributions to Dragon Class sailing and administration.

John Moncrieff: Middleman; like me has been sailing Dragons for long time (30 years) with something like 5 or 6 previous PPCs. Quiet off the water but calling waves, angles, etc. while keeping Sandy's concentration in the right place on those -

rare moments she happened to have a look around upwind (this "support" flowed in the other direction if John's eye happened to creep away from that spinnaker luff downwind!). A delight to sail with and, as well as being an excellent crew, is a thoroughly nice guy.

We had great boat speed, loved the conditions and the courses, and really jelled as a team. Sails were Cassidy Main, Doyle Tasmania Headsail and Cassidy Spinnaker. Needless to say, we were delighted to win the PPC against some very good competition and tight racing at a great location. No Sydney Harbour and bloody ferries here only lovely breezes and true courses. We are now two blood-brothers and a sister in what I suspect is a never to be repeated PPC team.

The Racing: Tack by tack

Racing was scheduled to begin at 11am each day, an hour earlier than "sun" time due to the summer daylight saving in South Australia. Local knowledge was to go left off the line and tack on the port tack lay-line for the top mark. Tides are something that are not a big consideration when sailing in Perth so the thought of confronting tides of over two metres and two tides per day during the regatta period ... we knew the theory but what of the practice? Also, Gulf St. Vincent is one of the few places in the world that experiences a 'dodge' tide when, for example, on one day of the regatta there was only a single low tide and no high tide during a 24 hour period (the normal other daily oscillation was 'dodged'). Fortunately, the racing was completed mainly just before and during the change in tides, so they were not a huge influence. The local sea breeze is 210° and a large chop builds quickly up the Gulf once the sea breeze fills-in, so picking a path through the waves upwind and surfing downwind became very important factors for optimising VMG during the racing.

Ted Albert Memorial Series

TAMS Heat 1: checking out the conditions and feeling each other out

Breeze 10-12 knots and long courses.

The race saw Norm Longworth (*Karabos VIII*, AUS180) lead most of the way and finally prevail ahead of *Hotspur* and *Amazing Grace* (Tony Moody, AUS176). The whole fleet finished within less than three minutes, including a blanket downwind finish for places 4 onwards, after 1½ hours of racing. Those downwind finishes are trying!

Norm seems to have lost nothing in his 50th year of sailing Dragons.

TAMS Heat 2: back to back with Race 1 and a long race of 2 hours and 41 minutes – checking out the so-called fitness

Breeze 10-15 knots and building, beautiful conditions for Dragon racing.

Race 2 saw *Hotspur* show some dominance over the rest of the fleet, especially in the heavier conditions of later in the race, finishing over two minutes ahead of *Solveig* and *Amazing Grace*, with the rest of the fleet again bunched up close behind. This was the largest winning margin of the whole regatta.



This would have to be one of the very best Dragon photos I have had the privilege of publishing. Thank you to Mark Cubitt for organising the splendid coverage you see in this edition.

TAMS Heat 3: Single race day for the Charles E. Davies Memorial Trophy – checking out the first of the silverware

Breeze again 10-15 knots for the 11am start on a hot and beautiful day. Tony Moody in *Amazing Grace* sailed fast from the start and picked up a good win from *Toogara* (Robert Alpe, AUS175), *Hotspur* and *Solveig*. Again the fleet was packed together within less than three minutes over the finish line.

Hotspur had held on for a series win by just one point from *Amazing Grace* with the old master in *Karabos VIII* third. Competitors were looking at the various boat performances and results to figure out whom to keep an eye on. Certainly *Hotspur* and

Amazing Grace appeared to be the boats to watch in the main event, however, the *Hotspur* crew, at least, also had a cautious eye towards *Solveig*, and *Karabos VIII* was fast and well sailed. However, all boats in the fleet appeared capable of winning races ... it was 'just' a matter of putting a series together. Fast, conservative sailing as well as racing the fleet (the usual things!) were likely to be important factors in the final outcome.

Prince Philip Cup

PPC Heat 1: racing for the Jack Linacre Memorial Trophy

The next day saw the start of the Prince Philip Cup and Largs Bay once again turned the weather on for the competitors. Conditions: 34°C, breeze 10-15 knots, course 210°, weather leg 1.2 nautical miles. The usual first-race nerves set in and saw both *Hotspur* and *Karabos VIII* on the wrong side of the start line before the gun. *Hotspur* was over early enough at the bottom end to duck back around the leeward mark while *Karabos VIII* managed to dip back behind the line, both losing little but heading off the line to the right (against the 'local knowledge'). *Solveig* started fast, just above *Amazing Grace*, one from the leeward end. After a drag race towards the left and picking some small left handers for gains on port tack, *Solveig* managed to establish a lead half-way up the leg and maintain it to the top mark, closely followed by *Isis* (Jeff Barker, AUS167), and *Karabos VIII* and *Hotspur* who both had found something a bit further to the right. The four boats were nose-to-tail at the clearance mark at the top of the first run. Downwind, *Solveig* and *Isis* kept close to the rhumb line while *Karabos VIII* and *Hotspur* made some gains in slightly stronger breeze to the right. *Solveig* and *Karabos VIII* were together at the bottom gate, *Solveig* rounding the port gate mark followed by *Isis*, and *Karabos VIII* rounding the starboard gate mark followed by *Hotspur*. A clever tactical beat saw *Hotspur* grab the lead by the top mark but with *Karabos VIII*, *Solveig* and *Isis* close behind in that order. A very close run followed with the order remaining unchanged at the bottom marks but with the boats again splitting to either side for the leeward gate mark roundings. A brilliant work by *Solveig* saw them regain the lead, about four lengths ahead of *Hotspur* and *Karabos VIII* by the next top mark, with a gap now building back to *Isis*. It was then a less nervy run on *Solveig* downwind to the finish which saw them prevail by 20 seconds over *Hotspur*, for a WA quinella, followed by *Karabos VIII* with the fast finishing *Amazing Grace* pipping *Isis* by just two seconds for 4th. Much celebration ensued on *Solveig* for the first lady to win a PPC heat, let alone the Jack E Linacre Memorial Trophy! Those downwind finishes are great!

Heat 2: back to back with Heat 1, better try carbohydrate loading for tomorrow

Conditions: breeze 15-18 knots at the start and increasing to 20-23 knots by the finish, course 190°, weather leg 1.6 nautical miles.

Hotspur took a safe leeward start and sped off to the left with the majority of the fleet, gradually burning off *Leander II* (Les Job, AUS96) and *Tarakona* (Hugh Howard, GBR600) to be clear to tack near the port layline. *Solveig* was always looking early for the start at the leeward end and was over at the gun. Restarting she crossed behind and tacked in clear air to follow the fleet but subsequently went a bit further to the right towards stronger breeze the crew had spotted. *Hotspur* had gained a handy break by the top mark with *Solveig* working some good shifts and recovering to second, about four lengths behind, accompanied by *Amazing Grace*. These three established a mini-break from the rest of the fleet with *Hotspur* maintaining a good lead at the bottom mark and *Amazing Grace* sliding past *Solveig* into second on the downwind leg. In increasing breeze and chop *Hotspur* put down the accelerator and further increased her lead by the top mark again, with *Amazing Grace* establishing a clear second over *Solveig*. The rest of the fleet were slugging it out for a very close 4th place. The status quo remained at the front of the fleet for the remainder of the race where the finish saw *Hotspur* by over a minute from *Amazing Grace* with a further two minutes back to *Solveig*. *Toogara* managed to grab a precious 4th. After a long, exciting and exhausting five hours on the water, only one boat (Norm – we figured he was punishing his crew) flew a kite on the two-mile run back to the club marina. One of the *Solveig* crew remarked that he had never been so tired after a day's racing in 30 years of Dragon sailing ... and another two races were programmed back-to-back in expected fresh conditions on the morrow!

Heat 3: a little relief



Conditions: 30°C-ish, breeze 8-12 knots, course 250°, weather leg 1.2 nautical miles.

Being on the line at the leeward end turned out to be a big advantage at the start as boats that tacked off

towards the right to clear their air were soon in trouble. *Tarakona*, *Leander II* and *Solveig* were best off the line with *Hotspur* and *Karabos VIII* amongst those who headed right. A big shift to the left soon after saw any lateral separation translated into major gains leaving *Tarakona* about six lengths ahead at the top mark followed by *Solveig* with *Leander II* a couple of lengths further back. *Hotspur* and *Karabos VIII* were buried near the back of the fleet. *Toogara* managed to hit the top mark and had to take a penalty, putting her also well back. *Tarakona* maintained her lead on the run but *Solveig* had closed by several lengths at the bottom mark where the boats were greeted by a change of course to 200°. *Solveig* managed to snatch the lead on the last tack towards the top mark second time and gradually extended the margin in the light conditions to win by over 1½ minutes. A close dual saw *Leander II* grab *Tarakona* on the last work to end up second by 6 seconds. Persistent and clever sailing by the *Hotspur* crew saw them work their way into 4th place across the line after the apparent oblivion of early in the race.

Heat 4: back to back with Heat 3, the first of the dog-fights

Conditions: breeze 12-18 knots, course 210°, weather leg 1.4 nautical miles.

A close, even start saw a drag race off the leeward end between *Toogara*, *Solveig* and *Hotspur*. *Hotspur* ducked *Toogara* after the first tack only to find herself struggling to keep out of bad-air from *Solveig*. Her tack off to clear allowed *Toogara* and *Solveig* to establish a break and they were close together rounding the top mark. *Toogara* claimed a boat length lead on the first run and maintained this to the top mark the next time. With the two lead boats postponing any intense dueling until later in the race, although there were a couple of lead changes, a significant gap opened to 3rd place. By the start of the last run, *Toogara* had grabbed a four-length lead, the biggest so far in the race. Working the boat hard downwind in a freshening breeze, *Solveig* managed to move past and to a boat-length lead by the half-way point only to see *Toogara* come back and round the starboard gate mark first with *Solveig* on her stern. The start of the beat to the finish saw *Toogara* sail fast to the left while *Solveig* was slightly slower for a period while working her way to weather for clear air. *Solveig* was first to tack and was immediately followed by *Toogara*. At the first crossing *Toogara* had a two boat-length lead. A tacking duel ensued with *Toogara* applying a loose cover on starboard but hammering *Solveig* each time they tacked back onto port. A great tactical leg by *Toogara* saw them take the gun comfortably by 31 seconds with the fast finishing *Hotspur* and *Karabos VIII* closing on the leaders during the tacking duel and fresher breezes of

the last leg to end up just 15 seconds and 24 seconds respectively behind *Solveig*.

The break after the first four races for the lay-day saw *Solveig* leading the series on 4 points (dropping a 3rd) and *Hotspur* on 6 points (dropping a 4th), with *Toogara* and *Amazing Grace* next tied on 11 points. The boats beyond the first two had big numbers to drop and so could not afford another poor result.

Lay Day



The *Solveig* crew took it easy during the day while many of the other crews took advantage of the opportunity to head out of town to some of the wine areas. But, what does a sailor do on a lay-day? Go sailing of course. Several of the Dragoners braved it out on the water for the very popular CYCSA Wednesday Twilight race. A fabulous time getting wet in 25 knots of breeze; but with a beer in hand ... who cares?



I'll let Mark Cubitt explain what he is attempting to do here, something to do with having a great time I imagine.

Many thanks to John Collett who not only took the WA contingent out on *Serein* but also managed to get another gun for WA at the end of the race! The meal that was put on by the club afterwards was something special, with excellent meat, chicken and fish, and at least a dozen different varieties of tasty and exotic salads. A fantastic evening with first class hospitality by the club members.

Heat 5: getting down to the business end

Conditions: 29°C, breeze 10-15 knots freshening to 25 knots by the end, course 210°, weather leg 1.7 nautical miles.

Strong winds had been forecast so rigs were tensioned before heading out in light to moderate conditions, trying to get the body moving once again.

The race started in about 10-12 knots of breeze with *Hotspur*, *Tarakona* and *Leander II* heading off to the left from the leeward end and while *Karabos VIII*,

Toogara and *Amazing Grace* were going the same way from the boat end. *Amazing Grace*, *Toogara*, *Hotspur* and *Isis* had the best of the first leg. *Solveig* was a bit back at the gun and twice tacked off to the right after being rolled over. *Hotspur* coming in on port just short of the top mark tacked under *Amazing Grace* and *Toogara*, who were on the starboard layline, but nearly stalled in the building chop when they tried to shoot the mark. This lost her several lengths on the leaders *Amazing Grace*, *Toogara* and *Isis*. *Solveig* was even worse off, near the back of the fleet at the top mark, but well close enough to be within striking distance. *Karabos VIII* had a fantastic second half of the first run, cleverly working herself to a two-length lead by the starboard gate mark ahead of *Amazing Grace* and *Toogara*, while *Hotspur* was forced into a wide rounding outside these two.

Meanwhile a good run by *Solveig*, following *Isis* more down the centre than the rest of the fleet, saw her make a significant gain and nip inside *Isis* around the port gate mark seconds after *Karabos VIII* at the other side. Seven boats rounded the leeward marks within 20 seconds, so it was on again up the next beat. In freshening conditions and increasing seas by the top mark *Karabos VIII* had extended to a four boat-length lead over *Solveig* while *Isis* was just holding off the chasing pack in third. *Amazing Grace* had had a disastrous beat and was near the rear when she rounded. Places remained unchanged downwind while upwind *Karabos VIII* again turned on the speed going straight to the port layline and extending to over a minute by the top mark while *Solveig* concentrated on keeping *Isis* at bay.

The downwind finish saw Norm and crew win by one minute 18 seconds with just 25 seconds spanning *Solveig*, *Isis* and *Hotspur* in that order next.

Heat 6: the boot on the other foot

Conditions: 30°C, breeze 12-20 knots, course 210°, weather leg 1.7 nautical miles.

The sea breeze made the fleet wait in glassy conditions but filled in fairly quickly once it arrived so that the start was delayed by only about an hour. *Solveig* got off to another good start with *Toogara* near the leeward end of the line, both working their way up the left side of the course within the 5° shifts towards the top mark where *Solveig* had established a two boat length lead. *Leander II* had a great first beat picking the shifts in the centre of the course to round a further four boat lengths back ahead of a close chasing pack headed by *Hotspur*, *Karabos VIII* and *Amazing Grace*. The first run saw little change with *Solveig* rounding the port gate mark and *Toogara* the starboard. A tactical duel was beginning to initiate on the next leg as the lead two steadily moved away from the remainder of the fleet with *Hotspur* and *Karabos VIII* fighting for 3rd. By the last run there

was a gap of about 2½ minutes between 3rd and 4th, but talking distance between the front runners with *Solveig* maintaining the lead. The downwind banter went something like “we’re glad to be here and not back there but I wish you were!”. The bottom of the run saw *Solveig* about two lengths in front of *Toogara* around the starboard gate mark. The boat was well and truly on the other foot up the final leg with *Solveig* moving away while forcing *Toogara* to struggle to maintain clear air on the starboard tack from the mark and then, in a carbon copy of *Toogara*’s great final work in Heat 4, putting a loose cover on starboard but being right in *Toogara*’s face on port for the rest of the leg. *Solveig* crossed the line 42 seconds ahead of *Toogara* with a minute and 45 seconds back to *Hotspur* in 3rd. The win gave *Solveig* an unassailable lead in the series with one race to go. The huge smiles and satisfaction we felt hid much disbelief that we had actually won the PPC! It was going to take some time to sink in. *Hotspur*, through her consistently high placings, had also tied up 2nd. However, 3rd was up for grabs depending on who was ahead in the final race between *Toogara* and *Karabos VIII*.

Needless to say, there was some celebrating that evening.



Heat 7: not in shape for an Amazing dog fight

Conditions: 32°C, breeze 12-18 knots, course 210°, weather leg 1.7 nautical miles.

The *Amazing Grace* crew, disappointed by their topsy-turvy results, spent a considerable time before the last heat retuning their mast and checking it for bends (after their incident on the road trip to Adelaide). They came out ready to fire, unlike the *Solveig* crew (although the skipper was fine). A good even start saw *Solveig* at the boat end for the first time and *Hotspur* in her normal leeward position. *Amazing Grace* was one of the first to tack off to the right while most of the remainder of the fleet headed left. Working several minor shifts saw *Solveig* make significant gains over the nearby boats only to see *Amazing Grace*, who had benefited even more by flicks to the right, cross by a length and then join the port tack leg towards the mark. First one boat then the other appeared to have the edge. By the starboard layline *Solveig* was too close to tack and had to wait on *Amazing Grace* and follow her stern around the top mark. This was the beginning of a duel that saw only a boat length between the two for almost the

entire race. Meanwhile *Hotspur* had moved into 3rd while *Toogara* was next and had *Leander II* between herself and *Karabos VIII*. The lead boats rounded on opposite sides of the leeward gate for the next leg, which saw a course change to 220°.

Several lead changes during the next legs saw *Solveig* with her nose in front at the top of the last run. An early gybe onto port put *Amazing Grace* on the inside of a leg where the leeward gate marks were unusually hard to pick up against the breakwater background. *Solveig* was first to spot them and hardened up onto course with *Amazing Grace* then responding. The boats were overlapped on the port reach towards the gate where *Amazing Grace* rounded to port and *Solveig* to starboard. The committee boat called them dead even at the rounding. *Hotspur* was maintaining her 3rd position about a minute back but was being closely pushed by *Toogara* and *Leander II* who were only seconds apart. A small gap had developed back to *Karabos VIII* leaving *Toogara* with one hand on the PPC 3rd. *Amazing Grace* was soon following *Solveig* towards the left with one boat then the other lifting and breaking on the short duration, few degrees shifts coming through. *Solveig*’s tack onto port saw the boats converging for several minutes ... “we’re going to cross them, no we’re not, it looks very even!” A crucial encounter saw *Solveig* decide not to risk a crossing in the sloppy conditions and take a big duck behind *Amazing Grace* who carried on about six lengths and tacked to cover, leaving *Solveig* in a good tactical position on her starboard side. *Solveig* hit a wave during her next tack and *Amazing Grace* managed to cross by about a length and then start to apply the screws by dumping right on *Solveig* as the boats approached the finish. Several more tacks saw *Amazing Grace* continually on *Solveig*’s air and gradually moving away for a win by 16 seconds, the largest margin of the day. A great win saw Tony Moody and crew leave the course for the final time happy. *Hotspur* consolidated her 3rd position by closing on the last leg to finish within 18 seconds of *Solveig* while *Toogara* held off *Leander II* by seven seconds to secure 3rd place in the PPC. *Amazing Grace*’s last heat victory saw her pip *Karabos VIII* on a count back for 4th place overall.



This was not during the PPC, but it is such a great shot . . .

Victorias' PPC Victorias' PPC

The Melbourne fleet had a disastrous start to the PPC. Originally planned to be four boats traveling – AIDA secretary Don Blanksby had to withdraw because of his wife Beverley's serious illness - on the departure day only two boats were ready to go. Andrew Merrett, who'd rewired the trailer and bought a brand new BMW 4WD was faced with a tow vehicle that couldn't operate the trailer brakes! Despite head office of BMW being involved this saga meant he was unable to take his boat to Adelaide. Of the two boats that actually left we were somewhat concerned to hear that Charlie Stanton (about 160km behind us) had his trailer break in two. He had two bits of luck. The first was that the boat masts held the boat off the road. (not too good for the car roof). In fact the first clue they had a real problem was when the masts started banging through the roof of the Toyota. The second bit of luck was that this had happened outside a pub in the middle of nowhere who happened to know where the local agricultural welder was. So Charlie turned disaster into victory and stayed in the pub overnight. The welder turned up at 0630 the next morning and Charlie was on his way by 0730.

Because of the low entry the formal dinner was cancelled but an excellent club dinner was attended by nearly all on the final Friday.

Adelaide was a world class venue and at the very least Adelaide should be considered as a regular site for the PPC as it does shorten the distance for WA Dragonistes and it is not too dreadful a distance from Sydney or Melbourne/ Tassie.

And the winner, Sandy Anderson is definitely a girl. Otherwise all those things I learnt in strange seaports around the world count for nought.

The Ted Albert Memorial series of three races was won by *Hotspur* (Ken Stevenson) with *Amazing Grace* and *Karabos* also posting wins.



Les Job and Chad Grafton with the Classic Dragon Trophy

Hugh Howard

Western Australian IDA State Championship Regatta 2006

The 2006 Championship proved to be a great representation of Dragon racing – tight, competitive action with a fleet of 16 boats and a variety of weather conditions to test the abilities of the crews. Melville Water on the Swan River was the venue for a fantastic series of races.

The first race was conducted on a Friday afternoon in 15 – 20 knots and set the scene for the competitiveness – first and second were separated by 1 second after 90 minutes of racing, with *Hotspur* edging out *Red Baron* by the narrowest of margins with *Solveig*, *Charisma* and *Solvent* close behind. The dock was alive with animated discussions after a great race.

Race 2 was on Saturday afternoon in 20 – 25 knots and proved just as exciting. After establishing a solid lead in really tough conditions heading down wind, *Canewdon Witch* veered sharply and sent Andrew Twine over the side – fortunately he managed to hang on to a sheet and pulled himself back on board. This let *Hotspur* through followed closely by *Red Baron*. *Hotspur* then put in a fantastic Chinese jibe right in front of *Red Baron* – apparently their were some saucer-like eyes on *Red Baron* watching the blue hull of *Hotspur* coming at them. Fortunately the collision was avoided and *Red Baron* sailed through for the win followed by *Hotspur* (11 seconds behind) *Charisma*, *Canewdon Witch* and *Solveig*.

Heat 3 and 4 were sailed on Sunday morning in fading easterly winds starting at 10 – 15 knots and ending at 8 – 12 knots. *Red Baron* sailed away in Heat 3 to win by 2 minutes – the most convincing margin of the series. *Hotspur* was next followed by *Solveig*, *Allegra* and *Canewdon Witch* – the pattern was being set (or so it seemed).

In Heat 4, *Cimarron* sailed off for what seemed to be a convincing win – not regular competitors, the crew were setting a cracking pace in the light conditions. Only a great tactical effort by *Allegra* stopped them from an all the way win – *Allegra* by 9 seconds to *Cimarron* followed by *Red Baron*, *Solveig* and *Canewdon Witch*.



Cimarron in Heat 4 – second by 9 seconds.

Heat 5 was sailed on the following Saturday afternoon in 18 – 23 knot south westerly winds, another test for the boats and crew. *Achernar* jumped out at the start and was never headed – she was untroubled out in front for the whole race winning by

50 seconds. *Puff* put in a strong performance to finish second followed by *Hotspur*. *Aeolus* (KA-109) finished very strongly to take 4th followed by *Red Baron* and then a blanket finish for the next 5 boats, all finishing within 20 seconds of each other.



A close finish in Heat 5, with the Perth city skyline in the background, and the 'Doctor' present.

Sunday was the finale with Heats 6 and 7 sailed in 10 – 15 knot easterly breeze. *Red Baron* sailed away to win by 30 seconds on Heat 6 followed by *Solveig*, *Hotspur*, *Canewdon Witch* and *Gazelle*. With smooth

water and steady wind, Heat 7 was a repeat, with *Red Baron* securing the title with a win by 30 seconds from *Canewdon Witch*, *Hotspur*, *Allegra* and *Achernar*.



Series winner – Red Baron finishing

Heat 7. Those West Australians certainly have great sailing conditions

Series winner – Red Baron finishing Heat 7. Those West Australians certainly have great sailing conditions

Results for 2006 WAIDA State Championship

7 Races; 5 to Count

Boat	Name	Skipper	Total	1	2	3	4	5	6	7	
1	181	<i>Red Baron</i>	Tony Lynn	6	2	1	1	3	5	1	1
2	144	<i>Hotspur</i>	Ken Stevenson	11	1	2	2	7	3	3	3
3	173	<i>Solveig</i>	Andrew Locke	17	3	5	3	4	16	2	8
4	156	<i>Canewdon Witch</i>	Trish Ford	20	16	4	5	5	7	4	2
5	160	<i>Achernar</i>	John Anderson	25	6	6	16(OCS)	16(OCS)	1	7	5
6	199	<i>Allegra</i>	Geoff Totterdell	26	16	8	4	1	10	9	4
7	157	<i>Charisma</i>	John Longley	27	4	3	7	11	6	11	7
8	109	<i>Aeolus</i>	Sandy Anderson	32	8	16	6	6	4	8	10
9	116	<i>Solent</i>	Jeff Sinton	36	5	9	8	8	9	12	6
10	155	<i>Gazelle VIII</i>	Geoff Black	41	7	16	16(OCS)	9	8	5	12
11	147	<i>Gilt Dragon II</i>	Ian Malley	46	16	10	11	10	11	6	9
12	153	<i>Cimarron</i>	Paul Green	52	16	16	16(OCS)	2	13	10	11
13	191	<i>Puff</i>	Richard Lynn	57	16	7	16	16	2	16	16
14	55	<i>Gustel XI</i>	Andrew Johnson	57	9	16	10	12	16	13	13

15 78 *Slaghoken III* Craig Readhead **66** 16 16 9 13 12 16 16

Renovating *Basilisk* DKA76

Basilisk is polish for Dragon.

The current owner, Grant Bellamy, purchased her in November 2002. *Basilisk* was built by Billy Barnett at Mc Mahons Point in 1960 for Norm Longworth, with mahogany planks on silver ash and/ or pine ribs. Grant Bellamy of Llandilo purchased *Basilisk* from Ted Day in 2002, when she was moored in Berry's Bay.

She was in fairly bad shape when bought, so we took her out of the water and put her on the hardstand to assess what needed to be done.

The damage to the mahogany planks was very bad, unfortunately we could not re-varnish it, so we sanded down ready for painting the hull, deck and coach house.

Looking much better we raced with Drummoyne & Balmain Sailing Clubs through the summer series in 2003, during this time we found that the hull was leaking rather badly and needed considerable work.



We took her out of the water again at Easter 2003 for what we thought was going to be a 6-week exercise (little did we know!).

We stripped the hull back to the timber and the cast iron keel to metal. It took two weeks to strip the anti-fouling, layer by layer (40 years worth). We replaced 22 sections of rotten ribs that go into the bilge (hence the leaking), splined many joints and replaced 300 screws !



We painted the outside in a 2-pack epoxy paint, completely re-did the deck and hull, re-anti-fouled the bottom and re-varnished the interior.

We eventually re-launched *Basilisk* in July '04 after 15 months of hard work.



We (Grant, Dennis, Peter and Kevin) raced in the spring series with Balmain SC and we were lucky enough to win the point score.

The boat only takes a small amount of water now, so it looks like our hard work was worthwhile as she is staying quite sound.

Grant Bellamy



NSW Summer Twilight Series.

There wasn't much notice of this series so it was a good opportunity to encourage less experienced helms with the help of mentor crews.

Four boats entered and in the end, only four out of the five days were raced, due to an electrical storm on the Thursday.

Monday, three crossed the start line. *Florin*, helmed by Julie Clarke, had a good start followed by *Basilisk*, Grant Bellamy and *Isis*, Wolf Breit. The wind was light to moderate, steady SE. *Florin* stayed ahead around the course, *Isis* managed to slip past the beautifully restored *Basilisk*.

Tuesday there was a moderate to strong NE wind with all four boats starting. *Taranui*, helmed by Alex

Kennedy, had a good start and lead throughout the race. There was plenty of cross tacks between *Isis* and *Florin* with *Basilisk* not far behind.

Wednesday, sadly *Basilisk* had a gear failure just after the start so did not finish, but in a good breeze with gusts of 22 knots *Florin* came in ahead of *Tarunui* and *Isis*.

Friday's race started in a light breeze, which favoured *Florin*, but once the wind increased *Isis* could not be caught and was followed by *Florin* and *Basilisk*.

Although only a small number of boats entered, the series was, yet again, a congenial Dragon event culminating in a dinner in the Careening Cove Room at the RSYS on Friday night where Julie Clarke was presented with the "Beginners Luck" trophy!

Thanks are extended to Richard Franklin, Robert Alpe, Bob McCluskey, John Sexton, Clive Jones, Dick Sargent, Iain Moray, Tom Glyn, Derek Hand and Michael Boyd who gave their time and expertise during the regatta and to Wolf Breit for organising the roster.

Winter Dragons 2

Building on the highly successful "Winter Dragons" program in 2005, the Sydney based IDANSW has launched its second mentoring initiative "Winter Dragons 2". Racing begins on 6 May and eleven RSYS Saturday winter races will provide an environment in which the Sydney Dragon fleet's best and most experienced sailors will volunteer their time to mentor those interested in developing their skills in Dragon racing.

Last year we had 3 Dragons entered with the result that two participants made the transition from crew to helming, each subsequently showing a respectable performance in the main racing season. New crew members developed the confidence to participate in the main racing season and international Interport events.

This year, 2006, we expect 5-7 boats to be entered and our challenge will be to get enough volunteer mentors to cover each boat each Saturday, the concept being that the experienced mentor will take the main sheet role and supervise and advise the novice helm and foredeck on each boat.

The effectiveness of the program was proven in 2005. The fairly mild but variable westerly winds over Sydney's Harbour in winter provided conditions for confidence building in helming and the development of sailing skills on reaching, running and up wind courses. This success in nurturing sailors to get over the threshold to participate in main series racing is likely to result in a further 3 new Dragons to participate in the 2006/07 RSYS series, including, attracting back 2 woodies into the racing fold. We believe that with an ongoing commitment to the

Winter Dragons in the future, the active Sydney racing fleet will reach 20 boats in 2007. This would confirm the major resurgence of interest in active Dragon racing in Sydney which has been evident for the last two years.

This year the mentoring program will be complemented by six evening seminars focussing on the uniqueness and peculiarities of Dragon sailing. Mentors and crews will also be encouraged to review and analyse each previous race. A broad base of our membership is committed to this program as a means for growing the Class in Sydney. There is an enthusiasm and preparedness to contribute which is quite infectious. The staid niceness in Sydney Dragon racing is making way again for gentlemanly competitiveness within this pedigree class!

Wolf D Breit

Tasmania

Another year has gone by and unfortunately the number of boats competing prior to Christmas for the Derwent Sailing Squadron Summer Pennant was very disappointing, with a maximum of only five boats.

One of the stalwarts of the fleet in Tasmania, David Graney, had sold his beloved *Kirribilli II* to Andrew Crisp, who is sailing in Dragons for the first time competitively. We had to wait until heat three to see what Andrew was all about, surprise, surprise *Kirribilli II* first, heat four *Kirribilli II* first. It was obvious Andrew was a very competent sailor and a great asset to the Class.

The other pleasing aspect of having Andrew in the Class was that David still remained as mainsheet and provided some local knowledge to Andrew.

To those that are wondering why David had sold his boat, he decided that he would like to take another direction with his sailing and purchased a trimaran which he tells us is a totally new experience, slightly faster than the Dragon!

The Pennant was won by Wayne Wagg (*Mystere*) on a count back from Les Job (*Leander II*), with Jock Young (*Tahune*), third.

Post Christmas didn't see things improve with the number of boats on the water. Jock Young sold *Tahune* to a buyer in Queensland, the sad loss of Les Job and the re-occurrence of Robin Sims illness kept him off the water after heat two.

The Pennant was won by Hugh Wardrop (*Leander*) from the consistent Wayne Wagg and Ray Batt (*Gazelle*). It was great to see Ray back after a year acting as the start boat and PRO.

The State Championship saw Justin Barr (*Sassafras*) coming back to the fleet and immediately slipping into the competitive groove after a season out of the Class sailing his OK Dinghy.

After some very close and competitive racing and several protests there were three boats locked on ten points, *Kirribilli II*, *Leander* and *Sassafras*. After the protests were heard the end result, after a count back, saw Andrew Crisp take out the title in his first season; congratulations Andrew, I am sure we are going to see lots more of you during the coming years.

It is Andrew's intention to attend the next four Prince Philip Cups and to show how serious he is he has just purchased a new trailer. It is great to have someone with this level of passion for sailing being part of the Dragon Class.

We have seen the purchase of *Rage* by Jock Young and I am sure we will see even more competitive racing from Jock and his crew now he has a glass boat. Jock showed his skills at the PPC in Melbourne in 2005 when he sailed Hugh Wardrop's *Leander*, his first outing in a fibreglass Dragon.

We have also seen the purchase of *Freycinet* by Steve Henley who is looking forward to getting back to sailing.

Given that Nick Rogers is looking at competing at the PPC in Perth later in the year we are looking forward to the launch of his new Dragon prior to the season opening in October.

Our Association is looking forward to the coming season and is expecting to see a fleet of 8 – 10 boats on a regular basis with some very close and competitive racing.

Des Sward TIDA President



D AUS 144 Hotspur, with Ken Stevenson at the helm, chases down D AUS 180 Karabos VIII, helmed by Class doyen Norman Longworth, Adelaide PPC, January 2006.

Australian International Dragon Association
Po Box 6737 St Kilda Road Central Melbourne
Victoria Australia 8008
Phone 61 3 9536 3103 - Fax 61 3 9525 3656
Email: dragon@assocmanagement.com.au

**Minutes of The Annual General Meeting,
of The Australian International Dragon
Association,
held at The Cruising Yacht Club of South
Australia, North Haven, South Australia,
on Friday 6th January 2006, commencing at 3.00 pm**

1. PRESENT

Des Sward - President, Tony Moody - Sen VP, Don Blanksby - Secretary/ Treasurer, Les Job, Hugh Howard, Bob McCluskey, Charles Stanton, Robert Alpe, John Moncrieff, Richard Franklin, Mark Cubitt, Sandy Anderson

APOLOGIES Andrew Merrett, Andrew Johnson.

2. MINUTES OF THE PREVIOUS MEETING

It was moved R Alpe, seconded D Blanksby that:
"The Minutes of the 2005 Annual General Meeting be accepted as a correct record of the meeting"

Carried

3. MATTERS ARISING

Swing straps discussion – Victoria to prepare a draft for circulation to States for comment prior to submitting to the Technical committee

Martin Graney Memorial Trophy – The meeting thanked Robert Alpe for his generous donation of the excellent trophy.

4. PRESIDENTS REPORT 2005

Happy New Year to all and may those that have made the journey to Adelaide have a safe, successful and enjoyable Regatta.

The year has come and gone with several controversial issues, none more so than this Regatta, which after every State agreeing that it was a great idea to hold the PPC in Adelaide to promote the class, the number of entries are far below those anticipated. It has been suggested that the Association should learn from this experience and not try to hold a PPC in a State that doesn't have an active Association, hindsight is a marvellous thing.

I disagree with the fact that we should stay away from State's that don't have an active Association, as I believe it is this Associations and to a lesser degree the State Associations responsibility to promote the class nationally. If all the State's (no exceptions) had made a more concerted effort I am sure we could have had a fleet of 13-15 boats at this Regatta.

The other issue of significant importance and which appears to have created a great deal of controversy and back door discussion is the granting by the AIDA of the Worlds 2009/2011 to Melbourne, which has since been rejected by the IDA. This decision I believe is based around the petty attitude, once again, of some ill informed European Dragon sailors. A formal response has been sent to the IDA, with no reply as at this date. Given that the decision was to grant the Worlds to Melbourne I believe all States should have accepted this decision regardless of our own State opinion as to why they should have had it and not Melbourne. It is obvious that the IDA is aware of the parochialism that exists in Australia; this was never more evident than during Hobart's bid and planning for the 2003 Worlds. I suggest it is the AIDA's responsibility to ensure that the Worlds are sailed in Australia at the location, that firstly can provide fair sailing in all wind conditions and secondly is geographically positioned to best promote the class nationally. The matter of the Host City needing to be a sexy or preferred destination by the Europeans comes a distant third in my opinion to the above.

To show that there is unity in the Dragon Fleet in Australia I ask that this meeting unanimously supports the submission presented to the IDA by the RBYC & the VIDA and asks the IDA to revoke its decision and grant Melbourne the right to host the Worlds in 2011. It is then up to us all to promote the event.

Moving away from the above I wish to congratulate the Crew of Imagination for winning the 2005 PPC in Melbourne a series which once again produced some great racing with the result coming down to the final race.

Thanks should go out to Robert Alpe for his kind donation of the Martin Graney Perpetual Match Racing Trophy. I believe this trophy is one that the Graney family will be very proud of and I understand from Robert that it is worth racing for.

Robert on behalf of the Graney family and this Association we thank you for this significant donation. It is extremely disappointing that the Match Racing had to be cancelled due to the lack of overall entries for the PPC. The establishment of this series was fully supported at the last AGM and yet we could only find two possible entries. Next year the Graney family is proposing that there be eight entries. All States should make every effort to start promoting this part of the Regatta so that we don't have a repeat of this year. The proposed format which David Graney was going to present at this meeting allows all participants to race on an even playing field. I will organise with David to provide details of the proposed format to each Association for review at his earliest convenience. Any questions can then be directed straight to David. The matter of class promotion continues to be a hot subject and one that I believe is a problem nationally.

As the class continues to flourish in Europe, in Australia we have problems enticing new blood into the class, maybe not so much crew but new owners. At the last class meeting in Hobart, it was agreed that we would develop a list of names who we would target as possible buyers and invite them to participate in a race day, where they actually sail the boat with the owner and one of the crew. It is our belief, that unless you give them the opportunity to steer the boat, getting them interested in buying a boat is very difficult.

Des Sward AIDA President

It was moved D Blanksby, seconded T Moody that:
"The Presidents Report be received" Carried

5. FINANCIAL REPORT

The Treasurer D Blanksby presented the financial Report to the meeting.

It was moved R Franklin, seconded H Howard that The Financial Report be Received Carried

6. REPORTS

6.1 WESTERN AUSTRALIA

Mark Cubitt has been elected as President in WA. State champion Tony Lynn. The fleet numbers are strong with up to 14 regular starters. DAUS191 has been bought back from Japan.

Two boats are attending the PPC in 2006.

6.2 NEW SOUTH WALES

Richard Franklin reported; The fleet is strong and growing with 21 boats registered. With up to 16 starters and 13 competing in the State titles. The State is financially sound.

The Winter Dragon Series has been most successful and provided the opportunity to introduce potential owners and crews to the fleet.

6.3 TASMANIA

Unfortunately there is very little to report on the Tasmanian scene. The number of boats on the water pre-Christmas has been very poor with the maximum number of starters being five.

Hopefully these numbers should increase when we resume sailing at the end of January, with at least three other boats back on the water.

Nick Rogers is still hopeful of having his boat sailing prior to year-end now that he has his new mast.

As mentioned in the Presidents report we in Tassie are still having problems attracting buyers to the class.

Hopefully the planned targeting of people in other classes to participate in the introductory race day later in the season will have some positive results.

We see one of the problems of attracting the 25 – 40 age group into the class, is that many of these people are jumping on the likes of the Farr 40's etc., where they can have some exhilarating sailing, with very little effort and no need to spend any dollars. These types of boats weren't so prevalent 10-20 years ago.

If this is one of the issues that are being encountered around the country then the States need to look at it as a group.

From a state point of view it is very disappointing to see only one boat representing Tassie as we were totally supportive of holding the PPC in Adelaide.

6.4 VICTORIA

Hugh Howard presented the report on behalf of Andrew Merrett the Victorian President. Enthusiasm in the fleet is high albeit competitors are down for the first half of this season. And some good prospects for new boat owners are being pursued. Dragons were displayed at Sandringham Yacht Club sailboat show and created much interest.

Charles Stanton and Tony Moody were jointly awarded RBYC Yachtsmen of the year 2005.

6.5 TECHNICAL OFFICER REPORT

Andrew Johnston is an apology for the meeting and a report not received.

It was moved T Moody, seconded C Stanton that: Hugh Howard be the understudy Technical Officer for the AIDA

Carried

6.6 PUBLICITY OFFICER/ DRAGON BEAT EDITOR

Leigh Edwards is an apology for the meeting and a report was not received.

7. ELECTION OF OFFICE BEARERS

As there were no other nominations an election is not required and it was resolved that:

The Following Are Declared Elected:

President	Des Sward
Senior Vice President	Tony Moody
Secretary/Treasurer	Don Blanksby
Vice Presidents	
- New South Wales	Richard Franklin
- Victoria	Andrew Merrett
- Western Australia	Mark Cubitt
- Tasmania	Robin Sims
Technical Officer	Andrew Johnston
Assistant Technical Officer	Hugh Howard
Publicity Officer	Leigh Edwards
Honorary Auditor	D Blanksby will organise a volunteer to be the Honorary Auditor.

8. SUBSCRIPTIONS

It was moved M Cubitt, seconded R Alpe that the subscriptions for 2006 remain at \$65. Carried

9. WORLD CHAMPIONSHIPS IN AUSTRALIA 2001

The submissions made to the IDA and the IDA responses including the email reply to the AIDA President by Rupert Fisher this week was tabled which rejected the AIDA decision and the Submission submitted on behalf of the AIDA by the VIDA and RBYC.

Much discussion ensued with the following points summarised below:

- **IDA Guidelines for submissions** – The IDA rejection contravenes their requirements for a venue as regards the documented requirements they stated they require of a venue
- The IDA guidelines indicate a country selects the venue, yet this rejection overrides the basis on which the submission was made
- The attitude of the IDA endorsed the perception of many that they were a Northern European centric body. It was attitudes such as this that created different world championships in sports such as boxing and it would be unfortunate if it ever came to this in the 'International' Dragon Class.

Victoria Comments

Port Phillip venue with RBYC conducting the regatta

– The VIDA submission had highlighted the benefits offered and rejected by the IDA

- The largest container port in the country
- The course being within ½ hours sailing from the club
- The ability to conduct a wet or dry regatta
- World Class regatta and race management
- Courses are free from any interruption from other traffic and have winds without land bias

Venue – It is believed that Melbourne as a venue is most suitable due to

- Melbourne voted in the top 2 most livable cities in the world over the last 5 years
- Major sporting events and activities conducted in Melbourne include;
- Sail Melbourne, the largest regatta in Australia and the only Australian regatta qualifying for ?????
- The J24 World championship is being held with Sail Melbourne in 2006
- Volvo Round the World Race stopover venue
- Australian Tennis Open with attendances of 250,000 held in January each year
- Formula 1 Grand Prix 400,000 attendance
- Moto GP 250,000 attendance
- Commonwealth Games venue 2006
- Melbourne Cup and spring racing carnival with 140,000 attending the Melbourne Cup the largest attendance at a horse race in the world, over 500,000 attend the spring racing carnival each year.
- A cultural and arts centre of international stature

General Discussion

Despite the frustration felt from our submissions and the perceived lack of understanding of Australia it was agreed the AIDA whilst supporting Melbourne, we need to move forward, following discussion it was determined that:

- States were to go back and discuss the issue with their members and decide whether they were prepared to back Melbourne, given that there may be a chance

that Aust may lose the Worlds in 2011, or decide which State they believe should hold them.

- Australia seek to hold the 2011 Championship rather than have it lost from the Southern Hemisphere.
- If States are not going to continue to support Melbourne, they need to make a recommendation to AIDA of their choice.
- Following acceptance of a venue the State selected is to promote their venue to the IDA to maximise attendance.
- That all undertake to put full support behind the selected venue regardless of their personal preferences.
- That a teleconference be held in late February to finalise the AIDA submission.

ROTA SYSTEM TO SELECT VENUES FOR A WORLD CHAMPIONSHIP VENUE

The concept was discussed and agreed with in principal, however not accepted at this stage, as the system would not be relevant if the State Association was not strong at that time. Also the current attitude of the IDA may force us to change, as evidenced by the Melbourne selection.

11. PPC ROTA

2007	WA
2008	Tas
2009	NSW
2010	Vic

12. MATCH RACING

D Sward spoke on the method of scheduling the series, including:

- David Graney will contact the States to determine the final format
- Contestants should be State based 2 per state) in the first instance, then all other entrants be accepted to make up the numbers
- That consideration to holding prior or post PPC be considered

13. GENERAL BUSINESS

13.1 DRAGON MOULDS

Discussion took place on the AIDA purchase of the Dragon moulds located in WA, for approximately \$8K. Following discussion including the problems of:

- The expense of maintaining the moulds, storage and insurance
- The Ridgeway boat is more acceptable, the Smith moulds are available
- The cost of a second hand Petticrow is similar to the cost of building a new boat

It was resolved that The AIDA did not support the purchase of the moulds at this stage. Carried

13.2 INTER CITY SERIES

R Franklin recommended that an Intercity Series be conducted I 2007.

WA agreed to examine the conduct of a team racing series in 2007 over a Fri-Sun, it is expected that 6 boats would be required.

13.3 MEASUREMENT PRIOR TO A PPC

Following discussion it was moved L Job, seconded R Alpe that:

“Six different items be selected each year for measurement prior to a PPC,

Competing boats be measured prior to a PPC by State Measurers.

The entry form be signed off by the State Measurer and submitted with a PPC entry.

Measurement be conducted pre regatta.” Carried

13.4 VOTING REVISION

WA and NSW believe the current voting system is undemocratic and want votes related to the number of boats on register in each State.

Points discussed included:

- This means larger States would dominate the Association
- NSW and WA were dissatisfied with each State Association having an equal vote and wanted more control
- It does not allow for all members of the Association to have a vote
- If boat owners only vote why would crew join the Association

Discussion to be continued following a written submission from WA and NSW.

13.5 SAILING MAGAZINE ARTICLE ON PPC

It was agreed that each boat would write up a heat of the PPC and forward to the secretary to consolidate into an article for Sailing

13.6 HAUL OUT

M Cubitt submitted that he would not comply with the Wet/dry haul out roster as the paint on his boat would blister and requested that the Sailing Instructions be changed.

It was agreed that the haul out Roster be maintained as the boats with preference for haul out then other boats be allowed. The secretary to advise the CYCSA.

13.9 CONSTITUTION REVIEW

Following discussion the following was agreed:

- The constitution needed revision
- Consideration to becoming incorporated be examined

The Secretary undertook to commence work on this item and report back to all.

14. NEXT MEETING

The next AGM and Face to face meeting be held in Perth in 2007 in conjunction with the PPC.

The IDA – an Australian Vice Chairman’s view.

This article is in 3 parts:

1. The History of the IDA
- to provide historical context
2. The Organisation and Responsibilities of the IDA
- to provide functional context for
3. My role as an IDA Vice Chairman

The History of the IDA

Prior to 1961 there was no overall authority for the Dragon Class. Each country with a fleet had an Association which decided its own fixtures, and as a result there were frequent clashes. At the 1961 Gold Cup in Rothesay, there were meetings between countries taking part, and a circular sent as to whether they would support the formation of an International Association. The main objectives proposed at that time were:

1. To be an advisory to the IYRU, being understood that the IYRU would continue to administer the Class and its Rules
2. To keep the Dragon countries in touch with each other
3. To co-ordinate views on the Dragon Class Rules prior to the IRYU meeting
4. To avoid clashes in International Dragon regattas

Acceptances were received from the fifteen countries with five additional countries indicating provisional approval. Representatives of thirteen countries attended a meeting on the 31st October 1961, with twenty countries in favour of initiating the IDA. A first Committee of six Officers was elected with Sir Gordon Smith (GBR) as Chairman, who was given the task of writing a Constitution. The results of the meeting were distributed to the National Associations of no less than thirty-one countries, which at time included Argentina, Bermuda, Brazil, Greece, Jamaica, Uruguay, Yugoslavia and Singapore, (none of which now operate Dragon fleets).

The inaugural meeting of the Association was held on 23rd July 1962 during the Gold Cup in Hanko, attended by nineteen countries.

There were no World or European Championships for Dragons at this stage, the Gold Cup, originally presented in 1936, being regarded as the major International trophy. Very quickly however the Coupe Virginie Heriot was converted to the trophy for the European Championship, the first being held by France in 1964 in Cannes. The meeting also agreed that the World Championship would be held in every other year, the first in 1965 in Sweden, with a maximum of two boats per country. His Majesty King Constantine presented the IDA with the Epathlon Vassileos trophy for the World Championship. It was soon agreed that the European

Championship should be held in every even year and the World Championship in every odd year. (It was decided at the 2004 AGM to have the World Championship in odd years, and the European Championship annually).

The first problems over the Dragon hull shape appear to have arisen in 1962 and led to a decision in 1963 that once a boat had been measured as a Dragon it was always a Dragon, and would not be liable for re-measurement (except for Olympic Games) unless major repairs had taken place. Olympic Triangle courses became standard at this time. 1965 saw a proposal to use templates for measurement. 1966 was when the American "Buddy" Friedrichs, using a lightweight mast designed by Savell in San Diego and North Sails came to the Centenary Regatta in Copenhagen and won the European Championship, but due to a collision before one of the races only managed 2nd in the Gold Cup. This was a heavy regatta, which gave rise to a concern about the durability of light masts, which resulted in the introduction of minimum weight and centre of gravity rules.

By 1969 the scarcity of suitable spruce for masts in many areas resulted in the decision to experiment with alloy masts of comparable performance. At the same time the question of glass-fibre hulls was raised and Borge Borresen agreed to build a prototype according to a specification that he was not allowed to draw up himself. Alloys spars were produced for trials in 1970, and this was extended to include the main and spinnaker booms. Spinnaker hatches and chutes were also permitted about this time and introduced in 1971 at the same time as the alloy spars. Borresen was building most of the Dragons in Europe. A GRP boat was shown by Borresen at the London Boat Show in January 1972. GRP boats were approved by the IRYU after a thorough investigation of the specification in the early '70s, but they were not eligible for trophies until November 1972, so they did not sail in the Olympics that year.

The Dragon had taken part in the Olympics since 1948, but was de-selected after 1972. Had the GRP boats been available earlier, perhaps they could have continued.

During 1974, Borge Borresen modified a Dragon rig with a larger genoa and spinnaker. In trials in Denmark the boat was slightly faster to windward but not in light weather. There was hardly any difference on a run and it was dropped after thanks to Borge Borresen for carrying out the trials. Wooden decks on GRP hulls, originally started in 1973 in Switzerland, were finally approved in 1975 along with Cold Moulded construction.

The Organisation and Responsibilities of the IDA

The IDA is the overriding international body that co-ordinates and controls our sailing Class. The IDA has a constitution and specific objectives, namely:

1. To further the interests of the International Dragon Class in all countries where Dragons are sailed and to introduce the Class to new countries.
2. To be responsible for the administration of the Class rules and co-ordinating proposals for rule amendments for consideration by the International Sailing Federation (ISAF).
3. To ensure that the class retains its "International" status by complying with the criteria adopted by the ISAF.
4. To co-ordinate and select venues for the:
 - a. World Championships
 - b. European Championships
 - c. Gold Cups
5. To produce regular newsletters containing information about the Class and the activities of the IDA.

As an Association, it has members and Membership is open to any properly constituted National Dragon Class Association.

The preparation of the agenda for general meetings and the day to day management in accordance with the wishes of the IDA in general meeting is the responsibility of an Executive Committee (also known as the Officers of the IDA) which comprises:

- a. Chairman
- b. Up to three Vice – Chairmen
- c. Treasurer (who may also be Secretary)
- d. Secretary

The Chairman and Vice-Chairmen are elected for a period of 2 years and may be re-elected for a second and final term. The Treasurer is elected for a term of 4 years and may stand for re-election without restriction. Also The IDA may elect a President and may, at its discretion, elect Vice-Presidents. The Officers of President and Vice-President shall be reserved for those whom the IDA especially wishes to honour by reason of their interest in the class. The IDA Annual General Meetings take place in October or November each year, which precedes the annual meeting of the ISAF.

The Technical Committee is responsible for:

- a. Considering all technical matters concerning Class rules.
- b. Putting forward proposals for Class rule amendments.
- c. Monitoring and supervising the work of the Class Chief Measurer.

- d. Arranging and monitoring measurement checks at the World and European Championships and the Gold Cup.
- e. Monitoring the performance of Class measurers throughout the world with a view to ensuring that all Dragons comply strictly with the class rules.
- f. Publicising as soon as possible any interpretations, permissions and rulings to all Officers of the Technical Committee, all National Dragon Associations and Licensed Builders.

The Technical Committee will usually be less than 10 persons and not include anyone with a commercial interest in the class (eg. boat-builders, sail makers). The Technical Chairman, appointed by the Executive Committee, may invite boat-builders, sail-makers, spar-makers and measurers to attend Technical Committee meetings.

The income of the IDA is derived from: -

- a. Subscriptions charged to National Dragon Class Associations based on the number of registered Dragons; the subscriptions due in January each year, the amount determined at the AGM.
- b. The ISAF in the form of a percentage of building fees received from registered builders, such amount to be agreed by IDA Officers.
- c. The sale of sail labels, the cost determined at the preceding AGM.
- d. The sale of Class rules, drawings, newsletters, other publications and articles associated with the IDA.
- e. Class sponsorships.

An annual statement of accounts is made up to 31st August and submitted to the AGM, and subject to independent audit.

Other items of interest are:

- The official language of the IDA shall be English.
- All communication with the IDA or Technical Committee is through the Secretary.
- National Associations should send a list of their registered boats by 31st December each year.

Misconduct may result in the offender being subject to:

- a. Withdrawal of recognition as a member.
- b. Refuse entry to IDA organised regatta
- c. Recommend suspension from the National Association
- d. Take legal action to preserve the good name and reputation of the Class.

My role as an IDA Vice Chairman

During 2004 I was contacted by the IDA Secretary, David Dale, about the possibility of my becoming a Vice Chairman, were I to stand and be elected at the next IDA AGM. This was interesting to me for several reasons, not the least of which was that no Australian sailor had ever held such a position. And at that time, I was in the final term of my Presidency of the NSW IDA, so a new challenge might be quite interesting.

I had enjoyed my role as NSW President believing the Association had progressed under my term at the helm. I was most fortunate to have been heavily involved in the Australian 75th Anniversary celebrations that peaked with the well attended Prince Philip Cup, Masters Series and the Sayonara Cup Challenge in Sydney, January 2004. I must confess however, that my enthusiasm for the Presidents role waned somewhat thereafter, until I relinquished the position.

On my next business visit to the UK, I went to Lymington (on the Solent) where David Dale lives, sails and performs his Secretarial functions. We enjoyed lunch at his sailing club and I was given the once over to see if a person from down-under could possibly be a reasonable addition to the existing Vice Chairmen. I must have made an impression as I was asked for a resume, and placed on the ballot as the next IDA Vice Chairman.

I could not make the IDA AGM in London in October 2004 as my ageing mother was gravely ill. But as luck would have it, I was voted in as the new boy anyway.

The IDA Executive group then consisted of David Dale (UK) [Secretary for 4 years], Andrew Craig (IRL) [Treasurer for 10 years], Thomas Olrog (SWE) [Chairman of 3 years], Louis Urvois (FRA) [VC of 3 years], Rupert Fischer (GER) [VC of 1 year] and me. I consider myself most fortunate to have begun my tenure with these particular gentlemen as role models. Their considerable experience and shared wisdom was most helpful in effectively pulling me into the fold and teaching me the ropes.

It was not until my first 'in person', all day meeting with the Officer Group at the London home of Louis Urvois March 2005, that I really began to 'get the hang of it' all and feel integrated into the group. Being on the other side of the globe did not create a communications nightmare as some had presumed. If anything, the communications between Officers was improved, as not only were the usual tele-conferences held, but more of the debate on all issues was put down on paper (e-mail) and this allowed me, (and everyone I presume) greater 'pondering and deliberation options' when responding. It suited me actually, as I would get to the office of a morning, read the comments, views, debated points that had

occurred overnight and have all day to mull them over before responding at the end of my day in time for the beginning of theirs!

I was able to attend the 2005 IDA AGM in Hamburg, in October. Both Thomas Olrog and Louis Urvois had completed their terms as Officers and could not stand for re-election. Rupert Fischer was voted in as Chairman, with Xavier Rouget- Luchaire (FRA) and Peter Warrer (DEN) elected as the new Vice Chairmen. A new broom sweeps clean as they say and Rupert immediately set about creating specific responsibilities for each VC. Xavier has the Class Rules and Technical Matters portfolio, Peter has the Communication and National Secretaries responsibilities and I have Racing and Regatta Regulations. Rupert, as Chairman has overall responsibility and performs a political role when required. All communications between Officers go through David Dale, to secure the communications loop and apportion items where appropriate. This does not mean we do not talk to each other, it simply means one person knows everything that is going on and can supply objective comment and influence when required. Not everything within each Officers portfolio functions in a vacuum, to the contrary, many items cross over and influence another's portfolio, so the central collection and dissemination of our communications, benefits the management and productivity of the IDA.

It is an understatement to say that I have been very impressed at the level, intensity and quality of the contributions by fellow Officers, including our Treasurer and Secretary. I take this opportunity to assure the reader, your best Dragon Racing interests are being well served by those unpaid volunteers managing the class (Only our Secretary is paid). It is not a simple process to balance the wants and needs of 2000 boat owners. It is not always possible to provide outcomes that best fit the expectations of the every weekend sailor and the full time racer. Managing the observance of technical issues, be they with boat builders, spar or sail makers, is no easy matter and requires a constant contact with many of them. Our interface with ISAF is most important and requires diplomacy and finesse, as they, like the National Associations, are also our masters.

In conclusion, I ask myself, am I enjoying this experience? Answer: Yes.

And am I contributing? Answer: I believe so.

Will I stand for a second term? Answer: Yes, if offered.

Robert Alpe

(Edited for brevity and clarity, from an original five page manuscript, by the DB editor)

Stavros

Well, Campers. Yes, Stavros is still alive and kicking.

What news I have to tell, but before all that. What sadness I felt this morning? No, it was not the fact that Little Legs limped around the course



to complete the London Marathon, which means I owe £25, Nor was it because IRL 194 found 4 Iraqi's in their Dragon at St Malo, Nor was it because Peter Colby was lighter than me by 2 slabs of Tuna! No, the reason for my great sadness, was to receive this years Royal Torbay Regatta program and see that the Dragons are not included.

The class has now dissipated to such an extent down here in the West Country that the Bay where I served my Dragon apprenticeship, now considers that the International Dragon must now race handicap! What more can I say? but to ask all of you to not forget our grass roots, protect our local, club sailing as well as support the international circuit.

But, moving swiftly on. This winter has seen a fantastic amount of well organised and extremely well supported racing in Cannes. Although Palma did not really happen this time, it will be back with a vengeance this coming winter. With the usual Mediterranean Cup & Princess Sofia events followed by next years Gold Cup, Palma will be the place to be. Watch this space for the training and racing programme. The idea will be not to compete with Cannes, but to give an alternative venue for winter sailing. As numbers grow each year it is important to meet the demand of enthusiastic sailors.

This brings me onto the Russians. By god, they are good. I just can't understand how quickly they have hit the front of the fleet? I mean, come on, they may all be passed and present Olympic Medalists, train 6 - 7 days a week, buy the best and latest boats, have a new suit of sails for each regatta. . and so on. But, I just don't see how they keep winning?

Watch out in Cowes for the two outstanding finds of the season, Knock-a-bollock-off and his medalist brother Pop-a-bollock-off.

Of course Densil's Grandfather beat the current World Wrestling Champion, who at that time was the famous Grind-a-bollock-off, but that's another of my stories that I'm all sure you have all heard.

Lets now roundup the racing to date of the 2006 season. . The French Championships was won by Franky my-way Berg. The Iberian Championship was dominated again by Poul- Richard, closely followed by Len Jones and 3rd Uli Libor.

Len found his soul-mate in Jamie Lea this season, and has found that putting the spinnaker up downwind,

does help. But, joking apart, the boys have sailed very well this year and shows how winter racing keeps you sharp. I'm looking forward to Cowes Week with Len, (if I can get my place back)!

With Marcus Wieser dominate at the Princess Sofia, sailing one of the new BB Boats, everyone thought he would be favourite for Douarnenez. But, there was a Diamond in the Rough and RUS 77 (petticrow), won the Grand Prix with ease. Tom Lofsted in his new Peticrow was a deserved runner up and Henrick Dahlman in the old Rat Pack, flying machine 3rd.



Back on our domestic front, we have already had two of our area championships. Interestingly won by two very close friends. Rob Campbell took the East Coasts, while Len Jones the South. Well done to both gentlemen and their teams. Rumours' has it that they plan to celebrate together during the Ed Cup, (sou'wester hats will be provided for all invited). So in closing, it's off to Kinsale this weekend for me to try and get the Doctor John and my namesake Neil out in front of the competitive Irish Fleet at their South Coast Championships.

Whilst hopefully the rest of you happy campers will be preparing for the Ed Cup and Europeans at Cowes. Should be a fine event with the Great Ian Lallow in charge and the odd 10mins allocation for us all to visit the RYS, or are we outside on the lawn again?

Higher, Faster, Longer. . Stavros.



Werner Fritz was good enough to send me this magnificent photo taken from such an unusual angle – Thanx Werner

Open International de France de Dragon Yacht Club de Cannes 23 - 26/02/2006

#	sail	boat	helm (and notable crew)	pts	1	2	3	4	5	6	7
1	DEN 66	<i>My Way</i>	Franck BERG	15	23	2	1	4	5	1	2
2	SUI 296	<i>Ariston</i>	Vincent HOESCH	25	32	1	12	1	2	8	1
3	SUI 299	<i>Hll- Gaudium</i>	Ulli LIBOR	34	1	5	5	3	16	14	6
4	EST 7	<i>Dora</i>	Peter SARASKIN	34	5	7	3	5	4	10	26
5	GBR 705	<i>Whisper</i>	Poul Richard HOJ-JENSEN	60	6	9	22	19	11	12	3
6	SWE 336	<i>Pilen</i>	Tom LOFSTEDT	61	24	17	9	15	8	2	10
7	IRL 184	<i>Seabird</i>	Don O'DONOGHUE	63	2	33	2	8	14	4	DNF
8	IRL 183	<i>Whisper</i>	Michael COTTER	70	15	6	37	7	9	5	28
9	DEN 372	<i>Bb King</i>	Bo SELKO	77	17	BFD	13	11	12	9	15
10	NED 11	<i>Double Dutch</i>	Martin PAYNE) (Joop DOOMERNIK)	89	DNF	3	42	12	3	16	13
22	MON 1	<i>Munegü</i>	Christian BOILLOT	125	21	32	11	30	25	19	19
26	GER 982	<i>Chrisco</i>	Dieter SCHOEN (Andy HUBER)	141	22	20	DNF	6	DNF	11	18

Minutes 2005 IDA Annual General Meeting

Held at Norddeutscher Regatta Verein, Schone Aussicht 37, Hamburg, Saturday 29 October 2005 at 11am

Name	Position	Countries Representing
Thomas Olrog	Chairman IDA	Sweden
Louis Urvois	Vice Chairman IDA	France
Rupert Fischer	Vice Chairman IDA	Germany & Austria
Andrew Craig	Treasurer IDA	Ireland
Robert Alpe	Vice Chairman	Australia
David Dale	Secretary IDA	UK
Mike Hayles	Technical Committee	UK
Antonio Cardona	Chief Measurer	Spain
Gunter Ahlers	International Measurer	Germany
Lars Broen	Secretary NDA	Denmark
Karl Odent	Chairman NDA	Belgium
Mini Jaatinen-Genevet	Secretary NDA	Finland
Xavier Rouget-Luchaire	Chairman AFSID	France
Christian Boillot	Officer NDA	France
Eric Lebon	Secretary/Treasurer	France
Thomas Muller	Officer NDA	Germany
Vilmos Naray	Secretary NDA	Hungary
Peter Wonke	Officer NDA	Hungary
Tim Pearson	Secretary NDA	Ireland
Michiel van Dis	Chairman NDA	Netherlands & New Zealand
P Harmsen van der Beek	Regatta Officer	Netherlands
Marc van Bommel	Officer NDA	Netherlands
Henning Bull	Chairman NDA	Norway
Rov Giske	Secretary NDA	Norway
Igor Frolov	Officer	Russia
Arnold Shternberg	President. Moscow DA	Russia
German Gil	Chairman NDA	Spain, Portugal & Puerto Rico
Fredrik Jessing	Secretary NDA	Sweden
Dieter Schmid	Chairman NDA	Switzerland

1. Apologies for Absence Chris Dicker (UK), Graham Bailey (UK) Jill Hayward (UK) Miguel Casellas PR)

2. Declaration of Proxies German Gil (SPA) for Portugal and Puerto Rico, Michiel van Dis (NED) for New Zealand, Rupert Fischer (GER) for Austria.

3. The 2004 Minutes The 2004 Annual General Meeting Minutes previously circulated were approved.

4. Chairman's Report Before making his report the Chairman asked the Meeting for agreement to alter the order of business by taking Item 9, Election of Officers to Item 10, and by bringing forward item 11, Major Regattas and Rota, to item 9a. In view of the contents of the Items for discussion, he felt it more appropriate that he and the current Officers led the Meeting through them. The delegates agreed with the proposed order. He then presented his report as follows; The Class is in good health with 80 plus boats at Gold Cup and Worlds and nearly 50 at the Europeans. In addition 100 boats at Douarnenez and Cannes and much activity during the Winter in Cannes, Cascais and Palma before the season got underway in greater Europe We very pleased to see boats from new builder Royal Denships in the leading Group at some of these Regattas and winning at the Regattes Royale. We were also very pleased to see the participation of a number of Russian sailors during this season in both new and older boats. Their presence near the front of the Fleets particularly at the Gold Cup and Worlds is a sign of their skill and we expect future challenges from their leading sailors and many more boats afloat as their own building gets underway. All the sailors winning these Regattas have shown a very high level of one-design racing skill, but I would particularly like to mention the superb performance of Jorgen Schonherr and his crew in 'African Queen'. They have now won three consecutive Gold Cups and this year the World Championships and did so by sailing consistently fast in the full range of weather conditions. Others have also made large contributions to our sport and I would like to acknowledge the very generous sponsorship of HLL at this year's Worlds enabling the Dragon Class to stamp our identity very strongly on the Baltic Week and maintain our own programme within this popular Regatta. I would also like to thank all our other sponsors and particularly Toshiba at the Europeans, and The Grand Hotel in Stockholm at the Gold Cup. This year the World Championships were preceded by the World Childhood Foundation Charity Race, which was followed by a very successful auction dinner in the presence of Queen Silvia of Sweden, President of the Charity. The entry fees and auction of the many valuable items donated to the Charity raised more than 100,000 Euros for the Foundation. You will have seen from the Agenda papers that the Officers have been giving much thought to the future of these events in order to maximise the sailing time and take advantage of local conditions which may allow more races per day. Some of our suggestions may be controversial but if

the Class is to progress and attract new, and younger participants, we must look to see how we can continue to make the racing attractive and challenging to a new breed of sailor. We recognise the desire of Dragon sailors to sail in new and attractive locations and are considering Dubai for a future event during the European winter season. Similarly we also very much hope that there will be strong support for the Worlds to be held in Australia in 2009 or 2011 Off the water our builders have continued to develop and produce even better boats and the decision to permit closed-moulding last year seems to have been a successful initiative, allowing greater consistency in the moulding/laying up and much improved environmental conditions for those involved in this stage of construction. This is my final meeting as your Chairman and I can look back on four very happy but also challenging years since I was elected in 2001. Together with my Vice-Chairmen colleagues during this time, we have tried to respond to the demands of the Class and to reconcile the sometimes differing requirements of sailors and builders, both of whom want to ensure the continuing development of our boats, but maybe at different speeds! I hope we have got the balance between progress and respect for the history and style of the Class and its wide ranging membership about right. My sincere thanks to Louis Urvois who is also standing down at this meeting. Louis' wide experience, his sailing and organising ability, and his infectious enthusiasm for the Dragon and everything to do with it, has been a great support to me and my colleagues during this time. Also I would like to acknowledge the significant contribution Graham Bailey has made to our technical deliberations during a time of transition in construction techniques and other 'behind the scenes' issues. I wish his successor, Mike Hayles great success in this essential post. Finally, I wish the next Chairman an enjoyable and peaceful tenure in my place and I am sure, together with the existing and new Vice- Chairmen, the Class will be in very good hands over the next few years. Thank you all, and the many active sailors I have met during the last four years around the Regatta and Club racing scene, for such a memorable and enjoyable time both afloat and ashore.

5. Treasurer's Report The Treasurer reported that reserves had increased by £1000 to £41,494 in line with our target figure. Receipts were boosted by an increase in the sale of sail labels, at 1,458 the highest ever achieved. Subscription income was also ahead of the previous year, boosted by the recovery of subscriptions some of which had been outstanding for several years. Payments were up £6,510 over the previous year and £4870 over budget. This was largely because of increased costs of monitoring new

builders and measurement of prototype boats, a predicted upgrading of a computer, the higher cost of the 75th Anniversary Newsletter and the cost of a new set of templates for a new builder.

6. Budget for 2006 The Treasurer presented his budget and in doing so was glad to point out that there would be no increase in subscriptions charged to National Associations nor an increase in charges for sail labels. He was also pleased to note that the expected acceptance of Self-Certification of masts would lead to a small increase in Revenue from the sale of mast stickers to manufacturers. On the payments side he had recognised the likely continuing costs of ensuring that the monitoring of builders, particularly new builders, and issues of measurement of new boats would be likely to continue, and he was prepared to allocate funds to ensure the continued integrity of our new boats. Both his Report and the Budget were accepted by the Meeting. Following his Report, concern was expressed from the floor about the level of administrative costs which are now being incurred by the Association. The Treasurer reminded the meeting that this was predicted 5 years ago when it became clear that the amount of work and time needed to run the Association was such that an unpaid volunteer was unlikely to be found to take over from the then Secretary. The salary levels for the Secretary and Assistant Secretary were agreed at that time and had risen only very modestly since. His own observation was that as the activity of the Association had risen considerably since, he felt that the two roles were essential to maintain the professional conduct of that activity, and he personally kept close control on the level of costs, as did the two incumbents. The Chairman also added that he agreed that the work load generated by the current success of the Class fully justified the current staffing and he too had noticed that there was much more 'behind the scenes' work that he had become involved in, particularly in the last two years.

7. Technical Committee Chairman's Report In the absence of Graham Bailey, the new Chairman, Mike Hayles summarised his Report which is attached to these minutes.

8. Class Rule Changes The Chairman went on to present this years Rule change proposals-also explained in Graham's Statement and invited a vote on changes to Rules 1.11, 1.24, 1.55, 1.85, 6.108, 6.109, 9.11 and 9.12. These changes were all approved with a two thirds majority of those voting. Rule 6.103 Self Certification of masts. He explained the reason behind this proposal and it was further explained by Gunter Ahlers. (Please see Graham's Statement for a full explanation). This was approved by the meeting

to take effect from the 1st March 2006. Proposed changes to Rules 1.52, and 1.53 which were dependant on the Self Certification approval, were also approved by the meeting Rule 13.10 Number of Crew, This proposal to allow 4 crew subject to the existing 285Kg weight limit attracted arguments both in favour and against. Those against were chiefly concerned with the safety issues of overcrowded cockpits and additional safety equipment to be carried/provided and felt more time was needed to evaluate both the practicalities of sailing with 4 people on board and the level of interest in doing so among the Class generally. Those in favour stressed the non compulsory aspect of the proposal, the favourable reactions from other One-Design classes who had tried it, the opportunity to include young people and smaller lighter people among racing crews and the advantage of opening the racing experience to a new group of people, as well as giving lighter crews the opportunity, by using an extra person, to be as competitive in weight terms as the heavier 3 person crews. An amendment to Class Rule 11.10.4 was made to ensure that boats racing with four crew have sufficient suitable lifejackets. It was agreed that this change to crew numbers would be reviewed at the 2008 AGM. In the meantime other Rule Change proposals which might arise from this change to permitted numbers of crew would not be considered until the 2008 AGM. At the vote the majority two thirds approval was achieved. The Regatta Regulations, Notice of Races and Sailing Instructions will be amended to ensure that for any event a boat shall sail with the same number of crew throughout. With the exception of the Self-Certification Rule all the others become effective once approved by ISAF.

9. Items for Discussion

9a Championship Rota The Chairman explained that because of the size of Fleets and the expectation of sailors for top class facilities ashore and afloat at the premier events, they will, in future expect a more detailed bid from countries wishing to host an event. Bids must contain:

- The proposed venue;
- The month(s) proposed with historical winds/ weather patterns;
- The format for proposed for the event i.e. number of races per day;
- Probable costs for entrants if containerisation is necessary to reach the venue.
- Confirmation that the venue has the facilities both ashore and afloat to accommodate the large numbers expected, as well as suitable access to the location by road and/or sea.

They had recently revised the Rota which they put to the Meeting as a broad proposal. After lengthy

discussion this proposal was revised, and countries and venues confirmed for the next 3 years. In addition other countries and locations were confirmed in 2009 and 2011, and they appear in the attached updated Rota of Events. Countries wishing to hold the Europeans from 2009 onwards are invited to contact the Secretary to register their interest.

9b Gold Cup 2009/10 Following the earlier initial letter sent to National Associations proposing an event in Dubai, an excellent presentation on the venue was given by Christian Boillot (France). He included information on local sailing conditions, hotels and recreational facilities, onshore support, social opportunities, shipping times from major European and Australian ports and confirmed that the Dubai International Marine Club (DIMC) were very keen to host a prestigious Dragon event. In general discussion the meeting confirmed that Christian should continue to Plan with DIMC for such an event around the New Year of 2009/10 and try to achieve a 'package' cost of around euros 6-8000.

9c World Championships 2011 Robert Alpe gave a presentation on behalf of the Australian International Dragon Association from the Royal Brighton Yacht Club, Melbourne in a bid to hold the event. It was agreed that the bid document was excellent and facilities ashore and afloat looked highly suitable for a World Championships, but in general discussion the meeting expressed regret that neither Perth nor Sydney had been put forward as possible venues. It was strongly expressed that the International travelers would strongly support an event in either of these two places based on previous experience of conditions, particularly on the west coast, and Robert was asked to ask the AIDA at their AGM in January 2006, to reconsider the venue for the World Championships to ensure maximum support from the European and other Fleets.

9d Paper on Regatta Formats The Chairman restated the four proposals from the Officers to try to achieve more races during the major events, a) to try make maximum use of time on the water, and b) in the light of recent experience of light airs to try to ensure that there is sufficient opportunity for the race organisers to recover and achieve a series if seriously affected by calms. The meeting voted in favour of adopting a structure which will allow organisers to schedule two or more races on more than one day to try to achieve this. For the Worlds this will remain 6 days with up to 8 races scheduled and for the Europeans 5 days with up to 7 races. Discards will be adjusted accordingly. The Regatta Regulations will be amended.

9e Changes to the Regatta Regulations The Regulations will be amended to reflect the above and other minor amendments will be made and advised.

9f International Ranking System The meeting agreed to adopt this proposal

9g Paper to Builders and Other Suppliers. This paper was noted and the Letter will be sent to current and future Builders and Suppliers.

9h Guidelines to Builders. The Officers recognised the increasing number of new builders applying to build Dragons, and this letter was intended to help them handle the application and licensing procedure and explain their obligations to their customers, the IDA and ISAF. Gunter Ahlers wished to amend it slightly and it will be scrutinised by the new Chairman of the Technical Committee before it is used.

10. Election of Officers This item had been rescheduled in view of the full Agenda above. Following the retirement of Thomas Olrog and Louis Urvois, both having completed 4 years in their respective posts, the following were elected; **Chairman**, Rupert Fisher, proposed by Thomas Olrog and seconded by Tommy Muller **Vice Chairman**, Xavier Rouget- Luchaire, proposed by Andrew Craig and seconded by Mike Hayles **Vice-Chairman**, Peter Warrer, proposed by, Lars Broen, and seconded by Louis Urvois. The New Chairman proposed a vote of thanks to Thomas and Louis which was unanimously approved.

11. Any Other Business A short presentation was made by the Norwegian Association on the Europeans in 2008. The Chairman thanked the Norddeutscher Regatta Verein for hosting the meeting and the excellent facilities they had provided

12. Date of Next Meeting Saturday 28th October, at the Royal Thames Yacht Club, London
27th November, 2005

Technical Committee Chairman's Report to the 2005 AGM

The Rule Changes proposed for this year are largely of the "tidying-up" variety. We have not been faced with quite the same technical challenges as last year but there are nevertheless some important proposals to consider.

Taking each Proposal in turn:

CR 1.11 Purpose of Class Rules This rule underpins the one-design principle. It prevents unforeseen and unwelcome innovation and clarifies that permission to do anything which is not clearly permitted elsewhere in the rules or plans must be obtained before attempting the change.

CR 1.24 Advertising This is an update of wording to conform to the current RRS CR 1.52, 1.53 and 6.101 Measurement of Spars

These changes are proposed in order to permit self-certification of certain spar measurements. When a new boat is measured, its spars are measured also and a measurement certificate is issued. If a spar has later to be replaced, often because of damage at an event, it may be replaced by one that has not previously been measured. This proposal is to permit the mast to be part measured by the manufacturer and certified by him as being compliant with the current class rules. This is not a new concept; it is permitted with sail measurement and elements of the hull construction also. The effect will be that every new spar will be at least part measured in the factory by the manufacturer and a label will be attached to show that the mast complies with the weight and center of gravity requirements of the rules. We recently received a proposal to further simplify the measurement procedure for the mast and the Technical Committee will consider this for next year.

6. CR 108 and 6.109 Masts-general These proposals are to clarify that jumper struts and spreaders respectively can only be made from materials permitted by the rules.

CR 6.113 Masts- general This is a change of wording to comply with the Equipment Rules of Sailing. It is to rename what was the 'foot' of the mast as the 'heel'.

CR 13.10 Crew This proposal, from the French, is that Dragons be permitted to sail with not more than 4 crew. The maximum crew weight shall remain at 285Kg. I believe that the Dragon crew was originally restricted to 3 when it was the 3-man Olympic keel boat. The 285 Kg limit is easy to understand since it is established that over a range of racing conditions, the heavier the crew, the faster the boat goes. Many classes have such a restriction and it is more the norm than the exception. When the rule makers were deciding what the upper limit should be they rejected the weight of an average person (around 75Kg) since this would eliminate the heavier crews from competition. The 95 kg per person currently permitted therefore allows heavier than average people to sail. This necessarily means that a crew comprised of average sized people will be

significantly under the maximum allowed weight. Seeking to put the issue into proper context, I made enquiries of the National Health Service in the UK and other agencies including the World Health Organisation who each use a common measure called the Body Mass Index ("BMI") to define whether a person is of a healthy weight for his or her height. The basic calculation for BMI is to divide weight by height squared. There are correcting factors for women, children and teens. This is what both the NHS and the WHO say of the different values: "If your BMI is less than 18.4 you are underweight for your height. If your BMI is between 18.5 and 24.9 you're an ideal weight for your height If your BMI is between 25 and 29.9 you're over the ideal weight for your height. If your BMI is between 30 and 39.9 you're obese. If your BMI is over 40 you're very obese." they go on to say: "If your BMI is over 25 you do need to think about losing weight, otherwise you're at risk of health problems. If it's over 30 you need to make some big changes to your lifestyle to get your weight down." Averages are difficult to find but at least one resource confirms that I am of average height for an adult male at around 5 ft 10" or 177 cms and I weigh 70kg which, referring to BMI tables means that I have a BMI of 22.34. Fortunately for my health, the NHS and WHO consider that I am an ideal weight. If you then taken a person of average height but take his body weight to be 95kg, (optimum to race the Dragon), the BMI number is 30.32. At this weight he is considered by the NHS and the WHO to be obese and is advised to think about some big changes in lifestyle to lose weight for the sake of his health. We cannot take these figures too seriously for this debate because they are based on the average person and we all know that 'Dragon athletes' could not conceivably be thought of as remotely overweight. If you want to race a Dragon and be on the maximum weight, you must be much heavier than the average male. What hope have you then of sailing a Dragon if you are an average male or a woman or a child? The hope is that the Dragon will change its rule so that you are not left on the dock when the big guys go racing. I have not been able to find data for average weights for people of different ethnic origin but I would imagine that in addition to our ladies and youth, sailors such as the Japanese would stand to benefit from this change. What a wonderful day it would be to see Far-Eastern crews taking podium finishes in our top international regattas as a result of this change, an unrealistic possibility up until now. Also this is a powerful reason not to restrict the possibility of sailing 4-up to local events only. Clearly if a crew of 4 starts a regatta, they should remain 4 up on each day and this can be built into the regulations. During the lead up to this AGM, we have had much positive feedback to this proposal but we have also had negative reactions. Of these I have heard it said that the Dragon cockpit is too small. It is too small perhaps to squeeze 4 average

Dragon sailors but it is not too small to fit 4 people who collectively do not weigh more than 285kg. I certainly have some personal experience of this having taken my 13 year old niece racing locally as 4th crew. Remember, this is not a proposal that we all have to sail with 4 crew, if there are 3 of you at 75 kg for example, your all up weight will be 225kg, this leaves room for a 60 kg wife, girlfriend, teenager or whatever to join you. The addition of this 4th person allows you to come off the start line against the 285 Kg crews at even all up weight. This surely brings us closer to the One-Design principle that underpins our class. The Etchells class has de-regulated in this area and you will have seen the glowing reports in the papers from their association circulated prior to this meeting. The majority of the class will not change the way they sail but some lighter crews will have the new possibility of sailing close to the maximum permitted weight. I believe this change would create some wonderful opportunities for our younger and lighter sailors. I am sorry I could not join you in person at this meeting. Pressures of work mean that I am unable to continue this role for now. I wish to add what a privilege and honour it has been to serve this wonderful class through its first-rate Officers and Chairman. I am most grateful to Mike Hayles for agreeing to take over this role and wish him good luck in the future and good luck to the Class as it gradually embraces some of the changes that are occurring in one design keel boat design, build and racing.

Graham Bailey 29/10/2005

HLL World Dragon Championship 2005

The undisputed high point of the season for Dragon sailors was the Hanseatic Lloyd World Dragon Championship on the Baltic Sea off Neustadt in Holstein at the end of August. Seventy-three crews from 12 nations were at the starting line. The winners and new world champions were Jorgen Schönherr, Anders Kaempe and Axel Waltersdorff from Denmark.

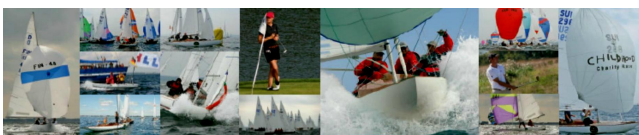
Seven races were held in a wind force of around two to six Beaufort. Practically everybody who is anybody in the Dragon Class was at the starting line. The list of medalists, World and European Champions included nearly two dozen boats. From this group Harm Mueller-Spreer, Markus Wieser and Thomas Auracher had to content themselves with second place. Bronze was won by the Dragon of Hanseatic Lloyd chairman Harro Kniffka with Vincent Hoesch at the helm, Max Scheibmair and Harro Kniffka himself crewing. Ulli Libor, Gunnar Bahr and Jan Schoepe, the second crew from the HLL Dragon team, sailed into an outstanding ninth place. A nearly perfect mix of weather conditions challenged the participants: Light wind between 7 and

10 knots during the first race were followed by two calm days when sailing a World Championship was simply not possible. Finally on Thursday 25th dark clouds and winds up to 22 knots provided real Dragon conditions, and two races could be completed. On Friday the wind remained but the sun broke through - the perfect environment for the numerous amateur and professional photographers on the water. On the way back home after two more races a thunderstorm hit the fleet. Fortunately only the small tents in front of the Dragon marquee were ripped off the ground. Apart from that no damage was reported. With five races completed on Friday evening the Championship was back on schedule and it was a valid one already at this point. On Saturday winds between 12 and 15 knots allowed for a smooth race under sunny skies. After race six only two teams could bring the trophy home: Jorgen Schönherr and Harm Mueller-Spreer.



On Sunday morning the fleet sailed out into a sunny morning and a gentle breeze. The gun went off exactly at 11am. 'We had a poor start,' explained Jorgen Schönherr after the last race. Many boats vied for a good position right at the front on the starting line. Schönherr, who had also already won the Grand Prix in France and the Dragon Gold Cup in Sweden, did not want to risk a false start. 'We caught a shift in the wind just right and caught up with Harm again,' said Schönherr.

Vincent Hoesch, who won the title two year ago as sheet hand for Dieter Schoen, was extremely satisfied with third place. Title holder Dieter Schoen (with Andreas Huber and Stig Westergaard) improved up to fourth place in the course of the Championship. The Danish former champion of the Dragon class, Poul-Richard Hoj-Jensen (with Jann Neergaard and Jacob Guhle), came in fifth, ahead of the youngest helmsman in the competition, Philipp Ocker from Geretsried (with Christopher Sachs and Florian Grosser).



‘Those who can handle the Dragon the best are up front,’ commented the Commodore of the German Dragon Association, Rupert Fischer. ‘We had a lot of wind, average wind and little wind,’ he summarized the week. As a rule, the race was fair, he said. ‘It was a real World Championship,’ Fischer expressed his satisfaction with the week.

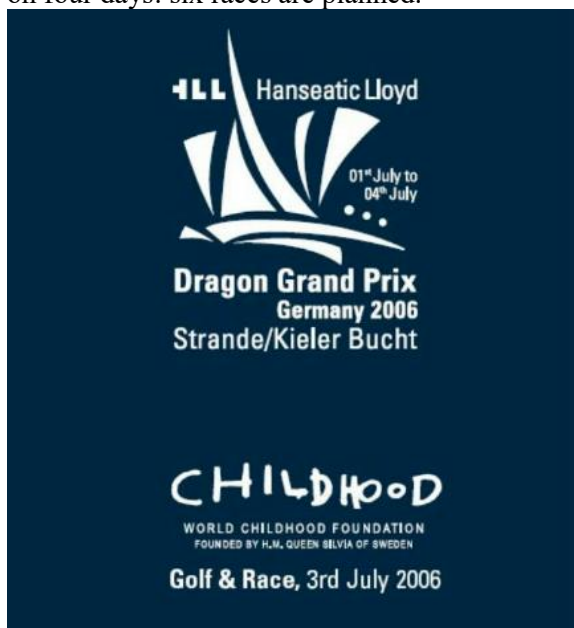
For the first time in sailing history a World Championship was preceded by a charity race for The World Childhood foundation. Her Majesty Queen Silvia of Sweden, who founded Childhood, honoured participants and organisers with her presence and fired the starting gun. As the Queen said later, she much enjoyed herself among the Dragon family. A magnificent evening on Gut Hasselburg rounded up a perfect day for both sailing and social activities. A series of valuable items were auctioned during this evening and raised over 110.000 Euros for the charity.

The Dragon Race in support of the Charity was a great success for both.

Volker Goebner, Rupert Fischer.

Dear Dragon Sailors,

We are always committed to keep you up to date, and therefore send you some information about the forthcoming ‘Hanseatic Lloyd Grand Prix Germany’ in the Bay of Kiel-Strande from the 1st till the 4th of July 2006, (Saturday to Tuesday) participants will sail on four days: six races are planned.



The official Charity Partner for the next three years will again be the World CHILDHOOD Foundation. Her Majesty Queen Silvia of Sweden has agreed to be patron of the ‘Charity Golf & Race’. In August 2005

the Queen had captivated sailors and spectators alike with her charming smile in a matter of seconds. After the Dragon anniversary regatta in St. Tropez in 2004, and the World Championship in Neustadt in 2005, Hanseatic Lloyd's commitment will be carried on consistently through the shipping company's sponsoring. The proceeds for her Childhood Foundation came to 110,000 euros on that occasion. The combination of top-class sports with a social framework and commitment, for which the Dragon class is unique in the world, has proven to be advantageous. Dragon sailing is simply more! We hope to see you again this year!



Best regards, Manuela Libor

Further information at: www.hll-dragon.de

I hope you enjoyed this issue of DragonBeat Volume 21 I would particularly like to thank Mark Cubitt, Grant Bellamy, Julie Clarke and Des Sward for their help in sourcing articles and photos.



And to everyone who contributed something . . . thanx To those of you who didn't . . . what stopped you !!

*Leigh Edwards – Editor
16th June 2006*

Dragon Class Records

Please find the Dragon records as currently held by Yachting Australia.

Please advise of any corrections or addition.

Glen Stanaway

Sports Services Manager

02 8424 7408

Email: glen.stanaway@yachting.org.au

Sail	Name	Owner/s			
1	<i>Platypus</i>	A Ross	46	<i>Seajoy III</i>	D & J Odgers
2	<i>Crusader</i>	Hubbard/O'Sullivan	47	<i>Lee</i>	G Martin
3	<i>Heather II</i>	R Benjamin	48	<i>Destroyed</i>	
4	<i>Philante</i>	H Whiteman	49	<i>Puff</i>	R Wood
5	<i>Mercury</i>	D Molesworth	50	<i>Barbara</i>	S Austin
6	<i>Marjorie Anne</i>	H Lambourne	51	<i>Ariadne</i>	B Robinson
7	<i>Mim</i>	L Berliner	52	<i>Corinna</i>	J Stanley
8	<i>Skal</i>	G Percival	53	<i>Dorothy</i>	J Robinson
9	<i>Kanulla</i>	D Heden	54	<i>Armored</i>	Lindsay/Forsyth
10	<i>Robyn</i>	T Clune/E Bartlett	55	<i>Gustel XI</i>	A Johnson/J McCormack
11	<i>Sapphire</i>	M Crafti	56	<i>Pan II</i>	M Wainwright/ I Read
12	<i>Evaine</i>	G Hoffman	57	<i>Canopus</i>	J Litten
13	<i>Red Star</i>	C Scoggins	58	<i>Red Dragon</i>	J Fletcher
14	<i>Rowena</i>	J Mews	59	<i>Simone</i>	M Melson
15	<i>Sabre</i>	G Strachan	60	<i>Nan II</i>	R Sims
16	<i>Ripple</i>	R Mcauley	61	No longer a Dragon	
17	<i>Callisto</i>	A Greenfield	62	<i>George Bass</i>	N Tate
18	<i>Sea Joy II</i>	B Chirlain	63	<i>Sandra II</i>	D Stephens
19	<i>Quest</i>	B Marshman	64	<i>Alinta</i>	B Purkis
20	<i>Snow Goose</i>	J Barr	65	<i>Alexi</i>	D Alexander
21	<i>Nautilus IV</i>	D Smylie	66	<i>Astra Iii</i>	I Ritchie
22	<i>Bluebird</i>	T Grundy	67	<i>Sea Joy IV</i>	J Bennett
23	<i>Rana</i>	E Ifould/D Black	68	<i>Ellida</i>	D & I Giddy
24	<i>Mystere</i>	W Wagg/M Downie	69	<i>Turi</i>	E Dermody
25	<i>Bandersnatch</i>	J Walker	70	<i>Joanne</i>	W Brougham
26	<i>Streak</i>	D Griggs	71	<i>Adios</i>	J Akhurst
27		F Kennedy	72	<i>Merinda</i>	VIDA
28	<i>Jaylene</i>	G Rice/B Stevens	73	<i>Eros</i>	L Deacon
29	<i>Mistral</i>	R Neilson	74	<i>Lalaguli</i>	S Liney
30	<i>Paula</i>	R Lowe	75	<i>Volant</i>	M Staples/R Neville
31	<i>Sapphire II</i>	B Sands	76	<i>Basilisk</i>	G Crawford
32	<i>Seawanhaka</i>	H Brooke	77	<i>Sayonara</i>	K Johnston
33	<i>Slaghoken</i>	P Maher	78	<i>Slaghoken III</i>	R Perrin
34	<i>Camilla</i>	S Sexton	79	<i>Viva</i>	P Tutton
35	<i>Quickstep</i>	R Sloman	80	<i>Maranel</i>	R Smith
36	<i>Norseman</i>	P Dasilva	81	<i>Fafnir</i>	M Blake
37	<i>Vixen II</i>	G O'Shaughnessy	82	<i>Sfaren</i>	N McClaren
38	<i>Tawarri</i>	A Twentymen	83	<i>Jessica</i>	A Fitz-Gibbon/D Jordan
39	<i>Sea Fever II</i>	A Swift	84	<i>Moana</i>	G McGlinchey
40	<i>Redleaf</i>	A Webster	85	<i>A.M.</i>	P Routley/P Wilson
41	<i>See 202</i>	J Lee	86	<i>Kirribilli</i>	R Clarke
42	<i>Skatt</i>	G James	87	<i>Fairwyn</i>	E Wood
43	<i>Zest</i>	I Wilson	88	<i>Lill</i>	G Stachan
44	<i>Nymph</i>	J Adametis	89	<i>Phantom</i>	T Ackland
45	<i>Siboney</i>	F Osborne	90	<i>Cambria</i>	R Sims
			91	<i>Lynette</i>	R Katnich
			92	<i>Tikki</i>	P Kelly
			93	<i>Looe</i>	E & G Spring Brown
			94	<i>Christine</i>	M Cooper
			95	<i>Titipu</i>	A Tyson
			96	<i>Leander II</i>	S & A Job
			97	<i>Cynthia</i>	A Koenig/C Koenig
			98	<i>Saracen</i>	A Carter
			99	<i>Sea Joy V</i>	A Gibson
			100	<i>Volare</i>	N Hoffman
			101	<i>Gazelle</i>	R Batt
			102	<i>Bluebird III</i>	Dragon KA102 Syndicate

103	<i>Bunyip</i>	R Oliver	158	<i>Anastatia</i>	I Moray
104	<i>Suzanne</i>	R Evanelisti	159	<i>Sassafras</i>	J Barr
105	<i>Yandina</i>	C Bampton	160	<i>Achernar</i>	J Anderson
106	<i>Maj-Britt</i>	S Boyes	161	<i>St George</i>	S Dodds
107	<i>Jock Robbie</i>	M Burke	162	<i>Synergy</i>	I B Pretty
108	<i>Vara</i>	G Trinks/J Joyce	163	<i>f (Florin)</i>	R Alpe
109	<i>Aeolus</i>	J & J Fitz-Hardinge	164	<i>Deva</i>	M Johnman
110	<i>Coo-Ee</i>	H Halvorsen	165	<i>Breanne</i>	D Blanksley
111	<i>Myamba</i>	M Lane	166	<i>Kirribilli II</i>	D Graney
112	<i>Sold To Nz</i>		167	<i>Isis</i>	I Macdiarmid
113	<i>Saga</i>	N Cassim	168	<i>Puff</i>	W Huehn
114	<i>Southern Cross II</i>	A Heath	169	<i>Sold To Uk</i>	N Rogers
115			170	<i>Tangled In Blue</i>	C Mcgrath
116	<i>Solent</i>	L Sinton	171	<i>Roxanne</i>	J Henry
117	<i>Scorpius</i>	J Wilson	172	<i>Black Magic</i>	J Sim
118	<i>Siena</i>	I Moray	173	<i>Solveig</i>	A Locke & M Cubitt
119		Fraser	174	<i>Windigo</i>	A Koelemij
120	<i>Sold To NZ</i>		175	<i>Toogara</i>	R Alpe
121	<i>Ann</i>	R & K Middleton	176	<i>Rawhitti</i>	C Stanton
122	<i>Sold To NZ</i>		177	<i>Snap</i>	N Stafford
123	<i>Tahune</i>	J Young	178	<i>White Lady</i>	J Sim
124			179	<i>Imagination</i>	J Wilson
125	<i>Sari</i>	Brian Sullivan	180	<i>Karabos VI</i>	N Longworth
126			181	<i>Red Baron</i>	M Lynn
127			182	<i>Jolly Roger</i>	Bellerine Marine
128			183	<i>Magic</i>	A Pfeiffer
129	<i>Avante</i>	A & B Mcdougall	184	<i>Taranui</i>	G Ingate
130	<i>Alska</i>	G Norman	185	<i>Leander</i>	D Wardrop
131	<i>Wyuna</i>	A Purdon	186	<i>Krystle</i>	R Selleck
132	<i>Sea Joy VI</i>	P Ccallum	187	<i>Tba</i>	D & S Ridgeway
133			188	<i>Sassafras</i>	J Barr
134	<i>Jennifer</i>	S Cornwell	189	<i>Sidewinder</i>	C Ryves
135	<i>Nidel</i>	L Curtis/P Curtis/G Kendall	190	<i>Sea Joy VIII</i>	A Jarman
136	<i>Nina F</i>	B Mccluskey	191	<i>Red Baron</i>	R Lynn
137	<i>Adios II</i>	R Donohue	192	<i>Abracadabra</i>	T Glynn
138	<i>Tom Thumb</i>	N Longworth	193	<i>Adios III</i>	J Bagshaw
139	<i>Songlines</i>	C Johnson	194	<i>Lyla</i>	A Woodlands
140	<i>Nerissa</i>	D Ridgeway	195	<i>Route 66</i>	L Brown
141	<i>Akuna</i>	J Vickery	196	<i>Shanti</i>	C Boillot
142	<i>Majbritt II</i>	K Mesilane	197	<i>Maalee</i>	A Koelemij
143	<i>Bermudiana II</i>	P Jorgensen	198	<i>The 198</i>	G Ingate
144	<i>Hotspur</i>	K Stevenson	199	<i>Allegra</i>	G Totterdell
145	<i>Waliki</i>	A Merrett	200	<i>Riga</i>	Martin Burke
146	<i>Sold To Germany</i>		201	<i>Tba</i>	Anthony Armstrong
147	<i>Gilt Dragon II</i>	I Malley	202	<i>Shiva</i>	J William Lee
148	<i>Monique</i>	D Steere	486	<i>Matilda</i>	J Mckenzie
149	<i>Freycinet</i>	B Walch	550	<i>Sunny</i>	A Schaefer
150	<i>Elizabeth</i>	R Boyd/ Atf Ayrshire ServiceS			
151	<i>Tsunami</i>	D Seaton			
152	<i>Georgia</i>	C Carson			
153	<i>Rose of Cimarron</i>	W Green			
154	<i>Cabernet</i>	L Brown			
155	<i>Gazelle VIII</i>	G Black			
156	<i>Canewdon Witch</i>	J Standley			
157	<i>Charisma</i>	J Longley			

Please contact Glen with any corrections

Contact the State Secretaries with any sailing queries (details on page 1)