

DragonBeat

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

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Presidents Introduction

Fellow Dragoners,
It has been a very full season of racing throughout Australia with many highlights. State President's report their State Championships were sailed with passion and fairness baring witness to the true grit with which Dragon seafarers fulfill their rolls as Gentlemen Sailors. This issue of DragonBeat brings a wealth of words about the prestige our State Championships are held in, so enjoy the read. The National Championship, our Prince Philip Cup was sailed in the full, fair and sometimes fluky winds of Melville Waters on the Swan River. Beautifully hosted by the Royal Freshwater Bay Yacht Club, and exceedingly well supported by the WAIDA team, both on and off water activities lived up to their usual very high standard. Our national WA Champion Crew on PUFF skippered by the Richard Lynn, justly deserve their year of glory as the holders of the Prince Philip Cup. [Although I was heard to say "We was robbed" when the PRO called a race we were leading in due to a 180° wind shift.] But it was not all the West Australians way in Perth with a very jubilant Gordon Ingate on WHIM taking out the inaugural Martin Graney Trophy in the match racing series. It is wonderful to note that the trophy was presented by David Graney, brother of the late Martin Graney. The development of DragonBeat is a major issue for the publisher, who for the second year in a row has hounded us all to "get your stuff in by May" or else. Somehow, Leigh Edwards coaxes these words from us and cobbles together a publication that we, the entire Dragon Community can be most proud of indeed. As a volunteer, [we couldn't pay him enough to do this thankless job] Leigh is to be commended and thanked by each and every one of us for taking on the task. So please thank him at leighnjen@gmail.com, we need his services next year! Please read on, and enjoy.

Robert Alpe President AIDA



The IDA Vice Chairman and Australian President is photographed here in the centre of the Toogara crew at the PPC in Perth in January

2007 Australasian Championship for the Prince Philip Cup

Perth, Western Australia

Six very competitive boats and crews crossed the Nullarbor Desert to join the strong local fleet for this year's regatta of 25 Dragons.



Among them were Andrew Crisp, David Graney and John Gardiner from the RYCT, sailing *Kirribilli II*. The Royal Freshwater Bay Yacht Club hosted on the Swan River in Melville water, a lovely place to sail with the city skyline in the background. With at least six previous winners present, this was always going to be tightly fought contest.

The inaugural Martin Graney match-racing Championship was held in conjunction with the Prince Philip Cup (PPC). The *Kirribilli* crew beat last years PPC winner and placed third in the round robin. In their final *Whim* (Gordon Ingate) was sailed beautifully to take two wins. *Whim* then out sailed Tony Lynn in *Red Baron* to convincingly win the Trophy.



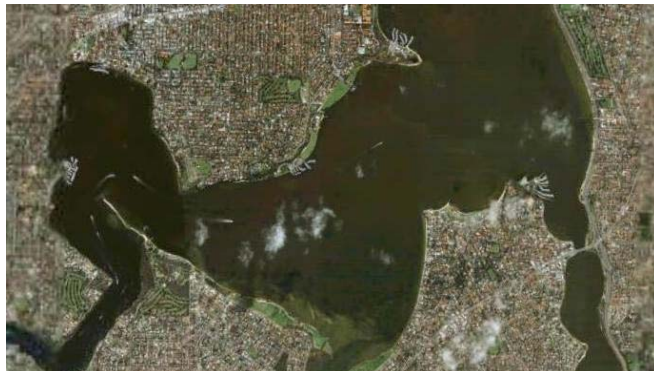
A jubilant *Whim* crew with the Martin Graney Trophy

The PPC pre-series is held in honour of Ted Albert and this year two races were held, with *Whim* maintaining her early pace to score a win and a 3rd to beat *Red Baron* with *Puff* (Richard Lynn) third.

Day 1 Wednesday 3rd January

The forecast 'Perfect Storm' in the SE of Western Australia produced unusual sailing conditions for the start of the 2007 Prince Philip Cup. East, south east winds that started as 10-15 knots and built during the

morning to 15-18 knots. The first race saw *Kirribilli II* from Tasmania start quickly and held onto the lead throughout from *Maalee*, *Gazelle VIII* 3rd, *Whim* from NSW and *Puff*. This secured Andrew, David and John the Jack Linacre Memorial Trophy for winning the first heat.



The Perth raceway, Melville Water, courtesy of GoogleEarth

With the breeze slightly stronger, the second race was won by *Maalee* who continued her strong showing to take the gun followed by an improving *Puff* with *Red Baron* third, *Hotspur* was 4th with *Achernar* 5th.

Day 2 Thursday 4th January

With the weather models continuing to predict strong winds and flooding in the SE of the state, the fleet was greeted with strong south-easterly breezes for the 9am start. The start was clean and *Snapdragon* went into overdrive, leading all day although things got tight on the last windward work with pressure coming from *Hotspur* who finished second and *Puff* 3rd as the chasers went either side of the course to make it hard to cover. *Gazelle VIII* continued a bold showing with 4th and *Maalee* consolidated her lead in the series with a 5th.



Day 3 Friday 5th January

The Fremantle Doctor finally appeared for Race 4 and freshened from 15-18 knots at the start to gusts at over 20 knots. These were the fresh conditions expected and close racing ensued. *Aeolus* lead initially but was overhauled during the race to eventually finish 4th. *Puff* broke through for her first win and jumped to the lead on the points table, followed by *Snap* who almost stole the race at the end. *Red Baron* was 3rd and *Maalee* maintained the consistency with another 5th place.

Day 4 Saturday 6th January

Two races were scheduled for the day with a 9am warning gun for the first and 1pm for the second.

However, light shifting easterly winds greeted the fleet for the morning encounter making it difficult for the starter to set the marks. After several delays, the race got under way with Robert Alpe in *Toogara*, leading the way.



The Toogara boys with old salt Gordon Ingate interloping!

Unfortunately the wind died to nothing with Dragons scattered all over Melville water. The starter decided to put everyone out of their misery and postpone the race to the afternoon and the fleet was gathered up like straying sheep by the spectator craft and towed back to the club.



Racing recommenced at 1pm with a moderate Fremantle Doctor and two races were completed. The first race saw *Kirribili II* clear out for a win followed by *Snapdragon*, last years winner *Solveig* was 3rd and showing some of their 2006 form. With similar conditions for the next race *Canewdon Witch* bolted to the biggest lead in the regatta and was never headed. *Puff* was next followed by *Snapdragon*. There is only one point separating *Puff* and *Snapdragon* with one race to sail.

Day 5 Sunday 7th January



A stubborn light easterly freed the starters to postpone the start - fortunately everyone was on-shore and able to

seek a shady spot to await the commencement of racing. The sea breeze arrived and filled in to a healthy 15-18 knots. The start saw the majority of boats bunched at the boat end - with the series being very light, several boats were eager to protect their position by covering their nearest rival.

Whim(Gordon Ingate) led to the top mark on two of the three roundings with *Puff*, *Snapdragon*, *Amazing Grace* and *Karabos VIII* in close attendance. The last work to windward saw a tacking duel between *Puff* and *Snapdragon* - only one point separated them after six races. *Maalee* was also staying close to *Red Baron* to protect their 3rd place overall in the regatta.



The finish saw *Whim* overly concerned with covering all the opposition and letting *Karabos VIII* take the gun making it six individual winners from seven races. He was followed by *Puff*, *Whim*, *Snapdragon* and *Amazing Grace*. This result sent *Puff*, with Richard Lynn, Edgar Vitte and Mark Kelt, to the overall lead in the Prince Philip Cup by three points from *Snapdragon* with a further 10 points to *Maalee* in 3rd with 6 points to *Red Baron* and *Whim* 5th.



This was the first PPC win for Richard Lynn as a solo skipper (having shared with Willy Packer in 1995), joining his father who won in 1984 and '88 aboard *Aeolus* (which this year was sailed by Peter Bowman {himself a PPC winner in 1985} to be the best placed timber Dragon and winning the Ediss Boyes/ Jack Ayers Classic Dragon Trophy) and brother Anthony who won in 1990. Edgar Vitte won his second PPC as crew following on from 2002 with the late Glen Tucker. A great regatta with tight racing and good sportsmanship.

Ian Malley (and Leigh Edwards)

2007 Prince Philip Cup Results

	<i>sail</i>	<i>boat name</i>	<i>Skipper/Crew</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	
1	191	<i>Puff</i>	Richard Lynn - Edgar Vitte - Mark Kelt	5	2	3	1	8	2	2	15
2	177	<i>Snapdragon</i>	Andrew Foulkes - Matthew Stafford - Andrew Bennett	8	6	1	2	2	3	4	18
3	197	<i>Maalee</i>	Hank Koelemij - Giles Everist - Greg Hocking	2	1	5	5	6	10	9	28
4	181	<i>Red Baron</i>	Tony Lynn - Mark Lynn - Paul White	9	3	8	3	12	4	7	34
5	198	<i>Whim</i>	Gordon Ingate - Mark Dorling - Rob Wilmot	4	12	6	10	4	12	3	39
6	173	<i>Solveig</i>	Sandy Anderson - John Moncrieff - Stephan Eyssautier	11	16	13	6	3	9	6	48
7	144	<i>Hotspur</i>	Ken Stevenson - Peter Hay - John Hay	13	4	2	9	26	13	8	49
8	176	<i>Amazing Grace</i>	Tony Moody - Charles Stanton - Nigel Henderson	17	14	11	7	5	7	5	49
9	166	<i>Kirribilli II</i>	Andrew Crisp - David Graney - John Gardiner	1	15	15	17	1	6	13	51
10	156	<i>Canewdon Witch</i>	Trish Ford - Andrew Twine - Peter Cheffins	6	20	17	8	11	1	10	53
11	109	<i>Aeolus</i>	Peter Bowman - Jennie Fitzhardinge - Skip Bowman	26	7	7	4	9	16	14	57
12	160	<i>Achernar</i>	John Anderson - Tim Cummins - Mathew Wilson	10	5	10	15	13	8	12	58
13	155	<i>Gazelle VIII</i>	Geoff Black - Matthew East - George Gregson	3	10	4	13	14	17	19	61
14	180	<i>Karabos VIII</i>	Norman Longworth - David Baines - Russell Baines	16	26	18	18	7	5	1	65
15	195	<i>Route 66</i>	John Cassidy - Greg Barrington - Gene Donraadt	7	8	12	11	19	14	18	70
16	157	<i>Charisma</i>	John Longley - Mike Lefroy - Alex Allen	26	9	9	12	17	15	17	79
17	175	<i>Toogara</i>	Robert Alpe - Richard Franklin - Geoff Barker	14	11	16	16	10	18	16	83
18	199	<i>Allegra</i>	Geoff Totterdell - Shane Yensch - Peter Masee	12	17	20	19	16	11	11	86
19	190	<i>Sea Joy</i>	Rob Perrin - Bruce Clyne - Adam Kay	19	13	14	14	15	19	15	90
20	147	<i>Gilt Dragon</i>	Ian Malley - James Henderson - David Murphy	15	21	19	20	18	21	23	114
21	116	<i>Solent</i>	Jeff Sinton - Simon Hadlow - Doug McCarthy	26	18	26	21.5	22	22	21	131
22	55	<i>Gustel XI</i>	Tony Carson - John Low - Ian Smart	20	24	21	21.5	20	24	24	131
23	165	<i>Beverly II</i>	Don Blanksby - Andrew Merrett - Malcolm Burnside	21	23	23	26	21	23	20	131
24	78	<i>Slaghoken III</i>	Craig Readhead - Robert Parker - Richard Swinhoe	22	22	22	23	23	20	22	131
25	152	<i>Georgia</i>	Andrew Johnson - Ron Carterton - Charles Oakley	18	19	26	26	26	26	26	141



2007 Prince Philip Cup

from the Champion, Richard Lynn

A 25-boat fleet, six from the east and half the fleet quite capable of winning the 2007 Prince Philip Cup makes for a good regatta. Perth is notoriously known for one-way courses and few passing lanes when the sea breeze has settled into its usual 20-knot range from the south on the Swan River. Based on these parameters, boat speed and no gear failure will be the pre-requisites to be competitive in the 2007 PPC. The lead up regatta, the Ted Albert Memorial, has three races, which extinguishes any real advantage of local knowledge!



As it turned out, most of the racing was done in 12-18 knots of wind from almost all points of the compass. The first four races were sailed out in east/ southeast winds with the sea breeze only gracing us with its presence in Heat 4. We ended up getting two sea breeze races which were quite pedestrian (15-18 knots) and the ever so usual comment that we all hear when at a regatta – “funny weather for this time of the year” were coming from all points of the Club.

Gordon Ingate won the Martin Graney Match Racing competition in *Whim* from my brothers – Tony & Mark with Paul White in *Red Baron*. Gordon, then went straight into the Ted Albert Memorial Regatta with crew Bob Wilmot and Mark Dorling as favourites and proved us right by winning it. They finished with a 3,1,1 card, Peter Bowman (aka Spanner) was 2nd with a 4,5,3 card and Tony Moody, 3rd with a 9,2,2 card. The *Whim* boys were good off the line, had good boat speed, sailed smart and really set the tone for the Prince Philip Cup. As for myself, with Edgar Vitte and Mark Kelt in *Puff*, we finished 4th, but felt we were never really threatening. The *Whim* crew had set the bar quite high as they sailed a faultless regatta that was pleasurable to watch in a weird sort of way.

The boats that eventually filled the top 3 in the Prince Philip Cup finished 4th, 5th and 8th in the TAM. As such I reviewed my notes regarding whom I thought were the boats to beat in the 2007 PPC. Obviously Gordon had sailed his way into the favourite spot, but I felt we had done enough and just had to keep chipping away at them.

Heat 1

The first heat of the 2007 Prince Philip Cup was sailed in overcast conditions with the wind in the southeast at 17 knots, something that none of us had sailed in this season!

Andrew Crisp, Dave Graney and John Gardiner sailing *Kirribilli II* had come to Perth early to hone their skills against the local fleet. Finishing down wind Crispy won comfortably, from Hank Koelemij in *Maalee* sailing well into 2nd position with 3 Dragons vying for 3rd spot and one boat length separating the 3 of us – Geoff Black in *Gazelle VIII* was 3rd and we were 5th.

Heat 2

Another southeasterly with similar conditions to Heat 1. We started well and led for the first 2 legs. Our game plan was to pick the side of the course that we thought was favoured and sail not too far from the rum line and never go into a corner. Our purpose was to finish in the top 5 in every race and take a win when we could. In this heat Hank sailed further into the south by 150 metres and was lead boat by 20 seconds at the top mark and won Heat 2. We were second and *Red Baron* 3rd. *Maalee* came right into contention with a 1-2 card after 2 races.

Heat 3

You guessed it east/ southeasterly winds at 18 knots. This breeze direction was turning out to be one of the best regattas Perth had seen because there were lots of passing lanes and some very close sailing. *Snap* got away well, leading by 20 seconds at the top mark the first time and extending their lead to over a minute at one point of the race. The last windward leg was interesting with *Snap* losing most of her lead by covering the fleet, however they held on to win from Ken Stevenson in *Hotspur* 2nd and ourselves in *Puff* 3rd.

After 3 races *Puff* had a 5,2,3 card, *Snap* a 8,6,1 and *Maalee* a 2,1,5.

Heat 4

A southwesterly with out the strength – 15 knots, was our most successful race, but not our best race. We got away quite well and were fourth at the top mark the first time to Lord Gordon, Pete Bowman (aka Spanner) sailing *Aeolus* – AUS 109 and Norm Longworth. This was a tough race as boat speed was comparable especially when trying to shake off Spanner “in that old wooden boat”. My views on wooden boats have changed and softened – she was going beautifully. We ended up just winning this heat from a fast finishing Andrew Foulkes in *Snap*.



They were mowing us down on the last windward leg, which was strange considering we had sailed at one stage to a 20 second lead. My advice in these situations is go back to your original marks and make sure the mast ram is

in the upwind position. Things were getting more interesting and 3 boats were clearly capable of winning.

The position after 4 heats was; *Puff* 5,2,3,1; *Snap* 8,6,1,2; *Maalee* 2,1,5,5; whilst *Red Baron* sailed by my two brothers were starting to find some form and had a 9,3,8,3 card. At this stage *Snap* was the boat to beat, Foulkesy, Matt and Ed's card was the most improved although *Maalee* was consistent.

Heat 5

We did not start well and were back in the thick of things, I think we were 15th at one point of the race and all I could see was the dark blue hull of *Snap* in the top 3 and looking likely to win their second heat. This did not eventuate as Crispy won the day and as it happened was the only boat to win two heats of the 2007 Prince Philip Cup. Crispy's problem was consistency and as such was not in contention for the top 3 spots even with 2 bullets. *Snap* was 2nd and the present Australian Champions - Sandy, John and Francais were 3rd, Hank 6th, we were 8th and *Red Baron* 12th.



Heat 6

The wind was in the west at 12 knots and Trish Ford went west and was not headed all day. She sailed very well and although we were 2nd, it was a pleasure watching her sail that race – it was Gordonesk – faultless. Now speaking of Gordon, what had happened to the legend, clearly he decided he had won enough trophies – Martin Graney Match Racing, TAM, Charles E Davies and Jack Linacre trophies. *Snap* finished 3rd and *Maalee* 10th, so race 7, the last heat was going to be interesting with *Puff* leading *Snap* by 1 solitary point and *Snap* only 5 points ahead of *Maalee* after drops.

Heat 7 “THE DECIDER”

I had worked out all the permutations even though it was obvious the SNAP boys – Foulkesy, Matt and Ed were the boat to beat. *Maalee* had an outside chance and would have been banking on *Puff* and *Snap* having a tussle on the start line, losing complete sight of the start and allowing Hank and the boys to sail their own race.

Not being in this position before and only ever steered a Dragon in three heats of a PPC before my accident, I needed a clear strategy in my head and as such I rang Peter Gilmour who has been in this place many times. Pete's advice was succinct and thankfully simple to follow, as I'm sure he identified during our conversation

that my strength was not match racing. I got a clear understanding of what I had to do during the start if I was engaged in a match race scenario by either boat.

Maalee did keep clear and the match race tussle never eventuated as *Snap* started to leeward of us hoping their would be more south in the 18 knot sea breeze. We started with clean air and no recall, which is a nice feeling so all we had to do was keep ourselves between *Snap* and the top mark. We turned the top mark in 3rd spot, *Snap* was 5th and *Maalee* back in approx 10th spot. We ran well and turned the can that was closer to the south – yes, 225° on the compass and big twists into the south. Foulkesy went right. Norm Longworth was leading and making us work hard for first spot but at the top mark the second time we were just in front of Norm with *Snap* 3rd, Gordon was also making life difficult in 4th spot. This is how the positions stayed until the last windward work. I felt we had done everything in this race to win the PPC, except finish. Then *Snap* started to attack, working us into the middle of the course where we did not want to be as south was paying.

The pressure was now on *Snap*, as they had to beat us by two places to win the regatta. Part of our game plan was to never let them go under any circumstances, however, half way to the finish line, Norm Longworth had put in one tack and was looking good in the south. I advised the crew that we could forget *Snap* and head Norm off at the finish, which went down like a “brick n tile” hang glider. The emphatic NO which was in absolute harmony from Edgar and Mark was obvious that beating *Snap* across the line was much more important than winning the heat, so over we tacked for the 20 something time giving them no opportunity. Ego is a funny thing, and when you analyse it the ego is always in conflict with you, and as such, as soon as we dumped on *Snap* after the “NO”, I knew we had won the 2007 PPC.



The Puff crew on collecting the coveted Prince Philip Cup: Mark Kelt, Richard Lynn, Edgar Vitte.

I would like to congratulate the *Snap* guys of Andrew Foulkes, Matt Stafford and Ed Bennett who sailed very well and were bloody unlucky not to win it. In the cold hard light of day it came down to two things for them – lack of time in the boat due to personal issues and not doing a lot of sailing over the last 2 years. They had good boat speed, using a Quantam main that was developed with Paul Eldrid.

Richard Lynn



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**Minutes of The Annual General Meeting
held at Royal Freshwater Bay Yacht Club, WA
Friday 5th January 2007, at 1000 hours,
commencing at 3.00 pm**

1. Present Des Sward, President (by phone), Tony Moody, Sen Vice President, Don Blanksby, Sect/Treas, Hugh Howard, Charles Stanton, David Graney, Robert Alpe, Richard Franklin, Richard Lynn and 18 other members

Apologies Peter Hay, Rob Perrin

2. Minutes of the Previous Meeting

It was moved H Howard, seconded M Cubitt that: "The minutes of the 2006 AGM be accepted as a correct record of the meeting" Carried

3. Matters Arising

Any matters arising were dealt with as agenda items.

4. Presidents Report 2006

At the time of receiving this report it is obviously going to be 2007, so let me first say a Happy New Year to all those attending this meeting and may you and your family have a safe and prosperous year.

To all those competing at this PPC may all competitors enjoy fair sailing and may the best boat take home the spoils.

At the time of writing this report I am not aware of the result of the Martin Graney Match Racing however after viewing photos of this magnificent Trophy I hope that the series was a great success and that in the future we have people fighting for a start in this event. I would once again like to thank Robert Alpe for his kind donation.

I understand that there are twenty-six entries for this year's regatta, which is a fantastic result. I would like to personally thank those people that have made the long journey from the eastern States, a major exercise, but without this type of dedication our Class would not continue to be a force in One Design Racing.

The fact there are nineteen local boats competing shows the strength of the class in WA. Given this support I throw down a challenge to the WAIDA, to send a team to the next PPC in Hobart.

Given that we had a lady win the PPC for the first time in the history of the Class I am sure there are a lot of men very determined to reverse that result. I believe that the win by Sandy Anderson shows that the Dragon is not a boat that has to be sailed by and dominated by the male sex and should be promoted along these lines.

Congratulations Sandy, Mark & John on what was a fantastic result.

Congratulations should also go out to the CYCSA for what I understand was an excellent Regatta, the only disappointing aspect being the poor support of all States, particularly after we all supported the idea. The CYCSA has asked that we consider adding them to the rota as they would be happy to host future PPCs.

The year has seen the loss of one Tasmania's strong supporters of the class in Les Job. As people at this meeting would know Les passed away only weeks after returning from Adelaide. Les's support at both State and National level will be sadly missed. The PPC was something Les looked forward to each year.

We also saw the recent passing of another stalwart of the class in Jack Ayers, joint donor of the Wooden Trophy. It is also great to see Don Blanksby back racing after going through a very traumatic period where he lost his wife Beverley after a serious illness.

During the year the VIDA presented to the IDA a second proposal to host the 2011 World Championship, unfortunately the IDA in their wisdom declined to make a decision in favour the application.

It concerns me greatly that the IDA has for the second occasion declined to make a decision in favour of what has been described as the **BEST** ever application received, the executive going so far as requesting if the format could be used as a template for future applications. The fact that a decision to ratify this application has not been forthcoming, also suggests that the IDA has no faith in the AIDA executive to make a decision, as to where they believe the best place to hold the Championship is, but would rather make a decision based on the possibility some European Dragon sailors may not come to Melbourne because they feel it is not a sexy enough city. May I suggest that no matter where a World Championship or any other major Regatta is held only those people that want to, or have the time to go, will attend.

It further disappoints me that the VIDA were expected to provide indicative figures on shipping, airfares and accommodation some six years out from the event, this is an unrealistic request on any country applying for a major regatta. Even to request they provide this information at the next IDA AGM is totally unfair particularly if a decision is to be based on this information.

The VIDA have been very proactive in proposing that the Championship be held in January 2012 to ensure there is not a clash with other proposed events, which in turn should provide the opportunity for maximum attendance. I believe that the IDA should be supporting the AIDA decision and ratify the VIDA proposal. It is also my belief that the IDA has a responsibility to fully support the event and assist with the promotion of the event through the national bodies in Europe.

In closing I would like to thank Don and Tony for their support during the past two years.

Des Sward AIDA President

It was moved T Moody, seconded H Howard that: "The presidents report be received" Carried

It was moved R Alpe, seconded D Blanksby that: A vote of thanks be extended to Des Sward for his dedication and work as President over the last few years. Carried

5. Financial Report

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

Following discussion it was agreed that the accounts in future split sail label sales from other income.

It was moved M Locke, seconded C Stanton that: "The Financial Report be received" Carried

Sail Labels - It was agreed that the purchase of sail labels from IDA be made direct by States.

Mast Labels – It appears that mast labels are currently not used in Australia. H Howard to follow this item up and report to members on the position the IDA take on this matter.

6. Reports

6.1 Western Australia

24 Boats are now at the Club with 14-18 regularly racing. The International Boat regatta was won by Tom Lynn. The State Championships will be held in March 2007. WA have introduced a programme of Juniors in Dragons where each week a Dragon is made available for juniors to sail. John Cassidy has been appointed Dragon Coach, with positive results obtained.

Short course racing taking no longer than 30-45 minutes have commenced with great acceptance albeit being hard on crew. Dragon legends are getting involved in presentations and to be a part of the scene. Also new boats are being encouraged to travel interstate.

6.2 New South Wales

Richard Franklin reported; The State Championships were held in October with Martin Burke winning the regatta. 19 Dragons are now on the register. The winter series was well received with the format proving useful to raise the profile, introduce new people to the class and allow training.

The Interport and Trans Tasman competitions differentiate the Dragon Class from other classes at RSYS and are very popular among our members attracting over 20 boats.

6.3 Tasmania

We are half way through the season and numbers on the water have not been what we would like, however we are expecting an increase when racing commences after the Christmas break.

Andrew Crisp with *Kirribilli II* will be back after completion of work on the boat pre-Christmas and his journey across the Nullarbor.

It is also anticipated that Nick Rogers will finally have his new boat in the water. He was expecting to have it ready to compete at this years PPC but due to some unforeseen circumstances was not ready in time.

Apart from the death of Les Job we also lost another member and secretary in Robin Sims just prior to the

season commencing. Hugh Wardrop has also been a non starter as he had major heart surgery mid year.

From the above it would appear that we have a major health problem in Tassie, not true!!!

We continue to have difficulty enticing new blood into the class, particularly owners. Crews are also a problem, but this is not restricted to the Dragons alone, most classes are finding problems of securing permanent crews.

Although we are faced with the above issues we are still confident that the Class can continue to grow and with the PPC in Hobart in 2008 we may see some new blood enter the class. The launching of Nicks new boat should also create further interest.

The Association is also considering a Masters Regatta on the same format as that held in Sydney in 2004.

6.4 Victoria

Victoria has 6 boats with 5 racing. This year both Arthur Woodland and Brian Sullivan have retired from active racing. Arthur's son Mark is racing *Lyla* and setting a good standard. The class displayed at the boat show, has instituted a coaching programme of rotating skippers and crews. The total rebuild of the new floating marine and clubhouse has generated great interest and approx 30 new members are being attracted each month. The aim of the club is to promote one design racing as its strength with the club now having fleets of Dragons, 6; Etchells, 35, Flying Fifteens, 8; Jubilees, 10; Cadet Dinghies, 20; Sabots, 34.

RBYC see the promotion of one design as the way to give them an edge amongst the clubs on Port Phillip.

The VIDA is experiencing much frustration with coming to grips with the conflicting messages from the IDA on what they want and how to address this.

The current State championship result is; 1st *Lyla* then *Amazing Grace* and *Waliki*.

6.5 Technical Officer Report

Andrew Johnston delivered his report which included:

- The class is a well measured class and this augers well for the Association,
- Mast labels and flotation are to be addressed, recommended that it be increased to 2,000 litres,
- 6 dragons have sunk in Europe last season.

Andrew Johnston announced his pending retirement from the position. Hugh Howard is to liaise to facilitate a handover.

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	Robert Alpe
Senior VP	Tony Moody
Secretary/Treasurer	Don Blanksby
VPs - NSW	Richard Franklin
- Vic	Andrew Merrett
- WA	Richard Lynn
- Tas	Des Sward
Technical Officer	Hugh Howard
Publicity Officer	Leigh Edwards

Hugh Howard has agreed to take the next 12 months to become a Full measurer in order that he might fully assume his duties and Technical Officer for the Australian Fleet.

Robert Alpe took the Chair and moved a vote of thanks be expressed to Des Sward and Tony Moody for their efforts over the period and to Andrew Johnson for his untiring work as the Technical Officer. Carried with acclamation.

8. Subscriptions

Following much discussion it was moved R Lynn, seconded T Moody that:

The subscription fee be set at \$100.00 per boat for the next 5 years [subject to and reflective of; any IDA increases during the period] and after that to move each year with a CPI increase.

\$65.00 to be used to run the Association and pay IDA fees, the remaining \$35.00 be placed in a regatta account to be used to assist the state that is to host the World Championship regatta

This motion is subject to a majority approval from the State committees. State Associations are requested to consider this motion and report back to AIDA before March 1, 2007” Carried

9. World Championships in Australia 2011

The last bid made was not endorsed at the last IDA AGM, R Alpe reported that the challenge is to:

- Get up to 50 overseas entrants,
- Promote at Palma - Euro Gold Cup and Dublin - World Championships and other major events,
- Promote to each overseas Association,
- Sell Melbourne as a holiday as well as sailing experience,
- A promotion Committee with a representative from each State be formed to develop the marketing plan.

10. PPC Rota

2008 Tas; 2009 NSW; 2010 TBA (SA) – dependant on world bid outcome; 2011 TBA (VIC) – dependant on world bid outcome

11. Martin Graney Series

D Graney thanked R Alpe for the donation of the trophy and to the AIDA for the conduct of the event

Discussion on the event included:

- The series to be run to encourage match racing. It is believed that consideration to conducting the event similar to a teams event with a modified Swiss league,
- Two boats from each State be accepted with one being the prime boat,
- Consideration be given to appending the Martin Graney Series to the Intercity Interports where appropriate and not exclusively to the PPC.

12. General Business

12.1 PFDs

The matter was discussed and it was Moved R Alpe, seconded A Johnson that: “The wearing of PFDs is encouraged but left to each State to determine their position” Carried

12.2 Hiking Straps

Victoria will put forward a discussion document, and encourage States to consider and reply.

12.3 Incorporation of AIDA

D Blanksby reported that he had not completed the draft but advised the thrust of the document was to incorporate with little change to the existing Rules and other major restructuring be a matter for later discussion.

R Alpe proposed a new Incorporation document be prepared and distributed to the States before the end of March for their review and comment, and be voted on in a telephone conference before June 1, 2007 as the process of gathering sponsorship for the Worlds cannot proceed seamlessly without full incorporation of AIDA

12.4 Other Actions

- Each State Secretary to advise the office of Prince Phillip of the regatta results,
- Each State who wins the trophies each year to be responsible for the engraving of trophies,
- The PPC Trophy to be repaired.

13. Next Meeting

The next AGM and face-to-face meeting be held in Hobart in 2008 in conjunction with the PPC.

OooOOooo



Such a beaut photo of the prolific Dragon supporters and PPC regulars, Gordon Ingate and Margaret Herder

Vale: Jack Ayers

It is with great sadness that we report the passing of the Tasmanian IDA Patron.

June 14, 1922 – October 25, 2006

Jack's parents were store-keepers in the Huon district at Franklin, and Jack used to ride his bicycle to town to study for the week at Technical College before riding home the 40 km for the weekend. He was a commercial artist by trade and worked for Charles Davis Ltd, silkscreen printing and preparing artwork. After spending much of WWII as a radar operator in northern Australia, he returned to Hobart and was involved in the building boom with a truck, delivering sand from South Arm, loaded by hand with a shovel. Jack then ran a Shell service station before marrying Molly and having three children; John, Francis and David. In the meantime, Jack attended the 1956 Melbourne Olympics with a Press Pass from The Mercury, which allowed unprecedented access to sporting events. Jack was actually on the edge of the Albert Park circuit at the start of the Grand Prix. In the late '50s Jack convinced the management of the newspaper to give him the contract to deliver The Mercury around the State. In those early days Jack had a few Ford Customlines, and it was not unusual for Jack to grab the Burnie car and use it in the Hobart Domain hill climb on a Sunday - wearing his WWII helmet as a crash helmet!

Jack started sailing on the classic Hobart yacht *Ninie*. In 1959 he commissioned a Dragon to be built in Cygnet, a great boat-building area in the Huon. She was DKA 65 and named *Jofranda* – an amalgam of his children's names.

The English Speaking Union (ESU) was launched on 28 June 1918 toward the end of the First World War with the aim of promoting closer ties between English speaking peoples. Its purpose is to promote international understanding and human achievement through the widening use of the English Language. Its President is HRH The Prince Phillip, The Duke of Edinburgh who also donated the Prince Philip Cup for the Australasian Championship in the International Dragon in 1954. The ESU founders were convinced that no method of achieving cooperation between nations was more effective than welcoming the stranger into your home – a concept that fitted well with Jack and Molly. It was a real coup for Hobart to be awarded

the ESU Sailing Cup in Hobart in 1963. Jack sailed well but was out-classed by better sailors, equipment and sails, but because of his unique social capacities made many international friends. Many lifetime associations were made and strengthened over the years. The ESU Cup was sailed in November and Jack and Molly were dressed for the Reception at Government House when the news arrived of the death of US President John F Kennedy. A moment in time, remembered forever!

In December 1966 The Mercury reported that 'Jack Ayers has done a remarkable job with *Jofranda*, overcoming inexperience and some ill-luck with a dogged determination that is being rewarded this season. Jack said that he had owned the yacht for 5 years and 361 days before he won outright for the first time last Saturday.'



Jack sailed the 1971 Dragon Worlds in Hobart and was gutted and hugely disappointed to be disqualified by an ungentlemanly deed by a European competitor. However, the great Dane Axel

Holm promised Jack that he would gain retribution - fairly- at the next opportunity back in Europe. A mark of the true affection for which Jack was held. Jack recommended John Cuneo, the 1972 Olympic gold medallist in the last to be competed for in the Dragon Class, to Sir James Hardy for a helming role in the Americas Cup. Jack moved up to his beloved DKA 125 *Sari* when he purchased her from Keith Storey in Sydney. Keith had made his fortune making springs and had a mansion at Double Bay. Jack and Keith became firm friends. *Sari* was slightly unusual in that she was planked with mahondras mahogany.



Jack was tremendously proud to represent his country

Upon arrival in Hobart the boat was accompanied by a was a stunningly built and immensely sized crate jammed with spare parts, including no less than 7 SETS of sails; and brand new winches still wrapped in Danish newspaper wrapping. The Japanese sailed *Sari* in the next ESU Cup in Hobart.



Jack loved this photo of Sari on the Derwent

Jack sailed with his son John on the Derwent and will always be remembered for his amazing over-the-head tacking technique with the tiller. Jack became the inaugural life-member and Patron of the TIDA in the late 80s due to his great sense of humour, a fantastic ability to draw people together and nearly a lifetime of love and commitment to the Dragon, especially in Tasmania.

In December 1999 the two stalwarts of the Dragon Class for almost five decades, life members Jack Ayers and Ediss Boyes helped create a trophy to recognise the performance of the highest placed wooden boat at the annual national championship – the Prince Philip Cup. In an age where gleaming white fibreglass hulls dominated the Class, Jack and Ediss wanted a fitting prize to reward the performance of the crews in classic timber Dragons. The trophy is the work of local boat builder Hugh Wardrop and jeweler, the late Les Job. The RYCT Commodore-in-Chief, Governor Sir Guy Green, endorsed the Deed of Gift. The first winner was *Jennifer*, sailed by Carl Ryves, Dick Sargeant and Martin Burke.



Jack continued to sail *Sari* into his 70s, using a special ladder to get aboard. His hips were failing him and it was complications with his third hip replacement that led to his death. Jack will be missed as a larger-than-life character and friend to those he met.

The Dragon community sends it heartfelt respects to Molly and family.

Jack so embodied the spirit of international competition and friendship that the final points table from the 1963 Cup is reprinted here

ENGLISH SPEAKING UNION CUP
FOR INTERNATIONAL DRAGON CLASS YACHTS
Sailed On River Derwent
Hobart, Tasmania, 19th November 1963 - 25th November 1963.

FINAL POINTS & POSITIONS

DD 166	White Lady	D. Bernitsen - Denmark	6201	1
DKA 107	Southern Star	N.G. Booth - Australia	4043	2 *
DKA 70	Ann	E.A. Boyes - Australia	4043	3
DK 381	Vera	E.M. Parry - U.K.	3918	4
DKB 5	Ghost III	A. Bronnlarer-Eie - Bermuda	3751	5
DKA 63	Sandra II	D.C. Culvert - Australia	2779	6
DKA 100	Volare	J.H. Linaere - Australia	2718	7
DKA 94	Christine	G. Guthbertson - Australia	2469	8
DKA 74	Lalaguli	N.E.H. Strain - Australia	2151	9
DKA 32	Lesley Ann	E.C. Messenger - Australia	2032	10
DKA 64	Allina	D.G. Jones Jun. - Australia	1613	11
DKA 85	Jantlyn	J.C. Bridge - Australia	1612	12
DUS 111	Sea Joy III	Joy Lewis - U.S.A.	1469	13
DKA 72	Merinda	D.A. Boyes - Australia	1354	14
DKA 62	George Bass	R.H. Jones - Australia	1229	15
DKA 49	Katrina	S.J. Clarke - Australia	1127	16
DKA 84	Moana	R. Brooke - N.Z.	1027	17
DKA 65	Jofranda	J.N. Ayers - Australia	1008	18
DKA 101	Gazelle	N.L. Hibbs - Australia	909	19

* "Southern star" defeated "Ann" for second place on a count back, having beaten "Ann" more times.

This hand written table is taken from a school-type book that has other beautiful points tables from the late 60s in the TIDA records.

HOBART invites you to the next Prince Philip Cup



2008 PPC Proposed Program:

Sunday 2nd – Thursday 13th January 2008

- 2nd King of the Derwent No Racing
Measurement for Match Racing
- 3rd Match Racing Measurement PPC
Welcome Cocktail Party
- 4th Ted Albert Races 1 & 2
- 5th Ted Albert Races 3
to include Charles Davies Invitation Race
- 6th Lay Day



- 7th PPC Races 1 & 2
Heat 1 to include Jack Linacre Trophy
- 8th PPC Race 3
- 9th PPC Race 4
Mid Series Barbecue (tentative)
- 10th Lay Day
- 11th PPC Race 5
- 12th PPC Race 6
- 13th PPC Race 7
Presentation Dinner



*These photos were taken this year on the Derwent.
Put yourself in the picture at the 2008 PPC.*

The Dragon Worlds in Melbourne in 2011/12

After considerable lobbying, several hiccups and a false start or two, Melbourne is now on track to host the International Dragon Class World Championship for 2011. A vote for our preferred Aussie venue is anticipated at the next IDA AGM [meeting] in October 2007.

However, much work is to be done, if we are to be assured of gaining the endorsement of that meeting. It would be foolish to take anything for granted, so a planned strategic program is being developed to 'sell' Port Phillip Bay as excellent racing waters, the Royal Brighton Yacht Club as a superior hosting club with a brilliant racing pedigree, Melbourne as a grand and sophisticated city and the Victorian weather as hot hot hot!

All Australian Dragon sailors can assist by doing everything possible to communicate the beauties and benefits of Melbourne as the preferred venue to our Northern Hemisphere friends. If you are traveling to the UK or Europe, have, or can make the time to contact your Dragon mates, let me know about it weeks before you depart and I will provide you with a Goodies pack to assist you with your personal sales pitch for Melbourne.

Our objective is to get 50+ Northern Hemisphere Dragons to Melbourne for the worlds, so our focus until the October IDA AGM, is to gain commitments from Europeans, especially influential Europeans to come to Melbourne. If we can achieve that commitment or close to it by October 2007, gaining a successful vote at the IDA AGM is a snap. Remember, it is the Boat owners who vote [via their national Associations] at the AGM.

As President of the AIDA and a Vice Chairman of the IDA, I cannot stress enough on getting this 'right', getting Melbourne across the line and then hosting the BEST WORLDS EVER. Although a fine Regatta, the Hobart Worlds were poorly supported by the Europeans and we have learnt much from that experience. But Australia cannot afford to have successive Worlds that don't attract large numbers of northern hemisphere Dragons. If we get Melbourne wrong, or don't garner the support required for success, it will be a long time before Australia will be considered for a Dragon Worlds again.

So anyone who can assist with a personal approach to Northern Hemisphere Dragon Sailors, please step forward. Your President need you!

Robert Alpe
alpe@fontfactory.com

Vale: Börge Børresen

5th Mar-2007

Borge, the world famous boat builder, sailor and Vice-President of the IDA, died peacefully on Sunday at home in Vejle, aged 87. We all miss a great skipper, an incomparable Dragon builder, a person known by thousands of sailors, from ship's boy to kings, but nonetheless always helpful, calm and humble towards what he had created, The International Dragon Class.



Börge Børresen built his first Dragon together with his brother Albert, at an age of 16 in the winter 1935-36. Many of the famous Børresen Dragons have been sold all over the world through more than 60 years. Børresens Boatyard in Vejle, Denmark became world famous for the beautiful wooden boats and later the glass fibre boats, the boatyard built 325 Dragon in wood. Since then he has built more than 750 Dragons with the famous BB stamp on the bow.



In 1971-1972 Börge Børresen was involved in the process of preparing the Class Rules for allowing glass fibre boats to sail equally with the wooden boats. In this way Börge Børresen, among others, secured the future of the Dragon after it sailed the last Olympics in 1972. The Dragon Class has since then been growing even stronger and is together with the Star one of the ISAF International Keelboat's Classes with the most competitors at International regattas and World Championships.



Börge was a fantastic sailor, competing in 51 consecutive Gold Cups and won numerous regattas and titles, the last World Championship at an age of 74 with Jesper Bank and son Ole Børresen. The most outstanding results were:

- World Champion 1984 & 1993
- Worlds runner-up 1981
- Worlds 'bronze' 1971 & 1973
- European Champion 1959, '60, '73 & '84
- Dragon Gold Cup 1951, '56, '67 & '85

Börge Børresen's sons, Anders and Ole started working in the company in 1969 and took over in 1982, but Börge still showed up at the boatyard daily and in his calm way closely followed everything until he passed away.



The latest Børresens boat, number 31.

Börge was honoured with the Royal Order of Dannebrog and has received the Danish Sailing Association Medal of Honour as appreciation of his lifelong dedication to the sport and as renowned boat builder.



Sailing, and Danish Sailing in particular has lost a pioneer, a fantastic boat builder and sailor and a great personality and gentleman, who dedicated his whole life to the sport of sailing. Börge Børresen continues to be a legend in Denmark and his hometown Vejle.

*Dan Ibsen, Danish Sailing Association and
Jorgen Bonde, Danish Dragon Association*



The International Dragon Class Association, its sailors and enthusiasts have lost not only a Vice-President of the Association but also a friend. Without his contributions and his dedication to building Dragons, the Class would certainly not be in its current state. We owe Börge Børresen very much and we will have good memories of him.

*Rupert Fischer, Chairman
International Dragon Class Association*

Johan Anker

Cowes Week 1911 brought unusually large numbers of yachts of all sizes and types to the Solent and even more participants and spectators. It was the year King George V was crowned and the peaceful splendour of Edwardian England still remained. The little town of Cowes was crowded with yacht owners, their families and friends and the supporting social circle, while along the Green and on the Parade, humbler people looked on. Afloat, Cowes Roads were crowded with yachts from 2000 ton steamers and great schooners; to the many classes of racers which represented the world's finest yachts; from the few giant A Class schooners, through to the little 5 Metres; with an assortment of day boat classes as background.

Amongst this great assembly a 12 metre bobbed at her buoy. The Norwegian flag flew from the shapely counter of a black hull, which on deck and aloft was as trim as all the others. She was *Rollo*, owned by Norwegians Samuel Eyde and Johan Anker. Anker, tall and rather severe looking, was also *Rollo's* designer, a partner in her building yard and her helmsman. Her crew were partly professional but included good amateurs such as Johan Friele and Zeiner Heinrichsen.

Rollo was of slightly greater displacement and sail area than the four British and one Dutch 12 metres that were also competing. 12 metres were then regarded as small yachts; gentlemen's day boats just fit to sail around the coastal regattas.

Little attention was given to *Rollo* until she raced against the Fife-built *Alachie*, *Cintra* and *Ierne*, the Mylne-designed *Javotte* and the Dutch *Davo III* designed and built in Germany by Max Oertz. On the first day *Rollo* was last and *Davo III* did not start. Over a 30-mile course, the boats finished within 2 minutes 49 seconds of each other in typically close racing. Next day *Rollo* was fourth and on the two following days she won, much to the surprise of the British yachtsmen. In the great International Coronation regatta that followed, starting and finishing off Ryde, *Rollo* won the 12 Metre race on both days and on the second day led the second boat home by 3 minutes 43 seconds - a large margin. The British verdict was that *Rollo* was a good boat well handled. It was a great triumph for the Norwegians, particularly Johan Anker and his partner Christian Jensen whose association as yacht builders had been established only five years earlier. Anker's crew sailed home with a gold medal to a banquet given in their honour at the Royal Norwegian Yacht Club. The *Rollo* victories were an early high point in a brilliant career in yacht design.



Johan Anker was born on the 26th June 1871. His family had sufficient financial means, his father and an uncle each owned a yacht and the boy was introduced to rowing and sailing in small craft at an early age. As his father had also designed a sailing craft for himself, the design characteristics of yachts were probably discussed at home. His father wanted him to follow family business tradition but agreed that young Johan should be allowed a technical education. At first he studied at Oslo, then went to Berlin, to the University of Charlottenburg where he studied naval architecture and ship construction. Family tradition won through in the end and on leaving university Johan Anker went into the offices of a wood pulp company to be diligent but unhappy at being prevented from doing what he most wanted - to make a name as a yacht designer and builder.

In 1905, at the age of 35, the desire to establish himself overcame caution and he entered a partnership with Christian Jensen to form the yard of Anker and Jensen, which was to build many yachts and other craft.

Anker started the partnership with twelve years of business experience, coupled with a burning desire to succeed in yacht design. Like his well-known fellow Norwegian, Colin Archer, Anker seems to have had some measure of private means, which helped sustain him in a risky profession.

They were auspicious times for yacht building. Yachting in Norway, as everywhere, was growing and importantly for the new firm, was moving towards new, smaller craft and with the establishment of the International Yacht Racing Union in 1906, the sport was expanding internationally.

Anker was already known as a good helmsman and racing skipper and so quickly developed links with many owners and potential buyers in Scandinavia and the yard began to prosper. His study of construction and rigs, backed by flair in design and good workmen, founded his reputation for well thought out designs and construction details.

In 1908, the Olympic games included yacht racing in the Solent with boats of the 8 and 6 metre IRC classes which had been established two years before. Britain entered two 8 metres, *Cobweb* and *Sorais*, both with experienced Solent crews. Swedish owners entered *Vinga* and *Saga* and Norway with *Fram*, designed by Anker and built by Anker and Jensen. These yachts had amateur crews. *Fram* with Anker at the helm with E Lund, H Steffens, E Hvoslar, M Konow and C Jensen as crew. All the Scandinavian boats had snubbed bows and shorter counters than the classically shaped British 8 metres and none carried a topsail. The Swedes had a single headsail and *Fram* was cutter rigged. Anker was third in two races and considering the high standard of competition, he did well by being only a few seconds

behind *Cobweb*. *Vinga* of the Royal Gothenburg Yacht Club won the series, which whetted Anker's interest in racing in Britain.

Many of his designs were for yachts of the newly established square metre classes and included fast boats like *Brand II*, which gathered many first prizes. The success of the 12 metre *Rollo* in 1911 also brought him many more commissions.

In the winter of 1913-14 Anker designed the 12 metre *Smyrna* and taking courage from the example of G.U. Laws in the British 6 metre class and from Scandinavian Square metre boats, Anker designed a Bermudan rig for *Smyrna*, the first 12 metre to be so rigged. Unfortunately there could be no repeat of the successful *Rollo* campaign at Cowes Week. War was imminent and broke during what should have been "The Week". Yachting, except in Scandinavia and America, was over for four years. Norway, Sweden and Denmark remained neutral and there yachting flourished. The large profits made by their merchant shipping resulted in the building and acquisition of many yachts, some of a size never before or since owned there, including 15 and 19 metre class racers. So the yard of Anker and Jensen continued to be busy and Johan Anker continued the development of his designs. There was a dissolution of the partnership with Jensen in 1915, but the business remained under Anker's direction, building craft from dinghies to large cruising yachts and many racers.

Amongst the yachts designed and built in those wartime years was the 12 metre *Tatjana*. Shorter and of lighter displacement than *Smyrna*, she carried their usual class sail area of 2,904 sq.ft. (269.8 m²) in a Bermudan cutter rig. She was sold to English owners after the war and was renamed *Noreen* but was not very successful. By the 1930s she was owned by Hugh Crankshaw and became well known in the large handicap class with a variety of experimental rigs. In 1915, Johan Anker became chairman of the Scandinavian Yacht Racing Union, holding the position until 1922 and again from 1931 to '34. Yachting in Scandinavia continued to develop quite differently from that in Britain and most other countries.

Emphasis was on reasonable cost and a wider use of sailing craft with concern for smaller boats designed for young people.

During 1927, Johan Anker produced a design that was to win a competition held by the Royal Gothenburg Yacht Club: a small Bermudan sloop rigged keelboat with long overhangs and a short coachroof over a tiny two berth cabin which had minimal facilities for living on board for two or three days. He named the type *Dragon* and after the first was built in 1928 it soon became a popular boat. A class was established in Norway and the type quickly spread to other Scandinavian countries and to Germany. A few years later it appeared on the Clyde, then in the Firth of Forth and in 1938 on the Solent. After 1945 the *Dragon* class grew rapidly in numbers and in 1948 was adopted as an Olympic Games Class.

Johan Anker liked the *Dragon* and designed a larger one for his wife and himself, named *Stor Draeken* (large dragon). She was 35' 3" (10.74m) long and had a turtle-back deck to provide more space below. Anker produced many designs for elegant cruisers and racers until 1939 when his last design, a cruiser, was launched. In May 1940, German forces invaded Norway and sailing was submerged in the misery of occupation for five years. Johan Anker died on the 1st of October 1940.

When the war ended in 1945 some of the first yachts to appear were Dragons. Fleets of them are still sailing in many countries and although still occasionally built in wood, these slender sloops are built in GRP - a construction method which would have been welcomed by Johan Anker.

John Leather; (written in about 1988)

The 2007 Dragon Class World Championship

The first Dragon raced on Dublin Bay in 1936, about eight years after John Anker drew the design. Throughout that time The Royal St George Yacht Club has been a Dragon 'sanctuary', with Club Members representing Ireland in Dragon at the Olympics in Rome 1960, Tokyo 1964 and Munich 1972. The Royal St George Yacht Club will host the 2007 Dragon World Championship.

Richard Lovegrove.

PROGRAMME

Thurs 30 th August	Registration & . . .
Friday 31 st	. . . Measurement
Saturday 1 st September	Practice Race
Sunday 2 nd	Race 1
Monday 3 ^r	Races 2 & 3
Tuesday 4 th	Race 4
Wednesday 5 th	Race 5 & 6
Thursday 6 th	Race 7
Friday 7 th	Race 8

If 8 races are completed there shall be 2 discards. If 6 or 7 races are completed there shall be one discard. There shall be no discard if only 5 races are completed. If less than 5 races are sailed, the Championship Trophy shall not be awarded.

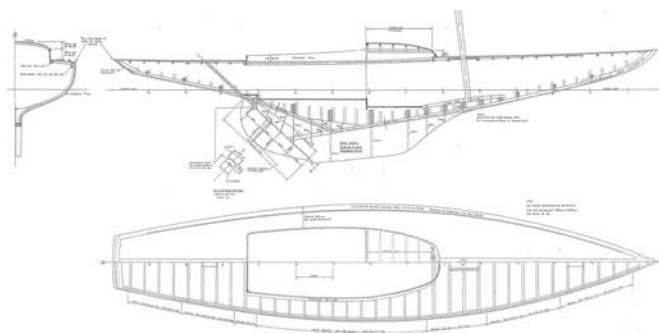
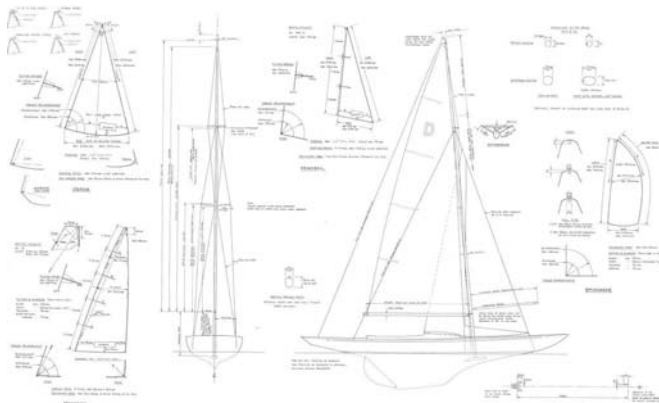
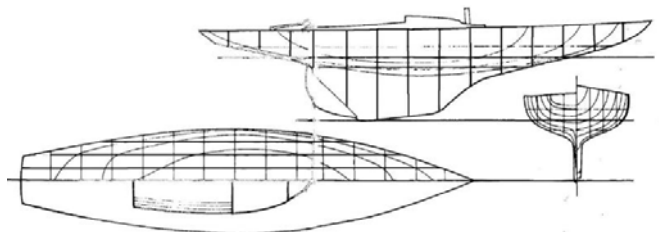
The Entry Fee is €600

Dragon World Championship
Royal St George Yacht Club, Dun Laoghaire
County Dublin, Republic of Ireland
00 353 1 2801811
Email: dragonworlds@rsgyc.ie

Royal St George Yacht Club website: www.rsgyc.ie

Small Dragons

I received a phone call from a 'bloke' in May last year who wanted line drawings of the Dragon so he could build a 1/6 scale model. After a few e-mails to the IDA in England, a search of all my files and collections from 18 years in the Class, a few drawings were printed and delivered to Rex Calvert.



Why a Dragon model? "They are a classic design, beautiful smooth lines – they remind me of the metre designs from Herreshoff and Fyfe, said Rex."



A close look at a few real Dragons gave Rex some details

There were a few false starts, and taking the first few planks of the frames was almost soul destroying, but the boats had to be right, symmetrical and strong. These boats were going to sail in the water, not just be pretty ornaments.

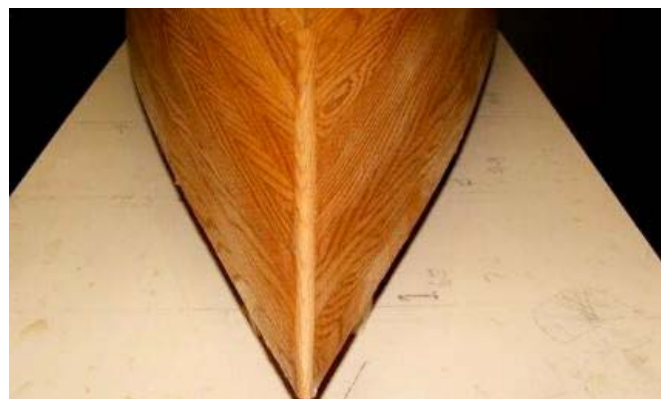
2007 Australian International Dragon Association Newsletter



At 2" to the foot, these boats are 5-odd feet long.



The planks are tapered and hand bent till the glue set, often with fingers attached!



The fine detail in King Billy pine can be seen here at the stem post.



The finished hull weighs 11 kg, 8 of them in the keel.

Rex and his mate Clive Udy built *Steel Dragon* – DKA 1 in King Billy and Huon pine. They installed 2 channel remote control, and Michael Hutchinson at Doyle Fraser in Hobart built the sails. Masts and fittings were imported, some 'bits' from Germany.



The spreaders even have aero-foil additions



Clive and Rex proudly display 'the blue boat'

From that model, they built a female mould and Tom Ferguson used his panel beating skills and body shop to finish off the fleet that currently includes five more fibreglass boats.

Darrel Ridgeway is involved and gave invaluable advice and is now also an owner of a model Dragon.



Rex and Clive have numbered their Dragons using the 'traditional' KA numbering system

Rex and Clive have done an absolutely beautiful job and were kind enough to show me their boats, almost exactly a year after that phone call. Fantastic effort. You could contact Rex on 6247 9841. They are a labour of love, but he might build you one for the right price.



How many other Dragon owners can pop a couple of boats and masts in the back of their ute!

Leigh Edwards

Hello Campers,

February 2007

The Irish Eyes Keep Smiling

As I sit here with the snow all around me on Sky TV, I can't help thinking, 'what's all the fuss about? All I see is blue sky here in Palma de Mallorca'. Yes, another hot day ahead!

Training here begins at the weekend and not a moment too late. As when I arrived in Calanova yesterday, 12 Russian boats are already here! So watch out, they really mean business.

But before all that let me fill you in on the first two regatta's of the year. Following Don O'Donoghue's Irish success at the end of 2006, Olaf Sorensen and Mike Cotter have kept the Irish fleet at the fore, with two fine wins in the Ski Vol and the Primo Cup.

In a 38 boat fleet sailed in the bay of Juan le Pins, Antibes, Sorensen with his crew Shawn Kingston and a little help from yours truly, took the trophy from Gerrard Blanc 2nd and new-comer, 80yr old Jan-Eric Dyvi finished 3rd. It was a light wind event in which Gavia Wilkinson-Cox and Len Jones both showed well. The sun shone and the cobwebs eased away, as many smiling faces were very glad to be sailing again after a long winter. But, Olaf's IRL 190 *Chrisiana*, took the title.

Four days later in the rich and famous tax haven of Monaco, Mick Cotter with his KIN team, in IRL 196 took the Primo Cup. With the event now run over 4 days, 28 boats battled out the variety of winds over 10 hard fought races. Olympic Silver medallist from the Flying Dutchman days, Uli Libor took up the early running along with Cotter and European Champion Lars Hendrickson. With past Danish National Champion, Jasper Washing Machine Bendix, and Sorensen fresh from his Ski Vol win, nibbling at everyone's toes. All was set for a very competitive regatta. Indeed such is the strength in depth of the Dragon Fleet these days, many competitors are rightly able to win a race and an ever growing number a regatta. So it is never over now until the fat lady sings. However, despite Libor's minimal lead going into the last day and Sorensen's late charge of two 1st, a 2nd, 4th & 5th over the last two days..IRL 196 *Whisper* took the regatta with Uli Libor 2nd and Jasper Bendix 3rd. Fourth was Jan-Eric Dyvi sailing very well again in only his 2nd Dragon event, crewed brilliantly by Farr 40 World Champion trimmer, Jean Sebastian Ponce. Its a great credit to the Dragon class that sailors can still compete at the youthful age of 80...(and I'm not talking about the event winner, Mick Cotter, even tho' he may look 80). So Campers, that's really all for now. No new jokes to tell, only the same old ones keep reappearing. But, there are many more regatta's ahead. Whilst some of us lucky ones train down here in Palma, Cascais has it's first of two events starting 22nd Feb. Try to make the effort this year, Patrick de Barros and his magnificent team in their newly built Clubhouse will make you more than welcome. With 10 days between regatta's there is time to fly home to the cold, real world of work, work and work. Before jetting south again to

race in a location second to none amongst the dolphins, sun and variety of warm winds the Atlantic offers. So that's it my friends, give up work, pack up the Dragon and get behind the wheel to drive south into the sun, fun & be part of our unique International Dragon Class.

Higher, Faster, Longer,
Stavros.

2007

SUCCES TOTAL de SKI-VOILE International

26, 27 & 28 January

40 DRAGON from 12 nationalités



Martin Payne, Olaf Sorensen and Shawn Kingston sailed IRL190 Christianna to the title, representing the Kinsale YC

Their placings were 6, 12, 2, 1, 6, RDG, 0, 0



Song of Sergei! Princess Sofia Trophy Series

Belarus is a rather large country that was created as a result of the break-up of Russia late last century. It lays due east of Latvia, Lithuania and Poland, north of the Ukraine and has Russia to its north and east. The capital is the beautiful city of Minsk. In winter the temperatures get to 35°C below; fortunately the summers are pleasantly warm, but short. The Belarus peoples speak Russian, or as best I could determine, a version of it. To my chagrin, I found out the Belarus, being a very proud people, do not appreciate being called Russian. For a land locked country, it has developed an unusually high percentage of champion sailors over the years.

Today, one Dragon is registered in the country, namely BLR1, called *Aleksandra*. It's a near new Börresen purchased second hand by Igor Tcherny and raced on the Euro Circuit periodically, and with some success! Over the last European winter, BLR1 was dry-stored in Palma de Mallorca, coming out of hibernation for the Princess Sofia Trophy, which preceded the recent 2007 International Dragon Gold Cup also raced there.

I was to visit Palma so on the IDA Forum I posted my availability to crew or helm for anyone needing crew for the Princess Sofia with the following text:

I will be in Palma, for an IDA Officers Meeting from Sunday 25 March until Saturday 6 April. For the first week, I am taking a coaching program (helm) with Martin Payne but thereafter am available to crew (or helm) for the complete Princess Sofia Trophy Series. My French is terrible, my German is worse, my Italian/ Spanish is non-existent, and my English is Australian, so if anyone is interested in using my services, a form of English would need to be spoken on the water. I am 93 kilos, experienced in the foredeck position, a good spinnaker trimmer, and more than adequate on mainsheet. I helm my own Dragon in Australia. If you know of anyone in need of crew for Princess Sofia, please email me.

About a month later I received an email from Igor Tcherny stating his crew was not available for the Sofia and offering me a crew position. Igor stated his English was 'OK' and rightly determined my Russian was zero, so we would simply have to make the best of it. I accepted Igor's kind offer, with just a little trepidation, and was most grateful to have a ride at all!

We met on the Friday at Cala Nova de Mallorca where his boat was dry-stored. I also met Sergei who was introduced as our third crew, and the tactician. Sergei spoke very little English, and as it turned out, a considerable amount of Russian. Igor understood most of what I said in English as long as I spoke slowly and clearly - perfectly reasonable! They were most affable and keen to get out on the water for two days of practice before the Sofia began in earnest. I was told our objective was to beat half the Russian fleet. If we did this, Igor would have achieved his objective. This was not an easy proposition as many of the Russian boats had professional sailors on board.

We sailed out of Cala Nova harbour in light airs and a very moderate sea chatting away as you do. Most of the chatter was in Russian, so I felt a little like a shag on a

rock not being able to add to the conversation, a position, I was going to get very used to. I learned that Sergei was a champion sailor, also from Belarus and would be calling the shots with respect to tactics. Sergei was a young 40, 5'7" in height, very trim and fit with piercing blue eyes and what one could comfortably call, an angular handsome face. He also looked the part, with matching cap, gloves, shoes and wet weathers. I was sure (and happy) the matching gear was a reasonable indicator of sailing ability.



Some of the larger yachts in the background could not be paddled like Robert is manly doing here in Palma harbour.

© Zena Tcherny

Igor on the other hand was older, less than 50 I would have said, a calm intelligent gentlemen who headed up his own Steel fabrication company in Minsk and Moscow, employing more than 300 people. He was obviously a man of substance and worldly experience. I warmed to his sensible and charming demeanor immediately, learning he was in Palma with his wife Zena, their 3-year-old daughter, and a paid nanny. All four would stay on in Palma after the Sofia for a week's vacation. He would not race in the Gold Cup.

That first afternoon on the water, as for all first afternoons with a new crew, was difficult! I took the foredeck position and was to trim the kite. Sergei was determined that we tacked the genoa together, initially with him releasing the old windward sheet, and me on the new windward rail, pulling in the new windward sheet, and when that did not work so well, we changed; I released and he pulled in. This did not work so well either. I suggested that unless the wind was blowing 15 plus, one of us should perform both functions, as it is considerably more tactile for one to ease, release and pull in a genoa sheet without jamming the clew at the shrouds.

Now making a suggestion in English to someone who spoke very little was fraught with issue, as initially I had to make my point to Igor, who then had to make it with Sergei, who then had to consider the matter, discuss it with Igor before Igor responded to my suggestion ... if he did! And that assumes Igor nailed my suggestion in the first instance!! Suffice to say we never actually resolved that and other many other issues on those first 2 practice days, although we did get much of our collective act together. We were all frustrated, and that is putting it mildly. We were not yet a team. I learned during these 2 days that Sergei, a skiff sailor had never sailed in a Dragon, so those little trimming finesses that are always

required on a Dragon had to be learned. All three on the boat were helmsmen, so it was going to be an interesting ride.

We eventually resolved my position would be Mainsheet, which I was happy about and sometime well into the series the tacking and tailing issues resolved themselves to a large degree also, with Sergei performing both functions until either, he got too tired to pull in without assistance, or the wind strength picked up. However all through the Sofia, we got in each other's way, principally because we could not communicate. There were several times when out of sheer frustration of my getting in his way, Sergei would look daggers at me with those now 'no so baby blue eyes' and say in considered, unambiguous English, "Be Chareful, Be Wery Chareful"! I was glad he had a rope and not a knife in his hands on those occasions.

During our racing, the amount of chatter on the boat was considerable, 90% of it coming from our tactician Sergei, who was continually telling Igor what to do, about 9.99% coming from the 'sometime' responses from Igor, and 0.01% from me who had plenty to offer, but no one was listening. On those rare occasions I said something, like 'we should tack now' (having sailed into a seemingly permanent wind shift), I was told by Sergei with finger to mouth 'Shhhhhh! I was effectively silenced by language AND circumstance, with a shhhhhh now and again from Sergei just to be sure! Obviously, we had to develop a series of commands, English words that could be used to inform me of a tack, a jibe, hoist, drop, starboard, port et al. So I taught my new Belarus friends a few words in English, and they inadvertently taught me a few Russian words, because in the heat battle, Russian was the language of choice. Not my choice mind you. Take the Runners for example, in Russian (or Belarussian) their name is Bakstahh (sounds like that) and this sounds very much like Back Stay with an accent. So if I had to ease a runner or let it off, I would get bakstahh, bakstahh, bakstahh yelled at me and my first instinct was to reach for the back stay release (which was in a silly place anyway, immediately under the mainsheet cleat)

To add to the humour of the situation, I am not being told ANYTHING about what we are going to do next except for the odd occasion when Igor had the time, or presence of mind to say, Ruebot, we are going to jibe soon, tack soon etc, or I worked out the possibilities for myself. So if we have to dip a stern to stay on Port, (which we did often) it would be most helpful to know about this with some warning, as I have to release the leeward runner and ease the main to facilitate the manoeuvre - bakstahh, bakstahh, bullstahh!

Yes, I had ZERO input into the running of the boat, zero input into strategy or tactics, zero say in anything at all. As there was going to be precious little racing satisfaction on any other level, I determined I would perform my role of Middleman to the best of my ability. As time wore on, I felt my abilities were not being appreciated by either Sergei, or Igor. Now, I may not be the worlds best trimmer (or helmsman for that matter), but I can keep a Dragon going fast and high, so I felt somewhat slighted by this in-appreciation, especially in the face of not being told anything that was about to happen on board, and having to

be reactive to everything, when pro-activity, anticipation and dialogue is a considerable part of racing in a Dragon. But I'm a big boy and would simply have to live with it, so I did!

Sergei was effectively the Captain of the good ship *Aleksandra* BLR1. As such, he was constantly in dialogue with Igor as I have pointed out. So the stream of Russian that flowed from my left to my right (or right to left on the other tack) became tiresome after a while, necessary I grant you, but definitely tiresome. Interspersed with all the Russian was the odd 'TACKING' or 'JIBE' which was notice to get my arse off the rail, or lose my head with the tacking boom. So I was extremely sensitive to the rare English word amidst the Russian chatter. In defense of Sergei, he was good as a skipper, but the boat would have been a more placid place if the skipper also had the tiller in his hands. The odd English word then would have been more like music to my ears, as the boat would have been considerably quieter. Sergei felt he had to tell Igor EVERYTHING he should do, not do, redo, do not redo, including retrospectively, what he should have done or not done. All helmsmen are used to crew saying lifting, lifting or come up, waves ahead, gust in 50 metres and the like, and such calls focus the helmsman's concentration. They are helpful and necessary. Igor must have the patience of Job to listen to Sergei's incessant chatter. Either that, or he genuinely needed verbal assistance to the level received. Rarely did Igor 'answer back' as his tone was usually constant and calm, albeit with several notable exceptions.



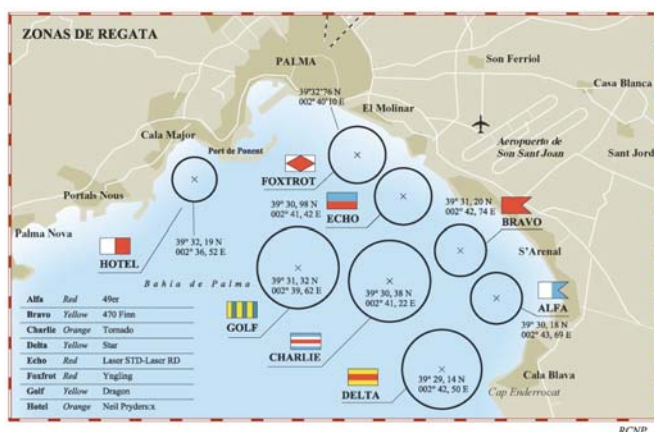
© Ruban Ballester

Igor was a better than average helmsman but tended to point BLR1 at the lower end of the 'ideal' pocket assuring we were almost always out-pointed by others. Never more evident was this than at our Starts in the 70-boat-fleet. In the main Sergei picked the correct end of the line

to start, or the correct way to go, but inevitably we tended to be near the middle to get clear air.

Our starts were a thing of beauty given the colossal disadvantage BLR1 was under. Sergei was on genoa, responsible for our positioning, line and other boat reference, and tactics. I was on the main, runners et al, and Igor on the tiller. We were being told by Sergei in Russian, EXACTLY what to do. What Igor did or could do was directly in proportion to what I was doing or not doing with the Main. Sergei, at these critical and pressured times deferred to Russian for all calls, including Russian for On, or Ease, Dump or Stop the boat, Go Head to Wind, Pull Everything On, Racing etc. I had no idea what he wanted at any time during most starts, so the fact that we only received one OCS for the series, did not foul another boat and generally started without incident, was a bloody miracle.

The Princess Sofia course is a simple windward-leeward course with a downhill finish. Once underway on starboard and wanting to go that way, we inevitably matched speeds with most around us, but then the low end of the pointing pocket would come into play and we would have to tack away and dip sterns. At the first clear opportunity we would tack back onto starboard and get going again. Then a port tacker would tack on our bow, and so on up the work. BLR1 was always being pushed away from where Sergei wanted to go for the first 1000 metres of a race. For the most part, the winds were quite shifty, but for all that, we often made it to the top mark mid fleet or better. There were several exceptions to this result, but I have to give credit to Sergei for getting us to a mid fleet position as often as we did, given that only once on the first work did we actually go where we wanted to in the entire Princess Sofia series. When we came into the top mark on starboard from 300+ metres out, our low pointing boat inevitably did not make the mark without a quick nip back on port into the endless stream of starboard tackers sharing very disturbed air en-route to the top mark. This cost us dearly in a large fleet.



Russian (or Belarussian) is actually quite a melodic language to my ear. It has a harsh, yet gentle ring to it. Male speakers seem to deliver it with considerably more vocal animation than female speakers. They give it more edge, more authority and seem to make it sing (or scream) somewhat. This realised, I fantasised that Sergei was singing to us with this incessant chatter of his, rather than

snapping out commands. Interestingly, this allowed me to listen to individual words with greater sensitivity. It allowed me to settle on a number of oft used words and give them English meanings.

And bugger me if racing with Sergei and Igor didn't become more interesting. I am totally convinced that my translations are not even close to being correct, but it did allow me to actually participate in a race, not their race, my race. The fact that two races were being sailed on the same Dragon mattered little to my functionality, as I simply reacted to commands. It mattered not at all to Sergei or Igor who sailed their race blissfully unaware of the defector, or interloper in their midst. Sailing my own race caused me to defer to my helmsman side as this is where I am most comfortable and at my most competent also. This, quite naturally, further assisted my understanding of what Sergei was saying to Igor, as I would have said the (presumed) same thing, but in English, like, "on this tack Igor, the waves are more with us than against, so you can point higher and still maintain speed and power through the waves". I was gathering more respect for Sergei with every bout of incessant chatter and beginning to latch onto more words I truly believed I totally understood. Isn't fantasy wonderful! At the end of Day 4, the Thursday, Igor invited Sergei and I up to Valdemossa for a drink. His wife Zena was to join us. I had not met Zena before now. Valdemossa is a village with magnificent views over the northwest coast of the island. It is easily reached by car from Palma. Valdemossa was the place where Chopin and George Sand stayed for a winter in a converted monastery without the anticipated benefits to Chopin's health. Just around the corner from the old monastery is a sort of palace where Chopin recitals are played at a fixed time of each hour, even if you are the sole visitor. After visiting several tourist shops where we only purchased postcards, Sergei and I were chomping at the bit for a beer. Zena was blissfully unaware of our plight, as she walked in and out of the boutiques. But Igor, was only too aware and led us into the final tourist shop, where he introduced us to the local plonk, with self served tastings direct from the liqueur barrel no less! Now this was more like it. Sergei and I were wet and cold from 7 hours on the water, so grabbed several shot glasses each, and started tasting from right to left, direct from the barrels. There were 31 barrels of liqueur and we made it quickly to barrel 9 before the owner of this fantastic establishment, in a booming voice, called out 'dis is not a bar, you don't come here to dwink, just to tatht'. I looked at Sergei, and he at me.

Simultaneously we picked up 2 bottles of Anis each (these were above barrel 9) and walked over to the counter, requesting a basket each so we could collect more bottles as we tasted. Placated, the owner left us alone thereafter. I believe we made it to barrel 13, before I could hardly taste the differences between blue, green, black or clear liqueur. This was about the same time Igor and Zena had concluded their shopping in this establishment, and determined, now was the time to eat! My drinking buddy and I were in no state to argue! I think I spent 15 Euros on 8 miniature bottles of liqueurs. Sergei purchased no

liqueurs at all. Excellent value, much recommended after a hard day on the water.

But locating an open Restaurant was not that simple. The Spanish don't even think about dinner before 9pm, and here it was just 6.30pm. We finally located a cafe that was warm and served dinner. All four of us settled into dozens of olives, tapas starters, Sergei had a large pasta and we each had a large main. Sergei and I had our beers, and washed down the large meals with 2 bottles of red. Igor does not drink liquor at all; proudly stating it has been 8 years, 3 months, 4 days since his last drink. Zena had a beer and sipped on some wine. Her English was OK, not quite to Igor's standard, but acceptable none the less. I tried to communicate with Zena throughout the meal as she sat opposite me. At some point, Igor pulled from his wallet pictures of their 3-year-old daughter. A stunner, very cute.



© Zena Tcherny

I commented, as you do, that she was beautiful, just like her mother (who is also a stunner). I guess in the Belarussian culture one does not flatter another mans wife in his presence. While Zena was enjoying my flattery, Igor was not! "Ruebot, Ruebot, don't say such things, we have to sail together tomorrow." Of course I dropped it immediately, unsure of the protocol.

But Igor, should you read this, I think your wife and child are beautiful, which says as much about your excellent choice in a partner, as it does about them! In my world, it is accepted to flatter others and still sail together tomorrow. It was a very comfortable and enjoyable evening indeed. I was made to feel most welcome and often involved in both Russian and English conversations. Sergei loosened up considerably, as we emptied the second bottle of red. Igor, the non-drinker was the designated driver, so Igor and I had not a care in the world as we rolled down the hill back to Palma in Igor's American (Chevvy?) Suburban wagon.

On the final day *Aleksandra* BLR1 lay 41st in a fleet of 70 with positions: 49, 31, 55, 37, 40 and 31. We needed 2 more 31st places or better, to get our overall position down to the mid 30s and pick off at least 3 more Russians. If we did this, Igor would be pleased, Sergei would be over the moon, and I would be commanded to be pleased also. We started well in race one on the final day, slightly below the committee boat in the middle of the line taking our usual percentage of sterns but essentially maintaining a starboard direction for the most part. Closing in on the top mark on port, we were looking famous but had yet to weave our way through the starboard tackers and take our position in the procession to the mark. Starboard traffic was very heavy as we came in, and from my position on the windward rail, I could not see an opening for at least 7 starboard tacker boat lengths, but apparently Sergei could and we weaved our way through, almost!



© Ruban Ballester

We hit a Russian Dragon midships with considerable force, enough to remove 2 inches of our Börresen bowsprit and left a gelcoat repair on the Russian Dragon. That's when Igor became the most vocal of the entire series and gave Sergei a real 'what for' as best I could translate. We sailed to the top mark, rounded it and sailed away, tail between our legs to take our penalty. The only consolation I could see to the situation, given my new found Aussie-Belarussian status was that we hit a Russian! We were almost last on that run to the bottom mark first time, and with some good calls by Sergei and better pointing by Igor, we clawed back a number of places to achieve a 41st in the race. But Sergei was much quieter after that incident, and considerably more cautious as well in placement and tactics.

The final race was looming, and there was a degree of despondency aboard *Aleksandra* BLR1. Igor was still

quite vocal and I expected he and Igor were dissecting the incident that removed our nose so definitively. I determined to continue to speak only when spoken to, so I never actually commented on the incident at any time. We were going to go right off the start in this race and essentially sail to the lay line, so started midway between the windward pin and the committee boat in the middle of the line. There were only about 15 boats above us to give us any grief. We started well but got rolled, so tacked away to port soon after the start. Great! Igor was comfortable and Sergei apparently, had a master plan. We stayed on port for most of the work, dipping sterns when we had to. At the critical moment we tacked back on to starboard and stayed on that tack for 400 metres and then tacked back onto port, going for the starboard lay line. Sergei's master plan then became evident, this time we would sail 150 metres beyond where any other starboard tacker were, and then tack, surely we would make the top mark on this work, and we did, achieving a 15-20th position rounding the top mark in considerable traffic.

Sergei's excitement was evident as he was more busy and chatty (if that was possible) than usual. At every other rounding of the spreader mark, Sergei would have a starboard pole up and would be back in the cockpit for the spinnaker lift. Only when set, would we gibe if required. But on this occasion, we were going to gibe on the spreader mark and take an advantage over surrounding boats, which is all well and good, but no one told me until we were doing it. Normally, one would furl the genoa at the spreader, open the spinnaker chute, gibe and hoist the spinnaker simultaneously and finally set the pole! Sergei determined we should hoist a starboard spinnaker without pole at the spreader mark, gibe, set the genoa on the new side, and then set the pole. We had never done this, or discussed it, so failure was assured. As we completed the gibe, Sergei was at the mast to fix the pole and emerged totally wrapped in the spinnaker. I could not set the spinnaker through the gibe for the obvious 2 reasons, the genoa was blanketing it, and it was not viewable from the cockpit until the gibe was complete. Blissfully unaware of my circumstance, Sergei was extremely vocal in my direction long after he finally unwrapped himself from the spinnaker. So was Igor. Both were berating me for my error in not quickly setting the spinnaker and therefore losing any advantage we may have achieved with the

inside manoeuvre. I saw red and tried to inform Igor of why it occurred, and what we should have done. Simply furling the genoa, would have saved all the grief and allowed me to fly the spinnaker. Both of them would have none of it.

On this run, the seaway suggested pumping of the spinnaker and the main would advantage us, so we did this to good effect, but not good enough to make up the positions we lost with the unprofessional gibe at the spreader mark. And Sergei, with his skiff boat background wanted both windward and leeward spinnaker sheets pumped at the same time. In my experience on a Dragon (and I may well be wrong) it is more advantageous to keep a stable windward spinnaker presentation, and work the leeward sheet for all its worth. You can over-pump and gather disadvantage as a result. We lost a good 5 positions from top to bottom marks. padwalla, Padwalla, PADWALLA. walla, Walla, WALLA, emanated from Sergei as we beat into the waves on starboard during the next work. Busouta, walla, walla, BUSOUTA Igor! Walla, Walla, Ishtar ... PADWALLA! Walla, Walla Walla, TACKING!

This was the Song of Sergei, the music in my ears! By this time, Sergei was getting tired and tacking the genoa was getting slower, so I suggested we share the load. Sergei agreed and our tacks got a little better except on those occasions when Igor did not fully complete the tack with his usual precision. We lost considerably more positions on that work finding ourselves way down the pack as we crossed the finish line after the second run. I believe we finished 48th; with a 45th overall result in the Princess Sofia. We were beaten by most of the Russians, which did not sit well with any of us as we sailed back to Cala Nova harbour on our own (everyone else went back to Palma) to put *Aleksandra* BLR1 back on her trailer and dis-mast her.

I have much to thank Igor and Sergei for as a result of this experience. I learned much also, some from them, some from me, some from the circumstance. If I had to select a crew I could not reasonably communicate with and race in a far off sea, on a boat that was not mine, I could not have selected better mates than Igor and Sergei.

Would I do it again? Not on your nelly!

Robert (Ruebot) Alpe



© Txema Oliver

Princess Sofia Trophy Series Results

Sail	Boat	Crew	1	2	3	4	5	6	7	8	total	
1	UKR 777	<i>Bunker Queen</i>	Markus Wieser/Sergei Pugachev/Thomas Auracher	6	OCS	1	2	6	1	2	9	27
2	GER 996	<i>Sinewave</i>	Thomas Mueller/Vincent Hoesch/Max Scheibmayr	1	5	19	6	4	7	17	4	44
3	RUS 44	<i>Red October</i>	Georgy Skayduko/S Kuznetsov/Marat Nevlutov	17	10	16	7	5	6	1	1	46
4	DEN 380	<i>Lil</i>	Peter Warrer/Peter Due/lars Wegener	9	14	3	9	17	11	28	14	77
5	RUS 77	<i>Diamons</i>	Tereschein Dimitri/Firsov Yury/M Semerkhanov	18	12	6	1	31	24	5	15	81
6	DEN 375	<i>African Queen</i>	Jørgen Schönherr/Anders Kæmpe/	4	3	23	14	12	23	3	OCS	82
7	RUS 25	<i>Verzia 3</i>	Alexey Krylov/A Karachinskiy/Vlad Kapitonov	OCS	8	13	23	14	9	13	11	91
8	GBR 705	<i>Danish Blu</i>	Poul Richard Hoj Jensen/Chris Brittain/Theis Palm	OCS	11	14	13	30	2	23	2	95
9	DEN 384	<i>Motorius</i>	Soren Pehrsson/Jorgen Bonde/Brian Junker	12	7	30	35	OCS	3	10	5	102
10	RUS 1	<i>Godfather</i>	Arnold Shternberg/Oleg Khopersky/	35	15	27	15	2	44	15	3	112
11	GBR 700	<i>Princess J</i>	David Palmer/Chris Law/Kasper Harsberg	13	OCS	5	30	26	10	14	17	115
12	UKR 88	<i>BB Queen</i>	Evgeniy Braslavats	25	28	8	3	10	49	16	29	119
13	GER 816		Hans Werner Zachariassen/M Kurtz/Peter Eckart	2	OCS	2	24	18	18	45	12	121
14	GBR 708	<i>Rumours</i>	Len Jones/Bo Selco/Jeremy Jordan	20	23	29	5	OCS	15	8	22	122
15	DEN 266	<i>MY-WAY</i>	Frank Berg/Anton Wester/Soren Kaestel	34	6	40	17	3	26	19	20	125
16	IRL 196	<i>Whisper</i>	Mark Dicker/Dallas Caskey/James Campbell	26	4	11	39	11	17	30	30	129
17	NED 311	<i>Faline</i>	A. De Wilde/J. Honweling/B. Rodenhuis	23	22	15	19	22	33	24	10	135
18	NOR 282	<i>Finito</i>	Jan Erik Dyvi/Laurent Pages/Jean Sebastien Ponce	14	35	7	8	29	21	34	50	148
19	NED 280	<i>Gloggy jos</i>	Cees Nater/Gert Van Der Heyden/Gÿs Evers	OCS	21	34	29	7	30	22	7	150
20	RUS 2	<i>Alisa</i>	Alexander Ezhkov/V Krutskih/Alexey Grigoriev	OCS	17	18	26	23	12	38	27	161
21	DEN 138	<i>EVA</i>	Lars Hendriksen/Lars Stenfeldt/Philip Skafte Holm	15	1	20	12	16	27	DNF	DNC	162
22	GER 1035		Philipp Ocker/Florian Grosser/Markus Brather	OCS	36	21	22	1	16	42	24	162
23	GER 999	<i>tucan</i>	Achim Kadelbach/Petra Kadelbach/Frank Butzmann	OCS	39	RDG	RDG	24	20	21	8	169
24	GBR 648	<i>El Gringo</i>	Ted Sawyer/Martin Payne/Will Willet	32	19	50	11	20	56	12	32	176
25	POR 36	<i>ETC...</i>	Patrick Mon De Barros/Pedro Beckert/Paulo Bastos	27	27	4	52	39	53	4	26	179
26	NZL 15	<i>Murano</i>	Logutenko Maxim/K Vladimir/Andrey Arbuzov	33	26	33	27	13	46	20	25	182
27	IRL 187	<i>Rogue</i>	Robin Hennessy/John O'Connor/Tba	24	16	35	53	51	32	7	18	183
28	SWE 334	<i>Sweet Alice</i>	Hans Liljebblad/Fredrik Heijne/Patrik Menhks	8	DNC	12	38	35	36	35	21	190
29	RUS 34	<i>I feel goo</i>	Senatorov Vasily/Musycenko Alexander/B Serguei	39	30	36	16	21	28	29	31	191
30	RUS 99	<i>Murka 9</i>	Valentin Uvarkin/Dmitry Sapronov/Gennadi Strakh	30	49	31	10	OCS	14	43	16	193
31	SUI 299	<i>Gaudium</i>	Ulli Libor/Stephan Hellriegel/Thomas Flach	OCS	OCS	25	4	25	19	31	23	198
32	UKR 66	<i>Transbunker</i>	Werner Fritz	16	2	26	21	OCS	5	DNF	DNC	212
33	GBR 716		Miss Gavia Wilkinson-Cox/Mark Hart/Ian McMillan	45	OCS	24	25	46	4	32	37	213
34	FRA 303		Yves Pajot/Jonathan Pajot/E.Renard	5	OCS	10	54	48	35	25	39	216
35	IRL 194	<i>Tatsu</i>	Cameron Good/Simon Furney/Henry Kingston	3	20	43	51	33	42	27	OCS	219
36	POR 51	<i>Baby Girl</i>	Filipe Silva/Paulo Ramada/Alfonso Marques	36	24	28	50	41	13	39	33	219
37	RUS 92	<i>Murka 3</i>	Igor Ivashintsov/Alexey Murashkin/V Varnachkin	42	29	DSQ	18	OCS	22	26	19	227
38	GER 1036	<i>Gin Palasi</i>	Max Glas/Sebastian Hubert/Wolfi Steuer	19	53	22	34	15	62	44	36	228
39	RUS 49		Potapov/Leonid Makaron/Vladimir Makaron	21	44	32	20	19	51	55	41	233
40	GER 1025	<i>SEA YOU</i>	Bjoern Oestereich/Gerd Koepcke/C Huegelmann	22	42	37	33	42	DSQ	33	43	252
41	RUS 31		Emelianov Konstantin/S Michail/Prohorov Alexandr	OCS	25	DSQ	28	32	52	11	35	254
42	SUI 296	<i>Ariston</i>	Harro Kniffka/Michael Lipp/Ingo Hermann	OCS	OCS	49	31	50	34	9	13	257
43	GER 1018	<i>joy</i>	Bergbauer /Geis/Joe Zintle	7	54	58	32	8	47	63	54	265
44	RUS 15	<i>Amigo</i>	Mikhail Petruga/Nikolay Polyakov/Petr Zakharov	50	34	52	49	45	25	36	28	269
45	BLR 1	<i>Aleksandra</i>	Tcherny Igor/Robert Alpe/Kravtsov Sergei	49	31	55	37	40	31	41	48	277
46	RUS 27	<i>Annapurna2</i>	Anatoly Loginov/Alexander Shalagin/V Ikonnikov	11	43	42	46	47	60	48	44	281
47	RUS 6	<i>STASYA</i>	Boris Budnikov/Alexander Shmid/Mikhail Markin	OCS	52	41	44	9	43	60	34	283
48	BEL 69	<i>Chapter V</i>	Michel Van Cauwelaert/F De Bisthoven/Jan De Bie	52	45	17	45	36	37	50	53	287
49	DEN 385	<i>Ebbe Elmer</i>	Ebbe Elmer/Peter Solver/Jon Brejner Sogaard	40	9	RDG	RDG	60	55	51	45	288,8
50	FIN 79	<i>Eminence</i>	Christian Borenius/Andreas Johanson/Hanna Westman	48	41	44	36	55	57	18	55	297
51	GER 965	<i>Bingo</i>	Dr.Ingo Ehrlicher/Hendrick Witzman/Silvan Boos	OCS	OCS	38	41	27	29	46	51	303
52	NED 363	<i>Blue Top</i>	Richard Blickman/Robert Jan Van Olffen/Siebe De Boo	41	40	45	48	OCS	50	37	46	307
53	ESP 1	<i>Porto Pi</i>	German Gil-Mendoza March/Pere Bennasar/Pachi Caro	31	38	54	42	58	48	52	47	312
54	GER 957	<i>Scarabeo</i>	Horst-Wilhelm Ströh/Rüdiger Karsten/Philipp Ströh	10	47	47	55	57	59	58	40	314
55	GER 1009	<i>Gioia</i>	Ulrich Matthiesen/Natalie Nathiesen/Ingo Greatz	46	51	51	47	43	41	40	58	319
56	GBR 709	<i>Kuling</i>	Christopher Dicker/Joanna Webster/Jonathan Webster	29	18	56	DNC	52	58	49	59	321
57	RUS 47	<i>Sania</i>	Oleg Evdokimenko /Igor Skalin/Valeriy Zatsarinsky	37	55	DNF	40	34	40	47	OCS	324
58	RUS 35		Victor Fogelson/Dmitry Vokhmintsev/	OCS	33	53	43	28	61	53	49	325
59	RUS 32	<i>No Name</i>	Samoylov Andrey/Leonid Altukhov/Andrey Solyakov	44	50	39	RDG	44	54	54	42	325,5
60	SWE 315	<i>MINC</i>	Axel Wallenberg/Henrik Baltscheffsky/M Baltscheffsky	28	OCS	9	DNC	OCS	8	OCS	OCS	334
61	DEN 346		Bernd Griese/Jens Løppenthin/Jens Stage Petersen	51	46	48	57	37	39	59	56	334
62	GER 763	<i>Troika</i>	Ladehof; Tim/Jesse; Tim/Brügge; Arne	38	32	DNC	DNC	38	38	61	52	340
63	PUR 3	<i>MC 2</i>	Miguel Casellas-Lopez/M Casellas-Sastre/Jose Menoyo	43	37	46	DNF	61	45	56	57	350
64	GBR 633	<i>Fei-Lin's</i>	Ron James/Julia Walsh/Tba	47	48	59	58	56	64	57	38	363
65	SWE 327	<i>Lumme</i>	Olle Johansson/Patrik Salén/Staffan Salén	DNF	DNF	DNF	DNF	DNF	DNF	6	6	367
66	IRL 150	<i>Eve</i>	Ean Pugh/Roger Brown/Graham Murray	53	56	60	DNC	53	65	64	60	411
67	ESP 64	<i>Dino</i>	Siegfried Detzkeit/Oliver Michels/Lucas Scherz	55	57	62	60	49	66	66	DNF	420
68	ESP 55	<i>GRANUJA</i>	Andrés Grau/Miguel Clamor/Emilce Monzón	OCS	OCS	57	56	54	63	62	DNF	434
69	SWE 333	<i>LEA</i>	Gunnar Johansson/Dan Walker/Carl-Johan Ameln	OCS	13	DNF	DNF	DNF	DNF	DNF	DNF	439
70	POR 22		Artur Passanha/João Pedro Amaral Barata/Vasco Basto	54	DNF	61	59	59	67	65	DNF	44



Victorians at the European Gold Cup

Tented village and harbour at Treboul-note tidal range

It started as so many of these ideas do; over a gin and tonic in the bar at the Royal Brighton. I should have known better but I have learnt that when Andrew makes a quiet suggestion, what sounds reasonable will soon escalate.

Having emigrated to Victoria only as recently as 2004, I had a planned trip back to the UK to visit relatives, drink wine and tell tall stories. It didn't seem too outrageous when Andrew mentioned that we could all go down to Douarnenez and sail the Gold Cup if only I went to Europe 10 days earlier than already planned. It seemed such a good idea to put a second Australian entry in and join Robert Alpe in France. For those that don't know about the Gold Cup - it is one of the oldest Dragon trophies and predates the World Championships. It was presented by the Clyde Cruising Club and it is effectively the Open European Championships. It has a slight sting in the tail; there are no discards so a black flag can ruin your points total.

The event last year was held in Douarnenez in Brittany - a venue I have sailed regularly and once it was settled that I had some local knowledge the plan was formed (after another G&T). Andrew Merrett, his partner Fran, Roger and Anne Claydon and your author would head to Europe and the team would compete at the Gold Cup if we could charter a suitable yacht. Andrew and Roger had a medical conference in Avignon which tied in nicely. (note: I assumed this was purely a likely story, but it actually turned out to be true - quelle surprise!)

As my previous home was only 300 miles away I was deemed a local so I was delegated the task of finding accommodation. This started a Kafkaesque internet dialogue with two French ladies in French (my wife Julie is fluent, thank the universe, but that surprisingly didn't help as much as it should).

I ended up not being sure whether I'd booked a couple of flats in Brittany or whether I now owned a goat in Alsace!

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The money transfer process was tortuous to say the least. My normal accommodation in Douarnenez takes credit cards. Not these two.



Meanwhile, while I blithely assumed I had housing for us all, we turned our attention to training. As I have a Peticrows it was decided my boat would be the training vessel and that we would crew in our planned positions for Douarnenez; Roger as forward hand and myself as middleman. We then sorted out a virtual training package - virtual because by then the Melbourne season had finished so we had to pretend there were other Dragons around when we were coming to buoys etc. It made me quite nostalgic for those regular periods in the Royal Navy when we were broke and instead of firing guns the trainees had to make do with a gnarled gunnery PO yelling 'BANG' at appropriate times!

The training regime worked quite smoothly apart from the time when we were luffed heavily by a passing navigation beacon and we considered whether we could get a coach. However when one is crewing a Dragon with three helmsmen you don't need a coach; you need a UN trained moderator.

In the meantime an old Dragon sailing friend on mine Martin 'Stavros' Payne came up with a great Peticrows Dragon, thankfully already in Douarnenez and at the end of August we all turned up in Douarnenez, myself from England and the others directly from Melbourne, via Paris. That's when the fun started. I had two apartments but they were only for 2 couples and I was left with a put-you-up child's bed somewhere between Roger and Anne.

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Thankfully some of my Burnham friends had a spare room in their apartment up the road so Roger and Anne got some peace and I got a bunk!



Douarnenez is a quaint fishing port in a bay off the Raz du Seine, a place of wild winds and fierce tides. By some quirk the tide in the bay runs deep and despite 15m range of tide, the surface effect is no more than that off Melbourne even though as soon as you leave the bay you are subjected to upwards of 6 knots. In recent years Douarnenez has re-styled itself as a supreme yachting venue and through the efforts of Louis Urvois has seen regular early May 'Grand Prix Petite Navire' Championships with over 100 entries. This large entry was helped by the fact that for the first four years there was a lottery prize of a brand new ready-to-race Petticrows Dragon. The locals go out of the way to make the yachtsmen feel welcome and the entire town centre of Treboul (south of Douarnenez) is given over to Dragon launching, trailer stowage and a tented city.

We arrived in a rainstorm but pretty soon the weather cleared and Douarnenez was at its best. Clear, crisp and with plenty of seafood restaurants and creperies an easy stagger from the berth. Three mobile cranes were allotted to the competitors and the French crane drivers had us all launched very quickly. Stavros gave the Aussie charterers a quick run over his boat and left us with the request, 'this boat still has its original bow, please return it with the same at the end of the week'. For those of you who've seen more than 80 Dragons jostling for berths at the end of the racing day let alone the windward mark, this was no small ask!

This gallant Australian team did not bother the scorers too much but we did avoid hitting any other Dragons and, just to prove we were trying, we were black flagged on one start. We were in good company - also in the small group of OCS miscreants was the Russian event sponsor Arnold Schtemberg.

Our finest day in the event was the final day when the winds came up to 36 knots. The spectacular shot of the GBR boat nearly swamping seen in the IDA magazine happened just ahead of us. The near capsizing happened to some old friends of mine but it did allow us to sneak past them just before the finish. It was the only time we beat them that week. It was just like Port Phillip in a southerly buster. For those of you who are wondering - yes we did keep our bow pristine! This was quite an achievement -

maybe our best as in the row of 20 Dragons next to us there was only one other undamaged bow!



Happily Robert Alpe had a more successful campaign with his boat and we all achieved our primary aim of showing an Australian presence and getting some big fleet practice. We also had time to sample many of Brittany's delights, the cheese, the seafood, the cider and the Calvados. Andrew gained much experience helming in mass starts and Roger and I both lost weight jumping around the front end.

And Andrew wants to do it all again in Dublin this year!

Morning Leigh

Here is a shot for the next issue if you wish. It shows WA Dragon sailors competing in Freshwater Bay on the WAYF Foundation 36's in the RFBYC Intra - Club Championship fundraising event for our JESS team. JESS (Junior exchange sailing scholarship) sends a team of young sailors to compete in Europe each year.



The team L-R Sandy Anderson, Peter Bowman, Mathew Stafford, Richard Lynn, John Longley, Mark Cubitt and Steven Locke.

Regards, Mark (Cubitt)

WA State Championships

16, 17, 18, 24 & 25 March 2007

The Lynn family were again prominent in this year Championship, with Richard and his crew in *Puff* winning 5 of the 7 heats, Tony and Mark in *Red Baron* sailing a very consistent series to finish second and Bunn taking the helm on *Aeolus* for a weekend to keep that boat at the forefront of the fleet. The other noticeable feature was the consistency of the leading boats from the Prince Philip Cup – *Snapdragon*, *Hotspur* and *Solveig* together with the aforementioned 3 boats filling the first 6 places.

The first heat was held late on Friday 16th of March thanks to daylight saving. Having pushed for a start as late as possible, Trish Ford followed her PPC heat winning strategy by heading west on a moderate sea breeze and was never headed for the rest of the race. *Aeolus* was second with *Puff* third. Another late start on Saturday, again on a moderate sea breeze, saw *Puff* take out the race with a sailing exhibition, followed home by *Snap* and *Hotspur*.

Sunday morning saw 2 races sailed on a fading easterly. *Solent* was out early for a tuning session and managed to find the bottom on the Nedlands foreshore. Despite significant mirth and advice from other crews,

Jeff Sinton used the first race to settle the crew down before sailing a masterly light air heat to take the gun, with many of us having to eat humble pie. *Puff* again took the first race of the day but chose the wrong side while well ahead in the second and had to claw their way back for a third.

The final 3 races sailed the following weekend again in light airs saw *Puff* win all three. *Solent* proved their win the previous weekend was no fluke with a second on the Saturday afternoon race but then slipped back in the pack for the remaining races. *Red Baron* finished strongly with a second and third.

It was a great series with a large fleet enjoying light to moderate winds. The course management was well handled by John McQueen and his start team plus the volunteers in the marker boats.

The final event for the year was closing day with 15 boats competing. It was a great finale to round out a great season with only 4 minutes between the first 10 boats as they crossed the line. The dockside party was a great innovation and most competitors seemed to be sad that it was all over for another year. We look forward to next season.

Ian Malley

boat	skipper	1 16/03	2 17/03	3 18/03	4 18/03	5 24/03	6 25/03	7 25/03	Final
1 <i>Puff</i>	Richard Lynn	3	1	1	3	1	1	1	8
2 <i>Red Baron</i>	Tony Lynn	4	6	3	6	8	2	3	24
3 <i>Snapdragon</i>	Andrew Foulkes	5	2	6	7	10	5	2	27
4 <i>Hotspur</i>	Ken Stevenson	6	3	7	4	5	4	5	27
5 <i>Aeolus</i>	Peter Bowman	2	6	10	8	3	8	4	31
6 <i>Solveig</i>	Sandy Anderson	8	5	5	2	11	3	OCS	34
7 <i>Canewdon Witch</i>	Trish Ford	1	9	12	9	7	6	6	38
8 <i>Sea Joy</i>	Rob Perrin	9	4	8	5	6	10	7	39
9 <i>Solent</i>	Jeff Sinton	14	11	9	1	2	12	11	46
10 <i>Gazelle VIII</i>	Geoff Black	DNS	10	4	13	9	7	9	52
11 <i>Georgia</i>	Andrew Johnson	12	13	13	10	4	13	12	64
12 <i>Achernar</i>	John Anderson	10	8	2	11	DNS	DNS	DNS	67
13 <i>Gilt Dragon II</i>	Ian Malley	11	12	11	12	13	11	10	67
14 <i>Allegra</i>	Geoff Totterdell	7	DNS	DNS	DNS	12	9	8	72
15 <i>Slaghoken III</i>	Craig Readhead	13	DNS	14	14	14	14	13	82
16 <i>Gustel XI</i>	Tony Carson	18	14	DNS	DNS	DNS	DNS	DNS	104
17 <i>Mallee</i>	Hank Koelemij	DNS	DNS	DNS	DNS	DNS	DNS	DNS	108



Is there a lovelier place to sail a Dragon? (Answers on a postcard.) {Well, maybe Hobart!}

Tasmanian Sailing Season

The 2006/07 season has come and gone without two of the Classes stalwarts in Les Job and Robin Sims, fortunately Les's boat *Leander II* continued to be sailed by his son Stuart when he was in Hobart on leave. His enthusiasm is something the Class needs as whilst on leave he sails in every race he can including mid week races even if he is the only Dragon.

We also saw Andrew Crisp *Kirribilli II* make the long journey to Perth to sail in the PPC as well as compete in a lead up Regatta over two weekends prior to Christmas. Andrew and David Graney then flew home for Christmas before returning for the PPC, this is commitment to the Class.

Andrew was the only person to win two heats in the PPC but unfortunately was not consistent enough in the other races to bring the trophy home to Tassie. Whilst talking about the Perth Regatta we should pass on our congratulations to Gordon Ingate for his performance in being the inaugural winner of the Martin Graney Perpetual Match Racing Trophy. I am sure Martin would have been happy to see it go to such a stalwart of our Class.



Des Sward – the most energetic Presidents of AIDA and TIDA for a decade

Back home we saw several boats not competing during the season, in particular *Leander*, Hugh Wardrop not able to sail due to sickness; *Gazelle*, Rae Batt; *Sassafras*, Justin Barr has moved to Queensland and *Cambria*, Robin Sims, the boat not sold until the end of the season. This reduced the number of boats on the water to an average of six.

We are confident that the next season will see the numbers increase with three of the above back racing as well as Nick Rogers new boat making its appearance. Nick will be a starter at the 2008 PPC in Hobart.

The pre-Christmas Pennant was conducted by the Derwent Sailing Squadron as an eight race series, which saw Nick Rogers sailing *Freycinet* win all the races. Jock Young (*Aquila*) and Wayne Wagg (*Mystere*) tied for second with Craig Johnson (*Songlines*) third.

In the RYCT Pennant (post-Christmas) we saw Nick take out this series as well but not without a fight from Wayne Wagg who finished a creditable second and could have won with two good performances in the last two races. Craig Johnson finished third with a consistent series and two very well sailed seconds in the last two races.

The State Championship also saw some very good racing with only two points separating winner Andrew Crisp and Wayne Wagg, with a first timer to the Class, Brett Cooper in the absence of Nick Rogers, sailed *Freycinet* to third place with some very consistent sailing including a heat win.

The enthusiasm being shown by all members towards the PPC should ensure we have another successful Regatta.

Des Sward TIDA President

Tasmanian Championship

Early March saw a weekend regatta for the State Championship. Four heats on Saturday and three on the Sunday.



TIDA decided to mandate the wearing of lifejackets in races, new helmsman Brett Cooper models a charming lemon style

Nick Rogers was unavailable as he was in Sydney taking delivery of sails and equipment for his new Farr40'. Experienced J24 and Division boat owner Brett Cooper took the helm of Steve Henleys *Freycinet* and started the steep learning curve of sailing and steering 2 tonnes of yacht! John Gardner flew in from WA to join David Graney and Andrew Crisp aboard *Kirribilli II*; Jock Young had (the old *Rage* renamed) *Aquila* in top form and the 'best' wooden boat *Mystere* has always been quick downwind and had the most established crew; Stuart Job took the helm of his fathers boat, the recently passed Les; and Craig Johnson had his magnificently restored *Songlines* looking solid. It should be a great and close regatta. The Saturday dawned fine with the promise of some reasonable breezes. But after an hours wait, a thin

norwester of 5-8 knots was enough to get the starter motivated. *Mystere* excelled in the light airs and prevailed.

Brett Cooper made the classic learners mistake and thought he could cross on port, but . . . 360° later it was from hero to zero. With a few well chosen words of ‘encouragement’ from the starboard boat!

The breeze lightened for race 2 and the *Kirribilli* boys made no mistakes and won reasonably easily.

The breeze swung more northerly and Brett Cooper pressured *Kirribilli* all the way. It was all about banking out to leeward, and staying left into the RYCT bay. *Freycinet* even forced *Kirribilli* back into the beach, protecting the ‘slow’ centre of the river and slightly more current right-hand-side! Wayne Wagg reversed the results in the fourth heat, in a 3-7 knot norwester.



Ken Borland, Wayne Wagg and Dan Baxter crewed *Mystere*

And that was it for day one – *Mystere* and *Kirribilli* in the lead, with everyone else having had their chance and all were still in the game.

The Sunday was going to be similar but maybe with a southerly influence. The experience aboard *Kirribilli* even picked the 45° shift to the south better, and duly won. The breeze was building and *Freycinet* finally got their act together and won in a nail-biter from *Kirribilli*. It was very close in the points table.

Mystere needed to win the last and hope that a couple of other boats could ‘demote’ *Kirribilli*, who had suffered a couple of times and were back in the fleet, but always seemed to have the skills to fight back into a podium position.

Mystere won the last heat, doing the best when the wind swung hard south 130°, resulting in a beat to the

old leeward buoy, then a lap of the buoy and continue on to the new buoy down Tarooma way!



Grinning winners, John Gardner, Andrew Crisp and David Graney

It was a great regatta, with the wind never exceeding 10 knots, with the best crew winning – although Wayne, Ken and Dan may argue. Certainly, Brett Cooper had an interesting time, and the crew often asked him, “why did we do that lightning tack to oblivion, to the less favoured side that we had predicted at the start”; and often received the answer “probably shouldn’t have!”

The BBQ afterwards was full of ‘what if’ stories – as all post-race races session often become.



Ken Borland, John Gardner, Andrew Crisp (smiling quietly with his first State Championship, in the centre), Dan Baxter and a potentially ‘grumpy’ Wayne Wagg ‘celebrate’ at the BBQ

2007 John Sward Championship

	sail	boat	helm	1	2	3	4	5	6	7	Final
1	166	<i>Kirribilli II</i>	Andrew Crisp	2	1	1	3	1	2	2	9
2	24	<i>Mystere</i>	Wayne Wagg	1	3	3	1	2	4	1	11
3	149	<i>Freycinet</i>	Brett Cooper	3	4	2	2	5	1	3	15
4	159	<i>Aquila</i>	Jock Young	4	2	5	4	3	3	4	20
5	139	<i>Songlines</i>	Craig Johnson	5	6	4	6	4	5	5	29
6	96	<i>Leander</i>	Stuart Job	6	5	6	5	6	6	6	34

The 2007 Allco Pacific Rim Interport

Great racing, great style, great attitude: a very dragon class event

The stats are impressive: 4 countries, 4 yacht club teams, 16 boats, 3 days, 30 races, 40 sailors, No protests; 1 winner – RSYS! The annual event between the Royal Vancouver Yacht Club, Royal Hong Kong Yacht Club, Kansai Yacht Club and Royal Sydney Yacht Club was hosted by the RSYS and organised by the IDA of NSW, held



from March 7th – 11th, 2007 in mostly brilliant sunshine and average winds of around 12 knots. Since 1982 Dragon sailors from around the Pacific have contested the Interport Trophy, first presented to the inaugural winner, the RSYS, by the Governor of Hong Kong. A teams racing event, the Pacific Rim Interport was conceived by Iain Moray after he had attended a number of earlier interports between RHKYC and Manila Yacht Club.

The Interport sees the four teams sail Dragons loaned by members of the hosting club with only spinnakers being provided by the visiting teams. The boats are swapped to ensure there is no advantage. As has been said before *“The problem with one design sailing is the best sailor usually wins”*.

The 2007 Interport kicked off with a cocktail party on the Wednesday evening with the international teams having had a practice during the day to get used to the Harbour and the local boats. Commodore Bill Wood and Allco Finance Group Director Mark Worrall welcomed the teams, wishing everyone good sailing and both wryly hoping for an Australian win. Mark was off on his own challenge cycling 1000 km from Hobart to Thredbo for Starlight’s Tour de Kids - few of the Dragon sailors were interested in a swap!

Racing was postponed on Thursday until the wind came in. Each team then sailed three races in 12-15 knots, mostly from the east, which built to around 18 knots in the afternoon. The course was two rounds of a classic “mini regatta course”. The RSYS race management team did a great job in the early shifting conditions. At the end of Day 1, RSYS had 5 wins as had Kansai, with RHK 2 and RVYC none.

Friday saw the RSYS team ‘clean sweep’ with six wins, Kansai 4 and RHK 2. The RV team was clearly off the pace, with most of its team new to Dragons. Conditions were heavier than Thursday with winds between 15-20 Knots.

On Friday evening the teams were ‘ferried’ to the new Balmoral Boatshed for delightful cocktails and a specially catered dinner. It was a brilliant location with the international guests ‘blown away’ by twilight on the beach. In classic Dragon *Kirribilli*, a beautiful mahogany Dragon, bedecked in signal flags had pride

of place in the Boatshed’s pond, spot lit to enhance Balmorals (and Dragons’) natural beauty.

After a lay day on Saturday, the finals rounds started on Sunday morning in a 12-15 knot sou’-easter with RSYS and Kansai racing for first position and RHK racing RV for third. The Kansai team put up a solid effort in Races 1 & 2, but on points the RSYS team won. The Squadron team now only needed to win the next race to win the Interport.

The race started with the Kansai team getting the better of the start - the challenge of team racing is for the team members to clearly ‘protect’ their part of the line. At the first mark the Kansai boats were first, second and fourth, a winning combination. However on the next beat a lapse in concentration saw the two leading Kansai boats T-bone each other (this nearly bought on a another ‘lapse in concentration’ by the owners of *Riga* and *Wizzardry*, who could clearly see what was about to happen!) This incident led to both Kansai boats being overtaken, following their penalties, and the Squadron team won the race and therefore the series.

The final results were:

RSYS - 14; KANSAI - 9; RHKYC - 7, RVYC - 0

While a convincing win for RSYS, it should be mentioned that over 20 sailors participated for the team with no skipper participating in more than two races, given the Interport concept is reliant of people generously loaning their boats, its important for ‘all’, not just the best, to sail.



Commodore and representatives of competing yacht clubs with the Japanese woodcuts

At the Prize Giving dinner the Commodore was gracious in accepting the Interport Trophy on behalf of the Squadron. He also accepted a beautiful glass Indian ‘God of wind’ glasswork from the RVYC, a splendid carafe from RHKYC and with typical Japanese style and generosity, Kansai Yacht Club presented each club with a centuries old four part lithograph, which when together tell a complete story. A fitting gift to four clubs and a gift that augurs well for the future of the Pacific Rim Dragon Interport.

All in all it was a very special series.

by Anthony Armstrong

Appendix 10: World Championship Rules

The Royal Hellenic Cup

In 1965 His Majesty King Constantine of Greece presented the Royal Hellenic Cup, known as Epathlon Vassileos, to the International Dragon Class as the World Championship Trophy, in memory of the late King Paul who showed so much interest in the Dragons.

Rules

1 The World Championships shall be governed by the current ISAF Racing Rules of Sailing (RRS), the International Dragon Class Rules, the rules of the Dragon World Championship, the International Dragon Class "Standard Sailing Instructions" and any amendments thereto approved in writing by the IDA and in force one month prior to the date the Notice of Race is issued.

2 The Championship shall be held every second odd calendar year.

3 The Championship shall take place in the following areas in rotation:

North Europe

America

North and South American continents, Bermuda and Jamaica

South Europe, Middle East, and Africa

For the purposes of defining these areas, South Europe shall be deemed to include Belgium and Switzerland.

Australia and Pacific

4 Only countries that are members of the International Dragon Association and have an active Dragon fleet may run the Championship. New member countries shall be allocated to a suitable area by the Association.

5 The International Dragon Association in general meeting shall select the country that is to hold the Championship at least two years in advance.

The organising authority will be required to show that it is able and willing to meet the International Dragon Association's requirements for arranging a major World Championship event.

6 The maximum number of entries (per country) that can be put forward by their National Association are as follows:

Registered Dragons Per Country & Permitted Entries

1-10	6	126-175	12
11-20	7	176-250	13
21-35	8	251-325	14
36-50	9	326-400	15
51-85	10	Over 400	17
86-125	11		

In addition the host country will be permitted, at the discretion of the IDA depending on the number of entries, extra places up to 50% of their permitted entries.

7. In addition there will be up to 15 International Qualification places for sailors with a top 25% placing in three selected International Regattas, which currently are:

a) during the year prior to the event - Douarnenez Grand Prix, Gold Cup, Europeans/ Worlds, German Grand Prix (Kiel), Regates Royales

b) during the year of the event – King Juan Carlos Trophy (Cascais) and Princess Sophia (Palma)

The list will be revised regularly to ensure that only the more successful International Regattas are selected.

8. Up to 5 places may be allocated at the discretion of the International Dragon Association. Applications for these places must be received by the IDA Secretary three months before the event.

9 The following helmsmen shall automatically qualify:

* The current and last two World Champions if still active Dragon sailors.

Names to be confirmed by National Associations to the IDA 3 months before the event.

* The current and last two European Champions if still active Dragon sailors. Names to be confirmed by National Associations 3 months before the event.

* The President and Vice Presidents of the International Dragon Association.

* The Chairman, Vice Chairmen, Treasurer and Secretary of the International Dragon Association.

10 In the event that this system produces too many entries, and a limit is imposed, entries will be reduced in the following order:

a) the Host country's additional places

b) the International qualification places

c) the National allocations

The reductions in b) and c) will be proportionately as far as possible. If the reduction in c) has to be applied, each country will be asked to confirm the number of its allocation to be taken up, with a waiting list. If entries are not received from any country up to its national allocation limit, its unused balance will be forfeited and offered around to other countries, proportionately so far as possible.

11. All entries shall be made through their National Dragon Association. Each Individual National Association shall notify the Organising Authority of the number of boats that are expected to attend, at least three months prior to the championship. National Associations may require at least two crewmembers to be current members of their Association

12 The names of helmsman, crew and boat shall be in the hands of the organising authority at least 30 days before the first race.

13. The helmsman and at least one of the crew shall be members of the country making the entry and any such members may take the helm. One non-national crewmember is permitted but shall not take the helm.

14. The helmsman shall enter as a member of a yacht club recognised by the National Authority of the country for which he sails and, shall be a current member of his National Dragon Association.

15. Helmsman may only be substituted from the original starting crew of the member's country and crew may be substituted during a series for good and sufficient reasons approved by the Jury. The total weight of the substituted crew must not exceed 285 kg after the substitution.

16. A helmsman may elect to race for a country other than that of his passport, but only for a country/ fleet that he has raced in regularly during the preceding two years. In this situation the other two crew members shall be members of the country making the entry and either of them may take the helm.

17. For the purposes of entry 'member of the country' means a passport holder of that country.

18. Entries shall be limited to boats holding a valid Certificate of Measurement, which shall be exhibited to the Organising country as directed in the Notice of Race.

18 Boats and sails may be subject to re-measurement in accordance with the International Dragon Class Rules and the IDA Technical Committee instructions.

19 The Organisers shall appoint a Measurer, Principal Race Officer and Chairman of the Jury approved in writing by the IDA for the event.

20 The Notice of Race and Sailing Instructions shall be approved by the IDA before publication.

21 The type of course, scoring (the bonus system) and time limit shall be notified in the Notice of Race.

22 The Championship shall take place over 6 days and comprise 8 races. Only one race shall be scheduled for the first and last days. A maximum of 6 races shall be scheduled on the 2nd, 3rd, 4th, and 5th days, with no more than 2 races per day. If 8 races are completed there shall be 2 discards. If 6 or 7 races are completed there will be one discard. There will be no discard if only 5 races are completed. If less than five races can be sailed the trophy shall not be awarded. A spare day cannot be scheduled for the last day of the series.

23 International Jury. The Organising Authority shall appoint an International Jury from whose decisions there shall be no appeal (RRS 70.4).

24. The title of World Champion will be awarded to the helmsman who has won the Championship. If a helmsman has been substituted the trophy shall be awarded to whichever helmsman has the better score.

24 The trophy shall be held by the winning helmsman until the next Championship, but will remain the property of the donor. The holder shall be responsible for the care of the trophy (including insurance) and to see that it is in the hands of the Organising Country by the start of the next Championship.

25 The IDA will provide Gold, Silver and Bronze medals for the winning helmsmen and crew of the first three yachts.

26 These rules will be subject to interpretation and amendment by the IDA.

27 An amendment to these conditions shall require a two-thirds majority of those voting

Interesting Dragon Class Rules edited from the IDA website – February 2007.

1.11 The intention of these Rules is to ensure that the boats have as identical a performance as possible. It is impossible to foresee every conceivable innovation, which may be thought of in the future, and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which involves the use of a

material not accepted by the Class or is not clearly covered by the plans or specification, you must assume that it is illegal, and shall submit detailed drawings through the IDA to ISAF to obtain a ruling before

attempting it. The only exception to this rule is fittings, which are governed by Class Rules 8 and 12.

1.24 Advertising is only permitted in accordance with ISAF RRS Category A.

1.31 The official language of the class is English and in the event of dispute over translation, the English text shall prevail.

1.32 The word "shall" is mandatory and the words "may" and "can" are permissive.

1.44 Any interpretation of these rules shall be made by the ISAF, which shall consult the IDA.

1.61 Spars, rigging and sails shall comply with the current rules at all times.

1.84 Change of ownership invalidates the (measurement) certificate. It shall be returned to the new owner's National Authority together with an application containing the name, address and club of the new owner and any re-registration fee that may be required. A certificate shall then be issued to the new owner. Re-measurement shall not be necessary.

1.91 It is the responsibility of the owner to see that his yacht, spars, sails and equipment comply with the class rules and relevant Racing Rules of Sailing at all times and that alterations, replacements or repairs to the yacht, spars, sails or equipment do not invalidate the measurement certificate.

Note: Alterations, repairs or replacements which are not re-measured may invalidate a yacht's certificate.

2.162 The rounding of the outside edge of the deck at sheerline and transom shall not exceed a radius of 9mm. A toe rail is permitted on deck. It shall be limited to within 50mm from the sheerline and to 20mm above the deck. All edges shall be rounded. Fixed and removable seats outside the cockpit coaming are prohibited.

3.31 One hatch forward of the mast is permitted. If fitted it shall not exceed 508mm x 508mm and it shall be properly framed, and have a hinged or sliding cover so constructed that it is retained permanently between the slides. It shall be capable of being secured in the



closed position. The hatch cover shall not be less in weight than that of the deck it replaces.

5.50 The tiller shall be above the deck and shall not be of divided or hooped design. It shall only be made of wood, GRP, metal or a combination of these. The material of the tiller extension is optional.



6.107 Measurement bands each not less than 15mm wide and clearly discernible while racing shall be marked on the mast as follows:

(a) with its upper edge 800mm ± 10mm above the deck. This measurement shall be taken along the aft side of the mast in its most upright position.

6.43 A measurement band not less than 15mm wide and clearly discernible while racing shall be marked on the boom with its forward edge not more than 3450mm from the line of the aft edge of the mast, projected if necessary and disregarding any local projections or cut outs. A stop shall be fitted to prevent any part of the mainsail being moved aft of the forward edge of the measurement band.

7.10 Standing rigging shall be of wire rope of not less than the following diameters:

main shrouds	5mm
lower shrouds	5mm
forestay	one of 5mm
jumper stays	4mm
permanent backstay	3mm
running backstays	3mm

7.30 Shrouds shall be adjusted vertically with turnbuckles or other means of thread and shall be fixed horizontally at point where they pass through the deck. Any device which permits remote adjustment is prohibited.

7.40 Adjustment of the forestay is prohibited whilst racing.

11.10 The following equipment shall be on board while racing:

1. An anchor of not less than 10kg, or an anchor of not less than 5kg with chain so that the combined weight at anchor and chain is not less than 10kg. The anchor shall be of a recognised pattern.

2. One length of anchor rope of not less than 30m, weighing not less than 3kg in dry condition.

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

4. A Personal Flotation Device (PFD) with minimum buoyancy of 50 Newtons shall be carried for each person on board. Each PFD shall be either of the compressed gas automatically inflatable type, or of the permanently buoyant type or a combination of both.

5. Two oars or paddles (or one of each). The paddles shall be a minimum of 1.2m long and suitable for the intended use of propelling a Dragon.

6. One bucket or bailer of not less than 9 litres.

7. One Compass

12. PROHIBITIONS

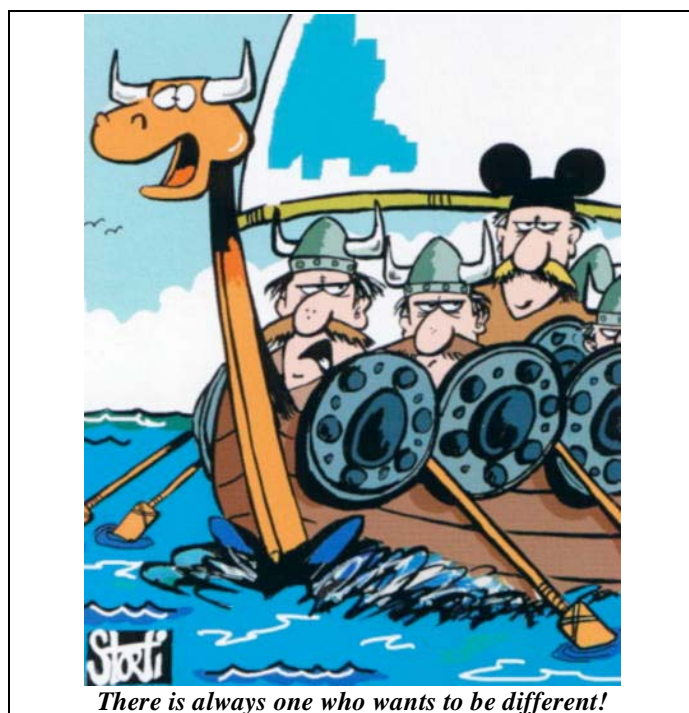
12.10 Altering the effective length of the forestay whilst racing is prohibited.

12.20 Any devices transmitting or correlating data relative to wind direction or speed or boat speed and

location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited.

12.30 Except for corrector weights in accordance with rule 10 inside ballast is prohibited.

12.40 Self-bailers or means other than pumps for draining the cockpit while racing.



There is always one who wants to be different!

13. CREW

13.10 There shall not be more than four persons on board while racing. A boat shall compete with the same number of crew throughout an event

13.20 The use of any apparatus or contrivance (other than fixed hand holds on the inside face of the cockpit coaming) the purpose of which is to support or assist in supporting a member of the crew outboard or partially outboard is prohibited. When hiking no part of the crew's body between the middle of the thigh and feet shall be outboard of the sheerline.

13.30 Except when excluded by the Sailing Instructions, the total weight of the crew shall not exceed 285 kg. The weight shall be taken with the crew wearing lightweight clothing. If a crew has been officially weighed in immediately previous to the regatta, re-weighing during the regatta shall not take place unless there is a change of crew.

Minutes of the 2006 Annual General Meeting of the International Dragon Association

Royal Thames Yacht Club, 60 Knightsbridge, London SW1

Saturday 28th October 2006 at 11am

Name	Position	Country	Representing
Chris Dicker	Vice President IDA	UK	
Rupert Fischer	Chairman IDA	Germany	
Andrew Craig	Treasurer IDA	Ireland	
Xavier Rouget –Luchaire	Officer NDA	France	Spain
David Dale	Secretary IDA	UK	Australia
Mike Hayles	Technical Committee	UK	
Antonio Cardona	Chief Measurer	Spain	
Jorgen Bonde	Officer NDA	Denmark	Denmark
Karl Odent	Chairman NDA	Belgium	Belgium
Mr. Xavier Vanneste	Vice President NDA	Belgium	
Mini Jaatinen-Genevet	Secretary NDA	Finland	Finland
Christin Borenus	Vice Chairman NDA	Finland	
Lauri Rechartd	Officer NDA	Finland	
Eric Lebon	Secretary NDA	France	France
Thomas Mueller	Officer NDA	Germany	Germany
Gerd Koepcke	Officer NDA	Germany	
Ferenc Zenthe,	President NDA	Hungary	Hungary
Vilmos Naray	Secretary NDA	Hungary	
Andras Simon	Organising Committee Europeans	Hungary	
Tim Pearson	Secretary NDA	Ireland	Ireland
Michiel van Dis	President NDA	Netherlands	Netherlands
Marc van Bommel	Technical Officer NDA	Netherlands	
Pim ten Harmsen van der Beek	Race Officer	Netherlands	
Rov Giske	Secretary NDA	Norway	Norway
Einar Moen		Norway	
Tor Moenichen		Norway	
Steff Herbern		Norway	
Igor Frolov	Vice President	Russia	
Pedro Alemão*	Secretary	Portugal	Portugal
Ulf Bjurman	Secretary NDA	Sweden	Sweden
Dieter Schmid	Chairman NDA	Switzerland	Switzerland
Austria			
Gavia Wilkinson Cox	BDA	UK	
Jill Hayward	Assistant Secretary IDA	UK	

1. Apologies for Absence

Robert Alpe, Miguel Casellas, Ali Doganar, Antonio Viretti, Peter Warrer, Thomas Olrog

2. Declaration of Proxies

Xavier Rouget-Luchaire for Spain, David Dale for Australia, Dieter Schmid for Austria.

3. The 2005 Minutes

The 2005 Annual General Meeting Minutes previously circulated were approved.

4. Chairman's Report

Ladies and gentlemen, dear dragon sailors and friends, The sailing season 2006 is more or less over and in the files. An excellently organized European Championship in Cowes saw a new Champion, Lars Hendriksen from Denmark, a former member of our Technical Committee (and winner for the second time). An equally superb Gold Cup in Douarnenez ended with Werner Fritz as winner. Werner is known to most – if not all – as one of the leading sailmakers of our Class located at beautiful Chiemsee in Southern Germany. Additionally we had the usual rota of well-organised and well attended

International events and numerous National Championships as well as regattas at the club level. Many Dragon races see more than 40 participants nowadays and twice this year we had more than 100 Dragons at the starting line. For the first time this year we held the German Dragon Grand Prix in Kiel/ Strande. In this we tried to establish another great Dragon regatta with truly International standards and the comments we have received from competitors suggest that we achieved this. This racing programme is continuing evidence that the International Dragon Class is up and running more than ever and continues its successful development. However we must also remember that we lost 6 boats whilst racing during the season. Two during the Edinburgh Cup at Cowes, one during Cowes Week, one in Ireland and two reported from Russia. The Officers – and I believe all of us – are very concerned about this. Not only is it bad publicity for the Class but we are very aware of the possible risk of crew injury and even loss of life. We have not remained passive about this and Technical Committee Chairman Mike Hayles will

outline our thoughts about how to address this issue, and invite your comments for discussion. The recent loss of 2 'unsinkable' Solings during their World Championships, maybe suggests that the solution lies not only in new Rules and techniques but also in defining realistic limits for the conditions in which we race.

For the moment let us return to the more positive recent developments: New countries like Russia, Ukraine, Estonia join our community; others like Italy and Hungary seem to be re-activated. Vice-Chairman Peter Warrer helps them establish National Associations, National Championships and qualification processes for International Championships.

As far as we can see we have only very few and marginal problems with our Class Rules. We have asked for a measurement report from every big Dragon event, and from them, we can say that most of the boats, rigs and sails entering these big events comply well with the rules. It is a vital part of our work to continuously measure and monitor this compliance. The Class Rules are the basis of a one-design class. If they are not comprehensive and up to date then no matter how good your monitoring and measuring process is they will be seen as flawed. Vice-Chairman Xavier Rouget-Luchaire oversees our class rules, well supported by Mike Hayles, his Technical Committee, Chief Measurer Antonio Cardona Espin, as well as Gunter Ahlers who continues to help us internationally with his expertise in classic as well as current boats. We have also identified areas which require more attention and action going forward:

Area 1, Class Development: The Dragon Class needs a good self-awareness and based upon this a development strategy. Vice Chairman Robert Alpe has spent much of his time summarising our views and publishing them on the internet forum. But there is still a need for a broad discussion of this issue before we can agree on an acceptable development strategy for the future.

Area 2, Standard of Regattas: We have to continuously improve and upgrade the standard of our races. We expect jury reports from all our big events and from them have concluded that one developing problem for the Class is the increased use of coach boats. We will be recommending greater restrictions for them in future within our Regatta Regulations. In addition we plan to give more guidelines to Principal Race Officers regarding the conditions under which we want to race. In general Vice-Chairman Peter Warrer has outlined his thoughts on the overall direction for the regatta activities in a corresponding document. I encourage all of you to discuss with us these ideas. Personally I feel that we have to establish mandatory requirements for the World and European Championships and Gold Cup as well as for other the top level races; for the moment I would like to call them 'Grade 1 Dragon events'. In the next step we have to identify venues and organisations that can fulfill those requirements. To recognise the high standard of such an event we should guarantee a fixed time in our racing schedule free of overlap with International and National championships. We should also discuss if it is desirable to have 100+ boats at one starting line. I participated in the Gold Cup last year and

in my view it is not, not even in a large and empty bay like Douarnenez. We also need top class shore side facilities at our major events, and in the light of some recent experiences, the Officers will try to ensure that this is the case in the selection of future 'Grade 1' venues.

Area 3, Boatbuilders: Currently we have 1 large and 3 other main boat builders. I believe it is vital for a Class like ours to have capable and well-run yards which can supply our need for perfect yet affordable boats. A look over the fence, again into the Soling class, shows how vulnerable a Class with just one supplier is. The Abbott yard, principal supplier of the Class, burned down earlier this year leading to a dramatic shortage of new boats and specific parts. We know that the cost of entry to the market is very high because of the extraordinary standard necessary for a competitive boat but we should and do, support and encourage everyone attempting this venture in an equal way but at the same time we also have to insist that our Class Rules and measurement procedures are strictly maintained.

Area 4, Fees for National Associations: Today, I learned that 11 National Associations have not yet paid their IDA fee for 2006. Most of them have voting delegates at this meeting and I regard this as completely unacceptable. The IDA is a joint venture of the whole Dragon community, and one cannot sit around this table, discussing and voting with the community with a subscription outstanding.

Now a few words on the internal organisation of the IDA

Officers: The Class is growing in almost every respect, numbers of boats, numbers of National Associations, numbers of events every year etc. etc. Naturally this requires more attention and work to monitor and control all relevant activities. Resources in an organisation are always scarce and particularly if the organisation is run mostly on a part-time and voluntary base. Therefore we have identified areas of responsibility and divided our limited forces to cover those areas. Since the beginning of 2006 each Officer is in charge of a particular area: Vice-Chairman Xavier Rouget-Luchaire takes care of Class Rules and Measurement

Vice-Chairman Peter Warrer is in charge of Development of National Associations and our Communication Channels (Internet and Newsletter) Vice-Chairman Robert Alpe covers everything to do with Regatta Regulations, the Race Calendar and the Development of new or modified race formats.

I myself focus on activities around the 'classic' Dragons. Your Officers are all involved in discussions about, and the business of the Class, and I would encourage you to contact them directly if you want to discuss any specific Class issue. Additionally we have continued to improve our internal communication methods.

As in the past we aim to have at least two Officer's Meetings between AGMs often at the Gold Cup or other Major Championship. In between we use Skype for conference calls at regular intervals. We will enhance this in the very near future by means of internet collaboration and I am confident that this will speed up our work on behalf of members.

Recently we have set-up a format for our Forum within the IDA homepage. It is far better structured, topics are ordered and listed and it is easy to follow discussion threads and post answers or new topics. Special credit for a very quick implementation of this goes to Mini Jaatinen and her husband Daniel Genevet. As a tool for open discussion the forum is a perfect place to exchange opinions and ideas and I would encourage all of you, in your function as Representatives of a National Dragon Association to visit the forum regularly and see what is going on. Your input and feedback is of vital importance to discussions started there.

I have to report that during last years AGM we decided on a paper regarding a European ranking list. Now we are at the next AGM and no European ranking list is on the table or online in the Internet. One major reason for this is that we could not use the software developed in the Netherlands due to organisational and technical problems. This meant that I had to start the development of a new application in August 2006. This development is financed to a small part by the German Dragon Association, to the larger by myself. The software will be up and running very soon. If we finally can spot a volunteer to input the necessary race results of 2006 then we could have the first European Ranking List early in 2007.

Now, before the end of my first report as Chairman of the IDA I would like to do two things. First I would like to say 'Thank you' to our team:

The Technical Committee with Mike at the helm crewed by Marc van Bommel, Philipp Ocker, and Andy Johnson. They had several personal meetings and a constant flow of e-mails while they worked on the issues resulting from last years AGM and matters arising during the season.

Our Chief-Measurer Antonio, as well as Gunter. Antonio has taken a firm grip on our rules and extends his experience from the Starboat to the Dragon. Günter, though not here today, is still extremely committed to the Class and ready to help in all technical matters. I am very glad to say that Assistant Secretary Jill Hayward is recovering from a serious illness and today is here supporting this meeting as in previous years. Apart from the constant daily IDA business, she is very focused on our communication tools, the IDA website and the Newsletter.

My fellow Officers who are available – thanks to modern communication technologies – more or less around the clock. They have all accepted the newly created model of responsibilities. They have always responded – at least after a short moment of shock – to my ideas and plans and they always take the initiative and bring in their point of view.

And a very big 'thank you' goes to our Secretary, David who is the perfect First Lieutenant on the bridge of the IDA. David can be reached at any time and brings not only his broad experience as a Dragon sailor but his comprehensive organisational skills. He offers sound advice to the Officers on a range of issues and ensures that we follow up the decisions that we have made. He is an excellent, driving, coordinating and regulative hand

behind the scene. Thank you David, for your outstanding work for the IDA.

Secondly I would like to express the following on behalf of the whole team: Being in charge of an Organisation like the IDA requires constant attention, activity, deliberation and often it is not free of trouble and stress. But we all feel that it is a great honour and a pleasure to act on your behalf and on behalf of the whole Community of Dragon sailors around the world. We do it for our sport and for the sailboat class from which we take so much pleasure, the best One-Design Keelboat class in the World, the International Dragon Class.

5. Treasurers Report

In presenting his Report, the Treasurer was pleased to say that despite an overall decrease in revenue he had been able to increase reserves by £1629 giving a closing balance of £43123, in line with his target reserve. He was sad to point out that to date there were still 9 countries this year owing subscriptions to the IDA, the Chairman had said that the IDA relied to a very great extent on the receipts from National Associations to be able to continue it's work on their behalf, and those still owing subscriptions at next year's AGM would be named. Whilst payments were some £3500 under budget, receipts had reduced this year by some £3000. This was largely explained by a shortfall in the sale of sail labels which he thought was probably because of an exceptional year in 2005 and the build up of stock across the lofts this year. The actual number of new sails sold was 1233 slightly below the 5 year average of 1300 per year. However, Building Fees were up with 44 plaques sold reflecting the continuing strength of the Class. On the payments, side costs had largely been contained with savings on computers, admin expenses and cost of measurers.

6. Budget for the Year 2007

In his Budget, the Treasurer was looking for some increase in sail label sales, but otherwise intended that costs should be held at around current levels with, some saving on the Newsletter. He was aiming for a closing cash balance in 2007 of £43123.

7. Technical Committee Chairman's Report

2006 has not yet proved to be controversial from a Measurement point of view. It has, however, been a year of some interesting discussions. In the spring we introduced self-certification of masts by the Mast Manufacturers. This appears to be working satisfactorily, partly because of the limited number of manufacturers.

As Rupert has mentioned, there have been 6 Dragons sunk during the year of which 3 are known to have been recovered. There has been concern that the Class Rules are not adequate in this respect, in particular 2.191 which requires yachts built or measured after 1st March 2000 to have positive buoyancy of 1700 litres. This is the absolute minimum amount of buoyancy to keep a boat afloat without a crew. The Technical Committee, following a test, believe that 2500 litres would be a better requirement since it recognises the crew weight and would give a greater safety margin. We therefore propose to advise builders that we will be changing the

rule with effect from 1st March 2008, subject to any recommendations and comments they may make. Many of you may know that I was one of the crew on board GBR681 *Kraken* when she sank in the Solent during the Edinburgh Cup and whilst she floated for some five minutes lying head to wind, it was not until we put up a flare that our fellow competitors realised we were in difficulties. I would encourage you all to carry flares which, incidentally, are a British Dragon Association requirement for our UK regattas. I would also recommend that the bucket is carried in a readily accessible place, not stowed up by the mast. I know that some yachts are racing without the forward hatch and the drainage bungs in the bulkheads in position and in these cases the yacht is racing without effective buoyancy in contravention of the rules. We deal with these years' recommended Rule Changes under Item 9 of the Agenda, but for the record I would like to comment on the three significant ones;

Corrector Weights This change is to allow older boats which have increased in weight to reduce it more easily thereby helping them to remain competitive. By removing correctors from only around station 8 will not effect the weight distribution in the boat and therefore the necessity to re-swing the boat is eliminated.

Total Mast Weight This will enable checks to be made in the field without the need to strip the mast.

Shroud Adjustment This is a controversial issue which was raised and rejected in 2004. The Officers remain concerned that rig adjustment during racing is still occurring in the racing fleets despite constant reminders that it is not allowed under the Class Rules. It is a rule which, unless turnbuckles are sealed before a race and inspected afterwards, is virtually impossible to police, and it is now felt necessary to bring back this recommended rule change to prevent dishonest sailors having an advantage. It does however; also mean that the better sailors will have more opportunity to optimise their mast adjustments whilst sailing to the disadvantage of the less skilled. It should be noted that the fore and aft position of the shrouds shall be fixed at deck level, hence the use of the word 'horizontally'. Under ISAF rules, fixed means requiring a tool to adjust or remove, and therefore adjustable shroud deck plates located with a screw, removable or adjustable by hand, are prohibited.

Measurement I am pleased to report that following a visit to St Petersburg by Gunter Ahlers, we have appointed a Measurer in Russia.

Finally, on the 17th and 18th of November we are holding a Measurer's Seminar in Burnham on Crouch by kind permission of Petticrows and the Royal Corinthian Yacht Club in order to ensure that there is consistency among the Measurers.

8. Class Rule Changes

Having presented his report, he then went on to present this year's Rule Change proposals and asked that changes to CRs 1.65, 2.15, 2.504, 6.103, 6.104, 6.110, 6.112, 9.32, and 11.10.4, to clarify existing wording or recognising current practice should be voted together. He also asked that proposed changes to CRs 4.40 and 4.50 should be withdrawn and this was agreed. The proposed

changes were then voted and approved with the required 2/3rd majority. The proposed Rule Change regarding changes to rig tension whilst racing had been summarised in his Report, but further comment from the delegates was invited before a vote was taken. There was some opinion that 'because it was extremely difficult to police' was not sufficient reason to relax it, and also, it was asked if the Class had fully explored methods of sealing the shrouds and inspecting them before and after a race. It was pointed out that whilst this might be practical for a series, it would not be on a day-to-day basis, and since there were an increasing number of Regattas where 2 races per day were being sailed in varying wind conditions competitors should be allowed to vary their rigs between races which would further make the 'sealing' option impractical. Others felt that adjusting tensions whilst racing was a recognition that the Class was continually developing, and that allowing the relaxation was one more step in being able to further control the rig and performance in a range of wind conditions. The Chairman pointed out that mechanisms allowing fore and aft movement of shrouds at deck level were, and would remain, prohibited. At the subsequent vote the proposed Rule Change was approved by the required 2/3rd majority.

The Chairman also advised the Meeting of the proposal the Class had put to the ISAF Annual General Meeting to allow Classes sailing under the Category an Advertising Code to be able to provide 2 sponsors with suitable advertising space on competing boats by allowing both bow stickers **and** booms or backstays to be used.

Following Mike Hayles' comments on buoyancy and accompanying safety aspects, he asked the delegates for their thoughts on whether VHF should be allowed for emergencies only by the Class. After some discussion it was thought that Sailing Instructions should carry an emergency number for the Race Committee (afloat) to be used for the reporting of emergencies during a Race. (also to be added to the Regatta Regulations).

The Chairman also asked for views on the provision of GPS tracking devices to boats taking part in certain events. This had been achieved during this year's Danish Championships and the general feeling was that, apart from some small technical problems, it was an excellent method of enhancing spectator and supporter interest as each individual track could be monitored during racing, and retrieved later for the information of the competitors themselves. It was felt that certain delays should be built into the system to prevent the possibility 'real time' information being communicated to the Fleet and support boats. Generally the meeting agreed that the possibility should be pursued for some of the larger Regattas and Mini Jaatinen agreed to try to have transmitters provided at the Europeans tune-up Regatta. (Please note that final wording of the Rule Changes will be communicated when agreed by ISAF, on the website and in the Newsletter)

9. Election of Officers.

The Chairman advised that Robert Alpe had completed 2 years as a Vice-Chairman, and offered himself for re-

election for a further 2 years in accordance with the IDA Constitution. The Chairman added that Robert had made a significant contribution to the Class generally and to the Officer's debates over a range of subjects. He was very active on the water both in Australia and in the recent Europeans and Gold Cup this year and was working hard on the development of Regatta formats, clarifying the regatta Regulations where necessary and the development of the Class both in Australia and generally. He hoped that the Class would re-elect Robert for a further two years. Robert was then proposed for re-election by Andrew Craig, seconded by Mike Hayles and re-elected unanimously.

10. Items for Discussion

Venues for Major Events and update of Rota

Four short presentations were made by the Hungarian Dragon Associations bidding for the Europeans in 2010, the Russians bidding for the Europeans in 2009, the Swedes for the Gold Cup in 2010, the Norwegians summarising arrangements being made for the Europeans in 2008 and the Finns confirming arrangements for the Europeans next year (2007).

Medemblik was confirmed for the Worlds in 2009 and it was agreed that a final decision on Dubai would be made following their presentation to be made at the Gold Cup in Palma in April. Further bids for the Gold Cup in 2011 had been received by Spain (Vigo) and Belgium (Ostend). Bids from France for future Worlds and Europeans at one of their excellent venues were also noted, as was a similar bid for a Europeans from Lake Garda, Italy.

Worlds 20011/12 The Australian Dragon Association had resubmitted its bid for this event to be held in Melbourne in January 2012. They had provided further weather information and confirmation of the excellent facilities of at the RVYC, Brighton. There seems little doubt that they would be able to provide a top class Championship. However, delegates were still unconvinced of the venue and concerned that there was still no indication of the likely shipping costs or an indicative 'package' to include shipping, air fares and accommodation for say 6 people per boat. The AIDA would be asked to try to re-assure the European sailors on these aspects, before the next AGM and by a further presentation next year. Finally, the British Dragon Association also made an indicative bid to hold the World Championships in 2013 at the Olympic Yachting Centre in Weymouth (South Coast).

Regatta Regulations The Chairman explained that the Officer's had been reviewing advice currently given to Organising Authorities in the light of changes in recent events on the race courses, particularly concerning, rule observation by participants, safety issues, and control of the increasing number of coaches and coach boats attending the premier events. A number of recommendations had been proposed to National Associations for comment and agreement. Generally the Meeting was in agreement but suggested a number of minor changes which were accepted. (The changes will be shown in the Regatta Regulations on the website.) The Officers had also been reviewing the Rules of the

Europeans and Worlds, with a view to proposing minor alterations to them if necessary to reflect current practice and to pre-empt any possible difficulties in certain circumstances. Having recommended more races in per series last year, the current area of difficulty is in defining 'eligibility' in the light of current living and sailing practice (ie 'cross border' issues). After some discussion delegates agreed that the scoring system for the World, Europeans and Gold Cup should be stated as 'the bonus system'. And that an additional paragraph should be recommended, stating that; 'A helmsman may elect to race for a country other than that of his passport, but only for a Country/ Fleet that he has raced in regularly during the preceding 2 years. In this situation the other two crew members shall be members of the country making the entry and either of them may take the helm.' This suggestion will be put to the Championship donors, and if agreed, included in the Regatta Regulations.

Safety Issues See in Para 8 above

Development of the Class The Chairman outlined the ideas behind Peter Warrer's Paper and said that he felt that whilst it defined some ways of thinking about the Class, its identity and ways ahead, he hoped it was the starting point for a Class wide debate on the future and not a final position. He found many positive ideas in it particularly the attempt to define certain categories of events and how classifying them could help in attracting sponsors for the future and the Officers would be working on that and other associated ideas to try to make the Class more attractive to sponsors. He asked delegates to encourage contributions to the 'development debate' on the IDA Forum over the coming months.

11. Any other Business

a) Dieter Schmid (Switzerland) informed the meeting that the event in St Moritz for **Classic Boats** proposed for 2009 has had to be cancelled because of lack of facilities. However he advised that it was hoped to move the venue to Lake Lugano and he was confident that all the necessary facilities for an excellent event could be provided. He would confirm the date in due course.

b) Invitations to race in 2007 for the Marblehead Trophy (currently held by Frank Berg), would be issued by the Royal Danish yacht Club by 1st January.

c) The IDA was awaiting details of the formation and operational plans of the **Vintage Yachting Games** an organisation formed to promote a regatta to be held every 4 years with a limited number of some of the ex-Olympic Classes (including Dragons). Though few details have been confirmed, the intention is to hold the first event in 2008 in Medemblik (Holland). Further details when known will be posted on the Website.

12. Date of Next Meeting

The next AGM will be held on Saturday 27th October 2007. It was proposed that this might be in Dubai (subject to an acceptable travel and accommodation package being available for delegates). In the event that this is not possible AFSID kindly offered a suitable venue in Paris at the Yacht Club de France.

28th Regates Royales - Trophée Panerai 2006

24/09/2006 - 01/10/2006

Contact Email : yccannes@wanadoo.fr

	sail	Concurrents		1	2	3	4	5	final
1	IRL 184	Seabird	O'Donoghue Don	6	9	4	2	38	21
2	GBR 705	Danish Blue	Hoj-Jensen Poul Richard	5	34	1	1	29	36
3	DEN 66	Get A Way	Berg Franck	1	68	6	21	8	36
4	DEN 372	The King	Selko Bo	18	96	7	6	6	37
5	RUS 44	Red October	Shaiduko Georgy	11	14	3	11	BFD	39
6	GER 1030	Queen	Wieser Markus	12	3	26	BFD	1	42
7	NED 280	Gloggy Joss	Nater Cees	2	36	27	4	14	47
8	SWE 334	Sweet Alice Ii	Liljeblad Hans	16	100	11	18	11	56
9	RUS 31	Convergence	Emelianov Konstantin	3	32	2	25	28	58
10	MON 1	Munegü	Boillot Christian	42	1	65	14	5	62

There were 22 countries represented:

	sail	boat	helm	1	2	3	4	5	final
39	AUT 167	<i>Aegir Schmerzlos</i>	GFREINER Dietmar	55	60	47	3	33	138
48	BEL 66	<i>Carabistouille 4</i>	WYLLEMAN Edouard	71	40	40	23	53	156
73	BEL 69	<i>Chapter Iv</i>	VAN CAUWELAERT Michel	33	61	80	76	61	231
30	BLR 1	<i>Aleksandra</i>	TCHERNY Igor	DSQ	30	49	15	21	115
66	CAN 139	<i>Phantasim</i>	ORR Ian	63	55	31	61	74	210
75	DEN 2	<i>Reinvented</i>	WALDERSDORFF Axel	59	17	54	BFD	DNS	237
105	DEN 343	<i>Green Witch</i>	GERINDAL Francis	91	101	DNF	89	94	375
81	DEN 346	<i>Miss Silver</i>	GRIESE Bernd	73	73	83	33	DNS	262
4	DEN 372	<i>The King</i>	SELKO Bo	18	96	7	6	6	37
14	DEN 376	<i>Notorious</i>	BONDE Jorgen	17	24	45	8	19	68
38	DEN 380	<i>Lil</i>	WARRER Peter	31	37	18	46	DNF	132
3	DEN 66	<i>Get A Way</i>	BERG Franck	1	68	6	21	8	36
12	ESP 55	<i>Jani Kuka</i>	COSTAS Juan	22	71	13	13	18	66
42	ESP 60	<i>Punalada Trapera</i>	VAN BERGEIJK Arend	10	7	81	51	DSQ	149
27	EST 1	<i>My Best</i>	STATSENKO Wadim	68	18	5	7	BFD	98
35	FIN 50	<i>Rat Pack</i>	DALHMAN Erik	53	27	9	BFD	35	124
104	FRA 230	<i>Flawless</i>	OLIVIER Hubert	DNC	93	96	78	DNS	374
89	FRA 255	<i>Coq Rouge Viii</i>	CUNY Didier	88	64	72	79	77	292
101	FRA 259	<i>Nanouck Iii</i>	CIROTTEAU Jean-Paul	DNC	104	87	81	92	364
98	FRA 261	<i>Ozie</i>	LIENART Pierre	95	77	91	85	DNS	348
54	FRA 289	<i>Pare A Virer</i>	BALEY Francois	45	26	55	42	76	168
59	FRA 291	<i>Ulysse</i>	BREGER Jean	41	69	53	59	43	196
20	FRA 300	<i>Ar Youleg</i>	URVOIS Louis	28	38	12	17	24	81
22	FRA 303	<i>Startigenn</i>	PAJOT Yves	8	21	OCS	37	20	86
94	FRA 305	<i>Bijou Bihen</i>	LE BIHAN Francis	84	88	78	77	78	317
100	FRA 306	<i>Lola</i>	HOEBANX Olivier	98	91	94	87	90	362
106	FRA 314	<i>Blue</i>	DEMANGEAT Christian	DNF	105	DNF	DNF	91	410
93	FRA 320	<i>Eostig</i>	ROSSIGNOL Philippe	78	86	75	65	82	300
86	FRA 321	<i>Blue Note 2</i>	LEBLIC Philippe	97	76	73	50	84	283
102	FRA 322	<i>Cavalier</i>	DORON Guy Paul	DNC	84	89	BFD	85	365
58	FRA 339	<i>Skaera Iv</i>	KERBAOL Jean Pol	21	92	46	47	79	193
28	FRA 342	<i>Tsuica 2</i>	BLANC Gerard	40	11	28	27	62	106
79	FRA 345	<i>Thouban</i>	CHAMPION Jean Pierre	79	63	41	74	83	257
45	FRA 347	<i>Imagine</i>	FRANCOIS Pierre	75	28	39	39	44	150
68	FRA 351	<i>Ginkgo</i>	LAFON Etienne	58	47	76	48	69	222
91	FRA 352	<i>Child's Dream 3</i>	GAILES Jean Pierre	74	87	82	75	64	295
24	FRA 355	<i>Dirastac'h</i>	KERSALE Yann	29	8	58	44	10	91
88	GBR 402	<i>Meteor</i>	JACOBSEN Laurence	93	50	79	68	DNS	290
85	GBR 633	<i>Fei-Lin's Flirtation</i>	JAMES Ron	77	99	63	62	80	282
51	GBR 656	<i>Elusive</i>	BRADBURY Ivan (with Stavros !)	36	70	14	72	41	161
47	GBR 660	<i>El Gringo</i>	BAILEY Graham	DNF	42	37	49	26	154
41	GBR 672	<i>Pistou</i>	GERMAIN Pierre	60	6	21	54	63	141
78	GBR 673	<i>Fortitude</i>	FORT Ted	50	89	OCS	29	87	255
92	GBR 679	<i>La Sagesse</i>	GRAVES Paul	82	102	71	83	60	296
18	GBR 700	<i>Princess Jalina</i>	PALMER David	19	52	67	5	4	80
2	GBR 705	<i>Danish Blue</i>	HOJ-JENSEN Poul Richard	5	34	1	1	29	36
77	GBR 706	<i>Chips</i>	BOUCE Joan	87	OCS	64	28	66	245
16	GBR 708	<i>Rumours</i>	JONES Len	23	15	29	19	17	74
50	GBR 716	<i>Jerboa</i>	WILKINSON COX Gavia	38	44	59	26	52	160
87	GBR 717	<i>Nereid</i>	HAYLES Michael	70	83	84	67	65	285

63	GER 898	<i>Extra Wind</i>	BESSE Christian	65	98	33	35	70	203
34	GER 905	<i>Bumble Bee</i>	ERHARD Michael	27	22	22	52	BFD	123
32	GER 951	<i>Saphir</i>	BERGBAUER Jakob	20	33	60	10	57	120
36	GER 968	<i>Chi</i>	SCHATTAN Michael	54	5	68	9	58	126
53	GER 976	<i>Montana</i>	KOCH Peter	44	29	50	41	DNS	164
49	GER 980	<i>Happy Island</i>	LOOS Carlo	47	65	30	36	46	159
29	GER 996	<i>Sinewave</i>	MÜLLER Thomas	4	58	20	BFD	25	107
11	GER 1001	<i>Little Wolfi</i>	RAPPEL Wolfgang	24	67	8	30	3	65
26	GER 1019	<i>A.P. Cist</i>	CHRISTIANSEN Andreas	64	23	23	16	31	93
6	GER 1030	<i>Queen</i>	WIESER Markus	12	3	26	BFD	1	42
56	HKG 46	<i>Phyloong</i>	CHANG Phyllis	92	62	10	53	59	184
19	IRL 40	<i>Leprechaun</i>	O'CONNOR Dan	37	16	16	12	68	81
103	IRL 150	<i>Eve</i>	PUGH Ean	DSQ	97	95	90	89	371
64	IRL 160	<i>Jaguar</i>	BYRNE Martin	43	49	74	BFD	37	203
62	IRL 161	<i>SIR OSSIS Ot RIVER</i>	BERGIN Denis	56	41	88	73	32	202
90	IRL 182	<i>Cloud</i>	HOGAN Clare	62	90	OCS	BFD	36	295
1	IRL 184	<i>Seabird</i>	O'DONOGHUE Don	6	9	4	2	38	21
25	IRL 187	<i>Rogue Rat</i>	HENNESSY Robin	26	10	43	BFD	13	92
21	IRL 192	<i>Chimaera</i>	CRAIG Andrew	48	2	24	BFD	9	83
23	IRL 196	<i>Whisper</i>	COTTER Michael	51	19	15	40	15	89
67	IRL 198	<i>Dublin Bay</i>	TREACY Gary	69	75	OCS	43	34	221
82	ITA 41	<i>Tramontana</i>	MANZONI Paolo	61	94	61	BFD	49	265
96	ITA 44	<i>Fanfouette</i>	VIRETTI Antonio	90	80	90	70	93	330
10	MON 1	<i>Munegü</i>	BOILLOT Christian	42	1	65	14	5	62
69	NED 1	<i>Lady Marianne</i>	HOBDAY Bruce	83	43	DSQ	57	40	223
72	NED 274	<i>Witlof</i>	GEESINK Jan	66	56	48	55	DNS	225
76	NED 275	<i>Bluesette</i>	ROMKE DE VRIES Jan R	76	39	OCS	56	72	243
57	NED 279	<i>Big Bouche</i>	CANCRINUS Ernst	72	66	35	32	56	189
7	NED 280	<i>Gloggy Joss</i>	NATER Cees	2	36	27	4	14	47
83	NED 325	<i>Foursome</i>	DEKKER Pieter	85	85	57	82	55	279
60	NED 330	<i>Chimeara</i>	DE WILDE Abram	30	45	77	BFD	45	197
40	NED 333	<i>Tarasque</i>	FOCK Bart	7	53	66	24	54	138
71	NED 352	<i>Olanta 2</i>	DOMERNIK Joop	94	59	52	66	47	224
74	NED 361	<i>Double W</i>	KLOMP Willem	32	95	62	60	81	235
55	NED 363	<i>Blue Top</i>	BLICKMAN Richard	52	25	34	84	67	178
70	NED 370	<i>Hard Tack</i>	DU PON Andre	81	51	69	BFD	23	224
80	NED 371	<i>Pugil</i>	DE WAARDT Tom	DNC	74	85	58	42	259
43	POR 36	<i>E.T.C</i>	MONTEIRO DE BAROS Patrick	46	31	92	45	27	149
13	RUS 1	<i>Godfather</i>	KHOPERSKIY Oleg	34	12	42	20	2	68
9	RUS 31	<i>Convergence</i>	EMELIANOV Konstantin	3	32	2	25	28	58
5	RUS 44	<i>Red October</i>	SHAIUKO Georgy	11	14	3	11	BFD	39
46	RUS 88	<i>Cccp</i>	RODION Luka	25	54	51	64	22	152
84	SUI 147	<i>Syrinx</i>	VEIT David	89	72	70	63	75	280
97	SUI 262	<i>Nil Differre</i>	WEDEKIND Marie Elisabeth	86	81	98	80	88	335
95	SUI 294	<i>Gitane Seven</i>	ZÜRCHER Walter J	80	79	93	88	71	318
99	SWE 291	<i>Sofia</i>	KRABBE Jorgen	96	78	97	91	86	351
44	SWE 301	<i>Aardvark</i>	UNGER Bjorn	49	35	32	34	48	149
52	SWE 305	<i>Fantast</i>	AHNME Magnus	14	13	86	BFD	50	163
17	SWE 311	<i>Deja Vu</i>	OLROG Thomas	13	4	19	BFD	39	75
37	SWE 315	<i>Minc</i>	WALLENBERG Jacob	15	46	17	86	51	129
65	SWE 322	<i>Raffa</i>	HJORNE Peter	57	103	38	38	73	206
33	SWE 324	<i>Extra Bla</i>	NILSSON Claes Goran	39	48	36	31	16	122
8	SWE 334	<i>Sweet Alice Ii</i>	LILJEBLAD Hans	16	100	11	18	11	56
15	UKR 77	<i>Vanino</i>	PICHUGIN Sergei	9	82	25	22	12	68
31	UKR 777	<i>Bunker</i>	BRASLAVETS Evgeny	35	20	56	69	7	118
61	USA 303	<i>Sacajawea</i>	SIMMONS Edward	67	57	44	71	30	198

The following list was used to great effect by the 2007 PPC Organising Committee in Perth. It has been kindly made available as a 'blueprint' of the items to be considered and 'arranged' for a National regatta.

PPC: National Championships Regatta Organisation Guide

DATE:

ORGANISING COMMITTEE	PERSON RESPONSIBLE	ACTION TO BE TAKEN BY DATE
Chairman		
Regatta Secretary		
Treasurer		
Committee		
SUB COMMITTEES		
Swan River Racing Approval		
Preliminary Notice		
Notice Of Race - PPC		
Notice Of Race – Martin Graney		
Entry Fees – TA & PPC		
Entry Fees – Martin Graney		
PPC – Sailing Instructions		
MG –Sailing Instructions		
Martin Graney – Preparation Work		
REGATTA SECRETARY		
Regatta Office: Room.		
Store Room: Committee Room		
Regatta/ Registration Officer		
Results Compiler		
Program Folder		
Support Personnel		
Provision Of Gate Cards / Credit Cards		
RACE MANAGEMENT		
Race Officer		
Race Committee		
Course Laying Skippers X 3		
Equipment-Buoys, Flags,		
FINANCIAL/ SPONSORSHIP		
Budget For PPC, TA & MG Regatta's		
Major Sponsor		
Mid Tier Sponsor		
Heat Sponsors		
Additional Sponsors		
PROTEST COMMITTEE/ JURY		
Chair		
Committee X 3		
MEASURING		
Chief Measurer		
Pre-Series Measuring		
Ongoing Measuring		
Sail Stamp		
Weigh In – 285kg Doc		
SHORE CONTROL		
Shore Marshall		
Rigging Area		
Hard Stand Locations		
Security		
Boat Refuelling		
Crane Usage		
Containers Located		
Road Trailers Located		
PUBLICITY		
Websites – AIDA/ TIDA & IDA & RYCT		
Newspaper		

Club Magazine		
RYCT Yachtsman		
Sailing Programme		
WAN Sailing Results		
RESCUE/ SUPPORT CRAFT		
Start/ Finish Boat		
Mark Laying Boats X 2		
VIP's		
Safety Boat		
Spectator Craft X 3		
PHOTOGRAPHER		
Functions		
Sailing		
Dockside		
After Racing Selected Day		
MERCHANDISE		
Dragon shirt, cap, belt		
WELCOMING FUNCTION		
- Venue		
- Date/ Times		
- Catering		
- Budget		
- Tickets		
- MC		
PRESENTATION FUNCTION		
- Venue		
- Date/ Times		
- MC		
- Catering		
- Tickets		
- Guests		
- Guest Speakers		
- Thankyou Gifts/ Memento's		
PROVISIONING OF VIP VESSEL		
- Catering		
PROVISION OF GROG ON JETTY		
LUNCH FOR COMPETITORS		
BAR OPENING TIMES		
TROPHIES		
Prince Phillip Cup		
Charles E Davies		
Ted Albert		
Jack Linacre		
Martin Graney		
Ayers/ Boyes Classic Wooden Boat		
Heat Trophies		
Embroided Pennants		
Wine		
Presentation packs		
All trophies engraved		
Mug of the Day		
Glass Trophies		
PPC Stickers		
Wine glass Mementos		
Super Sailor of the Day		
Trophy Officer		
COACHING		

Hello Campers,

October 2006

Yes, it's that time again, Stavros is back with his usual stories and event roundups, not to be missed. So put down whatever you are doing, grab a glass of wine/beer and sit back for just 5 mins & enjoy the flavour of our beautiful, distinctive Dragon Class.

Since the bright, radiant skies of Dublin, back in early Sept (where a great World Championship, will be held next year), we have moved onto Cannes. A quiet unassuming South of France resort with hardly any glamour, girls or sunshine. I really don't know why the Dragon 'partners' want to travel to such an ordinary place? Anyway, we had a great time albeit with little wind. Even 'Hammer', after consuming 23 pints of Guinness, followed by six bowls of Moules, three Indian Vindaloos and a bottle of Port, could not stir up even a whisper of wind on two lost days. However, 5 races were sailed and *'The Pitman'* Mr Don O'Donoghue, stole the show with his Irish Team borrowed from the Jesica camp.

I call Don the Pitman, because we go back a long way, Cascais to be precise, where with Ronny Rosenberg, we won the Juan Carlos Trophy back in 2000. Don kindly let me helm whilst he spent his time busy down under the deck, hoisting sails, changing rig tensions, stowing the sandwiches etc. Hence the 'Pitman' began his success. So Don, helming *Seabird* with Mark Petit and Brian Matthews took the Regates Royal Trophy beating 107 boats. A truly magnificent effort. Well done. After 4 very consistent races, only one man could beat them. Of course it was not only one man, but *The Man!*, so some very tactical fair sailing was required in order to stop the best Dragon Sailor ever from gaining a top 15 place. With Mark calling the experienced shots their goal was achieved. However, Don may struggle to get his usual winter discount for 2007 from the Peticrow Yard :-)

Frank Berg was a very close 3rd overall in his beautiful wooden boat *Get-a-Way*. After winning the first race, he never really got into the full swing of things, but made up for it in the bar.

Before moving on to St Tropez, Mick Cotter reminded me of a charming story where an Irishman, Englishman, a Nun and a beautiful young Blonde were on a Train together. During the first tunnel, in this very small carriage, there was a loud 'slap', and on exiting the tunnel, the Englishman was seen holding his face with a large swelling appearing beneath his hand. The Nun immediately thought 'that silly Englishman has touched up the Blonde, & she has given him a deserved slap! The Blonde thought 'that silly Englishman has tried to touch me up, touched the Nun instead, & she has given him a slap! The Englishman, with water streaming from his damaged eye, thought, 'That bloody Irishman has touched up the Blonde, she thought it was me, so given me a slap by mistake' Whilst the Irishman, gentle rubbing his hands together, was thinking 'I can't wait for the next tunnel, so that I can hit that B'stard Englishman again! Funny sense of humour Mick Cotter has?

Anyway, moving swiftly on, St Tropez for the 2nd year running had sun, blue skies and a steady 10 knot easterly blowing between the Old Town and across to the picturesque St Maxime. With 9 races planned and Tony O' Gorman there to help run the show, everyone was stunned to disbelief when a young 28yr old crew-member collapsed during race two. Poor Malcom Reed, best friend of Mark Dicker sadly passed away despite every possible effort to revive him. Racing, of course was abandoned for the rest of the day and his parents very quickly flew out to join us all. After great deliberation they decided to support the remainder of the regatta. So it was continued the next day in Malcom's memory. With 37 boats taking part it saw some very competitive racing. Vincie's Hoesch was guiding his cousin George Haindl to the overall winning post while I had Pedro, from Quantum and Jean Sebastian Ponce from Cannes to help me to finish 2nd. **Third** overall was RUS 77, who won Douarnenez last year, helmed by Max Semerkhanov. RUS 44 was 4th after his 5th place in Cannes, and a very deserved 5th overall was GBR 671, Gavia Wilkinson-Cox. Crewed by Mark Hart and newcomer to the class Steve Birbeck, Gavia continues her excellent year.

So lastly campers it's off to Lake Cazaux for some of us lucky ones this weekend, then a full winter programme in Cannes. In November I'm actually changing classes, (just for a few weeks) to race in Fremantle, Australia at the Etchell's Worlds. With one of my partners, Dr John Mortimer and Steve Birbeck we are off to see if we can take the odd race or two from the likes of Dennis Conner, Paul Cayard, Stuart Childerly, John Bertrand. . .

If you are not involved in the Cannes winter series, don't forget there are training opportunities in Palma. From early in the new year I'm running two to three day practices for all. With the perfect weather conditions, cheap flights and hotels, where better to brush-up on some of the finer skills and manoeuvres? Want to know more? email me or call 07788 587 017. Things to look forward to in 2007. Tony Blair retiring. Seriously, Cascais is a must, with two events. Feb 22–25 and March 8–11. Don't let the distance put you off. It really is a great drive down through France, crossing into Spain via Madrid to Lisbon then the beautiful Cascais. Fantastic new clubhouse, a spacious marina, excellent sailing waters just off the coast of Estoril. Once experienced you will always return. Patrick de Barros and his dedicated team do a first class job and this will be 30+ boats for each regatta.

Then Palma: Three events Calanova 22-25 March; Princess Sofia 2-6 April; GOLD CUP 9-15 April. Of course Douarnenez will be outstandingly attended once again. As hopefully will be the Edinburgh Cup early July in Weymouth. Then, of course for those lucky qualifiers, The Worlds in Dublin.

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

The IDA and AIDA are attempting to collate a list of data for the 21 Dragon World Championships.
If you have a points score table, a list of entrants or maybe a short report of why the winner won to complete the information printed below, I would be really interested to hear from you. Please.
Even the IDA does not have this information.

World Championship Winners

Year	Venue	Country	Helmsman	Nationality	pts	names	words
1965		Sweden	Ole Bernsten	Denmark	n	n	n
1967		U.S.A	G.S. Friedrichs	U.S.A	n	n	n
1969	Palma De Mallorca	Spain	Robert Mosbacher	U.S.A	y	y	n
1971	Hobart	Australia	Sundelin brothers	Sweden	n	y	n
1973		Greece	Roger Eliasson	Sweden	y	n	n
1975		U.S.A	Bengt Palmquist	Sweden	n	n	n
1977	Lake Thun	Switzerland	Harry Ferreberger	Australia	y	y	n
1979	Geelong	Australia	Robert Porter	Australia	n	n	y
1981	Travemunde	Germany	Marcus Glas	Germany	y	n	n
1983		Canada	Bob Burgess	Canada	n	n	n
1985	Dourarnenez	France	Wolf Rappel	Germany	n	n	n
1987	Geelong	Australia	Valdemar Bandolowski	Denmark	n	n	y
1989	Torbay	U.K	Poul-Richard Høj-Jensen	Denmark	y	y	y
1991	Toronto	Canada	Stephen Boyes	Australia	y	y	n
1993	Travemunde	Germany	Jesper Bank	Denmark	y	y	n
1995	Perth	Australia	Nick Rogers	Australia	y	y	n
1997	Marstrand	Sweden	Jesper Bank	Denmark	n	n	y
1999	Martinique	France	Claus Høj-Jensen	Denmark	n	n	y
2001	Hornbaek	Denmark	Malte Phillip	Germany	y	n	y
2003	Hobart	Tasmania	Dieter Schoen	Germany	y	y	y
2005	Neustadt	Germany	Jorgen Schönherr	Germany	y	y	y

2005

The Hanseatic Lloyd World Dragon Championship on the Baltic Sea off Neustadt in Holstein were held the end of August. 73 crews from 12 nations were at the starting line. The winners and new world champions were Jorgen Schönherr, Anders Kaempe and Axel Waltersdorph 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.

	sail	helm			1	2	3	4	5	6	7	Final
1	DEN 365	Schönherr, Jorgen	Waldersdorph, Anders	Kaempe, Anders	4	9	15	1	3	2	5	24
2	GER 950	Müller-Spreer, Harm	Auracher, Thomas	Wieser, Markus	1	4	4	15	6	19	4	34
3	SUI 296	Hoesch, Vincent	Scheibmaier, Max	Kniffka, Harro	15	6	5	8	16	1	6	41
4	GER 982	Schoen, Dieter	Huber, Andreas	Westergaard, Stig	41	17	3	21	8	7	15	71
5	GBR 705	Høj-Jensen, P R	Guhle, Jacob	Neergaard, Jann	20	1	45	4	1	28	18	72
6	GER 975	Ocker, Philipp	Sachs, Christopher	Grosser, Florian	23	8	27	6	29	10	8	82
7	GER 996	Müller, Thomas	Borkowski, Ingo	Pickel, Marc A	74	2	7	26	5	44	1	85
8	SWE 331	Löfstedt, Tom	Larsson, Martin	Johannisson, Bo	6	19	23	13	12	48	12	85
9	SUI 299	Libor, Ulli	Schoepe, Jan	Bahr, Gunnar	12	22	6	24	24	13	11	88
10	DEN 372	Hendriksen, Lars	Leifelt, Martin	Johansen, Peter	13	5	9	2	13	58	47	89

2003 Hobart, Tasmania, Australia

Morgan Vaudrey 18 - 27 January 2003

The winner of the Hellenic Cup was the German Dragon *Chrisco*, sailed by Dieter Schoen, Vincent Hoesch and Andreas Huber. They was clearly better than the fleet in the early races, winning the first four heats in a wide range of wind speeds and wave conditions.

The boats experienced the full range of Hobart weather and sailing conditions, Heat 3 was postponed in 32 knots, and the only thing lacking was rain. For the most part, however, Hobart showed itself off with fine weather and warm to hot temperatures, which contributed to a fantastic championship.

	Sail No	Boat Name	Skipper	Country	pts	1	2	3	4	5	6	7
1	GER982	<i>Chrisco</i>	Dieter Schoen	GER	13.7	0	0	0	0	32	8	5.7
2	AUS180	<i>Karabos VIII</i>	Nick Rogers	TASAUS	42	-28	10	18	8	3	3	0

3	AUS166	<i>Kirribilli II</i>	David Graney	TAS AUS	49.4	5.7	15	15	5.7	8	0	18
4	IRL160	<i>Chimaera</i>	Andrew Craig	IRL	54.7	15	3	3	11.7	32	14	8
5	AUS189	<i>Sidewinder</i>	Carl Ryves	NSWAUS	67.4	13	5.7	11.7	-16	10	13	14
6	DEN336	<i>Nanoq</i>	Prince Frederick	DEN	67.7	-29	8	10	10	13	11.7	15
7	GBR623	<i>Pongo</i>	Patrick Gifford	GBR	70.7	8	11.7	13	18	0	20	-24
8	IRL159	<i>Phantom</i>	John Lavery	IRL	72.4	3	16	16	14	11.7	-18	11.7
9	USA310	<i>Clairvoyant</i>	Edward Sawyer	USA	80.7	-26	25	17	15	5.7	15	3
10	AUS198	<i>Emma</i>	Stephen Boyes	TAS AUS	88.7	23	21	5.7	13	32	16	10

2001

Hornbæk, Denmark 16 - 22 July 2001

Germany's Malte Phillipp became a convincing victor in the 77 boat fleet. Phillipp was a clear winner, sailing a very good regatta and seeming like a winner from the start. It was an exciting World Championship and, in the main, it went extremely well, with only about 8 easy to handle protests.

The new World Champion was consistent in his sailing. It didn't matter what conditions were like on the water, he came in among the top group.

The 2001 Dragon Worlds were dogged by little wind on several occasions, and a lot of current on others, giving highly technical races.

One Australian crew stated, "The last heat was a good race, but we went up the wrong side and lost what wind there was. But we've had a good regatta and ended up quite happy with our position."

It was a tough regatta, with a lot of fluky winds and a very high standard of sailing. Twelve of the top 15 boats were either German or Danish. There was a lot of discussion among foreign sailors, but the hard to handle currents were caused by water sucking in and out of the Baltic Sea.

Pos	Sail	No	Helm	R1	R2	R3	R4	R5	R6	R7	Pts
1	GER956	Malte Phillipp	1	2	3	BFD	3	8	1	28.4	
2	GER947	Werner Fritz	3	18	26	2	5	4	7	63.7	
3	DEN317	Frank Eriksen	36	13	23	1	1	6	5	69.7	
4	NED247	Fred Imhoff	23	10	15	44	2	7	3	87.7	
5	DEN66	Frank Berg	8	3	7	41	BFD	5	2	92.7	
6	DEN298	Lars Jensen	16	8	1	10	38	16	15	95	
7	GER933	Thomas Müller	15	20	5	14	7	13	14	103	
8	GER842	Ortwin Semmerow	12	26	16	6	24	15	9	117.7	
9	GER892	Achim Kadelbach	52	1	34	8	25	11	11	119	
10	GER950	Harm Müller-Spreer	10	9	9	4	BFD	10	55	131	

1999 Martinique

11th-18th December 1999 from an article by Phil Draper

The Worlds were held for the first time on the Caribbean island of Martinique in the French West Indies. There were 18 boats from Germany, 17 from the UK, , nine from Ireland, eight from Denmark and Holland, six from France, four from Sweden, a couple each from the USA and Turkey, and solitary entries from Finland, Spain, Japan and China (Hong Kong); 78 in all.

There was plenty of sunshine, consistent 7-16 knot breezes, a slight bay chop, little tides or current and placing well relying on reading the shifts correctly. With the wind strength and direction staying more or less constant all week, most competitors declared the wind 'lanes' off the island to be fairly challenging, and at the end of the day those most used to lake sailing probably found their groove a lot quicker than those more used to sailing in exposed coastal waters.

Four boats stood a chance of taking the title after six races, but eventual winner Claus Hoj Jensen with Bo Baker Andersen and Jes Hovgaard sailed *The Saint* (DEN308) aggressively and buried the opposition down the fleet and then happily accepted their worst race result by dropping that race score!

	sail	crew	1	2	3	4	5	6	7	Final
1	DEN308	Claus Hoj Jensen/ Bo Baker Andersen/ Jes Hovgaard	10	11	2	1	6	6	24	59.4
2	NED247	Fred Imhoff/ Richard Van Ry/ Sven Machielsen	1	24	15	5	4	5	9	64.0
3	DEN318	Peter Holm/ Maria Holm/ Soren Kaestel	9	15	4	7	3	18	3	68.4
4	DEN324	Jesper Bank/ Thomas Andersen/ Jesper Seier	5	5	7	15	1	9	25	69.0
5	GBR648	P.R. Hoj Jensen/ Finn Nicolajson/ Paul Blowers	3	1	14	14	5	11	38	72.7

1997 Marstrand, Sweden.

The weather (or at least the sunshine) was wonderful, and the competition as tough as ever. There were 69 entries representing 16 countries, at least two dozen world championship titles within the contenders, a dozen Olympians,

and at least 4 Olympic medals. The winds in Marstrand were light, shifty and fickle at best, and the underwater currents strong and tricky.

	<i>Sail</i>	<i>Helmsman</i>	1	2	3	4	5	6	7	<i>Total</i>
1	DEN311	Jesper Bank	11	2	4	1	2	3	OCS	36,7
2	GBR612	PR Høj-Jensen	13	4	2	3	18	1	13	54,7
3	GER891	Markus W. Glas	1	5	9	14	7	36	11	75,0
4	GER876	Andreas Lohmann	10	14	20	5	3	10	19	92,7
5	DEN3	Kim Christensen	21	3	1	23	4	28	3	75,4

1995 Perth, Australia

Royal Freshwater Bay Yacht Club

	<i>sail</i>	<i>boat</i>		1	2	3	4	5	6	7	<i>Final</i>
1	AUS180	<i>Karabos VIII</i>	Nick Rogers/ Leigh Brehens/ Andrew Burnett	11.7	8	3	8	0	3	11.7	33.7
2	GBR600	<i>Danish Blue</i>	Poul Richard Høj-Jensen/ Claus Høj-Jensen/	29	3	0	0	5.7	13	21	42.7
3	AUS191	<i>Red Baron</i>	Willy Packer/ Peter Hay/ Geoff Wedgewood	0	63	26	14	3	0	32	75
4	SU1271	<i>Eau Gren</i>	Sven Hanson/ Bjorn Alm/ Henrik Blakskjaer	16	16	14	22	8	8	13	75
5	HOL237	<i>Joker</i>	Fred Imhoff/ Harry Winters/ Richard v Rh	18	61	25	3	17	5.7	8	76.7
6	AUS109	<i>Aeolus</i>	Tony Lynn/ Darren Bracewell/ Mark Kelt	15	15	5.7	11.7	20	14	45	81.4
7	GER840	<i>Drakon</i>	Harm Muller-Spreer/ K Binder/ A Andresen	10	61	11.7	17	11.7	20	20	90.4
8	GER816	<i>Assi</i>	Hans-W Zachariassen/ M Kurtz/ R Hozer	41	14	41	5.7	10	18	3	91.7
9	SWE275	<i>Amada</i>	Hans Book/ Klaesmattsson/ Martin Palsson	33	0	13	25	18	10	63	99
10	GER774	<i>Fiasko</i>	Erich Hirt/ Paul Vestn[R/ Andreas Lohmann	17	63	8	30	26	27	0	108

1993 Germany

Travemunde Lubeck Yacht Club July 29 – August 7

	<i>sail</i>	<i>crew</i>		1	2	3	4	5	6	7	<i>final</i>
1	DEN 293	Jesper Bank/ B. Borresen / O. Borresen		6	2	3	2	14	4	6	43.1
2	GBR 585	P.R.H. Jensen/ S. Ziegelmayr/ C.H. Jensen		1	5	DSQ	6	8	1	19	60.7
3	GER 31	Andreas v Eicken/ J. W. v Eicken / R Schoppler		2	12	12	41	18	2	16	88
4	GER 795	Markus Glas/ Kurt Binder/ Matthias Glas	PMS	3	43	3	6	13	2	94.1	
5	GER 605	Michael Erhard/ Angela Erhard/ J Leismuller		4	14	22	4	12	12	38	100
6	GER 806	Florian Bauer/ A. Bernbacher/ W. D-Grunbauer		12	34	19	5	3	8	27	105.7
7	GER 785	K.E. Oldendorff/ A. Spangenberg/ Uwe Rathsack		19	10	11	20	7	15	12	110
8	DEN 270	Tom Carlsen/ Finn Leerbeck/ Ove Lorentzen		13	44	1	37	1	5	34	112
9	USA 294	Glen S. Foster/ R. Rosenberg/ Mark Covell		23	25	6	17	24	14	1	113.7
10	FRA 277	J.G. Pasturaud/ Pierre Larrea/ Olivia Leblanc		5	19	46	12	16	6	21	113.7

1991

Toronto, Canada

The 1991 Dragon North American Championships and World Championships were held at the Royal Canadian Yacht Club, on an island in Toronto harbour, a very large freshwater lake (Lake Ontario) approx 300 km long. The races were held out in the lake about 2kms offshore, from August 9th (1st race) to August 15th, 1991 (7th race), with 28 boats representing 9 countries; Australia, Bermuda, Canada, Denmark, Germany, Hungary, Netherlands, United Kingdom and United States.

Krystle, a Petticrow boat, skippered by Stephen Boyes, with Steve Jackson and Steve Peel of Australia won this regatta from Royal Geelong Yacht Club, because they went the right way on almost every wind shift. It was uncanny to watch. Their boat speed throughout the week was at least equal to other top boats and their tactics just that much more consistent.

	<i>sail</i>	<i>boat</i>	<i>helm</i>	<i>club</i>	1	2	3	4	5	6	7	<i>Final</i>
1	KA186	<i>Krystle</i>	Boyes, Stephen	RGYC	5.7	0	5.7	0	5.7	11.7	5.7	22.8
2	D 268	<i>Miss Sophie</i>	Bank, Jesper	FS	0	13	0	3	10	18	0	26
3	G 644	<i>Assi</i>	Zachariassen, Hans	NRVH	10	3	10	13	0	19	3	39
4	KC136	<i>Panacea</i>	Snell, Tony	RCYC	3	16	14	10	11.7	0	17	54.7
5	H 13	<i>Joker</i>	Imhoff, Fred	KNZ&RV	8	18	15	16	3	8	10	60
6	K 537	<i>Bebe</i>	Skakel, Steven	RN&CYC	11.7	24	22	8	8	3	16	68.7
7	K 568	<i>Barbary</i>	Price, Peter	WKSC	13	5.7	21	15	16	14	13	76.7
8	G 746	<i>Krolie Boils</i>	Schlueter, Jane—Pe	NRV	14	26	31	22	13	5.7	8	88.7
9	KC 98	<i>Viking</i>	Aingus, Harry	IICYC	20	8	20	11.7	19	13	31	91.7
10	KC 80	<i>Tip</i>	Moyle, John	RCYC	24	10	3	19	28	21	15	92

1989

Torbay, England August 28th - September 2nd 1989

The Beefeater Gin Dragon World Championship in Torquay was the first time that the Dragon Worlds has been held in the United Kingdom. It was in Torbay that the Dragon made its first appearance as an Olympic class. Racing took place in Lyme Bay between August 28th and September 2nd with 70 Dragons from 13 nations.

The third race was to have a dramatic impact on the outcome of the world championship. At the end of the first triangle the race became a head-to-head battle between Jesper Bank and Poul Hoj-Jensen sailing his British Penicrow Dragon *Danish Blue*. Bank won the 1988 Olympic Bronze medal in the Soling Class and has other good wins to his credit but on this day he was up against one of the world's greatest sailors. Poul Hoj-Jensen is a double Olympic Gold medallist in Solings, 1988 European Dragon Champion and has many successes in 'Ton Cup' and IOR racing behind him.

The rest of the fleet were virtual spectators as the two Danes match raced each other in a test of nerves. The outcome was a win for Hoj-Jensen who took the lead up the last beat. More important was the fact that this seemed to shake the confidence of Bank and he was out of the top ten for the rest of the championship. Hoj-Jensen and his crew of Jan Persson and Erik Hansen raised their game further and with a fifth in the sixth race sealed the world championship with a day to spare.

	sail	boat		1	2	3	4	5	6	7	Final
1	D261	<i>Danish Blue</i>	P Hoj Jensen/ J Persson/ E Hansen	16	15	0	0	0	11.7	77	42.7
2	D249	<i>Jullemor</i>	M Andersen/ F Leerbeck/ M Berntsen	20	11.7	13	18	50	15	16	93.7
3	K560	<i>Whistle</i>	S Fulford/ W Adshead/ N Robson	38	77	23	21	13	0	3	98
4	G681	<i>Sir Donald</i>	V Hoesch/ D Stadler/ F Ass	48	10	14	3	23	3	77	101
5	G731	<i>Kleine Brise</i>	Dr H Schmidt/ M Berenbach/ K Servatius	19	3	15	40	19	8	41	104
6	K505	<i>JaneIV</i>	D Young/ M Pollett/	25	18	11.7	27	10	47	14	105.7
7	US294	<i>Yankee D Dandy</i>	G Foster/ / R Rosenberg	5.7	34	10	5.7	34	57	19	108.4
8	D262	<i>Miss Sophie</i>	J Bank/ C Olsen/ S Goodall	77	0	3	17	39	31	23	113
9	D265	<i>Tubo</i>	V Bandolowski/ S Hvalso/ H Christensen	17	43	21	16	27	10	22	113
10	H13	<i>Joker</i>	F Imhoff/ HJ Winters/ M Pais	14	20	25	20	32	5.7	43	116.7

1987

Geelong, Australia

The R.G.Y.C. hosted the National and World Championship Series for Dragons in 1987, with a fleet of 43 yachts from England, Scotland, France, Canada, Denmark, Holland, West Germany, Austria, Hong Kong and Australia. The series, which concluded on January 17, was won by Danish sailor, Valdemar Bandolowski, in his Hong Kong built boat, *Nordjyllong*. His crew was Erik Hansen and Soren Hvalso.

1985 Dournenez, France

Stephen Boyes, Lawrence Brown and David Wells attended the 1985 World Championship in Dournenez, France, finishing 9th in a fleet of 63

1983 Canada

1981 Germany

Travemunde

25 July – 1 August

	sail	boat	helm	1	2	3	4	5	6	7	final
1	G 597	<i>Sandokan</i>	Marcus W. Glas	5.7	11.7	21	0	3		0	20.4
2	D 215	<i>BB XIX</i>	Borge Borresen	0	5.7	19	56	5.7		8	38.4
3	S 239	<i>Carneval</i>	M Carlander	11.7	23	17	18	10		10	66.7
4	G 545	<i>Red Dot</i>	Peter C. Stulcken	8	8	11.7	43	15		26	68.7
5	US 280	<i>Vim</i>	Martin Godsil	15	21	29	10	20		3	69
6	OE 44		Thomas Richter	56	14	5.7	27	24		18	79.4
7	S 244	<i>Fragonica</i>	Peter Sundelin	26	35	16	5.7	0		47	82.7
8	Z 205		R Bachmann	56	15	23	23	17		5.7	83.7
9	G 577	<i>Chance</i>	Klaus E. Oldendorf	10	10	30	25	11.7		30	86.7
10	KA 111	<i>Rawhiti</i>	EF (Ted) Albert	16	27	22	19	13		21	91

1979 Geelong, Australia

There were 28 competitors for the World Championship, with entries from Austria, Belgium, Great Britain, Denmark, France, West Germany, Ireland, New Zealand, The USA, Sweden and Switzerland. Going into the last heat five boats could still have won the title. The eventual winner was DKA 86, *Kiribilli*, sailed by Sydney yachtsman Rob Porter.

1977

Switzerland		Lake Thun	July, 1977						
	<i>sail</i>	<i>crew</i>	<i>country</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>Final</i>
1	OE 44	Ferreberger/ Eisl/ Spitzbarth	Austria	0	13	16	0	0	29
2	G 414	Ulrich/ Hofmann/ Hoesch	Germany	3	11.7	0	15	3	32.7
3	Z 153	Wittwer/ Wittwer/ Wittwer	Switzerland	17	0	5.7	11.7	5.7	40.1
4	G 397	Glas/ Walter/ Meissner	Germany	20	5.7	3	11.7	8	48.4
5	Z 181	Trüb/ Huchel/ Trüb	Switzerland	10	16	10	5.7	10	51.7
6	G 508	Herrmann/ Buhl / Herrmann	Germany	3	14	3	20	14	54
7	G 400	Koch/ Koch/ Koch	Germany	5.7	11.7	10	19	8	54.4
8	Z 147	Brütsch/ Geilinger/ Reinhart	Switzerland	22	0	5.7	20	13	60.7
9	G/LX 406	Beissel/ Kremer/ Herrmann	Luxembourg	16	18	8	8	14	64
10	D 189	Krogh/ Krogh / Skouenborg	Denmark	13	19	13	10	15	70

1975 USA

The Worlds were sailed in Rochester USA. Bob Burgess of Royal Vancouver Yacht Club won the regatta with Dave Miller then of North's Vancouver loft as one of the crew. Five masts went over the side in one day and the wind was steady at 20 plus knots the whole week, Miller was a superb sail maker and tactician.

1973 Greece

Hellenic Yachting Association, 15a Xenfontos St, Athens 118, Greece

7th race = 6 October 73; Start = 11:30; Finish = 14:24:44 ; Wind N @ 2 - 4 beaufort; Sea = calm

	<i>sail</i>	<i>Helm</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>Final</i>
1	S 234	Eliason	19	5.7	0	0	3	0	18	26.7
2	G 475	Oldendorff	8	0	3	3	0	33	15	29
3	D 201	Borresen	0	19	8	10	19	3	0	40
4	F 207	Sence	10	11.7	5.7	5.7	16	8	8	49.1
5	G 477	Fricke	5.7	14	11.7	15	5.7	10	11.7	58.8
6	K 459	Streeter	23	13	14	13	11.7	5.7	3	60.4
7	G 456	Tchorz	3	23	15	14	10	16	5.7	63.7
8	GR 20	Bonas	13	10	17	11.7	18	15	10	76.7

1971

Hobart, Australia Friday 22nd – Friday 29th January

Sail	Yacht	Helmsman	Crew	Club	Location
KB9	<i>Bermudiana II</i>	H Brownlow Eve	J Outerbridge	J Kempe	RBVC Bermuda
D175	<i>Maj-Britt</i>	A Holm	P Holm	C Hansen	KDY Denmark
US239	<i>Katharina</i>	AW Henry	B Wright	M McKinstry	CYC USA
US244	<i>Caprice</i>	DJ Cohan	J.Marshall	C Horter	VHYC USA
K374	<i>Jane</i>	D Young	R.Cowrie	I Orr	RFYC U.K.
K432	<i>Jerboa II</i>	P Dyas	D Cooke	D Fleming	RTYC U.K.
KJ22	<i>Lotus</i>	M Kawashima	K Arima	H Tayama	Enoshima YC Japan
KZ1	<i>Barco Del Oro II</i>	D StClaire Brown	J StClaire Brown	C StClaire Brown	RNZYS NZ
KZ2	<i>Komutu</i>	RC Stone	E Wells	P Wade	AOYC NZ
KZ3	<i>Ao-Tea-Roa</i>	DC Green	A Robinson		RNZYS NZ
KZ5	<i>Amanda</i>	RL Stewart	R J Craddock	JW Fowler	RNZYS NZ
KA30	<i>Paula</i>	JR Fitzgerald	R Lamont	JD Allen	RGYC Victoria
KA31	<i>Maud</i>	Miss P Warn	Miss J Warn	I Gorfin	RSYS NSW
KA46	<i>Sea Joy III</i>	WP Huxley	R Kelly	L Etherington	RYCT Tasmania
KA49	<i>Katrina</i>	ML Snook			RYCT Tasmania
KA62	<i>George Bass</i>	TS Loney	WM Knoop	FC Lamprill	RYCT Tasmania
KA65	<i>Alexia</i>	R Williams	DP Alexander	P Nash	RYCT Tasmania
KA69	<i>Fiona</i>	RH Grieve	DW Fairfax	TE Green	RPEYC NSW
KA71	<i>Adios</i>	SJ Akhurst	P Fay	R Gault	RBVC Victoria

KA72	<i>Merinda</i>	JG Harris	RM Jones	BV Morgan	RYCT	Tasmania
KA74	<i>Lalaguli</i>	CS Rylie			RPEYC	NSW
KA78	<i>Slaghoken III</i>	R French	R Paulsen	J French	RMYS	Victoria
KA85	<i>Janlyn</i>	A J Purdon	J Spaulding	G Walch	RYCT	Tasmania
KA90	<i>Cambria</i>	DC Calvert	MG Darcey	WJ Cooper	RYCT	Tasmania
KA94	<i>Christine</i>	BJ Calvert	JD Pretyman	B Maguire	RYCT	Tasmania
KA95	<i>Oimara II</i>	N Bennell	G Young		RPEYC	NSW
KA96	<i>Leander</i>	FA Manford	R Day	G Thompson	RFBYC	WA
KA97	<i>Cynthia</i>	EW Strain				NSW
KA99	<i>Sea Joy V</i>	RJ Robbins	RTS Lucas	JV Anderson	RGYC	Victoria
KA101	<i>Gazelle</i>	SJ Clarke	DS Clarke	MG Monaghan	RYCT	Tasmania
KA102	<i>Blue Bird III</i>	PR Melody	P Rayson	J Dawson	RBYC	Victoria
KA103	<i>Sali</i>	JN Bryson	T Rintoul	P Timms	RBYC	Victoria
KA107	<i>Jock Robbie</i>	RH Piggott	RG Piggott	LM Duncan	RYCT	Tasmania
KA108	<i>Vara</i>	R Moody	EJ Rudolph	NLW Rudolph	RGYC	Victoria
KA109	<i>Darkie</i>	SD Corser	P Holland	P Hem	RFBYC	WA
KA111	<i>Rawhiti</i>	EF Albert	J Newell	M Lemmenmeier	RSYS	NSW
KA114	<i>Southern Cross II</i>	JGM Tyquin	R Bailey		RQYS	Queensland
KA118	<i>Siena</i>	AJ Cain	I Twentymann	B Ashton	RMYS	Victoria
KA121	<i>Ann</i>	EA Boyes	J Baily	I Quartermain	RYCT	Tasmania
KA122	<i>Gabriola</i>	EB Pyke	B Simpson	I Burrows	RYCT	Tasmania
KA123	<i>Pamela</i>	B Rose	L Carruthers	D Dias	RSYS	NSW
KA125	<i>Sari</i>	JW Ayers	BJ Lewis	N Tate	RYCT	Tasmania
KA130	<i>Trio</i>	DL Parker	A Burbeck	D Wall	RPEYC	NSW
KA131	<i>Wyuna</i>	J Cuneo	T Andersqn	D Grummitt	RQYS	Queensland
KA137	<i>Adios II</i>	NG Booth	PO'Donnell	C Ryves	RPEYC	NSW
KA138	<i>Tom Thumb</i>	NG Longworth	CG Gilkes		RPEYC	NSW
KA139	<i>Reluctant</i>	NJ Wright	NS Wright	R Gettons	RQYS	Queensland
KA140	<i>Nerissa</i>	JB Taylor	A Gorringe	G Lilley	RYCT	Tasmania

1969 Spain

October, 1969

Club Nautico Federacion Espanola De Vela, Palma De Mallorca

				1	2	3	4	5	6	7	Total	
1	America	US 219	<i>Aphrodite</i>	Robert Mosbacher	0	17	5.7	15	14	8	10	52.7
2	Australia	KA134	<i>Jennifer</i>	JohnCuneo	5.7	18	18	13	0	10	8	54.7
3	East Germany	GO40	<i>Regin</i>	Roland Schwarz	11.7	3	0	16	10	18	17	57.7
4	Denmark	D174	<i>Chok</i>	Aage Birch	8	21	29	11.7	11.7	14	0	66.4
5	Denmark	D187	<i>Maj-Britt</i>	Axel Holm	47	5.7	25	0	22	16	3	71.7
6	Argentina	A36	<i>Karin</i>	Jorge Salas Craves	3	29	3	20	35	3	16	74
7	Switzerland	S218	<i>Galax</i>	Dodde Broberg	22	0	24	17	8	11.7	19	77.7
8	East Germany	GO37	<i>Mutafo</i>	Paul Borowski	15	22	23	8	5.7	15	13	78.7
9	Russia	SR33	<i>Nord</i>	U. Anisimov	16	43	8	3	3	5.7	45	78.7
10	Greece	GR18	<i>Proteus II</i>	O. Eskitzoglou	14	16	13	5.7	15	29	22	85.7

1967 USA

Buddy Freidriches won the Worlds in Toronto in 1967 with Clift Schreck as crew. Apparently he won every race. He introduced 'barber haulers' to the Dragon Class and needless to say could point higher than every other boat out there.

1965 Sweden

If you have any information that can help to fill in the gaps, please contact the editor; Leigh Edwards,
16 Norwood Ave, TAROONA 7053 (61+3) 6227 8557 leighnjen@gmail.com 0439 400 355

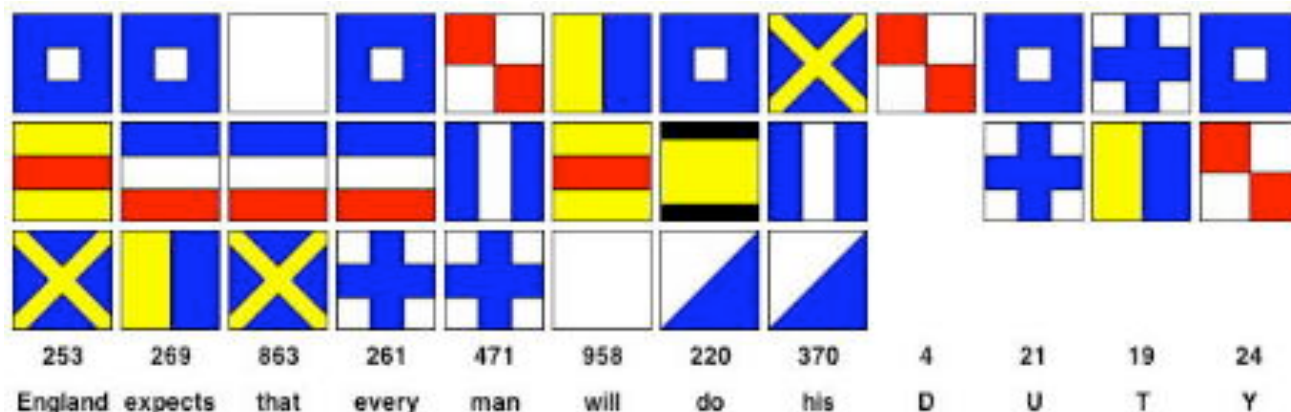
and finally,

How the times (and flags) have changed

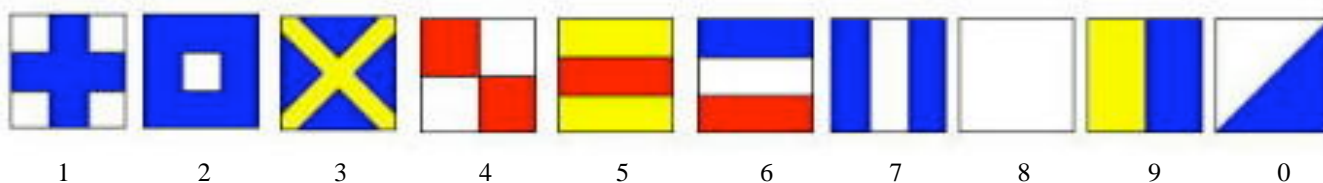
The Battle of Trafalgar, fought on 21st October 1805, was part of the War of the Third Coalition assembled by Britain against France. It was the most significant naval battle of the Napoleonic Wars and a pivotal naval battle of the 19th century.

A Royal Navy fleet of 27 ships of the line destroyed an allied French and Spanish fleet of 33 ships of the line west of Cape Trafalgar in southwest Spain. The French and Spanish lost 22 ships, while the British lost none. The British commander Admiral Lord Nelson died late in the battle, by which time he had ensured his place as Britain's greatest naval hero.

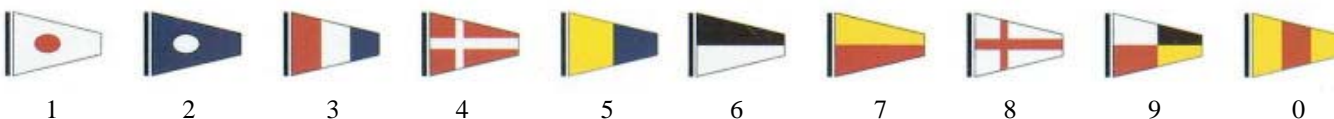
His famous message was sent by flags;



Thus, the 1805 numeral flags were:



However, the current numeral flags are:



Does anyone know why the numeral pennants were changed, and why they are the colours and patterns?

ps I would like to thank all those people who have submitted photos and words to this issue of DragonBeat.

THANK YOU your contributions this Newsletter are very much appreciated.

If you haven't contributed yet, why not? This Newsletter can only be as good as the 'stuff' you send the editor!



Couldn't resist the opportunity to pop in a couple of photos to fill the page!; Nick Rogers, Steve Henley (centre and boat owner), Brett Cooper and me, with the RYCT Pennant (my first in 18 years of trying); the beautiful box of wine for placing third in the State Championship; and Nick even 'stole' the Sward annual winners prize from Andrew Crisp for the fun of it. Cheeky! We have a ball.