

DragonBeat

Volume 24

2009

Newsletter of the
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Registered Class Association with Yachting Australia.

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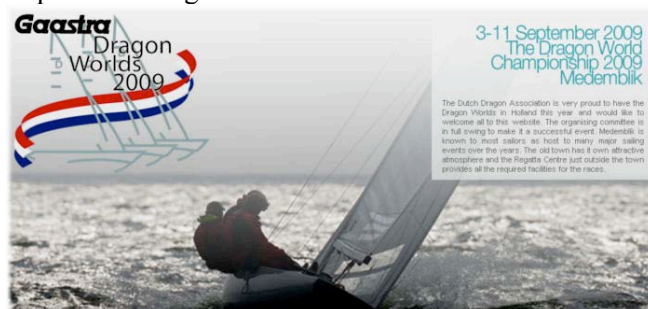
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Dragon Worlds 2009

<http://www.dragonworlds2009.com/>



2011

The 2011 Dragon World Championship will be held at the Royal Brighton Yacht Club on Port Phillip Bay.

This choice was based on:

- Melbourne's climate at 38° is similar in latitude to Majorca and Athens.
- RBYC has excellent facilities and experience exceeding all the requirements of the IDA.
- Port Phillip Bay is an ideal one design sailing water with an afternoon summer breeze typically 15-18 knots powering the fleet. The Bay is 1900 km² of enclosed waters, opening through a 3 km wide entrance to Bass Strait.
- Melbourne is voted the Worlds most liveable city and Australia's leading tourist destination for sport, restaurants and shopping. The Australian Tennis Open is a feature of the January sporting festival. The premium wine region on the nearby beautiful Mornington Peninsula will complement a gourmet lunch in a popular winery on the lay-day.

<http://www.vicdragon.net/dragonworldchampionship.htm>

Tourism information: www.visitvictoria.com

PPC 2nd – 9th January 2011
Worlds 12th – 18th January 2011

Seeya in Melbourne

Presidents Message

My tranquil winter recess from Dragon Racing was abruptly broken this week with a 'pull your finger out' email from our illustrious Editor of DragonBeat. "Where is that [bleep] article for DragonBeat you promised?"

Where indeed?

The sailing season 08/09 was most eventful with a truly international PPC in the middle of it. All States advise of a full, and in most cases well supported season; a clear sign of a healthy class. Another sign is the addition of new or near new Dragons. Up to six will be delivered on the Petticrows Charter to Purchase program. Three are confirmed as of this writing. In addition we know of 2 late model Dragons being purchased from Europe/UK, both to be in Australia for the beginning of the 09/10 racing season.

My back of the envelope reckoning would suggest the collective 08/09 season expenditure on new or used Dragons would approximate AUD\$400k. And that only accounts for the purchases I know of! In times of global financial crisis who could dare say we do not have our priorities right! Ruddites - be proud!

The underlying driver of this class renaissance is the forthcoming Melbourne Worlds in January, 2011. Talk with anyone seriously planning to attack the 2011 PPC and Melbourne Worlds, be it the Stephenson boys from WA, Andrew Crisp from Tasmania, Matt Whitnall from NSW or Don Blanksby of Victoria and all will give you stories about plans they are putting in place to be the most competitive they can be. New boats, new crews, new gear, new systems ... what ever it takes!

Another pointer to class rejuvenation is the addition of successful racing sailors as new Dragon owners. The Sydney fleet alone has 3 new owners of existing fleet boats delivering new blood and revitalized competition. This allows ex-owners to move up into more modern boats. While the Worlds in Melbourne are an Open Worlds, each country will still have to limit their entry numbers to an

allocation, with Australia allowed double their allocation being the host country. Each countries allocation is based on the number of registered Dragons in that country. The greater the number of registered Dragons, the greater the number of allocated entries permitted. It therefore behoves each State Association to scour their waterways and get as many vessels registered as is humanly possible. Our target should be 60 plus Dragons nationally. [Having said that, I have little doubt that all European allocations will not be filled, given the major distances from their traditional playground, so all Australians wishing to enter should be able to.] It is the best time in years to garner interest in International Dragon racing, so I urge each State Dragon Association to gather in the fold!

The Royal Brighton marina is within easy reach of the city

Much has already been written about the 2009 Prince Philip Cup, so I will only touch on the fantastic Sydney event. In a welcome return to competing at the helm of a Dragon, Nick Rogers and his Tasmanian crew sailed his new Ridgeway Dragon into history winning his 10th National Championship. On this occasion, Rogers had some different competition than the usual Aussies. Two Dragons from Russia, *Murka 3* and *Murka 9*, plus Rob Campbell, our illustrious UK resident IDA Chairman at the helm of *Toogara*, and Kiwi Scott Palmer helming his new purchase, *Yankee Doodle Dandy*, made for additional stiff competition. However it was the old fox Gordon Ingate, last years National Champion, that pushed Rogers the most. Until the completion of the last race, either could have taken out the Championship. Ingate was heard to say returning to the dock after the last race, 'Nick is bloody hard to beat'.

Says it all really! Congratulations all trophy winners.

On reviewing the logistics surrounding the international entries, especially Misha and Olga's Murka 3 and 9 Russian entries, we learned some interesting lessons we can apply to the upcoming Worlds.

Australia, the land of koalas, wine and wide-open spaces

Unsurprisingly, it is almost impossible for those bringing Dragons to Australia to do so without some level of functional support from someone in Australia. Misha and Olga had a business infrastructure behind them to assure most of the 'i's' were dotted and the 't's' were crossed. Team Murka's infrastructure had done this many times, in many countries, so we were not called on as much as we might otherwise have been. None the less, we had to support the Visa requirements for Russian persons, locate crew accommodations, locate and work with a support boat Rib Hire facility and facilitate the movement of their Dragons from storage to the RSYS. It highlights the need for such services [and people to perform them] for the Melbourne Worlds. If we remove the pain of vessel import and exportation by taking some of the load off international boat owners wishing to compete in the Worlds, we will attract more entries! If we provide considerable information, both on and offline from this point on, 18 months out, we will attract more entries! And finally, the need for a personal contact, a 'go to' person [email and phone] for each interested entrant, will definitely attract more entries.

Recently, I was contacted by Yachting Australia. They advised that 3-years ago, we were informed that all International Class Associations in Australia MUST be organised into a FORMAL Incorporated Association. I was not aware of this but it aligns with the time I originally proposed the AIDA become Incorporated. For various reasons, this has not yet occurred.

I give notice to all State Associations, this must occur with immediate effect or we are in contravention of a YA requirement. We will have a vote on the new Constitution [a by-product of Incorporation] at the AGM in Perth next January. This requires we all work towards a single end, that of agreeing on a structure and Constitution before November, 2009.

But what is Incorporation?

Simply; a modern formal legal structure under which we function. In reality, nothing much changes in how we govern the Class nationally. What does change is the legal underpinning of AIDA. There are no downsides other than an annual fee of approx \$140 to one State Government. Importantly, it affords legal protection to AIDA Officers including your Association funds, displays Class professionalism to those we interface with, [Clubs et al] and align us with other national Class Associations.

Your co-operation and support is sought.

I wish to thank all AIDA Officers for their diligence and substantive efforts over the last year. As thankless as their task is, Australian Dragon sailors should be appreciative of the sacrifices made by them in the course of their duties ... not the least of which is our ever-suffering DragonBeat Editor, who year after year, with little support [and a lot of (bleep) prompting] delivers us a publication beyond our expectations.

*Robert Alpe
President AIDA*

The *Karabos IX* Campaign

Nick Rogers loves one-design class racing. In late 2007 he recognised he was not going to compete that year in the Dragon Championship in his homeport, Hobart. *Karabos IX* was not quite finished and ready to launch. He accepted an offer to sail mainsheet for Gordon Ingate. Simon Burrows, who had won a PPC with the late Bruce Calvert was sailing for'ard hand. They won the 2008 PPC in Hobart aboard *Whim*. Planning for 2009 began. Nick knew that Simon was a world class for'ard hand. It was just a matter of 'persuading' Nick's old main hand, Leigh Behrens, to come out of retirement.

Then it was full-on to get *Karabos IX* in the water. She was launched at the RYCT on the 18th October 2008, some 6 years late (she was originally scheduled for the 2003 Hobart Worlds!).

Karabos IX kisses the water for the first time

They raced the early Pennant series on the Derwent very successfully, and won the selection series to represent the Royal Yacht Club of Tasmania in the Sayonara Cup Challenge, against strong competition in the very experienced *Kirribilli II*.

The crew also trained Tuesday and Thursdays for a couple of hours a night, for a couple of months prior to Christmas. Tacking and gybing were a little scratchy. Nick was surfing the web and found a 'youtube' clip. (enter 'Petticrow Dragon Tacking' into the youtube search; the clip by Timothy Tavinor). It transformed their technique. And they perfected their gybe-kite sets, with preset cleated brace and sheets.



Nick prepares to board the Toll ship from Burnie

Nick drove the boat to Burnie on 29th December, embarking on sponsor TOLL SHIPPING who has been a great supporter of Nick for many years. He then continued from Melbourne to Sydney, in 12 hours.

The boys opened their campaign to win the Prince Philip Cup (PPC) with a resounding win in the Martin Graney Match Racing Memorial Trophy against *Whim*, *Kirribilli II* and *Sassafrass*.

Simon Burrows, Leigh Behrens and Nick Rogers receive the Martin Graney Match Racing Trophy from David Graney

Through the two-day match racing series they were unbeaten in nine matches, scoring a comfortable 3-0 victory over veteran Sydney yachtsman Gordon Ingate, skippering *Whim*, in the final on Sydney Harbour. Andrew Crisp sailed *Kirribilli II* to third place with a 2-0 win over West Australian Sandy Anderson, sailing *Sassafrass*.

Twelve wins; what a great start. Was it due to the new main from North, Denmark? Nicks web surfing and preparation revealed his mate Theis Palm and North had further developed and optimised their A8, to the A9. There was one waiting in Sydney when they arrived.

Sail testing was carried out under racing conditions in the Invitation series. The old reliable WAM main against the A9; with the Doyle Fraser headie, and a new Doyle kite. *Whim* won all three heats, but now Nick knew his boat was on the pace, well prepared, with the best sails, a confident crew weighing in at 275 kg (10 kg less than the maximum) and an optimised boat that would allow the crew to concentrate on sailing – heads out of the boat – rather than fixing those small things in the boat which dilute the effort. Eradicate the small problems, which often lead to big problems, and poor races.

They were ready.

The 2009 Prince Philip Cup

Nick Rogers opened his campaign to win a ninth Prince Philip Cup (PPC) as a helmsman with a resounding win in the Martin Graney Match Racing Memorial Trophy.

Rogers skippered *Karabos IX* with crew Leigh Behrens and Simon Burrows, through the two-day match racing series unbeaten in nine flights, scoring a comfortable 3-0 victory over veteran Sydney yachtsman Gordon Ingate, skippering *Whim*, in the final on Sydney Harbour. Andrew Crisp sailed

skippers in the 56 years of competition for the Prince Philip Cup for the Australasian Championship in the International Dragon Class.

The defending champion was again helming *Whim*. Among his strongest opponents in the 24-boat fleet was Nick Rogers, the 1995 Dragon Class World Champion. PPC winners *Kirribilli II* made the long trip across Bass Strait with excellent credentials to do well. Current International Dragon Class (IDA) Chairman will be at the helm Robert Alpe's *Toogara*,



Kirribilli II to third place with a 2-0 win over West Australian Sandy Anderson, sailing *Sassafrass*. Twelve months ago, on Hobart's Derwent River, Nick Rogers sailed as mainsheet trimmer and tactician for Ingate, giving the veteran former Olympic, America's Cup and Admiral's Cup yachtsman his first Prince Philip Cup win. This year Rogers and Ingate were in opposing boats with different crews, and Rogers' win in the Martin Graney Memorial was a great omen for his tenth win in the Prince Philip Cup.

while Scott Palmer sailed *Yankee Doodle Dandy*, representing New Zealand. Returning to the Class was Matt Whitnall helming the extensively overhauled *Taranui*. Norm Longworth, Carl Ryves and Richard Franklin joined him in the 12-boat local fleet. A three-strong entry crossed the Nullarbor from Perth; Sandy Anderson, Ken Stevenson and Geoff Totterdell. Tony Moody and Charlie Stanton headed the four-strong Victorian contingent.

The opening event was the three heat fleet racing series for the Ted Albert Trophy, incorporating the Charles E Davies Memorial Trophy

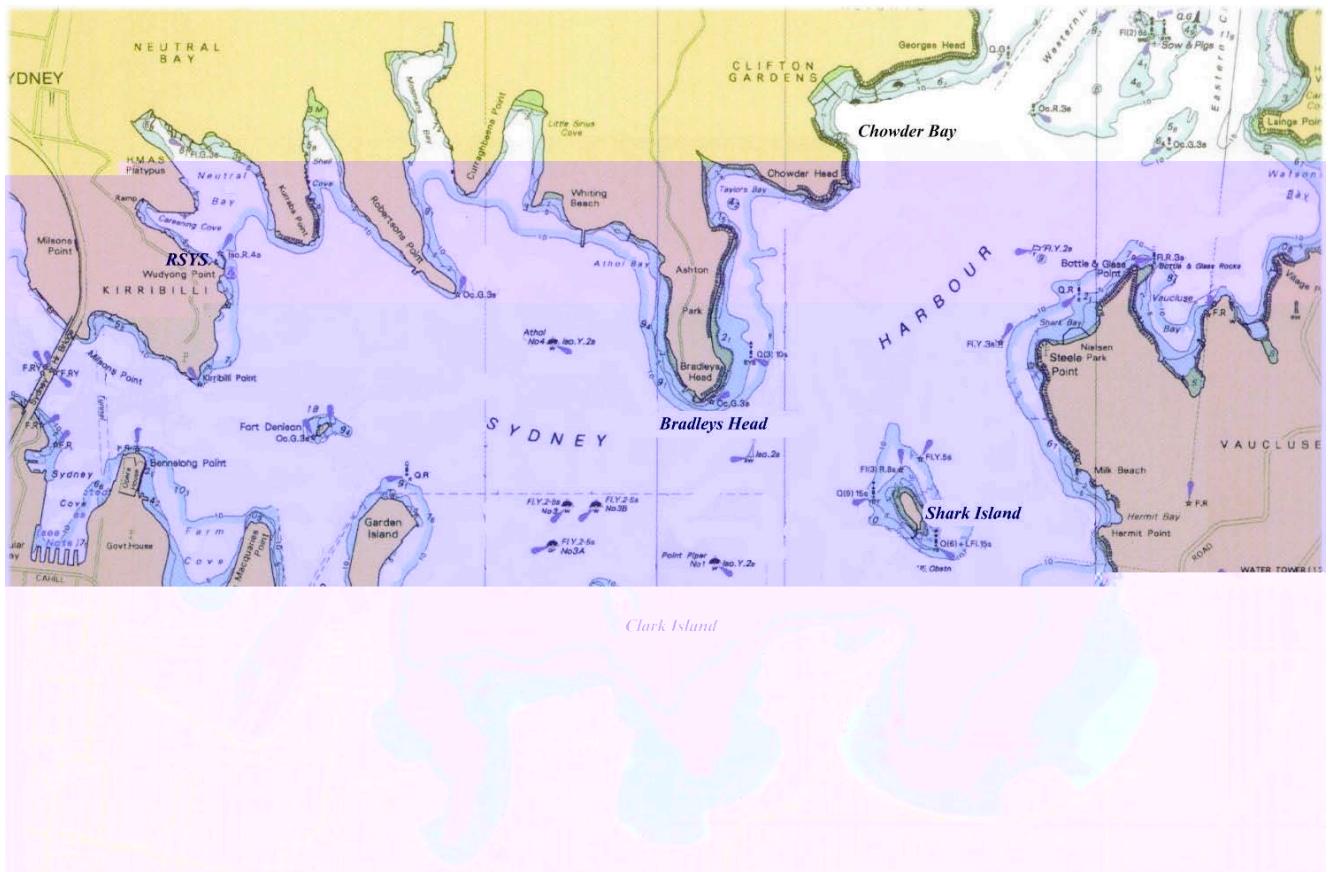
Royal Sydney Yacht Squadron

Two Russian skippers and their crews joined the fleet; *Murka 3*, skippered by Mikhail Muratov, and *Murka 9*, with lady helm Olga White. Olga joined the 2006 Champion Sandy Anderson this year, and two other lady skippers from the 90s as the only lady

Champagne sailing on Sydney Harbour

Ted Albert Memorial Trophy Sunday 4th January 2009.

Sail	Boat	Final	H1	H2	H3	Total	State	Owner / Skipper
AUS 198	<i>Whim</i>	1	1	1	1	3	NSW	Gordon Ingate
RUS 92	<i>Murka 3</i>	2	4	4	2	10	RUS	Mikhail Muratov
AUS 205	<i>Karabos IX</i>	3	2	6	3	11	TAS	Nick Rogers
AUS 189	<i>Sidewinder</i>	4	3	8	6	17	NSW	Carl Ryves
AUS 166	<i>Kirribilli II</i>	5	6	5	7	18	TAS	Andrew Crisp
AUS 144	<i>Hotspur</i>	6	8	7	10	25	WA	Ken Stevenson
USA 304	<i>Yankee Doodle Dandy</i>	6	18	3	4	25	NZL	Scott Palmer
AUS 175	<i>Toogara</i>	8	25	2	5	32	NSW	Robert Alpe & Rob Campbell
RUS 99	<i>Murka 9</i>	9	9	9	16	34	RUS	Olga White
AUS 199	<i>Allegra</i>	10	13	10	12	35	WA	Geoff Totterdell
AUS 183	<i>Magic</i>	11	10	11	16	37	NSW	Tony Pfeiffer
AUS 203	<i>Tatsu</i>	12	19	14	8	41	NSW	Wolf Breit
GBR 600	<i>Tarakona</i>	12	20	12	9	41	VIC	Hugh Howard
AUS 179	<i>Imagination</i>	14	16	15	11	42	NSW	Martin Cooper
AUS 184	<i>Taranui</i>	14	5	21	16	42	NSW	Matt Whitnall
AUS 204	<i>Liquidity</i>	16	14	13	25	52	NSW	Richard Franklin
AUS 180	<i>Karabos VIII</i>	17	11	21	25	57	NSW	Norman Longworth
AUS 192	<i>Abracadabra</i>	17	7	25	25	57	NSW	David Seaton
AUS 201	<i>Wizzardry</i>	19	12	21	25	58	NSW	Anthony Armstrong
AUS 176	<i>Amazing Grace</i>	20	15	21	25	61	VIC	Tony Moody & Charles Stanton
AUS 145	<i>Waliki</i>	21	17	21	25	63	VIC	Andrew Merrett
AUS 167	<i>Isis</i>	22	21	25	25	71	NSW	Grant Bellamy & Wolf Breit
AUS 165	<i>Beverley II</i>	23	25	25	25	75	VIC	Donald Blanksby
AUS 188	<i>Sassafrass</i>	23	25	25	25	75	WA	Sandy Anderson



Prince Philip Cup

Heat 1

The old master of Australian one-design yacht racing, 81-year-old Sydney yachtsman Gordon Ingate outsailed the fleet on Sydney Harbour in the first heat of his defence of the prestigious Prince Philip Cup.

Ingate has sailed Dragons for 45 years and used all his best wily skills and blistering boat speed to steer *Whim* out in front from start to finish to cross the line 1 minute 13 seconds ahead of Nick Rogers.

The former Olympic, America's Cup and Admiral's Cup sailor, sailing with Olympian David Giles and former Australian dinghy champion Andrew York, won the start and was never headed over the 12 nautical mile course in a classic Sydney nor'easterly sea breeze, ranging in strength from 12 to 18 knots, with third place going to another Sydney sailor and former Olympian, Carl Ryves, at the helm of *Sidewinder*.

'He had lots of boat speed and once he cleared the fleet he was able to sail his own race...this was his fourth fleet racing win in a row...winning three races on Sunday in the Ted Albert Memorial Trophy and then today's opening heat of the Prince Philip Cup,' Nick Rogers said after the race. 'As far as our race went, we were in fourth or fifth place early and worked our way through to second over the three windward/leeward legs, but we could not catch Gordon' 'But it's only the first day of a seven heat regatta,' Nick added.

The day didn't end after the race for Rogers and his crew of Leigh Behrens and Simon Burrows. They got to work helping fellow Tasmanian Andrew Crisp and his crew of David Graney and John Gardner to straighten out a badly bent mast – the result of a port and starboard incident between *Kirribilli II* and the Russian yacht *Murka 3*, who also retired from the race.

Amazing Grace; mast straight . . .

. . . then bent

Another casualty was the West Australian boat *Sassafrass*, skippered by Sandy Anderson, but the Victorian boat *Amazing Grace* (Tony Moody & Charles Stanton) was back racing after breaking its mast in Sunday's Ted Albert Memorial series.

Heat 1 Monday 5th January

Tide 1514 hrs 128cm

Start 13:13

Jack Linacre Memorial Trophy

Sail	Boat	Elapsed	State	Owner / Skipper
AUS198	<i>Whim</i>	2:14:11	NSW	Gordon Ingate
AUS205	<i>Karabos IX</i>	2:15:24	TAS	Nick Rogers
AUS189	<i>Sidewinder</i>	2:15:44	NSW	Carl Ryves
AUS184	<i>Taranui</i>	2:17:24	NSW	Matt Whitnall
AUS204	<i>Liquidty</i>	2:18:25	NSW	Richard Franklin/Damien Hannes
AUS144	<i>Hotspur</i>	2:18:40	WA	Ken Stevenson
AUS175	<i>Toogara</i>	2:18:53	NSW	Robert Alpe & Rob Campbell
AUS192	<i>Abracadabra</i>	2:19:04	NSW	David Seaton
RUS99	<i>Murka 9</i>	2:19:51	RUS	Olga White
USA304	<i>Yankee Doodle Dandy</i>	2:19:59	NZL	Scott Palmer
AUS199	<i>Allegra</i>	2:20:00	WA	Geoff Totterdell
AUS183	<i>Magic</i>	2:20:42	NSW	Tony Pfeiffer
AUS203	<i>Tatsu</i>	2:21:32	NSW	Wolf Breit
AUS180	<i>Karabos VIII</i>	2:22:04	NSW	Norman Longworth
AUS165	<i>Beverley II</i>	2:23:26	VIC	Donald Blanksby
AUS179	<i>Imagination</i>	2:24:04	NSW	Martin Cooper
AUS201	<i>Wizzardry</i>	2:24:22	NSW	Anthony Armstrong
AUS176	<i>Amazing Grace</i>	2:24:34	VIC	Tony Moody & Charles Stanton
GBR600	<i>Tarakona</i>	2:25:09	VIC	Hugh Howard
AUS145	<i>Waliki</i>	2:25:17	VIC	Andrew Merrett
AUS167	<i>Isis</i>	2:25:53	NSW	Grant Bellamy & Wolf Breit
RUS92	<i>Murka 3</i>	DSQ	RUS	Mikhail Muratov
AUS166	<i>Kirribilli II</i>	DNF	TAS	Andrew Crisp
AUS188	<i>Sassafrass</i>	DNF	WA	Sandy Anderson

Heat 2

Nick Rogers opened up a commanding points lead in fluky easterly breezes ranging from 10 to 15 knots after the two heats on the Tuesday. Rogers steered *Karabos IX* to a third and a fourth place while heat one winner Gordon Ingate, slipped to third place on the leader board with a fourth and a disappointing 11th place.

The two Russian boats each scored a win, with Mikhail Muratov in heat two and Olga White in heat three.

Royal Sydney Yacht Squadron race officials were forced to delay the start of the morning race a couple of hours due to unstable wind conditions, with the heat eventually seeing the two Russian yachts one-two, with Murka 3 beating Murka 9 by 54-seconds. Third place went to *Karabos IX*, a frighteningly close 12 seconds ahead of *Whim*.

Gordon Ingate helming Whim

The win was a change of fortune for Muratov who, on Monday evening, had been disqualified from heat one following a collision with the Tasmanian yacht *Kirribilli II*. *Kirribilli* had the rig severely bent, but placed seventh in heat two.

Heat 2	Tuesday 6 th January	Tide 1629 hrs 123cm	Start 12:50	
<i>Sail</i>	<i>Boat</i>	<i>Elapsed</i>	<i>State</i>	<i>Owner / Skipper</i>
RUS92	<i>Murka 3</i>	1:24:13	RUS	Mikhail Muratov
RUS99	<i>Murka 9</i>	1:25:07	RUS	Olga White
AUS205	<i>Karabos IX</i>	1:26:31	TAS	Nick Rogers
AUS198	<i>Whim</i>	1:26:43	NSW	Gordon Ingate
AUS204	<i>Liquidity</i>	1:27:19	NSW	Richard Franklin/Damien Hannes
AUS180	<i>Karabos VIII</i>	1:27:44	NSW	Norman Longworth
AUS166	<i>Kirribilli II</i>	1:27:50	TAS	Andrew Crisp
AUS144	<i>Hotspur</i>	1:28:01	WA	Ken Stevenson
AUS176	<i>Amazing Grace</i>	1:28:12	VIC	Tony Moody & Charles Stanton
AUS203	<i>Tatsu</i>	1:28:34	NSW	Wolf Breit
GBR600	<i>Tarakona</i>	1:28:54	VIC	Hugh Howard
AUS188	<i>Sassafrass</i>	1:28:56	WA	Sandy Anderson
AUS192	<i>Abracadabra</i>	1:28:57	NSW	David Seaton
AUS184	<i>Taranui</i>	1:29:17	NSW	Matt Whitnall
AUS175	<i>Toogara</i>	1:29:22	NSW	Robert Alpe & Rob Campbell
AUS189	<i>Sidewinder</i>	1:30:04	NSW	Carl Ryves
AUS183	<i>Magic</i>	1:30:30	NSW	Tony Pfeiffer
USA304	<i>Yankee Doodle Dandy</i>	1:30:34	NZL	Scott Palmer
AUS199	<i>Allegra</i>	1:30:36	WA	Geoff Totterdell
AUS165	<i>Beverley II</i>	1:31:46	VIC	Donald Blanksby
AUS201	<i>Wizzardry</i>	1:31:52	NSW	Anthony Armstrong
AUS145	<i>Waliki</i>	1:31:53	VIC	Andrew Merrett
AUS167	<i>Isis</i>	1:33:40	NSW	Grant Bellamy & Wolf Breit
AUS179	<i>Imagination</i>	OCS	NSW	Martin Cooper

Heat 3

With the easterly breeze freshening during the afternoon, *Murka 9* scored a 34-second win from *Taranui*, with just 18 seconds to third placed *Abracadabra* (David Seaton), 38 seconds ahead of *Karabos IX*.

Heat 3	Tuesday 6 th January	Tide 1629 hrs 123cm	Start 15:11	
Sail	Boat	Elapsed	State	Owner / Skipper
RUS99	Murka 9	1:22:14	RUS	Olga White
AUS184	Taranui	1:22:48	NSW	Matt Whitnall
AUS192	Abracadabra	1:23:06	NSW	David Seaton
AUS205	Karabos IX	1:23:44	TAS	Nick Rogers
AUS176	Amazing Grace	1:24:49	VIC	Tony Moody & Charles Stanton
AUS175	Toogara	1:25:05	NSW	Robert Alpe & Rob Campbell
AUS144	Hotspur	1:25:06	WA	Ken Stevenson
RUS92	Murka 3	1:25:08	RUS	Mikhail Muratov
USA304	Yankee Doodle Dandy	1:25:12	NZL	Scott Palmer
AUS180	Karabos VIII	1:25:20	NSW	Norman Longworth
AUS198	Whim	1:25:49	NSW	Gordon Ingate
AUS183	Magic	1:25:57	NSW	Tony Pfeiffer
AUS179	Imagination	1:26:02	NSW	Martin Cooper
AUS199	Allegra	1:26:15	WA	Geoff Totterdell
AUS203	Tatsu	1:26:29	NSW	Wolf Breit
AUS166	Kirribilli II	1:26:39	TAS	Andrew Crisp
AUS189	Sidewinder	1:26:43	NSW	Carl Ryves
AUS188	Sassafrass	1:26:46	WA	Sandy Anderson
AUS204	Liquidity	1:26:48	NSW	Richard Franklin/Damien Hannes
AUS165	Beverley II	1:27:25	VIC	Donald Blanksby
AUS167	Isis	1:28:02	NSW	Grant Bellamy & Wolf Breit
AUS201	Wizzardry	1:28:04	NSW	Anthony Armstrong
GBR600	Tarakona	1:28:13	VIC	Hugh Howard
AUS145	Waliki	1:28:21	VIC	Andrew Merrett

Heat 4

Nick Rogers set his sights firmly on that ninth win as a helmsman in the Prince Philip in the fourth heat. He overcame a mediocre start to win and open up a commanding 16.3 points lead over Gordon Ingate. However, Russian yachtsman Mikhail Muratov was an obvious threat, placing second.

‘We got a shocking start and decided to tack out to the east to get clear air in the east-north-easterly breeze,’ Rogers said.

‘We kept taking short digs to the right-hand side of the course, with the pressure building from the east each time we tacked. By the time we got to the windward mark, near the Harbour’s ‘Wedding Cake’ channel marker, we were out in front. Then we sailed under spinnaker straight back up the harbour towards Bradley’s while most of the fleet sailed down the eastern side - and they got murdered.’

Karabos IX was never headed, going on to win by over 3 minutes, the biggest winning margin of the regatta.

Third was the Victorian boat *Amazing Grace* (Tony Moody & Charles Stanton) in the ageless Ridgeway Dragon originally *Karabos VII*. Norm Longworth is still campaigning *Karabos VIII*.

Rogers said, ‘We’re going along very nicely at this stage, if we can get a strong result tomorrow we will be very well-placed in the championship.’

Nick has always believed it’s important to be consistently at the front end of the fleet. Bad races lead to poor championships. The Russian boats (for instance) won heats, but not the Championship.

International, Robert Campbell

Matt Whitnall with the ‘Legend’ Stuart Clark for’ard

Class stalwart, Norman Longworth

Heat 4 Wednesday 7 th January		Tide 1155 hrs 122cm	Start 13:13	
<i>Sail</i>	<i>Boat</i>	<i>Elapsed</i>	<i>State</i>	<i>Owner / Skipper</i>
AUS205	<i>Karabos IX</i>	2:26:43	TAS	Nick Rogers
RUS92	<i>Murka 3</i>	2:29:03	RUS	Mikhail Muratov
AUS176	<i>Amazing Grace</i>	2:30:09	VIC	Tony Moody & Charles Stanton
AUS198	<i>Whim</i>	2:30:48	NSW	Gordon Ingate
AUS192	<i>Abracadabra</i>	2:32:05	NSW	David Seaton
AUS189	<i>Sidewinder</i>	2:33:14	NSW	Carl Ryves
AUS188	<i>Sassafrass</i>	2:33:54	WA	Sandy Anderson
AUS175	<i>Toogara</i>	2:34:11	NSW	Robert Alpe & Rob Campbell
AUS199	<i>Allegra</i>	2:34:19	WA	Geoff Totterdell
AUS166	<i>Kirribilli II</i>	2:34:24	TAS	Andrew Crisp
AUS183	<i>Magic</i>	2:34:41	NSW	Tony Pfeiffer
AUS204	<i>Liquidity</i>	2:34:45	NSW	Richard Franklin/Damien Hannes
AUS180	<i>Karabos VIII</i>	2:35:20	NSW	Norman Longworth
AUS179	<i>Imagination</i>	2:36:04	NSW	Martin Cooper
AUS145	<i>Waliki</i>	2:36:18	VIC	Andrew Merrett
USA304	<i>Yankee Doodle Dandy</i>	2:36:36	NZL	Scott Palmer
AUS144	<i>Hotspur</i>	2:37:01	WA	Ken Stevenson
GBR600	<i>Tarakona</i>	2:37:23	VIC	Hugh Howard
AUS201	<i>Wizzardry</i>	2:37:29	NSW	Anthony Armstrong
AUS203	<i>Tatsu</i>	2:39:48	NSW	Wolf Breit
AUS167	<i>Isis</i>	2:43:13	NSW	Grant Bellamy & Wolf Breit
RUS99	<i>Murka 9</i>	DNF	RUS	Olga White
AUS165	<i>Beverley II</i>	OCS	VIC	Donald Blanksby
AUS184	<i>Taranui</i>	DNF	NSW	Matt Whitnall

Heat 5

Gordon Ingate fought back in the best possible way, winning a hard-fought heat, beating Nick Rogers by 42 seconds. And he was able to get Matt Whitnall between them to extend the points difference. The race was sailed in a southerly breeze of 15 to 18 knots that freshened to 20 knots as it backed to SSE, with gusts of 25 knots as the fleet neared the finish of the 12 nautical mile course.

Whim sailed a near perfect race, and although they lost the lead to *Taranui* on the last downwind leg, Whitnall failed to cover well enough on the final beat and the veteran regained the lead to win his second heat of the Cup. Rogers had difficulty in picking the notorious shifts near the weather mark in Rose Bay in the sou'easter, and dropped from third to 10th. 'We then had to fight all the way to place third,' Rogers added. 'We need another good race tomorrow and stay in front of Gordon,' Rogers said after the race. 'If not it's going to be a match race on Saturday.'

In a dramatic incident, the Sydney Dragon *Liquidity*, skippered by Richard Franklin, collided and locked masts with the Victorian boat *Waliki*, skippered by Andrew Merrett, soon after rounding the leeward mark. The crew attempted to bale out the damaged *Liquidity*, but the choppy waters filled the cockpit and the yacht sank 30 metres under Chowder Bay. Patrol boats from the RSYS quickly rescued the crew.

DAUS 204 (Liquidity) had rounded the bottom mark and tacked on to a close-hauled starboard tack.

DAUS145 (Waliki) was sailing downwind on port gybe and on a converging course with DAUS 204.

Approximately one to two minutes later a collision occurred between the masts.

When DAUS 204 became aware that DAUS 145 was not keeping clear she attempted to avoid contact by putting her helm down.

And *Sidewinder* seriously damaged a surf ski, obviously not competing in the race, when they were involved in a port-starboard. *Sidewinder* was refused a claim for redress, with the protest committee finding the yacht at fault.

Heat 5 Thursday 8 th January		Tide 1303 hrs 38cm	Start 13:24	
<i>Sail</i>	<i>Boat</i>	<i>Elapsed</i>	<i>State</i>	<i>Owner / Skipper</i>
AUS198	<i>Whim</i>	2:07:44	NSW	Gordon Ingate
AUS184	<i>Taranui</i>	2:08:15	NSW	Matt Whitnall
AUS205	<i>Karabos IX</i>	2:08:26	TAS	Nick Rogers
AUS192	<i>Abracadabra</i>	2:09:14	NSW	David Seaton
RUS92	<i>Murka 3</i>	2:09:25	RUS	Mikhail Muratov
AUS189	<i>Sidewinder</i>	2:10:20	NSW	Carl Ryves
AUS175	<i>Toogara</i>	2:10:35	NSW	Robert Alpe & Rob Campbell
AUS176	<i>Amazing Grace</i>	2:10:46	VIC	Tony Moody & Charles Stanton
USA304	<i>Yankee Doodle Dandy</i>	2:11:25	NZL	Scott Palmer
AUS188	<i>Sassafrass</i>	2:11:50	WA	Sandy Anderson
AUS183	<i>Magic</i>	2:11:51	NSW	Tony Pfeiffer
AUS166	<i>Kirribilli II</i>	2:12:07	TAS	Andrew Crisp
AUS199	<i>Allegra</i>	2:12:25	WA	Geoff Totterdell
AUS180	<i>Karabos VIII</i>	2:12:38	NSW	Norman Longworth
AUS165	<i>Beverly II</i>	2:13:02	VIC	Donald Blanksby
GBR600	<i>Tarakona</i>	2:14:34	VIC	Hugh Howard
AUS167	<i>Isis</i>	2:14:45	NSW	Grant Bellamy & Wolf Breit
AUS201	<i>Wizzardry</i>	2:15:28	NSW	Anthony Armstrong
AUS179	<i>Imagination</i>	2:16:04	NSW	Martin Cooper
AUS203	<i>Tatsu</i>	2:16:20	NSW	Wolf Breit
RUS99	<i>Murka 9</i>	OCS	RUS	Olga White
AUS144	<i>Hotspur</i>	OCS	WA	Ken Stevenson
AUS145	<i>Waliki</i>	DNF	VIC	Andrew Merrett
AUS204	<i>Liquidity</i>	DNF	NSW	Richard Franklin/Damien Hannes

Karabos IX at Bradleys Head

Fast downwind sailing

Kenny and his WA boys

Heat 6

Karabos IX finished just seven seconds ahead of *Whim* as they crossed the line in sixth and seventh place after virtually match-racing in a light sou'-easterly breeze. It was clear that the match-racer in Nick Rogers got the better of the tactical choices. In such a close regatta, it is better to beat the main competition, rather than **try** to win the race but potentially lose points to your opponent.

The race started in Chowder Bay with the windward mark deep in Rose Bay, with the light sou-easter hooking right at the start resulting in several boats, include *Whim*, unable to lay the line on starboard tack. *Karabos IX* was one who got away in clear air with Rogers heading straight across to the harbour's eastern shore, rounding the first windward mark in second place with *Whim* in third after getting a massive lift off Shark Island.

Murka 9 (Olga White) scored their second win of the regatta, beating the local Sydney-siders *Sidewinder* (Carl Ryves) and *Toogara* (Robert Alpe & Rob Campbell). In with a chance of an overall top three placing was Mikhail Muratov (*Murka 3*) in fourth place. Less than three minutes separated the first nine boats to finish. Ingate needs to win or place second, with Rogers astern of him, to retain the Prince Philip Cup. ‘He is like a shadow. We could not get rid of him,’ Rogers said after the race. ‘We hounded him around the course, staying ahead, but on the final spinnaker run back to Chowder Bay the breeze swung from the right hand to the left hand; Gordon gybed and sailed over the top of us. On the final beat to the finish, we went left while Gordon continued up the western shore and as we came together he sailed into down pressure, allowing us to get ahead once more. We were getting big lifts sailing into Rose Bay and thought we were going to win the race. All the fleet was to leeward, Gordon was 100 metres to leeward, but then we knocked and he got the lifts off Shark Island, sailing 30 to 40° higher than us and on the line he was just seven seconds astern. It looks to be a match race tomorrow between us and Gordon, although if Matt Whitnall in *Taranui* gets average points for race four he could well come into the equation,’ Rogers added.

Heat 6 Friday 9 th January		Tide 1403 hrs 26cm	Start 13:17	
Sail	Boat	Elapsed	State	Owner / Skipper
RUS99	<i>Murka 9</i>	1:37:14	RUS	Olga White
AUS189	<i>Sidewinder</i>	1:38:26	NSW	Carl Ryves
AUS175	<i>Toogara</i>	1:38:39	NSW	Robert Alpe & Rob Campbell
RUS92	<i>Murka 3</i>	1:38:45	RUS	Mikhail Muratov
AUS184	<i>Taranui</i>	1:39:24	NSW	Matt Whitnall
AUS205	<i>Karabos IX</i>	1:39:30	TAS	Nick Rogers
AUS198	<i>Whim</i>	1:39:37	NSW	Gordon Ingate
AUS166	<i>Kirribilli II</i>	1:39:54	TAS	Andrew Crisp
AUS183	<i>Magic</i>	1:40:08	NSW	Tony Pfeiffer
AUS199	<i>Allegra</i>	1:40:26	WA	Geoff Totterdell
AUS192	<i>Abracadabra</i>	1:40:39	NSW	David Seaton
USA304	<i>Yankee Doodle Dandy</i>	1:40:44	NZL	Scott Palmer
AUS176	<i>Amazing Grace</i>	1:41:08	VIC	Tony Moody & Charles Stanton
AUS188	<i>Sassafrass</i>	1:41:24	WA	Sandy Anderson
GBR600	<i>Tarakona</i>	1:42:25	VIC	Hugh Howard
AUS201	<i>Wizzardry</i>	1:43:32	NSW	Anthony Armstrong
AUS180	<i>Karabos VIII</i>	1:43:49	NSW	Norman Longworth
AUS203	<i>Tatsu</i>	1:44:09	NSW	Wolf Breit
AUS144	<i>Hotspur</i>	1:44:32	WA	Ken Stevenson
AUS165	<i>Beverley II</i>	1:45:42	VIC	Donald Blanksby
AUS179	<i>Imagination</i>	1:47:34	NSW	Martin Cooper
AUS167	<i>Isis</i>	1:51:05	NSW	Grant Bellamy & Wolf Breit
AUS145	<i>Waliki</i>	DNC	VIC	Andrew Merrett
AUS204	<i>Liquidity</i>	DNC	NSW	Richard Franklin/Damien Hannes

Heat 7

Nick Rogers won his tenth Prince Philip Cup, an unprecedented performance in the classic International Dragon Class, in a final race duel with Gordon Ingate. The deciding race went right down to the line with Ingate sailing *Whim* into third place and Rogers, at the helm of *Karabos IX*, placing fifth but still good enough to give the Tasmanian victory by 2.3 points under the old Olympic scoring system. *Whim* was beaten out of second place in the final heat by just 14 seconds; but had Ingate gained that place he would have retained by 0.4 point the Prince Philip Cup he won in Hobart last year.

The final race had been sailed in a flukey east-north-easterly breeze that failed to go the north-east. In a tense tactical duel between the title combatants, several gybing battles ensued, with much advice being offered on ‘you sail your proper course’, to be replied with, ‘I can luff you as much as I like – keep clear!’ All very close,

exhilarating and vitally important for the Championship. *Karabos IX* got ahead, and then made that instinctive decision to round the port mark. *Whim* gybed and rounded the starboard mark. Ahead. 'Oh, Leigh, what have I done,' Nick exasperatedly asked his mainsheet hand and partner in so many close battles for trophies around the world. 'Leigh looked to the cabin floor and shook his head in disbelief. Had Nick thrown it away?

The *Karabos IX* boys really concentrated, hung their bums out, and sailed as fast as they could. *Whim* beat them over the line by 49 seconds, but somewhat luckily, the points difference was not sufficient for *Whim* to take the Title. Too many Russians and Matt Whitnall in the way.

'My objective was to try to drive Gordon back down the fleet, as he had to finish first or second to win,' Rogers said. 'But I let him get by and then had to chase him all the way and keep within a couple of places. Matt Whitnall just beat him across the line for second place and that meant we were the winners.' Whitnall had his claim for redress again turned down by the protest committee, certainly costing him a chance of a top three placing.

Murka 9, skippered by Olga White, won the final race from *Taranui*, *Whim*, the other *Murka* (3: Mikhail Muratov) fourth and *Karabos IX* fifth.

Heat 7		10/01/2009	Tide 1468 hrs 16cm	Start 13:21
<i>Sail</i>	<i>Boat</i>	<i>Elapsed</i>	<i>State</i>	<i>Owner / Skipper</i>
RUS99	<i>Murka 9</i>	1:44:36	RUS	Olga White
AUS184	<i>Taranui</i>	1:46:20	NSW	Matt Whitnall
AUS198	<i>Whim</i>	1:46:34	NSW	Gordon Ingate
RUS92	<i>Murka 3</i>	1:47:00	RUS	Mikhail Muratov
AUS205	<i>Karabos IX</i>	1:47:23	TAS	Nick Rogers
AUS192	<i>Abracadabra</i>	1:48:44	NSW	David Seaton
AUS189	<i>Sidewinder</i>	1:49:01	NSW	Carl Ryves
AUS199	<i>Allegra</i>	1:49:03	WA	Geoff Totterdell
AUS166	<i>Kirribilli II</i>	1:49:08	TAS	Andrew Crisp
AUS175	<i>Toogara</i>	1:49:31	NSW	Robert Alpe & Rob Campbell
AUS176	<i>Amazing Grace</i>	1:50:21	VIC	Tony Moody & Charles Stanton
AUS183	<i>Magic</i>	1:50:32	NSW	Tony Pfeiffer
AUS201	<i>Wizzardry</i>	1:50:57	NSW	Anthony Armstrong
USA304	<i>Yankee Doodle Dandy</i>	1:51:56	NZL	Scott Palmer
AUS180	<i>Karabos VIII</i>	1:52:22	NSW	Norman Longworth
AUS203	<i>Tatsu</i>	1:52:32	NSW	Wolf Breit
GBR600	<i>Tarakona</i>	1:52:48	VIC	Hugh Howard
AUS188	<i>Sassafrass</i>	1:53:56	WA	Sandy Anderson
AUS144	<i>Hotspur</i>	1:54:22	WA	Ken Stevenson
AUS179	<i>Imagination</i>	1:54:24	NSW	Martin Cooper
AUS165	<i>Beverley II</i>	1:55:06	VIC	Donald Blanksby
AUS167	<i>Isis</i>	1:59:06	NSW	Grant Bellamy & Wolf Breit
AUS145	<i>Waliki</i>	DNC	VIC	Andrew Merrett
AUS204	<i>Liquidity</i>	AVG	NSW	Richard Franklin/Damien Hannes

With nine wins as a helmsman and one as a crew, Rogers is clearly the most successful sailor in the Prince Philip Cup since the Duke of Edinburgh presented the trophy for the Australasian Dragon Championship in 1954.

Ten Prince Philip Cup victories; but a win as a skipper is no more valuable than one as a crew. Thus Leigh Behrens must be given huge accolades; he has won six PPC medallions, five with Nick and his first with Stephen Boyes in 1986, two years before Nick joined the Class from Mirrors. Simon Burrows is now a triple winner. These guys are arguably in with the very best of Australian, if not World level, crews, ever.

Nick Rogers, with crew Leigh Behrens and Simon Burrows, now has his sights set on winning a second World Dragon title in Melbourne in 2011, adding to a remarkable sailing record that includes seven international championship wins and 22 Australian championships.

'My most immediate aim is to win back the Sayonara Challenge Cup for the Royal Yacht Club of Tasmania in the match race tomorrow against Sean Kirkjian representing the Royal Prince Edward Yacht Club,' an elated Rogers said after the victory in the Prince Philip Cup.

The Murka boys above Carl Ryves and Gordon Ingate

PPC winner from 2008, and 2009 runner-up, Gordon Ingate



Prince Philip Cup Final Pointscore

	<i>Sail</i>	<i>Boat</i>		<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>total</i>	<i>State</i>
1	AUS205	<i>Karabos IX</i>	Nick Rogers	2	3	4	1	3	6	5	32.4	TAS
2	AUS198	<i>Whim</i>	Gordon Ingate	1	4	11	4	1	7	3	34.7	NSW
3	RUS92	<i>Murka 3</i>	Mikhail Muratov	DNF	1	8	2	5	4	4	43	RUS
4	AUS184	<i>Taranui</i>	Matt Whitnall	4	14	2	DSQ	2	5	2	47	NSW
5	RUS99	<i>Murka 9</i>	Olga White	9	2	1	DSQ	OCS	1	1	49	RUS
6	AUS192	<i>Abracadabra</i>	David Seaton	8	13	3	5	4	11	6	66.4	NSW
7	AUS189	<i>Sidewinder</i>	Carl Ryves	3	16	17	6	6	2	7	67.1	NSW
8	AUS175	<i>Toogara</i>	R Alpe & R Campbell	7	15	6	8	7	3	10	73.4	NSW
9	AUS176	<i>Amazing Grace</i>	A Moody & C Stanton	18	9	5	3	8	13	11	80.7	VIC
10	AUS204	<i>Liquidity</i>	R Franklin/D Hannes	5	5	19	12	DNF	AVG	AVG	87	NSW
11	AUS166	<i>Kirribilli II</i>	Andrew Crisp	AVG	7	16	10	12	8	9	93	TAS
12	AUS199	<i>Allegra</i>	Geoff Totterdell	11	19	14	9	13	10	8	101	WA
13	AUS183	<i>Magic</i>	Tony Pfeiffer	12	17	12	11	11	9	12	103	NSW
14	USA304	<i>Yankee D Dandy</i>	Scott Palmer	10	18	9	16	9	12	14	106	NZL
15	AUS180	<i>Karabos VIII</i>	Norm Longworth	14	6	10	13	14	17	15	107.7	NSW
16	AUS144	<i>Hotspur</i>	Ken Stevenson	6	8	7	17	OCS	19	19	111.7	WA
17	AUS188	<i>Sassafrass</i>	Sandy Anderson	DNF	12	18	7	10	14	18	115	WA
18	AUS203	<i>Tatsu</i>	Wolf Breit	13	10	15	20	20	18	16	128	NSW
19	GBR600	<i>Tarakona</i>	Hugh Howard	19	11	23	18	16	15	17	132	VIC
20	AUS179	<i>Imagination</i>	Martin Cooper	16	OCS	13	14	19	21	20	139	NSW
21	AUS201	<i>Wizzardry</i>	Anthony Armstrong	17	21	22	19	18	16	13	140	NSW
22	AUS165	<i>Beverley II</i>	Donald Blanksby	15	20	20	OCS	15	20	21	147	VIC
23	AUS167	<i>Isis</i>	G Bellamy & W Breit	21	23	21	21	17	22	22	160	NSW
24	AUS145	<i>Waliki</i>	Andrew Merrett	20	22	24	15	DSQ	DNC	DNC	167	VIC

Karabos IX after Heat 7 of the PPC

Accepting the Prince Philip Cup

The 2009 Sayonara Cup

The best of seven match racing challenge was sailed in ideal conditions on Sydney Harbour, with a building north-easterly sea breeze, the first race sailed in 8 knots, the last in 15 to 18 knots.

'Rogers and his boat were faster on all points of sailing and in all strengths of wind, taking out each race by margins of a minute or more,' PRO Doug Talty said, describing conditions as 'a glorious day for yacht racing.' 'The starts were generally even but within a few minutes Rogers had his bow in front. While their flags were raised several times, each was green flagged, giving an easy victory to the Tasmanians.'

'Rogers' fourth win was made even easier when Kirkjian's Bowman Kieran Cowan did a back flip over the side when the jib sheet broke loose. 'They had to turn round and pick him up, yet still finished the race,' Talty added. Kirkjian, who successfully defended the Sayonara Cup in 2000 and 2004 against Challenges from the Royal Yacht Club of Tasmania, started today's Challenge at a disadvantage as the original Dragon he was to have sailed, *Liquidity*, sank on Friday after a collision in the Prince Philip Cup.

While *Tatsu*, the replacement yacht was also a Petticrow-built Dragon, Kirkjian and his crew, Tony Powell and Kieran Cowan, sailed the boat for the first time today. 'Nevertheless, it's going to make the defence harder as I was familiar with the layout and sail controls of *Liquidity*, having sailed as mainsheet hand during the Dragon States and done some coaching of the crew,' Kirkjian said today.

Tasmanian yachtsmen Nick Rogers and his crew of Leigh Behrens and Simon Burrows added the historic Sayonara Challenge Cup to the swag of trophies they have won on Sydney Harbour over the past ten days, sailing Rogers' International Dragon class yacht *Karabos IX*.

The 4-0 match racing victory against Sean Kirkjian, sailing *Tatsu* from the Royal Prince Edward Yacht Club, regains the Sayonara Cup for the Royal Yacht Club of Tasmania for the first time since 1996.

Nick and Sean are ferried across the Harbour to the RPEYC for the briefing

The magnificent front lawn and setting of the RPEYC on Felix Bay, Point Piper

Simon and Leigh relax with the Sayonara Cup

First sailed for in 1904 and won by the Victorian yacht *Sayonara*, the Cup is an interstate yachting challenge, which since 1984 has been sailed in the one-design Dragon Class.

Rogers' win follows an unbeaten victory in the David Graney Memorial match-racing series, a second in the Ted Albert Memorial fleet racing and then a hard-fought victory in the Prince Philip Cup, the Australasian Championship for the Dragon class, which ended on Saturday.

'More than anything else I wanted to bring the Sayonara Cup back to Tasmania – and we did it with a convincing win,' Rogers said today.

'I think the fact that we have done a lot of racing over the past ten days helped us a lot,' added Rogers, who has now won the Sayonara Cup six times.

RYCT Commodore Clive Simpson today congratulated Rogers, Behrens and Burrows on regaining the Sayonara Cup for the Hobart club.

First sailed for in 1904 and won by the Victorian yacht *Sayonara*, the Cup is an interstate yachting challenge.

The Quick Dragon Class Sayonara Cup Summary:

'84 Sydney Porter defends for RSYS vs RYCT, Shield

'85 Sydney Albert defends for RSYS vs RYCT, Boyes

'87 Sydney Challenger RYCT, Boyes wins vs Wilson

'88 Hobart Challenges from all Royal Yacht Clubs, Boyes defends vs RPEYC, Albert

'89 Hobart Rogers defends vs RSYS, Morris

'90 Hobart Rogers defends vs RGYC, Moody

'91 Hobart Charter vessels allowed, Rogers defends vs RGYC, Boyes

'92 Hobart Rogers defends against RPEYC, Wittey

'93 Hobart Challenger RSYS, Bethwaite wins vs RYCT, Rogers

'94 Sydney Challenger RYCT, Rogers wins vs RSYS, Vickery

'96 Hobart Challenger RPEYC, Wittey beats RYCT, Graney

'97 Sydney Wittey defends vs RYCT, Graney

'00 Sydney Kirkjian defends vs RYCT, Graney

'04 Sydney Kirkjian defends vs RYCT, Rogers

'09 Sydney Challenger RYCT, Rogers wins vs RPEYC, Kirkjian



The Martin Graney, Sayonara and Prince Philip Cups



Winners are grinners at the RPEYC.

'Not only has Nick now won the Prince Philip Cup for Dragons an unprecedented nine times as a helmsman and once as a crew, as well as a World Championship, but the RYCT again holds the Sayonara Cup which *Erica J* first won for us in 1953,' the Commodore said.

Over the past 58 years, the RYCT has won the Sayonara Challenge Cup nine times, past winners being the International 8m class yacht *Erica J*, skippered by Ted Domeney in 1953, then the International Dragon *Maj Britt* helmed by Stephen Boyes (1987 and 1988), followed by Nick Rogers sailing *Karabos VI* in 1989, *Karabos VII* in 1990, 1991 and 1992, *Karabos VIII* in 1994, and now regained with *Karabos IX* in 2009.

'It is a great victory by Nick and his crew and the RYCT now looks forward to defending the Sayonara Challenge Cup against a mainland club in 2010,' Commodore Simpson added.

So Nick had defended the Cup in 1989, which Stephen Boyes brought home from Royal Sydney. He then defended in 1990, and also defended the Seawanhaka Cup he had won in Cowes. Nick then defended against Boyes, now sailing for Geelong in his Worlds campaign, culminating in the Canada World title in 1991. Nick then defended against RPEYC and Neville Wittey. RSYS (Mark Bethwaite) beat Nick on the Derwent in '93. Nick won it back in Sydney, then left the Class. David Graney lost to RPEYC, Neville Wittey on the Derwent. Wittey, then Sean Kirkjean defended for RPEYC, who only accepted challenges on Sydney Harbour. Rogers was clean swept in 2004 and was deeply motivated to 'right-that-wrong' next time.

Nick Rogers and Leigh Behrens hand over the Sayonara Cup to Commodore Clive Simpson for display at the Royal Yacht Club of Tasmania

A tremendously successful foray to Sydney for D AUS 205 Karabos IX netted two match racing trophies and the pinnacle of Australian Dragon Class sailing; the Prince Philip Cup for the Australasian Championship

edited by Leigh Edwards from daily reports filed by Peter Campbell

Other Prince Philip Cups !!!

<http://www.gardarowing.com/home.htm>

Garda Boat Club - A Brief History

The Garda Boat Club was established in June 1954 at a meeting held at Brugh An Gharda, Islandbridge to revive rowing on a competitive basis in the Garda Siochana. The members used a boat borrowed from UCD until a new boat was delivered in 1955.

The first trip overseas was to Henley Royal Regatta in 1958 for the Thames Cup. The first win at Henley was in 1975 in the Thames Cup, followed by two wins in the Prince Philip Cup in 1977 and 1979.

<http://www.farmersguardian.com>

Atherstone win Prince Philip Cup

Equestrian News | 8 October, 2007

EXPERIENCE paid off as the green ribbons of the Atherstone Hunt decorated the Farmers Guardian Prince Philip Cup last night after a week of fast, thrilling competition at the Horse of the Year Show. Points were close going into the final race - the four-in-a-sack – but the Atherstone gave everything they had to cross the line first, ensuring their place in Pony Club history as the 2007 winners of the Prince Philip Cup.

<http://www.ponyclub.org>

The US Pony Clubs, Inc., Lexington, Kentucky

The 2007 Prince Philip Cup Games at Rolex will mark the competition's 22nd anniversary and the sixth consecutive year it will be hosted at the Rolex/Kentucky 3-Day Event.

Mounted Games is a series of relay races on horseback, where the riders must perform different skills while riding at speed. An example is the Balloon Race, where balloons are placed on a board in the middle of a 180 foot arena. The riders race from one end with a pole and pop one balloon while riding past at a gallop, then hand the pole to a teammate at the other end who returns and pops a balloon along the way.

<http://www.rowinghistory.net>

U.S. Winners at the Henley Royal Regatta

1973 Prince Philip Challenge Cup

Northeastern U. Rowing Assoc. (Alumni Crew)

Bow, K. MacKinnon; 2, L. Gluckman; 3, W. Miller;

Str. R. Wennersten; Cox B. Chisholm;

RBVC – Royal Brighton Yacht Club, or ?

<http://www.royalbombayyachtclub.com/article.htm>

On the Third of March 1846, a meeting of gentlemen interested in sailing was held at the British Hotel, Bombay.

The first resolution passed at this meeting was proposed by a Captain H. Barr and read;

That the Bombay Yacht Club be this day established

This article was written and published in 1987.

One twentyfive (125) not out. That was neither Imran Khan nor Kapil Dev. Not even President Zia or Prime Minister Rajiv. It is the grand old Royal Bombay Yacht Club. Try and ask a Bombay taxi driver to take you to the Royal Bombay Yacht Club (RBVC) and see where he lands you. Possibly, he has never heard of it. This is all to the good. The RBVC is a gracious old institution. It stands in solitary splendour in Bombay's Apollo Bunder.

The RBVC is rich in tradition and in history. Queen Victoria granted royal charter to the Club in 1876.

King George and Queen Mary visited it in 1911.

Prince Philip visited the club and presented a cup titled the Prince Philip Cup. Year after year, the yachting fraternity sets sail from the Gateway of India, rounds the Elephanta Island and returns to the Gateway in a yacht race for this prestigious Prince Philip Cup.

Way back on April 6, 1839, Bombay Times carried a report on the yachting regatta in the Bombay harbour.

In a manner of speaking, the RBVC has plenty to write home about but it does not seem to have done so. It conducts itself with calm and dignity. For instance, I spoke to the RBVC head butler, Sebastian D'Silva, about the visit to the Club by Prince Philip. D'Silva - who has been with the RBVC for more than half a century - says all he was told was that Prince Philip would be coming and that normal service should be there. He recalls that the then RBVC president, S.M. Scott, escorted Prince Philip to one of the rooms on the fourth floor of the RBVC where Prince Philip quickly went to the bathroom, changed, had just one drink - a gin and tonic - and left.

(Ed – I wonder how many Prince Philip Cups there might be around the world?)

**WA Correspondence, from the 'frontline'
to these minding the home fires in WA**
*edited from e-mails written by John Moncrieff,
aboard Sassafrass.*

The Western Australian boats were:
Hotspur AUS144: Ken Stevenson, Peter Hay and
John Hay

Sassafrass AUS188: Sandy Anderson, John
Moncrieff, Stephan Eyssuatier, John Low.

Allegra AUS199: Geoff Totterdell, Shane Yensch
and Matt East.

Monday 5th January 2009

The trip over the Nullarbor was long ... two blow outs, each rear trailer tyre. One was between Norseman and Baladonia, on Saturday the 27th January. That cost us ½ to ¾ of a day as we went on to Baladonia hoping to get a replacement spare, there or at Caiguna, but then had to go back to Norseman and get people out ... and they charged-like-a-wounded-bull. The other tyre was about 70 km west of Hay. Not so many problems, just the delay with the blow out. Both mudguards were blown off (we taped them back on!) and the electrics, other than the indicators, were damaged.

We had left Perth about lunchtime on Boxing Day, and into Sydney about lunchtime on New Year's Eve.

There were road closures in Sydney for the New Year's Eve fireworks when we arrived, so that caused a few interesting issues trying to get to the bridge while towing a Dragon through town, and suddenly finding we couldn't go 'that' way!

The match racing – Martin Graney Trophy

Nick Rogers was undefeated throughout, beating Wingnut 3 zip in the final. *Kirribilli II* did us 2 zip in the race-off for 3rd and 4th. A few things going our way could have put us close to a finals spot despite the appearance of the overall result. Boat speed and pointing seemed generally OK when compared with three of the top boats here.

The preliminaries - Ted Albert Series

Three races on one day ... blowing 15-20, gusting to 25-27 kts. Wingnut in *Whim* got three bullets and won, the Russians (2 boats here) got 2nd, with Nick 3rd. We broke our boom at the top mark gybe half way through Race 1 while next to Totts (about 10th). We were probably a bit over-sheeted first time up but got the boat going 2nd time, to sail past a few while taking good yards out of others ahead. *Hotspur* sailed well, was buried at the first heat start but got back, we were off the course after that but apparently they were 3rd for a large part of another race until a bad spinnaker drop cost them dearly. They were 6th overall, Totts was 10th overall. Carl Ryves was 4th and the NZ boat *Yankee Doodle Dandy* (not the one that won in Perth) was 5th. There were at least 12 retirements during the three heats, mainly for various gear failures, with Moody being caught by a port tacker and losing runners and mast ... they had a replacement mast up last night after earlier saying they were probably out of the PPC. Washing machine conditions. Also passing within 200 m in front of a ferry could mean a large on-the-spot hole in the hip pocket from the ever-present water police (apparently there have been several given out this season).

The main meal - Prince Philip Cup

First PPC heat was at 1300 hrs with slightly conflicting forecasts: either much the same as yesterday or a bit

lighter. We have fitted a spare boom and are ready to try again.

The Ruskies are a husband and wife two-boat team with many \$\$s. The husband, I believe, was 30th in the Worlds and was the one who got 2nd in the Ted Albert. Two boats (\$250k each), \$500k annual budgets per boat, 5 crew/ back-up people per boat, fancy runabout support vessel!!

(Murka8 placed 53rd at the 2007 Worlds in Ireland – apparently there are 6 Murka Dragons; 2 in Russia, 2 in Europe and 2 in Sydney - ed)

Wednesday 7th January 2009

Three heats down. Not too good for us but at least we got past one lap of the course for the first time in Heats 2 & 3 yesterday.

Tuesday 6th January 2009

Twist of Fate - Heat 1:

Yesterday's breeze was about 045°, 15-20 knots. We were about two lengths behind leading boat *Whim* nearing Bradley's Head off the line but tacked off due to a ferry and Gordon coming up under us. *Hotspur*, heading into Bradley's Head, crossed us by about a length on our port tack so must have been at least top-5 at the time. With numbers like +15 to more than +20° while heading across to the east and with company from a local (Norman Longworth) we thought 'how can we tack off this? ... but it is not our pre-race strategy'. Woops badly. The tack back to starboard near the eastern side of the course did not bring much of the lift off that shore and, even worse, the breeze died over that side while we watched the boats on the left surge past; by the top mark we had dropped from about 6th to about 6th last. An 'uneventful' run until ... Stephan twisted his knee jumping into the boat after a gybe and we had to retire after one lap with Stephan in great pain whenever he tried to use his knee. Looks like six weeks out of action with ligament damage and an extremely disappointed crew. Managed to get John Low (*Gustel XI*), who was over here only to watch, to come on board, hopefully for the rest of the series. So, at least we are still sailing.

Wednesday 7th January 2009

Three heats down. Not too good for us but at least we got past one lap of the course for the first time in Heats 2 & 3 yesterday.

Thereabouts - Heat 2:

070°, 5-10 knots. Ordinary start and then had to bail out of the Bradley's Head sprint to the left shoreline due to another ferry (I am getting pretty pissed off with them). We had *Sassafrass* going fast and sailed into about 8th by the top mark. Got up to about 5-6th by the top mark of the last downwind (to the finish), but lost several boats at

the clearance mark gybe when we had a few problems on board. I believe we were 12th over the line. *Hotspur* 8th, *Allegra* 19th after being over at the gun and being miles back after returning to restart.

Tough Times - Heat 3:

050°, 8-15 knots. Another ordinary start with the tide keeping us back meaning we were quite late. That meant a blanket of sails in front of us up the first beat. We went left and the right mainly paid off! Last at the top mark first time!!! Got back to 18th over the line but were close to a top 10 about 400 m from the finish when *Whim* waved us through on a close port tack crossing *Whim* beat us by over the line by over a minute (and 7 places)! *Hotspur* 6th, *Allegra* 14th. Totts got a good start and was top 5ish for the first part of the first leg. I'm not sure what happened there.

Starts were the main problem for us (AUS188) today. Boat is going quick; we just need some clear air and water.

Hotspur is equal 6th overall with consistent 6, 8 and 7 placings; some top three's would be handy in the next heats. Most of the boats ahead of them have had a 'bad' one to carry if they get another poor result.

Thursday 8th January 2009

Much Better - Heat 4:

050°, 12-18 knots freshening to 030° and 15-23 knots, and then dying to 5 knots with slop for the final 500 m to the finish. Yes, yesterday was more like it. We got off to a good start after one general recall and, having learned the hard way, went left all the way. *Hotspur*, *Allegra* and Nick Rogers were all second row at the start. Lots of to-ing and fro-ing up the first leg. Nick found breeze and going fast got to the top mark just inside the Russians (RUS99) with Tony Moody, Olga (RUS92), *Taranui*, followed by *Sassafrass* with several others right behind. RUS92 and *Taranui* had a bingle at the bottom mark and both retired, leaving us in 4th. *Hotspur* and *Allegra* had both made up ground and were not far behind.

Nick, RUS99 and *Amazing Grace* (Moody) got to the top mark second time as the wind began to drop and develop big holes for about 20 minutes; as each made the mark they pulled big breaks from the trailing boats, as they in-turn tried to get to the mark. This left them untouchable for the top three.

Few problems on board AUS188 saw *Allegra* and others get through with *Hotspur* close behind. We were 9th at the start of the last upwind to the finish, behind *Allegra* and *Liquidity* (AUS204) with half a dozen others, including *Hotspur*, right on our behind. Just off Bradley's Head a glance under the main saw *Hotspur* with sails flapping ... John apparently had fallen overboard when the genoa sheet slipped from his grasp while he was banking out, and, while trying to grab him, both Peter and John got hit by a wave putting Peter in the drink with John and leaving Ken alone on

board in a pretty crowded area of the race course. Barbara Stevenson was having kittens ashore on Bradleys Head when a powerboat looked like it was going to go over Peter. John managed to swim to the boat and they then got around to pick up Peter, but lost many minutes and any chance of a top 10 position.

Meanwhile not much had changed up the last leg, with Totts keeping AUS188 and the following pack at bay by 3-4 lengths, until the breeze evaporated about 500 m from the finish leaving just 5 knots and all that left-over slop. Totts had to tack to starboard to try and get across to some pressure; AUS188 ducked him trying to keep the boat moving. AUS188 led the chasing pack laying the finish line with AUS204 ahead but not laying the line. AUS204s tack towards the line, 15 m away, saw her stop, letting AUS188 and four others through, all within 10 m of the finish! Sassafras 7th, *Allegra* 9th, *Hotspur* 17th.

There are a few protests and requests for redress around which could change some places. Fresh south to east winds predicted for tomorrow.

Friday 9th January 2009

(The following came as a response to an e-mail indicating that one boat was 'glad they didn't go to Sydney' after reading about Hotspur's men-overboard incident)

You should regret not coming to Sydney. The racing is tight and the fleet is hot. Lots of position changes, gear changes in differing conditions, and many stories ... eg Carl Ryves T-boned a surf ski in about 8 knots in one of the earlier heats.

Sidewinder was on port looking out for starboard tack boats and the paddler, head down, just paddled through the fleet. Unfortunately, *Sidewinder* did not see him and went straight over the middle of the ski! No one hurt, so it looked quite funny in the end, something I haven't seen before. Carl lost a request for redress as they were deemed not to have been keeping a sufficient lookout for other craft.

Wrong Side(s) - Heat 5:

Yesterday's main story was the sinking of *Liquidity* and de-masting *Waliki*! *Liquidity* was well up in the race on a starboard beat after rounding the last mark. *Waliki* was running towards the mark and a wave caused the masts to lock, dragging *Liquidity* on her side and filling her up with water for 20 m or so until *Waliki's* mast snapped. *Liquidity* remained on the surface full of water for a few minutes while the crew tried to bail her out and then went down after catching a coup-de-grace wave. All involved are ok. Really bad luck for Richard and crew as far as the PPC is concerned as they were performing very well.

150°, 15-20 knots, with change of course to 160. All WA boats got off the line well, but

unfortunately Ken's was too well; an OCS, by inches. We were towards the leeward end, while *Allegra* and *Hotspur* were at the windward end. We went left with a few of the top boats, including the Russians and Nick, but the right was the place to be! *Hotspur* was well up with *Allegra* not far behind over on that side. Top mark saw *Hotspur* about 5 and *Allegra* also top 10, while we were probably 15ish. Downwind was not good for AUS144 and she dropped a few places. We went right next time up and benefited to be about 10th and ahead of *Hotspur* and *Allegra* by the top mark second time. *Whim* seems to have it over the fleet in the fresher conditions and had now got to the lead where she stayed.

We were forced left after the next bottom mark and again lost places with *Hotspur* and *Allegra* not far in front. We went right for the last beat and pulled a few back in reducing wind, including *Allegra*. *Hotspur* was a few places ahead over the line. OCSs for *Hotspur* and one of the Russian boats put us up to 10th, *Allegra* 13th.

Saturday 10th January 2009

Riches to Rags - Heat 6:

145°, 5-15 knots. About 15 seconds before the start there was a shift to the left. Sandy had us in front of the line up for the start near the leeward end and flipped onto port. A quick glance under the main to my amazement saw us crossing the fleet on port and in the lead! We maintained this position for another few crosses, just ahead of the Russian lass Olga in RUS99. A day for the ladies! More wind out to the left and a light patch ahead saw us tack onto starboard towards the new wind while the others held on to port tack. By the time we tacked back, the wind on the left had disappeared while it had now filled in for the boats in the middle who were now doing well. Spirits were low at the top mark when we were ahead of just *Hotspur* in second last spot! Totts was about mid fleet after keeping more to the right.

Second beat saw us work up to about 11th just behind *Allegra*, while *Hotspur* was still back after working the far right. Next beat saw some boats, including *Allegra*,

benefit on the far right side of the course and make gains on the fleet. The leaders were not far ahead of us while we followed Nick to the left (forecast was a slight gradual shift to the east). We had dropped a few by the top mark but were still within striking distance of positions 5-10. *Hotspur* was having a real bad day and was still languishing towards the rear of the fleet.

Bottom mark for the last time saw the fleet split over the course. The right again paying and *Allegra* made up several places only to lose some again in the fluky breezes up in Rose Bay where the finish was. We worked generally left but could not make up ground, also losing a place to Tony Moody in the shifty breezes near the line. *Hotspur* just had one of those days. Olga, whom we had crossed a few times after the start, won Heat 6 by a minute! Bloody Sydney Harbour.

Meanwhile at the front of the PPC, Nick basically match-raced Gordon Ingate, beating him narrowly after a close port tack crossing at the finish. The same will happen tomorrow, with Gordon having to make up 5.1 points on Nick and no other boat able to make up the points gap. The WA boats are disappointingly placed nowhere near where we had expected and hoped with one heat to go:

Looks like a race to see who can be top WA boat today. Forecast NE average 10-15 knots.

Sunday 11th January 2009

More Rags - Heat 7:

070°, 8-12 knots, then change of course to 060°, 5-12 knots. We went left (the breeze was forecast to clock slightly left) and were as leading the left group and crossing the right group until the break occurred about 1/3 of the way across to the first mark! This put several boats ahead and left us in about 10th. *Allegra* was top 5. Olga was leading at this stage. *Hotspur* was having another bad one and was well back.

We again went left but lost out on the second beat dropping back to about 15th. Totts was still pressing the leaders and may have got into 2nd at one stage, but rounded still about 5-6th.

Next beat, so the left was not paying the first two times so let's try the centre. Guess what, the left paid this time, with *Kirribilli II*, who had been just in front of us, going into 5-6th by the next top mark, right near Totts, by playing that side. The centre was even worse for us, with now *Hotspur* right on our heels near the back end of the fleet. *Hotspur* and one other passed us on the run by keeping out to the right (downwind) where more breeze appeared. The last beat saw us pass *Hotspur* and one other for an 18th. *Hotspur* was just behind us, with Totts flying the WA flag today with an 8th. Olga cleared out to win by a country mile. *Whim* beat *Karabos IX*, but not by enough to gain the PPC, failing by just 2.3 points.

Finally . . .

Nick Rogers, Leigh Behrens and Simon Burrows thus won this year's PPC, giving Nick his 10th PPC success. They topped this off by regaining the Sayonara Cup match-racing trophy for RYCT from the RPEYC on the Sunday after the finish of the PPC. A lot of silverware is off to Tassie. They are a very professional combination. The Russians performed well. They have several Olympians in their crews and consistently picked the winds with great expertise. The Sydney fleet had several of the top boats and seems to be sailing at a high standard.

Really disappointing series for both *Sassafrass* (17th overall) and *Hotspur* (18th) after coming to Sydney with high hopes of being in the top part of the fleet. *Sassafrass* had problems breaking the boom (missed the three warm-up races) and losing Stephan (first PPC heat); but John was a great replacement and our crew work improved as the regatta went on. Our speed seemed fine and sometimes very good, but we were not with the top boats enough to test this continually. *Hotspur* seemed to lose her speed in the last half of the regatta after being up there early on in the series. They were about 6th until the men overboard followed by the OCS. With health issues ashore with the support team also keeping some of the concentration away from the racecourse this seemed to have an effect on their performance. Totts, Shane and Matt (12th overall) were fairly consistent (with the odd bad one) but were not up with the leaders often enough. Their last race performance was good and Totts believes that they were matching the boat speed and height of the top competitors.

John Moncrieff

images from;

<http://www.positiveimage.com.au/sailing/default.asp>

For Sale

1960 International Dragon KA 75, *Westerly*, built by William Henry 'Bill' Barnett of McMahon's Point in 1960. Bill Barnett built 24 Dragons in all. Originally called *Astron*, she was the last of the Oregon built Barnett Dragons. Former owner Mick Vivian had extensive work undertaken on her by Michael Bartley of Woolwich Marine (1995-2005), including having her hull fully splined in 1995-96. Prior owners include shipwright/ boat builder Michael Staples of Lymington, Tasmania (1990-1995), who rebuilt the coach house with double skinned Cedar and new beams.



Mistral, KA29, built by JJ Savage. Oregon hull on spotted gum frames. Major restoration including refastened (copper nails and roves). Re-ribbed (steamed spotted gum), epoxy splined hull (oregon splines), new deck beams, new marine ply deck, new keel bolts, new cockpit, good rigging & sails. Just slipped & painted.

Price: AU \$16,500

Location: Marmong Point NSW

This yacht is very easy on the eye. She would not look out of place at any of the wooden boat festivals. Very nice indeed!!!

Western Australia has a long association with the Dragon Class. The first boat to be built in Australia was *Galatea* built by Clarrie Morris in Albany, Western Australia in 1936. Her early racing career is somewhat hazy, however, she sailed to Bunbury and back accompanying the powerboat fleet in 1948 and raced in the Royal Freshwater Bay Yacht Clubs first "Bunbury Race" in 1949. The next Dragon to be built in WA was *Phantom* built in 1962 by E Thomas for Jim O Grady. Western Australia and the Royal Freshwater Bay Yacht Club have maintained a strong link with the Dragon class to the present day and many champion skippers and club officials owe their success to the class.

For Sale

***Snapdragon* - AUS 177**

Proven performer

2007 PPC Runner up

Ridgeway built

Fibreglass hull and teak deck

New jinker

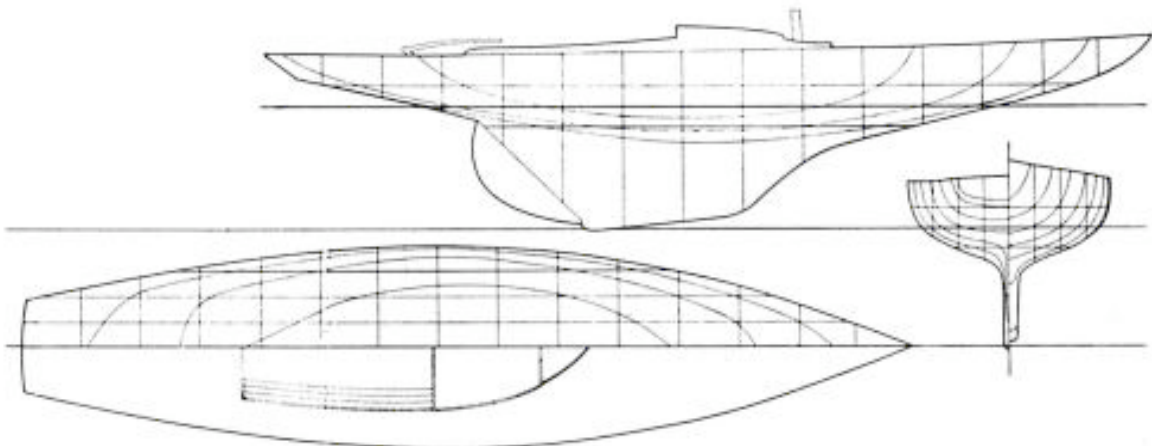
Cover

2007 Quantum set of sails

Ready-to-race \$25 000

ph Matthew Stafford

0413 053 043



Team Murka

The Murka Team that came third in the Prince Philip Cup was made up of: *Murka 92*: Mikhail Muratov who is an experienced owner/ helm in a number of different classes of yacht, including Dragon, Swan 48, Swan 45.

Mikhail has had a number of victories in Antigua Sailing Week and the ARC in both racing and cruising divisions and competed in the Commodore's Cup. He is now achieving success in the Dragon class both in Russia, which has a very competitive fleet of 35 boats in Moscow, and also in Europe.

His crew was Vladimir Krutskiy, who in the past has been a member of the Russian National Sailing squad and competed in the Sydney Olympics in 2002 in the Laser class. After that he regularly competed in the Finn class. He now regularly sails as tactician in the Dragon Class; and Viacheslav Varnachkin, also a past member of the Russian National Sailing squad. He competed in the 470 class and is now a regular Dragon sailor.

The other Russian boat was *Murka 99*: Olga White, the National Secretary (or President?) for Russia, is new to sailing. She sailed as crew on Dragons in 2007 and commenced helming in 2008.

Her crew was Igor Ivashin, a past member of the Russian National Sailing squad who competed in the Sydney Olympics in 2002 in the 470 class. He now regularly sails as tactician in the Dragon class; and Alexei Murashkin another past member of the Russian National Sailing squad in the 470 class and is a regular Dragon sailor.

Team Murka remains committed to pursuing excellence in both Yachting and Show Jumping. They are a privately funded team which allows the flexibility to move with sleek agility and keen awareness to identify and encourage talented athletes within both sporting disciplines.

Although a common name for a cat in Russia, Team Murka was inspired by an underground Russian song about a young, beautiful and precocious girl named Murka. She penetrated a Russian gang and the lyrics imply she acted as an agent for the police. More stealth than a Bond girl, Murka carried her own Nagant, a Belgian pistol. When she is found out, her lover, who was the gang leader as well, kills her in a dark alley with a single bullet.

This song was very popular in Russia during the days of the former Soviet Republic when young people imagined themselves as revolutionaries and fell in love with the Murka Mystique.

Here is the refrain of Murka:

Hello, my Murka. Darling Murka! Hello, my Murka, and goodbye. You've betrayed all our gang. And here's a bullet for it.

Olga and Mikhail are rather private people in many ways and very outspoken in others! Misha/ Mikhail are the one and same (*see Dragon Gold Cup results a couple of pages down*). Olga White is British and lives in Moscow and is married to Mikhail Muratov.

Q1. Why were they in Australia competing?

There are several types of boats within Team Murka's Armada so to speak. The larger Swan class involved Olga, however she was very keen to improve her sailing skills and gather a better understanding for the strategy of sailboat racing. Olga and Mikhail adore the Dragon class because of the sleek boat itself and also the high level of competition involved whilst still retaining that Corinthian spirit. They want to compete as much as they can in their favourite class, that meant heading to Sydney in January; tough choice but someone has to do it!

Q2. Who are they and where do they come from?

They are both self-made entrepreneurs and exceptionally hard working who are remarkably generous to all sorts of causes.

Q3. How many Murka's are there?

The *Murka* fleet consists of **6 Dragons** called: *Murka 3, Murka 9, Murka 7, Murka 8, Murka 11 & Murka 12*. The hulls are "British racing green". Two live in the Med, 2 in England, and 2 in Antigua for the time being. In addition there are two Swans and one 10m rib.

Dragon Racing History

Sept 2008 - Regates Royales- *Murka 8* (Muratov) 2nd; *Murka 7* (White) 28th place

Aug 2008 - Dragon European Championships- *Murka 8* (White) 15th; *Murka 7* (Muratov) 39th place

May 2008 - Antigua Sailing Week- *Murka 11* (White) wins Class

March 2008 - 39th Trofeo SAR Princess Sofia Mapfre- *Murka 8* (White) 2nd place

2008 Pascoe SY 10 RIB with twin counter rotating Mercury Verado 300 hp 4-stroke motors - the ultimate combination of luxury and performance for a tender and avant-garde in every sense. This luxury high performance super yacht tender, which can exceed 60 knots of boat speed, is one of the finest examples of sea-going design and aesthetic excellence.

with some grateful help from Kate Buckingham and the Murka website

Minutes of the Annual General Meeting
of the Australian International Dragon Association
Held at Royal Sydney Yacht Squadron 4th January 2009

1. PRESENT

Robert Alpe, President; Tony Moody, Sen Vice President; Don Blanksby, Secretary/ Treasurer; Andrew Crisp, Andrew Merrett, David Graney, Robert Campbell, Chair IDA

APOLOGIES

Richard Lynn, Anthony Armstrong, Sandy Anderson

Due to people working on boats there was no representative from WA and the TAS delegates were not present for the whole meeting. It was therefore decided to continue with the meeting and take notes and that decisions could be ratified at a teleconference later.

2. MINUTES OF THE PREVIOUS MEETING

It was moved D Blanksby, seconded A Merrett that: "The minutes of the 2008 annual general meeting be accepted as a correct record of the meeting"
Carried

3. MATTERS ARISING

PPC Courses - D Blanksby to advise Yachting Australia that the Prince Philip Cup is now conducted on a windward and return course.

Incorporation - Incorporation was agreed to in principle by all except Tasmania. The Tasmanian representative indicated this could be revisited, It was moved A Merrett, seconded D Blanksby that: "The AIDA proceed with incorporation inclusive of the VIDA suggested amendments and that States commit to the new rules by 30 June 2009"

4. PRESIDENTS REPORT 2008

The President R Alpe spoke to his written report. And it was specifically noted that: The Qld fleet was growing and we will need to be inclusive of them in the future;
It was moved A Merrett, seconded D Blanksby that:

"The Presidents Report be received" Carried

5. FINANCIAL REPORT

The Treasurer presented the financial Report to the meeting. It was noted that the profit and loss sheet is to reflect the amount set aside for the Worlds fund.

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

It was moved D Blanksby, seconded A Merrett that:

That the subscriptions be \$105 per boat comprised of \$70 allocated to AIDA and \$35 be allocated to the worlds fund account code. Carried

6. STATE REPORTS

The State reports had been circulated prior to the meeting and were accepted.

7. TECHNICAL OFFICER REPORT

No report

It was moved A Merrett, seconded T Moody that: "The reports be received" Carried

8. ELECTION OF OFFICE BEARERS

As there were no other nominations an election is not required and the following were elected:

President Robert Alpe
Senior Vice President Andrew Merrett
Secretary/Treasurer Don Blanksby
Vice Presidents
- New South Wales Anthony Armstrong
- Victoria Andrew Merrett
- Western Australia Richard Lynn
- Tasmania Andrew Crisp
Technical Officer Hugh Howard
Publicity Officer Leigh Edwards

9. GENERAL BUSINESS

9.1 2011 WORLD CHAMPIONSHIP MELBOURNE REPORT

A Merrett gave an updated report and noted the Committee now consisted of;

A Merrett, Chair
R Alpe, AIDA and IDA appointee
D Blanksby, Event Manager
D Sward, Past Worlds Chair
H Howard, Committee
C Stanton, Committee
David Dale, Sect IDA
J Atkinson, Sponsorship
Don Johnson, Club Captain RBYC, Chair RBYC Sailing Committee
J Spencer, Commodore RBYC
D Atkinson, Regatta Director
P Pascoe, International Judge
Wilson Bros, Starters

9.2. PPC ROTA

The current PPC rota set last year is

2010 WA
2011 VIC
2012 TAS
2013 NSW

PPC ROTA discussion included:

A request from New Zealand to be included in the ROTA. It was agreed that the New Zealand Fleet submit a proposal that includes shipping and other costs for discussion;

Dependant on the growth of the Queensland fleet they may need to be included in the ROTA; It was recommended that to allow for an improved Australian result in the 2011 Worlds that the ROTA be changed to gain more experience on Port Phillip Bay as outlined below;

2010 VIC
2011 VIC
2012 WA
2013 TAS

It was agreed that this be circulated to States for discussion and confirmation due to a WA representative not being present.

Note: Subsequent voting supported the retention of Perth as the venue for the 2010 PPC

9.3 Ranking System

R Alpe reported that the software is now changed and the ARL will be updated after the PPC results are known. Australian Dragon sailors are encouraged to register on line on the ISAF site.

9.4 Measurers

The current measurer's situation is:

WA A Johnston
Tas E Boyes
Tas T Lynn
NSW N Longworth and B McClusky
Vic C Stanton and H Howard to upgrade

It was agreed that a younger team needs to be identified and trained. It was further agreed that each State embark on locating and training at least one new Full Measurer so that we have a full State representation at the Melbourne Worlds.

9.5 Publicity

It was agreed that State participants write up each race from their boats perspective and these would then be collated. Copy to be forwarded to D Blanksby for collation and forwarded to Leigh Edwards.

9.6 Hiking

Carried forward

9.7 New Boats

R Alpe briefed the meeting on a proposal to get new Petticrow boats to Australia. He later briefed participants on the scheme and has published to States for distribution the schemes details.

10. NEXT MEETING

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

oooOOooo

***Karabos IX* wins Tasmanian Dragon Championship**

Prince Philip Cup and Sayonara Cup winner Nick Rogers, steering *Karabos IX*, has clinched the 2009 International Dragon class Tasmanian championship with his sixth straight win on the River Derwent. The Royal Yacht Club of Tasmania was forced to abandon the seventh race for the Dragons after the breeze swung from a 15-18 knot sou'wester to a 10-12 knots northerly that faded to a drifter soon after the race began. They finished the Tasmanian title with a score of 5 points from Jock Young, skippering *Aquila*, with 11 points, third place going to Wayne Wagg sailing *Mystere*, with 14 points.

At the Royal Yacht Club of Tasmania Prize Night the crew of *Karabos IX* were awarded a staggering amount of well-deserved silverware.

They won the G Stanley Crisp Summer Pennant, the John Sward Tasmanian Championship and the Barry Calvert Match Racing Trophy.

Simon Burrows won the RYCT Jeffrey Corkhill Memorial Trophy for the best performing forward hand.

Leigh Behrens won the RYCT Martin Graney Memorial Trophy for outstanding mainsheet hand. Nick Rogers was presented the Governors Cup for Outstanding Yachting Achievement.

A truly magnificent year of sailing, the Karabos IX crew won every series they entered. Karabos is from the Greek, 'fast little ship'; and they certainly were this season.

The First Prince Philip Cup!

Ern Wagstaff, a member of *Kamulla* and Jock Sturrocks winning crew, remembers in February 1954 when the Royal Yacht *Gothic* sailed into Sydney Harbour and Prince Philip presented the Trophy for the first time. Other crewmembers were *Puffy* Buxton and Dev Mytton.

“The bloody things had pups!” said Philip on the lawn at RSYS at Kirribilli.

He was looking at the new Trophy ready for presentation surrounded by miniature crew trophies.

It is understood that *Puffy* had ‘organised’ the Trophy through his old school mate, Commander Michael Parker, then aide to HRH Prince Philip.

From Stavros in Europe

Thought you may like to see our lead yesterday (May 2009) in front of 67 Dragons in Douarnenez; Teddy is very happy!

Stavros

So you think you know your Dragons ?

Who, where and when ?

Entries by email to leighnjen@gmail.com

Dragon Gold Cup 2008

Beautifully trimmed and sailed ‘classic’ Dragon setup

Great Britain's Poul Richard Hoj Jensen is the Cascais Dragon Gold Cup winner.

Britain, with Robert Campbell third overall, won the Nations Cup title.

Consistency was *Danish Blues* secret to winning the Gold Cup. 'The last race wind conditions were very shifty. The competition was very tough. The Dragon class is stabilized and is still growing in number of boats. There are a lot of very good sailors arriving. The no discard rule makes competition harder. A bad result can compromise your possibilities,' said Poul Richard after the win.

The next Dragon Gold Cup 2009 will be held in Denmark.

Lies, dam lies and statistics.

A quick look at the Gold Cup points score table shows the following Countries and boats;

POR, 18: RUS, 17: GER, 9: GBR, 8: DEN, 4: SUI, 3: UKR, 3: MON, 2: NED, 2: SWE, 2: AUS, 1: BEL, 1: FRA, 1: HKG, 1: IRL, 1: USA, 1:
Total, 74:

With 20 Russian and Ukraine boats in a 74 boat fleet, (that's over a ¼)- is the mainstay of the Dragon community moving east from the traditional Scandinavia, and recently powerhouse Germany ?

Dragon Gold Cup 2009

	Sail	Boat	Helm, Crew	Points	R1	R2	R3	R4	R5	R6
1	GBR-735	<i>Danish Blue</i>	PR Hoj Jensen, Theis Palm/ Andrew Mordem	95	10	26	22	8	14	15
2	GBR-716	<i>Jerboa</i>	Gavia Wilkinson-Cox, Jon Mortimer/ Ron Rosenberg	99	45	3	16	15	10	10
3	GBR-688	<i>Quicksilver III</i>	Robert Campbell, Matt Walker/ Jonathan Hill	104,7	27	15	5,7	24	15	18
4	UKR-7	<i>Bunker Queen</i>	Markus-Wieser Thomas, Auracher/ Sergei Pugatchev	107	8	21	32	30	3	13
5	UKR-8	<i>Bunker Boys</i>	Eugeniy Braslavets-Sergey, Timokhov/ Claus Olesen	110	26	0	29	26	26	3
6	POR-42	<i>Mar</i>	Manuel Champalimaud, Mark Hart/ Ed Streeter	112	16	19	14	14	19	30
7	RUS-77	<i>Diamond</i>	Inna Shternberg, Yury Bozhedomov/ Petr Zakharov	122	36	29	15	10	16	16
8	UKR-9	<i>Eva Bunker</i>	Lars Hendriksen, George Leonchuk/ Martin Leifelt	133,7	17	30	35	0	40	11,7
9	SUI-288	<i>Gaudinm</i>	Robert Stanjek, Markus Koy/ Friedemann Nisch	137	22	10	37	13	18	37
10	POR-47	<i>Catarina III</i>	Henrique Anjos, Vasco Serpa/ Pedro Costa Alemão	140	38	33	17	31	0	21
11	RUS-71	<i>Multima</i>	Maxim Semerkhanov, Dmitri Tereshkin/ Ruslan Formichev	157	42	37	41	3	34	0
12	GER-996	<i>Sinewave</i>	Thomas Muller, Vincent Hoesch/ Maximill Scheibmair	164,1	89	11,7	20	11,7	11,7	20
13	GER-976	<i>Montana Dirk</i>	David Stefan, Abel/ Markan Hill Bayer	168	34	14	30	20	31	39
14	DEN-166	<i>White Lady</i>	Tom Carlsen, Marki Pugatchev Flint /-Philipp Skafte-Holm	168,4	11,7	34	11,7	21	48	42
15	DEN-391	<i>African Queen</i>	Jorgen Schonherr, Jans Olesen Eli-Gravad/ Christian Videbaek	168,7	3	59	57	22	5,7	22
16	RUS-25	<i>Versia 3,1</i>	Alexey Krylov, Vladr Portugal Kapitonov /-Alexey Bushuev	170	19	20	8	81	8	34
17	RUS-47	<i>Sasha 2</i>	Igor, Skalin Valeryetr Z Zatsarinskiy/ Oleg Edokimenko	179	31	44	34	28	13	29
18	RUS-27	<i>Annapurna</i>	Anatoly, L Shalagin/ Andrei Leonchuk/ Martin Kirilyuk	188	49	31	40	16	33	19
19	RUS-81	<i>Comme II</i>	Faut Mikhail, Apukhtin Leonid Klepikov/ Alexander Mironov	190	30	18	24	61	22	35
20	DEN-266	<i>Mad Britt</i>	Frank Berg, Soren Serpa/ Pedro Nielsen/ Soren Kaestel	195,7	60	5,7	10	70	25	25
21	GER-1036	<i>Gin Palast</i>	Max Glas, Wolfian Formichev Steuer/ Simon Ramstetter	196	29	25	27	35	47	33
22	NED-305	<i>Dawn</i>	Bram de Wilde, Henri Boere/ Gijssillan Scheibmair Evers	202	39	61	53	18	23	8
23	USA-310	<i>Clairvoyant</i>	Edward Sawyer, Martin Payne/ William Willet Bayer	203,7	5,7	23	43	59	27	46
24	RUS-44	<i>Red October</i>	Artiom Kuznetsov, Vladimir Flint Silkin /-Georgy Shayduko	209	0	32	26	55	52	44
25	GER-1056	<i>Achilles</i>	Burkhard Keese, Phil Blin/ Jorg Eli-Gravad/ Chris Moesnang	212	35	40	44	23	30	40
26	RUS-31	<i>Integrity</i>	Emelianov Konstantin, Mikhail Senatorov/ Alexa Prokorov	213	18	22	28	37	58	50
27	POR-51	<i>Baby Girl</i>	Filipe Zatsarinskiy, Oleg Moreira/ Miguel Pinto	214	47	60	0	32	51	24
28	SUI-296	<i>Ariston</i>	Harro Kniffka, Michael Lipp/ Michaeli Kirilyuk Koch	226	32	8	61	41	20	64
29	RUS-96	<i>Murka 8</i>	Mikhail Muratov, Valentin Uvarkin/ Viachesl Varnachkin	229	56	49	39	25	28	32
30	POR-49	<i>Pamalican-IV</i>	Francisco Lacerda, Diogo Lacerda/ Diogo Nielsen/ Pereira	233	62	46	19	48	35	23
31	SUI-297	<i>Tachiston</i>	Ulli Libor, Frank Butzmann/ Stefan Hellriegel Steuer/ Simon	236	43	13	56	44	44	36
32	POR-55	<i>Drago</i>	Jose Matoso, Charles Nankin Evers /-Afonso Marques	238	14	52	45	49	29	49
33	GER-1042	<i>Puck III</i>	Philip Dohse, Oliver USA Mose/ Jan Scharfetter	239	37	38	3	58	51	52
34	RUS-69	<i>Murka 7</i>	Olga White, Igor Silkin Ivaskintsov/ Alexey Murashkin	252	53	70	47	29	36	17
35	POR-54	<i>Noni</i>	António Mardel, Correia Germa Andrade/ Bernardo Santos	252,7	63	66	46	51	21	5,7
36	IRL-204	<i>Seabird</i>	Don O'Donoghue, Brian Mathews/ Markandz Prokorov- Pettitt	255,7	13	58	81	5,7	17	81
37	RUS--35	<i>Sunflower</i>	Oleg Khopersky, V Fogelson/ Eugeny Moreira/ Miguel Ivanov	256	57	17	50	17	89	26
38	GBR-723	<i>GW II</i>	Quentin Strauss, Nigel Koch Young/Lars Wegener	260	50	43	13	27	89	38
39	RUS-1	<i>Godfather</i>	Arnold Shternberg, Artem Smirnov/ Alex Varnachkin	262	44	50	33	38	54	43
40	RUS-45	<i>Yegoza</i>	Sergey-Yazikov, Igor Frolov/ Vladimir Pereira	264	23	63	42	50	38	48
41	GBR-708	<i>Rumours</i>	Len Jones, Claus Hoj-Jensen/ Jaime Lee	267	48	48	18	19	53	8
42	FRA-365	<i>Ar Youleg II</i>	Louis Urvois, Afonso Gwen Chapalian/ Jimmy-Pahun	268	51	53	21	46	56	41
43	POR-56	<i>Peggy</i>	Miguel Magalhães, Jorge Mose/ Jan Melo/ José Magalhães	273	46	67	25	33	49	53
44	RUS-2	<i>Alisa</i>	Serg Maslov, Vlad Krutskikh/ Aleksa Ivaskintsov/ Alex Ezhkov	280	40	16	54	64	63	43
45	POR-58	<i>Xalet</i>	José Duarte, Bello Henrique Rebelo Silva/ Miguel Cardoso	290	58	39	55	53	61	24
46	SWE-338	<i>Linnea</i>	Stefan Winberg, Bosse Ahlstrom/ Peter Pettitt Casso	290	25	36	89	45	50	45
47	GER-1009	<i>Gioia</i>	Ulrich Matthiesen, Michael Nesselhauf/ Jorg Fischerny Ivanov	291	33	24	52	63	59	60
48	POR-57	<i>Whisper</i>	Mario Quina, Fernando Passeiro/ Eric Vandame Young/Lars	293	15	69	48	67	37	57
49	POR-146	<i>Maria</i>	Jorge Pinheiro, Frederico.-Melo/ Francisc Russiao Mourão	296	41	47	31	47	69	61
50	GER-1044	<i>Scarabeo</i>	Horst-Wilhelm Stroh, Rudiger Karsten/ Katharina Stroh	298	55	68	36	69	42	28
51	POR-34	<i>Imaculada</i>	Fernando Bello iago-Geraldes	299	24	55	49	68	89	14
52	GER-972	<i>Pinga</i>	Christian Krausenecker, Karl Ibscher/ Lasr Gwen Walter	301	20	75	59	39	39	69
53	DEN-380	<i>Lil</i>	Peter Warrer, Eric Orsted/ Thomas Melo/ José Sorensen	303	21	42	81	43	57	59
54	RUS-32	<i>Just For Fun</i>	Andrey Ezhkov, Leonid Altukhov/ Manat Nevlyutov	304	54	74	63	34	32	47
55	GER-1043	<i>Electra</i>	Cian O'Carroll, Thomas Hill/Kane Costa Williamsson	316	71	65	23	56	70	31
56	MON-11	<i>Tamm-Ha</i>	Christian Boillot, Lionel Casso Pean/ Gerard Le Goff	317	52	41	38	42	89	55
57	HKG-50	<i>Phyloong</i>	Phyllis Chang, Lowell Chang/ Lars Gelbjerg-Hansen	319	74	56	58	40	64	27
58	NED-309	<i>Furie</i>	Guus de Groot, Richard van Portugal Rjj/ Hay Winters	331	64	27	66	52	41	81
59	SWE-342	<i>Seralia</i>	Bjorn Osterblom, Peje Mourão /-Bo Kaijser	361	28	35	64	75	89	70
60	POR-46	<i>PMS Francisco</i>	Pinheiro Katharina, Vicente Melo/ Francisco-Ramada	372	68	80	51	62	45	66
61	RUS-6	<i>Stasya</i>								

Yes, Yes, Campers...

22nd August 2008.

Here we go again with a brief light-hearted roundup of just a few of our Dragon events around Europe, during what we now know as Summer but feels more like a Siberian Winter.....

Both the UK and Irish Nationals have come and gone with two very worthy winners, who both used Quantum Sails and who both were born and bred in the land of the dark stuff! Don O'Donoghue who originates from a most beautiful Southern Irish town called Glandore, destroyed an extremely strong GBR fleet in Plymouth. Winning the prestigious Edinburgh Cup with his loyal crew of Mark and Brian, with a race to spare. Indeed just to rub salt into our wounds, they stayed out for the final race and won that one too. Louis Urvois FRA sailed a very consistent series to finish 2nd with Gavia, Dr John and Mark in Jerboa a close 3rd. Len Jones finished 4th and Ted Sawyer in his twilight years a commendable 5th. We all wish Len GBR 708 and Gavia GBR 716 good luck in September's Vintage Games.

A few weeks later Martin Byrne IRL 201 snatched the Irish Championship Trophy from the hands of Dublin Bay's very own Johnny Ross Murphy. Neil Heggarty in Phantom finished 3rd. It was a well contested championship with another three teams all finishing on equal points, for 4th, 5th and 6th place. They were Simon Brien, Jay Bourke and Cameron Good. Going into the last day most people assumed JRM had the regatta in the bag, as Martin Byrne needed to win the final two races. As the record will show, despite some close pre start attention from IRL 174, IRL 201 wriggled their way to great starts and a deserved Championship.

It's worth a note to say JRM only had 'Seabird' to race as Don was tied up with last minute work, but after winning the first two races, Don offered Johnny the boat for the rest of the series. Such is the measure of the man.....

Before I mention the Europeans and Cowes week, Densil, yes Densil went to his local job centre explaining "I've come to find some work as I hate drawing benefits, its against my nature and I am not one of those people who prefer to take, take, take. I'd really rather have a Job."

"Well" said the social worker behind the counter, "Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur and bodyguard for his beautiful nymphomaniac daughter. You'll have to drive around in his Mercedes all day, he'll supply all your clothes. Because of the long hours, meals will be provided. You'll be expected to escort the daughter on her overseas holiday trips. You will have to satisfy her sexual urges. You'll be provided a two-bedroom apartment above the garage. The starting salary is £200,000 a year"

Densil, wide-eyed, says " You're bullshitting me!"
The Social Worker says " Yeah, well..... you started it"

Cowes Week and the Europeans clashed this year, as the Gold Cup will do in 2009. Pity, but with our ever busy Dragon program events will overlap from time to time..... However, those of us not making the long trip to Oslo, sailed 8 brilliant races in the difficult Solent, with

more than enough wind to help with our progress over the strong tides. Julia Bailey, with help from her brother, her 9yr year old nephew (who said Dragons are only for us older sailors!) and Pedro, won the week by one point from Len Jones GBR 708. In 3rd place was an exciting new young team from Germany, Tillman and his crew raced one of the older Petticrow boats to prove once again how competitive ALL Dragons can be if the nut on the tiller points the boat in the right direction.... Eric Williams, with Katie and Joe sailed a superb week. As a light team in a windy event, they showed us all what 'Girl' power can do when motivated. Indeed, but for a small technicality, they would have been deservedly on the podium at prize giving.

At the Europeans word was that three boats disagreed with a couple of decisions after the first day of racing. However, I'm sure that did not spoil the fun for the remaining 60 plus boats who enjoyed their 90 min tow to and from the race course each day. I raced Solings in Oslo back in 1980 and remember how beautiful the scenery is in and around the fiords. Congratulations to the winning and runners up Russian teams and to Tommy Muller in 3rd.

Lastly, before I go and set up USA 310 down here in sunny Cascais, the Belgium Nationals! 35 boats raced last weekend in Ostend under the 'one and only' scrutiny of a Dragon Legend. Fred Imoff, just the name sends the blood surging through many sailors' veins, offered his experienced services as the Race Officer. His cunning way of course configuration and management in the strong tidal flows, made the racing both exciting and challenging. Not since Charleton Heston, when he auditioned for his role in El Cid, was there ever a man made for an occasion such as this. Fred was the most smartest and hands on OOD I have ever sailed under, spending most of his time flying around in a yellow RIB making sure everything was running smoothly. His knowledge and expertise is second to none and he would certainly be my nomination if the IDA ever appoint a full time Race Officer.

As a Dragon Sailor I still recall Fred, Genoa out, Cigarette lit, sailing full speed down the line in Douarnenez on numerous 'Black Flag' starts! As a Race Officer he commands the same respect and got all 7 races away without using the Black Flag once.... So come on IDA, why not make Fred an offer he can't refuse? Giving us all great racing. All of the time.....

The results of the Championship went right down to the wire and the last beat of the last race. Guus de Groot NED 309 won the race to win the event from Jerome BEL 54, with Gary Harrison GBR 712 a very well deserved 3rd. A superb event, not to missed.

In closing, one event I will be recommending to all in 2009 is Douarnenez. It will be the 10th anniversary seeing Louis dream of running the biggest Dragon event of the year. Rumour has it instead of the lottery of a new Dragon for 2009, Louis the proud new owner of the Hotel de France, will be putting the Hotel itself up for grabs! Watch this space. Lets see if we can guarantee him in excess of 100 boats next year.

Higher, Faster, Longer

Stavros

The 1983 Prince Philip Cup in Hobart

The PPC from 26 years ago as reported in 'The Mercury'

Saturday, January 8

A Lindisfarne man was tragically drowned after a yacht capsized and sank in 50-knot winds on the Derwent River.

Spectators were quickly on the scene to help Selam

Brendon Gerrard Pearce (30) of Sherwood Court, Lindisfarne, was crewing on the Dragon class yacht *Selam*, which was swamped rounding the weather mark in the Commonwealth Bank Trophy race series. The yacht's other crewmembers, helmsman Keith William Males (54), of Dynnyrne, and Glenn Douglas Peck (34), of Sandy Bay, were picked up by a nearby boat, but Pearce could not be found. All three crew were wearing full wet weather gear but not life jackets.

The Police boat *Vigilant* was called at 4pm but could not reach the area for an hour because of a dismasted yacht in distress at Blackmans Bay. Other water police were attending the South-west blockade. The yacht was swamped in gale-force winds and then sank when a wave lifted its stern, forcing water to the bow. The chute cover may have been open, which would allow additional water to enter the hull. Eyewitnesses said it took only a matter of seconds for the yacht to sink.

The race was abandoned soon after because of the wind.

The search for Mr Pearce was called off with winds gusting to 75 knots.

Selam was raised without significant damage

The five race series was shortened following the tragic loss of Brendan Pearce. *Deva*, sailed by Jamie Wilmot of New South Wales, with his crew of Stephen Gosling and Graham O'Neill, very narrowly won the three-race series by $\frac{1}{4}$ of a point.

CE Davies Race

The Tasmanian boat, *Cambria* (Ted Laing), won the Charles E. Davies Memorial race for International Dragon Class yachts on the River Derwent.

The race started in very light and variable conditions after a 15-minute delay. The first work was frustrating for all yachtsmen as winds varied from northeast to west. These variable conditions continued for the first triangle.

The windward mark was then moved 20° to the west to make a suitable windward work for the rest of the race. The wind then freshened from the southeast. On the last downwind leg the breeze freshened considerably and many yachts found the conditions difficult to handle and doused their spinnakers.



Gabriola wipes out in the freshening breeze

At this stage many boats decided to retire due to the heavy conditions and the field was reduced to 13. The race was not finally decided until the last windward leg where *Cambria* took an easterly course to pass the leaders and held the lead to the finish. *Nan II* sailed by Matthew Foster also favoured the east to beat PPC debutant Stephen Boyes, sailing *Maj Britt* with Peter Geeves and Dick Marsland, by one second for second place.

Ted Laing and Barbara McDougall with other officials

PPC Heat 1

Interstate boats took first and second places of the first heat of the Prince Philip Cup sailed on the Derwent yesterday.

Deva, sailed by Jamie Wilmot of New South Wales, continued the good form shown in the Commonwealth Bank Trophy series by winning the heat. Wilmot is the holder of numerous Australian titles in Flying Dutchman and dinghy classes. Wilmot and his crew of Stephen Gosling and Graham O'Neill made a good start from the favoured end of the line and led around every mark.

Second was the Victorian champion *Lyndara II*, sailed by Tony Moody, who finished 34 seconds behind *Deva*. Third to finish was *Sea Joy II* sailed by Bill Huxley, of Tasmania.

The race was sailed in a south to southwesterly breeze which averaged about 15 knots, but gusted to almost 30 knots.

Calms and erratic shifts in the wind direction produced most trying conditions for the competing yachtsmen.

Tenth in the days heat was possibly the first woman to helm a Dragon in a Prince Philip Cup, Barbara McDougall, sailing *Avante*.

PPC Heat 2



Ranui (Peter Jackson) chasing down Gazelle (Peter Shield)

Shifting breezes caused the start to be abandoned three times before the race finally started about 1½ hours late in a west-south-westerly breeze of 10 to 15 knots.

Deva continued her good form with Wilmot, O'Neill and Gosling recovering from a poor start to be just ahead of current titleholder *Tahune*, sailed by Stephen Shield.

The two boats staged a close tactical battle all the race. *Tahune* led for the first half of the race, but *Deva* passed her on the first square run and had a 16-second lead at the start of the third beat.

Only 15 seconds separated them at the start of the last run, but *Deva* drew away to her second consecutive win by 44 seconds.

Third was *Maj Britt*, while fourth was current Victorian Champion Tony Moody.

16—THE MERCURY, FRIDAY, 14-1-1983



Taranui II (Peter Morris) attempts to drive through to leeward of a wine-glass affected *Cambria* (Ted Laing)

PPC Heat 3

The New South Wales yacht *Deva* put themselves in a strong position by taking the third heat.

The race was sailed in a west southwesterly breeze of 10-15 knots over the 12-mile-course.

First to show out was *Rawhitti* sailed by Ted Albert, who had a slight break over *Tahune* (Stephen Shield) and *Deva*.



Deva shows her winning ways on the run

On the second work, *Rawhitti* was overtaken by *Tahune*, with *Deva* remaining in third position.

The third beat became the most crucial, with *Tahune* covering *Deva*, who worked towards the south, while *Rawhitti* left the fleet and worked to the west.

Tahune left *Deva* to try and cover both her rivals and looked safe until a short distance from the weather mark. *Deva* picked up a lift and crossed both boats to take a narrow lead.

On the final work, Wilmot, who has won championships in several Classes, covered *Tahune* to win by 29 seconds, with *Rawhitti* another 56 seconds astern.

PPC Heat 4

The race was started in a northwesterly breeze of 20 knots. First to show out was *Gazelle* (Peter Shield) from his brother Stephen sailing *Tahune*. The passage of a cold front while the fleet was on the second work caused a shift in wind direction of about 50°, enabling *Jock Robbie*, who was then fifth, to sail to the lead.



Stephen Shield, Chris Harmsen and Wayne Bell (Tahune)

The race committee was forced to move the windward mark to enable the competitors to sail a better course.

Jock Robbie, sailed by Howard Piggott, Richard Murdoch and Rod Parker, won the race, from *Deva*, who passed 1978 PPC winner Mick Purdon sailing *Wyuna*, a short distance from the finishing line, relegating her to third place.

Fourth place went to John Kelso, runner-up to Stephen Shield in last years Cup, sailing *Kismet*, the re-named fibreglass *Chavendar*. *Lyndara II* was the first Victorian to finish, in seventh place.

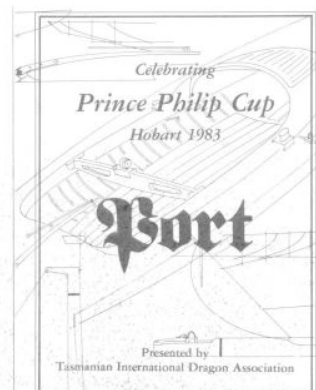
Current titleholder *Tahune* was forced to retire with a broken boom when leading the fleet. This will make the task of catching *Deva*, the overall leader, very difficult.

PPC Heat 5

The race started in a 15-knot northwesterly wind. First to show out was *Gazelle* but by the first windward mark, *Deva* had established a small lead,

which she gradually extended to 1½ minutes by the finish.

A wind shift of about 30° to the west forced officials to re-set the windward mark to give competitors a better beat.



The TIDA produced a Port specifically for the event

Deva virtually wrapped up the Cup by winning this fifth heat. Wilmot now has an extensive points lead and would need only a reasonable place in one of the remaining two races to make the title a certainty. Second was *Tahune* who had a close race with *Wyuna* and *Taranui II* (Peter Morris, NSW).

PPC Heat 6

Jock Robbie did all they could to snatch the Prince Philip Cup by winning the sixth heat.

The series leader, *Deva*, showed she was not invincible by finishing seventh, which will be enough to wrap up the series once the results have been calculated. *Deva* will not have to start the final heat.



The race, sponsored by Wang Computers, whose hardware is responsible for all race calculations, was sailed in the best conditions experienced so far, with a 10-12 knot southeasterly sea breeze prevailing. First to show out after the start had been delayed by nearly an hour was *Rawhitti*, *Maj Britt* and *Jock Robbie*.

Jock Robbie grabbed the lead at the end of the first lap and was never headed, finally beating *Maj Britt* by 44 seconds, with *Tahune* third. *Rawhitti* finished fourth, a little more than two minutes behind the winner.

Rawhitti is owned and helmed by Class stalwart and 1979 and '80 PPC champion Ted Albert, the head of the well-known music business.

Tony Moody had *Lyndara II* over the line early and was the last boat to start after being recalled. He made a miraculous recovery to be fourth at the first mark. However, he finished eighth.

PPC Heat 7 Thursday, 20th January 1983

The race was preceded by a memorial service, held on the front lawn of the RYCT for Brendan Pearce, the missing crewman from the Dragon *Selam*, which foundered during a heat of the Trophy series, which preceded the Cup.



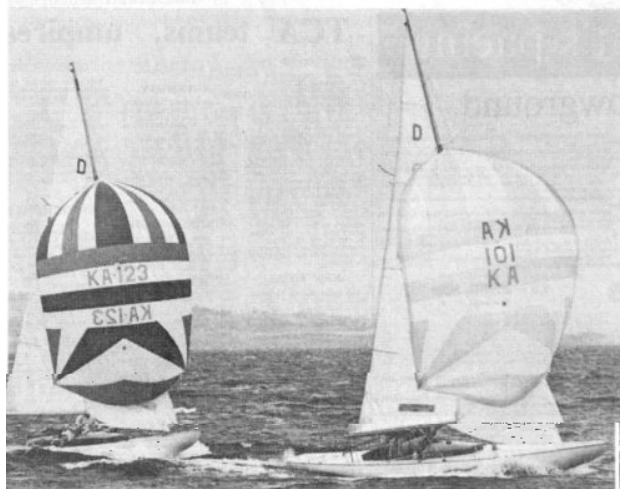
After the service, all the yachts filed past the committee vessel *Kapala III*, which was located where *Selam* sank, and laid wreaths in the area.

Deva, Jamie Wilmot, Stephen Gosling and Graham O'Neill

The race was sailed in a sea breeze of 15-20 knots, which gradually died as the afternoon wore on.

First to show out was Peter Shield in *Gazelle*, who led the race until halfway down the last run, when *Tahune*, sailed by brother Stephen, worked through to windward. Third was *Wyuna*.

—THE MERCURY, FRIDAY, 21-1-1983



The Shield brothers hard at battle, Peter leading Stephen

The Tasmanian Dragon *Tahune*, sailed by Stephen Shield, Chris Harmsen and Wayne Bell, won the seventh and final heat.

The overall series winner *Deva*, sailed by Jamie Wilmot, Stephen Gosling and Graham O'Neill, could only manage to repeat Wednesday's performance of seventh.

It was a good day for Tasmanian boats, which took out the first five places. The first New South Wales boat was *Rawhitti* in sixth place.

Lyndara II was the first Victorian to finish in 10th place, but she failed a protest hearing and was disqualified.



Wilmot and his crew will now be looking forward to continuing success at the Dragon Worlds to be held in Vancouver later in the year

1983 PPC results

	sail	boat	helm	H1	H2	H3	H4	H5	H6	H7	pts	state
1	164	<i>Deva</i>	J. Wilmot	0	0	0	3	0	13	13	16	NSW
2	123	<i>Tahune</i>	S. Shield	13	3	3	35	3	5.7	0	27.7	Tas
3	107	<i>Jock Robbie</i>	H. Piggott	35	11.7	16	0	21	0	10	58.7	Tas
4	148	<i>Lyndara II</i>	A. Moody	3	5.7	11.7	13	14	14	35	61.4	Vic
5	131	<i>Wyuna</i>	AJ Purdon	20	24	8	5.7	5.7	18	5.7	63.1	Tas
6	101	<i>Gazelle</i>	P. Shield	28	15	10	10	13	21	3	72	Tas
7	111	<i>Rawhitti</i>	EA Albert	19	16	5.7	14	22	8	11.7	74.4	NSW
8	157	<i>Kismet</i>	J.Kelso	17	10	17	8	15	11.7	15	76.7	NSW
9	163	<i>Taranui II</i>	P. Morris	22	8	19	18	8	10	16	79	NSW
10	159	<i>Blue Flame</i>	B. Bourn	18	13	13	16	35	19	8	87	Tas
11	106	<i>Maj Britt</i>	S. Boyes	10	35	35	11.7	10	3	18	87.7	Tas
12	90	<i>Cambria</i>	E. Laing	23	35	20	15	11.7	16	14	99.7	Tas
13	46	<i>Sea Joy III</i>	W. Huxley	5.7	23	15	24	23	27	19	109.7	Tas
14	129	<i>Avante</i>	B. McDougall	16	21	20.4	21	16	29.5	27	121.4	Tas
15	141	<i>Akuna</i>	J. Vickery	31	17	22	25	17	24	17	122	Vic
16	140	<i>Nerissa</i>	D. Ridgeway	25	26	35	22	20	15	20	128	Tas
17	150	<i>Brigitta</i>	J. Lowe	15	20	27	19	19	29.5	35	129.5	Tas
18	62	<i>George Bass</i>	N. Tate	26	19	23	35	18	17	28	131	
19	158	<i>Black Magic</i>	J. Sim	8	22	21	35	35	26	21	133	Vic
20	161	<i>Wendy</i>	J. Searle	21	14	18	35	35	20	25	133	Vic
21	60	<i>Nan II</i>	M. Foster	24	29	14	17	27	23	35	134	Tas
22	96	<i>Leander</i>	D. Wells	29	18	24	20	35	25	23	139	Tas
23	122	<i>Gabriola</i>	T. Loney	11.7	28	30	23	25	33	26	143.7	Tas
24	152	<i>Ranui</i>	P. Jackson	27	27	25	26	24	22	22	146	Vic
25	95	<i>Titipu</i>	A. Tyson	14	25	28	35	28	28	24	147	NSW
26	125	<i>Sari</i>	J Ayers	30	30	26	27	29	32	29	171	Tas
27	85	<i>Lucky Pierre</i>	P. Read	32	31	29	28	26	31	30	175	Tas
28	139	<i>Reluctant</i>	D. Harris	35	35	35	35	35	35	35	210	Tas
	149	<i>Selam</i>	K. Males									Tas

My thanx to Barbara McDougall for giving me her newspaper clippings of the '83 PPC to produce this article for you.



A close and fairly even start to a heat of the 1983 PPC in Hobart

The Prince Philip Cup fleet was moored in Constitution Dock, only days after it had been busy with Sydney-Hobart boats



1985 PPC

WA Youth Wins Dragon Double

Young West Australian skipper Peter Bowman, sailing *Charisma*, was declared winner of the Prince Philip Cup following the dismissal of a protest against his win in the final heat.

This secured him a big double, following his victory in the CIG Australian Trophy Series a fortnight earlier. He was the surprise winner in the CIG series when he beat the cream of Australia's Dragon Class skippers from four States.

Bowman, who is not long out of the youth sailing ranks, now has his sights on the World Championship in France, in August.

Tasmanian Steven Boyes, sailing the chartered WA boat *Swansong*, was declared officially second, just ahead of Victoria's Tony Moody in *Tickle Me*. Moody was runner-up in the final heat, but the jury upheld a protest and he was disqualified, relegating him to third in the overall points.

Defending champion, Western Australia's Bun Lynn, sailing *Aeolus*, finished well down in the overall points. In winning the cup, which is the Australasian title for the former Olympic class, Bowman captured four heats, along with a second, third and a 14th.

During the series, gale force winds forced the postponement of race five.

West Australian State Championship

Eighteen Dragons competed for the prestigious Sir Charles Gairdner Trophy over two weekends.

The winning crew Skipper Richard Lynn, mainsheet Edgar Vitte, and forhand Stephen Locke

Puff was the clearly destined to be the unassailable winner of the series with three wins and two seconds by the end of Heat 5. The minor placings were far more closely fought out affairs with four boats competing for podiums right up to the final heat. The final results were:

1. AUS 191 *Puff*, skippered by Richard Lynn
2. AUS 177 *Snapdragon*, Andrew Foulkes
3. AUS 188 *Sassafrass*, Sandy Anderson
4. AUS 181 *Red Baron*, Mark Lynn

The series was sailed in light to moderate winds, conditions in which a Dragon revels and which provide fair sailing for all competitors. The last race on the Sunday morning was the anomaly; very light and variable, with long postponements and fluky wind shifts, it provided unpleasant and testing conditions for all the skippers and crew.

Start of the 1st Heat

The standard of racing was very high with the first six to eight boats finishing within two minutes or so of each other. This bodes well for the coming Australasian Prince Philip Cup to be sailed on Perth water in January 2010.



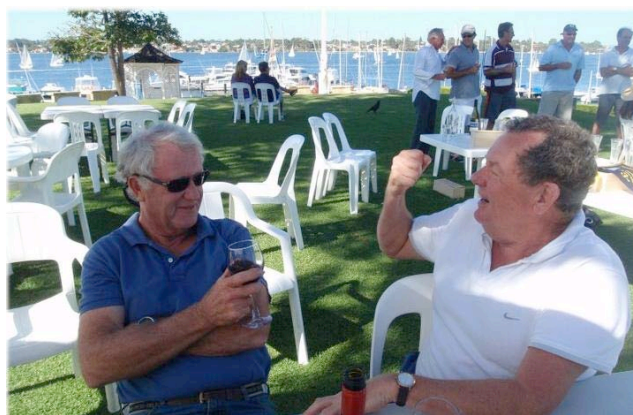
Sandy Anderson leads the fleet home

Trophies and pennants were awarded to the place getters after the final Heat at a BBQ Presentation lunch on the front lawn of the Freshwater Bay Yacht Club. It was a pleasant affair; cold beer, great company and a chance to relive the high lights (and the few low lights) of the series.



Rounding the top mark

Thanks must to our indefatigable Start team, led by the very experienced John Mc Queen. Also to the 'mark laying' led by the long-time supporter of the Class, Keith Stevenson and of course, Carol Martin, who cheerfully manned the Regatta office, collating and promptly publishing the results.



*Geoff Totterdell and Peter Hay discuss tactics, tragedies or just swap long stories ?
(We can all see the neck of a post-race bottle of red)*

Race 4 and 7 from John Longley

From the viewpoint of Admiral Sinton's barge, I mean piano, Heat 3 had some elements of the yachtman's dream.

For some unknown reason - maybe the pin was heavily favoured and we failed to notice - the boat end of the line was pretty empty except for Sandy *et al* on Sassyfrass. As the gun went and then went again indicating a standard Bowman transgression by someone, the question was - who?

The start of Heat 4

Seeing Sandy was directly up wind of us, the lower deck assumed it was she and advised the Admiral accordingly in suitably loud voices. Whether Sandy heard or not, either of her own volition, or Solent encouragement, she quietly removed herself and her dirty air from our face. (Nothing personal Sandy - its a well used yachting term and has nothing to do with John's penchant for baked beans with everything).

Anyway there we were alone and in perfect position to receive the yachtman's dream - a slowly filling in 20° inside shift that picked us up but took a number of minutes to fill in to those to leeward, The mighty *Solent* was off with a bone in her teeth and the delightful sight of the whole fleet slipping somewhat elegantly astern was greeted with great joy and all around agreement from the lower deck that we were finally as clever as we liked to think we were - but the scorecard kept disagreeing with.

Down to leeward we noticed that Richard Lynn had managed to get *Puff* to receive more puff than the other pretenders and was sneaking ahead and leading the charge to the left, seeing as any tack to the right would have meant locking in the horror of the 20° shift.

On *Solent* all was calm as we slipped into our 'start first and increase your lead' mode that we last experienced a couple of years ago.

About 50 metres from the port lay line we tacked and watched with some horror as *Puff* continued, knocked, tacked and immediately hooked into some South that meant she was bound to deny us.

But the deliverer of dreams was not finished. As the Admiral gritted his teeth and pushed his John Wayne like jaw into the teeth of the howling gale - well not

quite but you get the drift - the southerly shift abandoned *Puff* and yet stayed with us.

Puff suffering from a down-pressure knock was doomed.

The crowds on the Applecross foreshore bayed for blood and let out a loud "Hurrah" as the Admiral elegantly pushed the helm a-lee and issued curt but concise instructions to his crew, who leapt to action as if the commands had come from the Great Bun himself.

Solent slipped around the top mark and smartly her magnificent pure blue spinnaker broke out in a perfect Emma set. You could hear a pin drop across the fleet - as 51 people in unison thought, "How the hell did that lot get there?" The down wind leg commenced with a tank test experiment of the various virtues of 'old antifouling and residue of barnacle' versus 'polished fibreglass'.

The test was soon aborted as *Puff* decided to sail heated up angles which, when the inevitable scrap for the left mark occurred, meant that the two adversaries were bow on bow.

With *Puff* going left and *Solent* right it was only a case of either boat speed or the South Highway working. Cursedly both favoured *Puff* causing her to lead around the top mark from which she ran away to the finish and yet another bullet.

The Admiral crossed second, resolute in defeat but still pleased that he had bought the 45-year-old *Solent* across the line only to be beaten by the crew with more bullets than is considered seemly by some.

I really don't know who came third or what happened behind us as they were all basically aft.

Race 7

A wonderful early morning on the Swan was had by all. Coffee at the Four Seasons cafe, delightful educated repartee between the crews and the joy of little voyages as the boats followed John McQueen round and round in ever decreasing circles.

The start of Heat 7

Finally a start with Rob Perrin on *Sea Joy* getting away at the boat end while the many bulleted *Puff* was left stranded with her stern pointing at the weather mark, OCS and fresh out of ideas. A huge shift to the left meant certain glory for *Sea Joy* and doom for *Puff*. Thank God for Blackberries. A quick

deposit into JM's account, the gun was fired and the N flag hoisted - or so some wag suggested. The restart was a strange affair. The pin was heavily favoured and a large bubble of boats, mostly OCS formed there. On *Solent* the lower deck suggested that it was no place for us and so we tacked and took every stern as we fought back to the right. As we arrived we found the only fellow right-winger was Sandy and the crew of *Sassafrass*.

With pressure and a huge left shift we were soon heading to the south close to the port lay line. The fleet had split into two lots of eight. Those rightish, the bubble boats who had all tried to out do Peter Bowman in who could be over the line the furthest, although the luckless *Sea Joy* was later to learn that it was she, and two strange fellows who decided to see if they could still buy a beer at the 'Majestic'. The wind died to the east and the 8 was soon 4 with Foulksey leading the way on *Snapdragon* followed by Sandy, the good Admiral Sinton and the jolly crew of *Hotspur*.

As the lead boats rounded the weather mark the wind failed completely. Slowly most of the rest of the fleet drifted up, joined the party and rolled the dice to see who could wobble around the spacer mark in some sort of shape. First *Red Baron* looked good and then *Hotspur*, but the best wobbler was *Charisma* who set off with several other boats with spinnakers full and laying the leeward mark.

Strange behaviour really for some had seen darkness on the heaving main coming from the direction of our beloved Club. In almost no wind Foulkesy and the Admiral pointed their bows to the West. The eastern pod led by *Charisma* soon looked like beached pilot whales as their fine little breeze left them. *Red Baron* and *Sassafrass* quickly heated up their angles and managed to get across to the west and interspersed themselves between *Snapdragon* and *Solent*, with *Allegra* making a late charge for the favoured side. As the leaders went around the right leeward mark no one was expecting the mayhem that was the last beat. First one then another 30° shift came out of nowhere. With consummate skill, or plain good luck, Geoff Totterdell picked his way through the fleet and went on to score a magnificent victory from *Snapdragon*

and *Sassafrass*. *Red Baron* was fourth and the Admiral and Kenny on *Hotspur* crossed the line in a passionate embrace.

Puff finished 8th but then she had no real need to be out there, having already comfortably won the regatta with consummate ease, other than of course, the pure joy of being in the company of the finest fleet on the Swan.

John Longley

	sail	boat	helm	1	2	3	4	5	6	7	Pts
1	191	<i>Puff</i>	R Lynn	2	1	1	1	2	4	8	11
2	177	<i>Snapdragon</i>	A Foulkes	5	8	4	3	4	1	2	19
3	188	<i>Sassafrass</i>	S Anderson	3	6	6	4	5	6	3	27
4	181	<i>Red Baron</i>	M Lynn	11	2	8	2	1	13	4	28
5	197	<i>Gazelle XIV</i>	G Black	4	5	10	5	8	2	7	31
6	199	<i>Allegra</i>	G Totterdell	8	4	7	12	9	7	1	36
7	147	<i>Gilt Dragon II</i>	I Malley	6	7	13	6	6	3	11	39
8	156	<i>Can Witch</i>	T Ford	14	9	3	7	7	8	10	44
9	109	<i>Aeolus</i>	P Bowman	1	ocs	12	13	3	11	9	49
10	190	<i>Seajoy</i>	R Perrin	10	3	9	8	10	9	ocs	49
11	116	<i>Solent</i>	J Sinton	15	12	2	9	14	10	5	52
12	144	<i>Hotspur</i>	K Stevenson	9	13	16	10	11	5	6	54
13	157	<i>Charisma</i>	S Cole	7	11	11	14	12	15	13	68
14	154	<i>Merum</i>	R Chatfield	12	18	5	15	13	12	12	69
15	152	<i>Georgia</i>	A Johnson	13	10	14	11	15	14	14	76
16	55	<i>Gustel XI</i>	J Low	16	15	15	17	16	16		95
17	78	<i>Slaghoken</i>	C Readhead	17	14		16				101

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Editors note and thanx

This is exactly what DragonBeat is after, interesting and humorous activities about Dragon sailing, even when it is just forwarded e-mails.

Thanx Peter – and John

Victorian News

The boats that went to PPC from Victoria were;
Beverley - Don Blanksby, John Eyles and James Harland.

Tarakona Hugh Howard, Sam and Judy Cook,
Waliki- Andrew Merrett, Roger Claydon and whoever they could get off the dock

Amazing Grace- Charlie Stanton, Tony Moody and Matt Weeks.

As you are probably already aware none of us distinguished ourselves and *Tarakona's* only claim to fame is we left Sydney with the same intact mast we arrived with, which wasn't Charlie's or Andrew's experience!



Tasmanian News

It is my pleasure to thank Des Sward for the tireless and often passionate effort that he has given to the TIDA and AIDA over the past 9 + years.

It is heartening to see him remain involved with our association as the 'acting' secretary. I haven't been in a real hurry to replace him as his contribution is most welcome and valued, thank you Des.

Some of the competition highlights of this year have of course been the outstanding performances of Nick Rogers, Leigh Behrens and Simon Burrows in winning the Martin Graney Match Racing, PPC and Sayonara Cup Match Racing Cups and returning them all back to their rightful home.

Back on local 'turf' they followed these successes by also winning two club pennants, the Barry Calvert series and the State Championship.

Along with Royal Yacht Club trophies such as the Governor's Trophy, an award to Leigh for best performing main hand and Simon winning the club best performing forward hand, all of this leaves little for others to share.

The glitter on show at the Dragon Class table (see page 23) at the recent RYCT prize night was a sight to behold, and a just reward for effort.

During this same evening, I had the pleasure of representing the TIDA members in presenting to the Royal Yacht of Tasmania for their custodianship, a bound set of the Rules and Guidelines for the Martin Graney Match Racing Trophy. This was accepted by

the Vice Commodore and will remain with the Club

New South Wales Report

I look back at the past twelve month with a mix of pride and frustration.

Pride in the performance of NSW members at the 2008 Prince Phillip Cup, where Gordon Ingate, proved that age does not slow a true champion, won the PPC from Ian McCrossin and Martin Burke by the slimmest of margins. Pride in the performance of Norm McMaster in winning the NSW championships.

Pride in the quality of our fleet, I think back to three or four years ago when the quality of the fleet in terms of both boat set up, crew quality and competitiveness was far wider than today, when all the boats are optimised, we have new rigs in well maintained boats and superb crew work. While clearly there are consistently better-sailed boats, I believe that any boat in the fleet can win on any given day. This is unmatched by most other classes.

Pride in the way we compete, aggressively, competitively yes, but with few contested protests, in good spirit and always supporting each other. These are the values that have always been important about Dragon sailing, some might say a old fashioned values, I would argue in the best interests of the Corinthian Spirit of our sport.

Yet I am frustrated that we are not gaining new owners.

In fact we started the year with two additional boats, with *Shiva* and *Yankee Doodle* being sold offshore.

To address this, the committee developed a Class Development Plan and Program which we tabled at the executive meeting in February. We set a number of objectives for the Class among those 'to ensure the class remains a influential one design class in NSW', 'that we would raise awareness of the class' and that we would 'grow the racing fleet targeting an additional two boats per annum'.

As part of the program we produced the '*Need to compete*' Class brochure which Rob Alpe did an outstanding job of designing and which captures exactly the 'brand positioning' of the Class we also outlined in the Class Development Plan. This was launched at the Boatcamp event which successfully attracted 20 Boatcampers and a number of them are now crewing – ideally we had hoped that one or two people may have become attracted to ownership, but barriers such as, quality of boats available for sale, cost or timing were against us. However all who were involved with Boatcamp believe this was a successful initiative that we will undertake on a regular basis- ideally combined with a Winter Dragon program. We have to be careful that we do not encourage involvement that we cannot fulfil in crewing positions. I would like to thank Dave Seaton and all the instructors who gave up their valuable 'off season' time to participate.

Further to ensure we have the infrastructure to support the Class, Wolf Breit is now an agent for Petticrow, simplifying the importation of boats, so giving us a source of top quality boats and he has very generously laid in a stock of mast blanks and fittings. Similarly we have negotiated for Norths to give us access through their Sydney Loft to European Dragon sails, produced

in Sri Lanka that can be landed here for effectively a competitive price and saving on shipping. Having a number of sail makers in the Class is important if we are to remain a influential Class and for us to have the best equipment

The 2008 season was a successful one with strong participation at the NSW titles and the Mini Regattas. The program has effectively remained the same for 2009 though Wolf Breit is leading a review to see what opportunities exist to have more 'regattas' related to major prizes such as the Gold Cup and the opportunity

European Dragons

The following articles have been inserted at the suggestion of Robert Alpe, to assist in preparation for the Worlds in Australia in 2011.

Petticrows

Petticrows built its first Dragon in 1988. Ian Howlett, the famous 12M, 8M and 6M Designer optimised the hull shape. Tank tests were carried out and a lot of time and money was spent on R&D on all aspects of the construction. In that year, the first Danish Blue won both the Danish and European Championships', the following year the Worlds and several National and International races. Due to the major rule change which made it obligatory to include bulkheads, new internal and deck moulds were made in 1991.

Although Petticrows Dragons were winning almost all major and local competitions, in 1996 I decided more down wind speed would be nice. By then, the majority of races were up and down wind only. Brendan Dobroth, the famous U.S. designer started work on the "new lines", and the result was the Petticrow 2000. We built over 250 of these Dragons, and again they won nearly all the major championships and many club races. In 2001 another major rule change took place in that 2 additional templates were introduced and lateral and horizontal stiffening allowed. To ensure our product stayed not only up to date to the latest rules, but the maximum speed and stiffness was achieved, Brendan Dobroth came up yet another proposal. This was carefully tested during 2002, and new completely symmetrical plug and moulds made. A new innersection and deck mould resulted in lowering the centre of gravity, came on stream in 2004.

Computer technology today is a big help in yacht design; so are specialist technicians and advisers on GRP construction. But please remember the craftsmen who are building these Dragons! The majority of the Petticrow workforce have been here for over twelve years; the same people build the hulls, deck/innersections and assembly the mouldings. They are very good at their job indeed. "From November 2004 the IDA has allowed resin infusion for the hull construction. This has been very popular with our workers and has almost eliminated styrene emission during construction.

Building over twenty Cold Moulded Dragons has been a big help in the development of the hull shape. It has enabled me to do a progression series of test runs and together with Brendan Dobroth decide on the fastest shape. It has taken the Dragon 75 years to get to the highly technical racing machine we have today. I feel sure it will continue to be developed in the years ahead.

Second Hand Petticrows

Petticrows 2007 GRP with teak inlaid deck. Harbeck trailer with 3 boxes, transport cover, cockpit cover, mast cover, fenders. 2 mainsails, 3 genoas, 1 spinnaker. Dry sailed and little used. Lying Burnham-on-Crouch Ref 489 £44950

Petticrows 1999, This boat will be arriving at Petticrows in May 2009.

Petticrows 1992, Lying at Petticrows. Currently awaiting service and pricing. Ref 067

Borresen 1990, Dark blue hull, currently awaiting service and pricing

Petticrows 2003, this boat will be arriving at Petticrows in May 2009.

Petticrows 2006 GRP Dragon White hull with dark blue waterline and coamings, silver grey cuddy top. Harbeck trailer 3 boxes, transport cover, mast cover, cockpit cover, sheerlegs, crew seats, sails. Lying Finland Ref 474 Very little used €53,000

Petticrows 2004 GRP hull with Mahogany and Teak Deck. Superb condition. Crew seats, boom kicker, transport cover, day cover, cockpit cover, mast cover, sheerlegs, Hoj-Jensen and North Sails, some never used. Harbeck trailer with 2 boxes. Including outboard engine and bracket. Ref 380 € 67,000

Petticrows 2005 Wooden decked Dragon, Dark green topsides, gold waterline and coverline. Trailer, covers, sails and equipment. Very attractive boat. Lying Bordeaux Ref. 406 € 54,000

Petticrows 2007, GRP with Teak inlaid deck. Immaculate condition. 3 sets North Sails, Harbeck Trailer, 3 boxes, transport cover, mast cover, tent cover, sheerlegs, dockfenders. Lying in Burnham-on-Crouch - Ref. 492 £44,950

Petticrows 2006 wooden decked boat. Silver grey hull with dark blue waterline. Solid teak and mahogany deck. Trailer with 3 boxes, covers and sails. Lying Holland. Ref 461 €75,000

Petticrows Dragon 2007 Immaculate condition, white hull with red and blue waterlines. Harbeck trailer with 3 boxes, crew seats, all over cover, mast cover, sheerlegs, sails. Ref 500 £47,000

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Sophia, sales and marketing is my job. German, French, and Dutch are not a problem, for Scandinavian languages please speak to Poul.

and Poul, the works "test driver". If you have a problem, you call me. You often see me on the racecourse.

Jacqui deals with all the correspondence, quotes, newsletters etc. jacqui@petticrows.com



A passion for the Dragon

Thanks to the boat-building passion of Dragon sailor Peter Johansen, the new generation of Royal Dragon has been born. His respect for classic design and the latest engineering developments is reflected in the mission of the RD advisory team.

The advisory team includes some of the best Dragon sailors in the world, leading engineers Dencam and High Modulus, as well as experienced naval architects Bill Dixon Yacht Design and BIG Design. The Royal Dragon mission is to always create the world's most competitive Dragons.

Royal Dragon is the dream of Peter Johansen, founder of Royal Denship. Ever since he held his first optimist tiller in his hand, he dreamt of sailing and building Dragons. In the summer of 2004 Royal Denship took over the licensing agreement to build the BB Dragon and in Dec 2007 decided to change the name to Royal Dragon.

In 2006 Peter Johansen bought a part of Vejle Yacht Service together with Thomas Egeskov.

The new generation Royal Dragon is represented at all major Dragon regattas around the world. The Royal Dragon Service Team is a highly esteemed partnership of sailors and boat builders who provide service on land as well as on water. A specially equipped RD Dragon mobile support unit is always present at international events. The vehicle is

equipped with all the necessary spare parts and accessories. Should you want help trimming your Dragon, then our service team will be glad to assist. Please contact us on mobile phone 24/7: +45 40 61 61 96.

info@royal-dragon.dk

Hull & Keel

The Royal Dragon has a new designed deck layout with a smaller cabintop which give a wide deck in front of the cockpit for better inboard sheeting, longer luff and generally more precise position of the clew. The innerliner is designed in a way to give the hull maximum stiffness and also a perfect working environment. The entire construction is made to ensure that we are right at the speed giving limits given by the class and that weight distribution is optimised in relation to the swing-test.

The narrow minimum width of side deck at the helmsman position with rounded outer edge ensures an optimum- and comfortable hiking position.

The compass is integrated in the cabin top.

The keel is moulded in a GRP shell with an optimal shape and the new computer generated assembling tools guarantees a perfect in line fitting of the keel.

The new Royal Dragon is guaranteed symmetrical.

Rudder

The rudder is in maximum size with a ultra thin rear edge which leads to better boat manoeuvre.

Mast and Rigging

The Royal Dragon is equipped with a fully optimised mast, which is easier to tune to the hottest new sails current at any time. The new jumpers insure better control of the mast top. The mast top is on minimum weight- and minimum wind resistance, shrouds of DY-FORM wire all standing rigging is attached internally and mast controller is standard.

The boom is stiff and there is a ball bearing car for outhaul. The spinnaker pole is placed on the boom. All halls and fittings in the Dragon are constructed from well-proven materials. The layout and placement of fittings is specifically designed for optimised ergonomic handling.

The tub for the spinnaker is entirely made of glass reinforced plastic (GRP).

Advisory team

The Royal Dragon design advisory team of internationally respected sailors includes Anders Børresen, Bill Dixon, High Modulus, Jan Pedersen, Lars Hendriksen, Lars Jensen, Markus Wieser, Martin Payne, Mogens Nielsen, Bo Selko and Claus Høj Jensen.

Phone Thomas Schmidt at : +45 40 61 61 96.

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News from Royal Dragon

The season is well off in Denmark - have had the warmest April ever.

At the shipyard - spring is the same as FULL activity - new boats, tuning, restorations to be delivered and at the same time as many hours on the water as possible... and 2009 is not a difference.

We have delivered a couple of new dragons - and most remarkable the two new 2009 version to the Transbunker sailing team with Marus Wieser and Lars Hendriksen. And both dragons with top results in the first races ;-). Further more we saw a new "breeze", with the girl Ruslana sailing the new BUNKER QUEEN who after have been in the lead at the Princesa Sofia went 3rd overall.

Beside of the production of new dragons we have had the pleasure of several rebuilding projects of old classic we have made into real sailing machines. Hereunder Mr. Børge Børresens previous dragon Ondina from 1963 - this is really craftsmanship into details.

The Gold Cup will be in Denmark in one of the nicest place to be and to sail. We are hopping to see some crews from down under. We are having different possibilities of supporting both with new dragons we can ship back to Australia to the Dragon Worlds in 2001 and charter possibilities. Please contact us with any request. It is not a secret that we are VERY interested letting you discover our good dragons and having the Royal Dragons into Australia. Fell free to order a brochure on our Royal Dragons on www.royal-dragon.dk

Doomernik Dragon

There's nothing quite like a Doomernik Dragon. The first plans for developing a Doomernik Dragon were laid in 1994. In 1996, the actual development of this unique Dragon class yacht began. After accurately measuring and documenting existing Dragons, slowly but surely the dream became reality. Nothing was spared to develop the most rigid, most beautiful and fastest Dragon in the world.

In short, a new Doomernik Dragon is the culmination of a long-term development process. A fantastic teak deck, incredible mahogany frames and a stylish mahogany cockpit. Or alternatively, a stiff fibreglass deck. All unique details, characterized by quality

finishing. Piece for piece, these are the attributes of a Doomernik Dragon, unique among its peers, and offering incomparable quality. You can also have your Doomernik Dragon finished according to your exact requirements, wishes and dreams. The end result speaks for itself! For more information about the Doomernik Dragon, refer to 'NEW DRAGONS - development'.

For over seventy years, the Dragon has been a symbol of performance, competitiveness, timeless elegance and unmistakable classical beauty. The tradition is reborn with Doomernik Dragon. Doomernik Dragons is responsible for a complete new design of a Dragon class yacht. Within the framework of the demands, standards and regulations imposed on the Dragon class, we have developed a Dragon that distinguishes itself in terms of quality, speed, compactness, safety and sailing comfort. The combination of advanced computer technology, top nautical architects and professional boat builders results in more than a perfect, innovative Dragon design.

Building a Doomernik Dragon is a unique story. It begins with the hull. Great attention is paid to the hull, which is laminated by the highly acclaimed company 'Beluga Yachting'. To bring the laminate (from High Modulus of England) into the mould, only the best quality resins and gel coats are used. Patience is a virtue here, because a Doomernik Dragon stays in the mould longer than usual. Quality is the primary concern. Through a 'keel in shoe' system, the keel is placed in the hull. The result is a highly glossy 'dry sailing' bottom.

In 1999, Doomernik Dragons developed the 'internal moulding'. This internal is glued into the hull while it is still in the mould. For this, the internal is screwed onto special fitting frames, which fit seamlessly on the ridge of hull mould. The end result is extremely accurate positioning of the internal and, thanks to the earlier completed gluing and laminating of the internal shell, a very rigid hull.

The interior of a Doomernik Dragon is instantly recognizable due to the sea of space, its futuristic ambiance and a flat floor. This also contributes to the

longitudinal rigidity of the yacht. At the foot of the mast there is a special ducting in the floor to provide space for routing various 'trim' functions. Along the entire length of the yacht, cavities along the sides function as 'stringer' to stiffen the whole construction. The tube for the spinnaker chute is present along the total length of the foredeck. The tube is made from a thin-walled lightweight polyester tube. This prevents water entering the front compartment, and ensures the spinnaker always slides smoothly in the tube.

The recently developed polyester Doomernik Dragons deck is very ergonomic. The attractive teak frames are fully integrated into the tub walls while the layout is further optimized. The polyester deck is fabricated using a vacuum technique that makes it extremely stiff.

The layout of a Doomernik Dragon is based on many years of experience in maintenance and restoration of Dragons from a variety of different boat builders. For the layout, you can choose between a 'Doomernik Barney post' or a more traditional traveller beam. In the Doomernik Barney post, the helmsman can sit further forward to optimally centralize weight in the boat. Through this unique positioning and the form of the trim functions, the Barney post is ideally suited to 'hiking'. In the standard setup, all-important trim functions can be operated by both the helmsman and the middleman. Of course, all set-ups are possible on request.

The interior of a Doomernik Dragon looks uncluttered and relaxing. This is in part due to the flat floor and also because much tackle is routed under the floor. The floor is simple to decorate with teak planks. The solid teak floor hatches are very

user-friendly, while both electrical and manual pumps in the bilge make sure the boat stays dry.

Controls are fitted to the cabin top for trimming the genoa during hiking. During light weather, it's also possible to operate them from the lee side. The rigging is from John Mast. The standard fixed jumpers can be replaced by adjustable jumpers. A kicker-pusher is mounted under the boom so that when releasing the mainsheet, the boom is pushed upwards. This has the big advantage that in light weather, the weight of the boom does not hang on the main sail.

So many possibilities, so many options. On request, the layout of a Doomernik Dragon can be executed entirely according to your personal wishes and taste.

The new Doomernik Thoroughbred Racer

Fast? Ask Ulli Libor the well-respected German Dragon sailor. He took a brand new Thoroughbred Racer to the worlds in Dublin last September. After 4 days of sailing he was leading the competitive 70-boat fleet. To bad he lost his winning strike ended in the last difficult light air race but still allowing him to grab the silver medal in his brand new boat. It leaves no room for doubt!

Stiff? Her deck was made to the strict Doomernik standards. In other words: here no plastic flap, thrown on the hull, but special matting was used to make it strong and smooth and then bolted – yes bolted! -, glued and bonded, to the famous André Hoek designed, extra stiff hull.

Functional? Our special "Barney Post" now being poorly imitated, our thought through hard waring and lining of all functions, our lay-in bottom and special rib under the canopy for extra strain absorption, our unique "Sliding Door" arrangement for the spi tube which is now fully integrated in the deck, are just some eye catching refinements of what one should expect in a modern Dragon.

Beautiful? Seeing is believing but from the above you should be able to discern that this must be a beautiful "thing". Love for detail and functionality make things beautiful. You know that! All you have to do now is come, see and get that inevitable, elating, dizzying, feeling that you must have one... Every time I make one I get this nagging feeling, too...

Doomernik For Sale

Doomernik Dragons advises you as an objective partner during both the purchase and sale of your Dragon. Within these processes, aspects like personality, knowledge, experience and network play important roles. Due to the Doomernik Dragons' worldwide network, every year our boat yard can offer you a selection of boats for sale. These Dragons largely come from part exchange for a new Dragon or for sale by consignment. Below, you will find the current selection from Doomernik Dragons.

NED 381 *Droomer*

Dark blue with double white lines and white 'dry sailing' bottom. Teak deck with mahogany coamings and cabin, Harbeck BT 2500 AL with deluxe Doomernik boxes North main, genoa and spi, Full transport cover, mast, cockpit and full harbour cover. Detachable motor bracket, sheerlegs.

This boat was delivered new in June 2008.

Dragon NED 190

Borresen 1967, owned and fully restored by Doomernik in 1997, 2 sets North, full harbour cover, transport cover, mast cover, cockpit cover

This beautiful Borresen has been rebuilt to a state of the art condition by the 'Doomernik' team.

It is now a wood/epoxy rebuilt. Lying The Netherlands € 39.800

POR 53

Doomernik Heritage Racer 2002

Dark blue double white lines and white anti fouling, mahogany/ teak deck, North sails, Transport cover to waterline and full harbour cover 2007, Cockpit cover, Kufer trailer 1984, Detachable motor bracket, Lying The Netherlands € 49.500

Contact

Havendijk 22, 5017 AM Tilburg, The Netherlands
joop@doomernik.nl

Winning the Worlds

Those of you who attended the 2003 Worlds in Hobart would have met the effervescent Vincent Hoesch.

Vincie, enjoying Hobart, and winning the Worlds too!

With Dieter and Andreas aboard *Chrisco* they won. Vincie had a 'poor' 2005 Worlds, he only placed third in the Championship on the Baltic Sea off Neustadt ! And then Mr Hoesch won again with Tommy and Max aboard *Sinewave* in the light air series on Dublin Bay in 2007. Three podiums in three years. He knows how to win a regatta. (He placed 10th among the 77 boats at Hornbaek in Denmark in 2001 too.)

I'd be willing to bet that if you buy some beers, or fast Fritz sails, Vincie will supply some very interesting inside winning information. Contact him and find out. info@fritz-segel.de

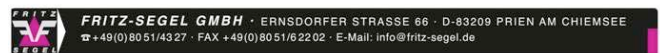
<http://fritz-segel.de/onedesign/bestdragon.shtml>

http://fritz-segel.de/service/pdf/segelinfo_dragon.pdf

Best regards

Vincent Hoesch

Werner Fritz



"HARBECK Fahrzeugbau" will sponsor an exclusive Dragon Trailer, worth €10 120

This trailer in CHILDHOOD red will be auctioned during the Champions' Evening in Strande' on Friday, July 17, 2009.

The proceeds are for the benefit of the World CHILDHOOD Foundation.

Don't buy your trailer now, make your best offer by mail, before the auction on the Champions' Dinner on Friday, July 17, 2009, begins.

Manuela Libor

mllibor@mal-events.de www.hll-dragon.de

The editor would like to sincerely thank all those people who have assisted in the preparation of this newsletter. And I would like to encourage all of you that enjoy it to send something for the next issue; by April 2010. Maybe just include me on your e-mail list. Please.

Leigh

North Dragon Sails Tuning Guide

The purpose of this tuning guide is to give our clients in the Dragon class some guidelines on how to get the most out of their North Sails. The tuning guide is made by Lars Jensen, Jørgen Schönherr and Theis Palm.

Always experiment and try finding your own trim using these guidelines. The weight of the crew, the balance of the boat, the stiffness of the mast combined with local wind and sea conditions all have influence on the fastest and final trim.

Rig Settings

Before stepping the mast in the boat, some very important measurements have to be checked to follow this tuning-guide correctly:

1. Lead the upper shrouds and forestay along the mast, the upper have to be out of the spreader tips. Pull them as hard as you can and put a mark on all three wires at the height of the black mark at the gooseneck. These three marks are now used to check if the mast is straight from side to side in the boat, and to check the mast rake.
2. All measurements are made from station 4, (you find station 4 between the forestay and the mast) which is marked on both port and starboard side of the hull with a dot. Draw a line in between the points. From the middle of this line to the front end of the mast (without spinnaker pole track) see the distance in the chart below.
3. The mast rake is set by first fixing the forestay on the deck 1,86 cm from the front side of the mast. (This is the max. distance allowed in the class - rules). Then measure the distance from the black mark on the forestay to the deck (along the forestay). see the distance in the chart below.
4. The top upper shrouds proper position are located measuring perpendicularly from the line on station 4 to where the shroud enters the deck. See the distance in the schema below. for light crews (220-240 kg) we recommend to leave the shrouds forward
5. The lower shrouds are placed in the hole just behind the top shrouds (approx. 3 cm), so that they don't hold the mast back when go1(c)22(k)20()25(m)124()25(b)20(n)25(b)20(0(i)24(n)20(d)2.)3

Tuning Guides - Dragon On the Water

<i>Wind</i>	<i>Light - 0-5 kts</i>	<i>Medium - 6-16 kts</i>	<i>Heavy - 17-2 kts</i>	<i>Comments/ Remarks</i>
Sail Inventory	Mainsail: A-9 Genoa: LJ-3/ MJ-7 Spinnaker: CD5/ FK2	Mainsail: A-9 Genoa: MJ-7/ MJ-6-H Spinnaker: CD-5	Mainsail: HM-9 Genoa: MJ-7/ MJ-6-H Spinnaker: CD-5	The sea conditions change the wind inventory
Mast Rake	120.5 cm	121.5 cm	122.5 cm	
Mast Ram	Mast 1,5 cm forward	Mast neutral	Mast 2,5 cm forward	If you struggle pointing, pull the mast back
Jumpers (Adjustable)	Loose	Mast straight	Mast straight	Make sure the mast is straight side to side
Upper Shrouds	Loose gauge 14 minus 1 turn	Loose gauge tension 14	Loose gauge 14 plus 2 turns	Tension is taken without plastic
Lower Shrouds	Let the mast bend 1 cm to leeward at spreader level	Mast straight	Mast straight, 1-1,5 so the mast bends to windward	When you set the mast straight, look up at the sail groove
Backstay	Little tension in the very light Slack to 13 cm	Just tight to prevent the mast top from moving in waves From 13-5 cm	Just tight to prevent the mast top from moving in waves From 5-0 cm, max	Little tension in the very light to pre-bend the mast and open sail
Mainsail	Light sheeting; upper tell-tales flying straight back	Sheet until the top batten is parallel with the boom; upper tell-tales 25% on leeward side	Sheet until the main is flying nicely the top batten is 2° twisted to leeward, telltales are flying straight back	If you struggle with pointing, you must pull the sheet harder
Main Traveller	To windward; boom on the middle	To windward; boom on the middle	On the middle and up to 15 cm to leeward	The boat has to be light on the helm
Outhaul	3.0 cm from black band	1.5 cm from black band	All the way out	Sail flat along the boom