

DragonBeat

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Newsletter of the
Australian International Dragon Association

Registered Class Association with the
Australian Yachting Federation.

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Presidents Message

This is my first report to be included in Dragon Beat which has finally come to fruition after some two years and I must say only due to the efforts of Leigh Edward who in his usual positive approach has hassled people until he has a finished product. Thanks to those that have provided articles for inclusion.

I am fully aware that people are busy and sometimes find it hard to generate the time to provide information. Remember it is your magazine as well as the rest of the Dragon world and unless the effort is made annually, you wont have a magazine, so utilize the resources of your Associations each year to ensure the continuous production of Dragon Beat.

During the past two years I have found my role as AIDA/TIDA President to be exciting, frustrating and extremely challenging, particularly in the area of the organisation of the

World Championship. Right from the granting of the World Championship to Hobart we have continually come across hurdles, some have been easy to overcome others have been extremely difficult, none more so than the perceived idea of some, that the host should be arranging air flights, accommodation and shipping. It would appear that people have taken the Worlds at Martinique to be the precedent for future Regattas, let me assure you this is not the case.

In this report I must however thank Mediterranean Shipping Company for their support in providing all overseas entrants with a fifty-percent discount on the freight component of the transporting of their boats to Tasmania. This has reduced the cost to a very competitive figure.

Unfortunately this support was not enough for some of the so-called top Dragon sailors in Europe to make the journey. It is obvious from information received that certain people made a concerted attempt to undermine the regatta and some of the inferences made about Hobart certainly confirmed this.

In my position as AIDA President I must say I am extremely disgusted with the number of Australian entrants for both the PPC and Worlds as people have had four years to organise themselves for this regatta. Some comments in respect to the organisation of the Championships have confirmed that many people are simply only interested in what is happening in their own back yard and not in the Dragon Class as a National Class. If people are not prepared to travel to support each and every State I can see the demise of the Prince Philip Cup as it stands today, a sad situation for such a great class. Self-interest has seen many sporting bodies go to the wall, don't let it happen to the Dragon.

To Steve Ward and his crew, congratulations on what I understand is a superb piece of boat building, it is just unfortunate that it won't be in Hobart for the rest of Australia and those that make the journey from Europe to see.

Zane Ridgeway is working on having two boats sailing at the PPC and Worlds and on my last visit to his workshop they certainly look like they will be a very competitive boat.

Thanks to Matt Whitnall for his comprehensive report on his trip to Europe and his experiences sailing in a variety of conditions.

To those that have supported me through the past four years in organising the Worlds I say thanks, none more so than my wife Jan, who has had to put up with the moans and groans and never ending meetings. But as she says, it shall all be worth the effort and those that don't come don't know what they are going to miss.

I welcome those that are coming to the Championship and wish both you and the local members that are competing safe sailing and good luck, may the best boat win.

Des Sward

Australian Dragon Register December, 2002

This is the most up to date register of boats, many thanks to Tony Moody and Tony Tyson for their updating assistance.

If there are any alterations, errors or corrections; please contact Leigh Edwards.

No.	Name	Yr	Builder	Present Registered
1	<i>Platypus</i>	51	Savage	T Spooner, 114 Fletcher St, Woolahra 2025
2	<i>Crusader</i>	54	Savage	Unknown
3	<i>Heather II</i>	50	Savage	R. D. Benjamin, 30 James St, Perth 6000
4	<i>Philanthe</i>	50	Savage	Mrs. H. Whiteman, 51 The Strand, Applecross 6153
5	<i>Mercury</i>	51	Griffin	B. Vickers, 3 Castelnau St. Caringbah 2229
6	<i>Majorie Anne</i>	52		A. & M. Smith, 27 Hampton St, Wooloongabba 4102
7	<i>Mim</i>	51	Stewart	Unknown
8	<i>Skaal</i>	50	Stewart	G. E. Percival, 10 Kathleen St, Trigg 6029
9	<i>Kamulla</i>	51	Savage	Unknown
10	<i>Robin</i>	51	Griffin	Destroyed
11	<i>Saphire</i>	51	Darby	Brian Green, 7 Addison Street, Moonee Ponds 3039
12	<i>Glendale</i>	51	Savage	P. Deamer, 1002/ 1 Kiwis Cross Road, Rushcutters Bay 2011
13	<i>Dragon Fly</i>	51	Haddock	Mike Nicholls, PO Box 877, Artarmon 1570
14	<i>Rowena</i>	51	Savage	P Kohlen, 44 Barnsfield Road, Claremont 6011
15	<i>Sabre</i>	51	Gutteriz	J. Oosterwegel, 16 Oak St, Eisternwick 3184
16	<i>Ripple</i>	52	Gutteriz	James McFadyen, 64 Kingfisher Crescent, Grays Point 2232
17	<i>Callisto</i>	52	Haddock	
18	<i>Sea Joy II</i>	52	Jarman	Geoff Leeson, 44 Robertson Rd, Scotland Is. 2105
19	<i>Quest</i>	52	Stuart	Coles-Hutishauser, PO Box 317, Metung 3904
20	<i>Snowgoose</i>	52	Gutteriz	Greg Scott, Ph. 0408-553-709, Melbourne 3000
21	<i>Ripple</i>	53	Gutteriz	Unknown
22	<i>Bluebird</i>	53	Gerrard	Terence F Grundy, 410/ 530 Little Collins St, Melbourne 3000
23	<i>Rana</i>			Unknown
24	<i>Mystere</i>	53	Morrow	Wayne Wagg / Malcolm Downie, PO Box 107 Rosney Park 7015
25	<i>Bandersnatch</i>	53	Grove	R. Lee, 19 Renwich St, Toronto 2283
26	<i>Streak</i>	53	Cuthbertson	Converted to cruiser, unknown

27	<i>Pam</i>	53	Gutteriz	A. Gill, 8 Sturt St, Glenelg 5044
28	<i>Jaylene</i>	52	Searle	J. Woolnough, 11 Westmore Avenue, Sorrento 3943
29	<i>Mistral</i>	53	Savage	G. Reed, 6 Warburton Close, Macquarie Hills 2285
30	<i>Paula</i>	53	Savage	Jeremy Creighton, c/o Royal Brighton Yacht Club, Brighton 3186
31	<i>Sapphire II</i>	53	Fisher	Unknown
32	<i>Seawanhaka</i>	53	Cuthbertson	Van der Veen, Raymond Island, Metung 3904
33	<i>Slaghoken</i>	47	Johannson	Built in Sweden, unknown
34	<i>Camilla</i>	54	Stewart	Stephen Sexton, 230 Alma Rd, East St. Kilda 3182
35	<i>Quickstep</i>	55	Slowman	Unknown
36	<i>Norseman</i>	54	Muston	Unknown
37	<i>Vixen II</i>	54	Green	Brian Donohue, 8 Curban St, Balgowlah Hts 2093
38	<i>Tarwary</i>	54	Atlatt	Converted to cruiser, unknown
39	<i>Sea Fever</i>	56	Ferguson	Ian Kelly, Sydney 2000
40	<i>Redleaf</i>	54	Savage	Mike Wood, 29 McConnel1 St. Bulimba 4171
41	<i>Blue Jacket VI</i>	55	Bate	D. J. Wilcock. Garden Flat, Wentworth Towers. Pt Piper 2027
42	<i>Skatt</i>	55	Gourlay	A. Turner, 9 Short Street, Hunters Hill 2110
43	<i>Zest</i>	54	Savage	J. Lisle, 11/10 Havana Key, Broadbeach 4218
44	<i>Arkoonah</i>	55	Gowland	Karen & Wayne Ferrier, Wirringatta Ave, Elvina Bay 2105
45	<i>Siboney</i>	49	Herberens	Unknown
46	<i>Sea Joy III</i>	55	Jarman	Andrew & Stuart Job, PO Box 23, Rokeby 7019
47	<i>Dragonfly</i>	55	Higg	Unknown
48	<i>Ghost III</i>			Destroyed
49	<i>Puff</i>	55	Rowe	R. Wood, 26 Coniston Place, Trevallyn 7250
50	<i>Barbara</i>		Singapore	S. Austin, 3 Seymour Ave. Floreat Park 6014
51	<i>Adiane</i>			Converted to cruiser, unknown
52	<i>Corinna</i>	56	Cuthbertson	Michael Davies, 2/ 6A Liverpool St, Paddington 2021
53	<i>Dorothy</i>	56		Mark Hayman, 282 City Rd, Sth. Melbourne 3205
54	<i>Snafu</i>	55	Higgs	L. J. Forysth, 3/10 Maryville St, East St Kilda 3182
55	<i>Gustel XI</i>	56	A & R	Andy Johnson, 2/11 Bindaring Pde, Claremont 6010
56	<i>Pan II</i>		Holman	Graham Signorini, 20 Bradley St, Newport 3015
57	<i>Canopus</i>	56	A&R	Destroyed
58	<i>Red Dragon</i>	54	Clare Lallow	J. Fletcher, Wooralla Drive, Mount Eliza 3930

59	<i>Simone</i>	Barnett	D. Melsom,	90	<i>Cambria</i>	62	Borresen	Les Job, PO	
	150 Solomon St, Beaconsfield	6162			Box 23, Rokeby	7019			
60	<i>Nan II</i>	55 Holman	Robin Sim,	91	<i>Lynette</i>	62	Bate	Tony	
	485 Oceana Drive, Howrah	7018			Gluyas, 27 Deyken Court,	Goolwa	5214		
61	<i>Jabberwock</i>		Converted	92	<i>Tiki</i>	62	Pederson	Charles	
	to cruiser, unknown				Woull, 6 Shearwater Terrace,	Paynesville	3880		
62	<i>George Bass</i>	55 Cuthbertson	P. Newman,	93	<i>looe</i>	62	Spring-Brown	Bob	
	G. Anderson, Launceston	7250			Blackwood, 82 Florence Tce,	Scotland Is.	2105		
63	<i>Sandra III</i>	56 Creese	D. Stephens,	94	<i>Christine</i>	62	Cuthbertson	Malcolm	
	16 Weymar St, Cheltenham	3192			Cooper, 9/110 Abbotsfeild Road,	Claremont	7011		
64	<i>Alinta</i>	57 Cuthbertson	Unknown,	95	<i>Titipu</i>	62	Borresen	A. F Wood,	
	Sydney	2000			26 Coniston Place, Trevallyn	7250			
65	<i>Alexia</i>	58 Wilson	R. Atkinson,	96	<i>Leander II</i>	62	Barnett	Steve	
	11 Hillside Cres, Launceston	7250			Henley, 21 Broadwater Pde,	Sandy Bay	7005		
66	<i>Astra III</i>	59 Barnett	G. Findlay,	97	<i>Cynthia</i>	63	Barnett	Jennie	
	9/ 15 St Leonards St, Mosman Park	6012			Fitzhardinge, 58 Palmerston St,	Mosman Park	6012		
67	<i>Sea Joy IV</i>	59 Jarman	J. Bennett,	98	<i>Saracen</i>	62	Borresen	Maritime	
	81 Woolaware Rd, Cronulla	2230			Museum of West Australia	6000			
68	<i>Elinda</i>	58 Barnett	Burnt, 1971	99	<i>Sea Joy V</i>	63	Jarman	J.	
69	<i>Fiona</i>	59 Barnett	Unknown		McDonald, Mt. Barker Rd,	Eagle on the Hill	5150		
70	<i>Joann</i>	59 Creese	Peter Tait,	100	<i>Volare</i>	63	Borresen	N. Hoffman,	
	10 Pasquin St, Panorama	5041			39 Meriwa St, Nedlands	6009			
71	<i>Adios</i>	60 Borresen	N. Meadon,	101	<i>Gazelle</i>	63	A & R	Rae Batt, 23	
	6 Eleanor Court, Donvale	3111			Seymour St, New Town	7008			
72	<i>Merinda</i>	60 Cuthbertson	C/- VIDA,	102	<i>Bluebird III</i>	63	Borresen	Lyndon	
	4/ 1 Male St, Brighton	3186			Brown, 52 The Esplanade,	Peppermint Grove	6011		
73	<i>Eros</i>	60 Deacon	A. Rowett,	103	<i>Bunyip</i>	63	Barnett	R. Oliver,	
	34 Helmsdale Av, Glengowrie	5044			218 Skye Point Rd, Coal Point	2283			
74	<i>Lalaguli</i>	60 Barnett	K. Weber,	104	<i>Suzanne</i>	63	Barnett	G Pooley,	
	3/176 Cressy Road, North Ryde	2113			10 Jutland Parade, Dalkeith	6009			
75	<i>Westerly</i>	60 Barnett	M. Vivian,	105	<i>Yandina</i>	65	Hampton	C. Bampton,	
	1/3 Pariwi Rd, Mosman	2088			29 Mikado St, Hamilton,	Brisbane	4007		
76	<i>Basilisk</i>	60 Barnett	E. Day, 37	106	<i>Maj-Britt</i>	61	Pedersen	Stephen	
	Dumbarton St, North Sydney	2060			Boyes, 490 Sandy Bay Rd,	Sandy Bay	7005		
77	<i>Sayonara</i>	59 Schelin	Built in	107	<i>Jock Robbie</i>	63	Pedersen	Martin	
	Sweden, destroyed				Burke, Sydney	2000			
78	<i>Slaghoken III</i>	59 Johannson	C.	108	<i>Vara</i>	61	Borresen	R. Hart, 29	
	Readhead, 25 Keane St, Peppermint Grove	6011			Fort Street, Riverside,	Launceston	7250		
79	<i>Viva</i>		Destroyed	109	<i>Aeolus</i>	64	Barnett	Jennie	
80	<i>Maranel</i>	59 Borresen	Richard		Fitzhardinge, 58 Palmerston St,	Mosman Park	6012		
	Smith, 7 Mofflin Ave, Claremont	6010			110	<i>Coo-ee</i>	64	Halvorsen	Unknown
81	<i>Fafnir</i>	52 van de Stadt	Converted	111	<i>Vamoose</i>	64	Barnett	M. Lane, 46	
	to cruiser, unknown				Arcadia Street, Penshurst	2222			
82	<i>Doris</i>	60 Barnett	Rick Hill,	112	<i>Triton II</i>	64	Jarman	sold to NZ	
	61 Newlands Drive, Paynsville,	3880			113	<i>Saga</i>	67	Barnett	Destroyed
83	<i>Jessica</i>	61 A&R	A.		114	<i>Southern Cross II</i>	Cox	Unknown	
	Fitzgibbon, 19 Manning Street,	Mosman Park	6012		116	<i>Solent</i>	65	Barnett	J. Sinton,
84	<i>Moana</i>	61 Cuthbertson	R. Byrne,			PO Box 10, Cottesloe	6011		
	30/533 Kent Street, Sydney	2000			117	<i>Scorpius</i>	65	Barnett	Peter Lewis,
85	<i>Irish Luck.</i>	61 Bridge	Will Swann,			895 Bourke Street, Waterloo	2017		
	PO Box 128 Exeter	7275			118	<i>Sienna</i>	67	Borresen	Matthew
86	<i>Kirribilli</i>	61 Barnett	Terry &			Csidei, c/- Credit Suisse,	PO Box R1474,	Royal	
	Julie Clarke, PO Box 647,	Springwood	2777			Exchange, Sydney			
87	<i>Fairwyn</i>	61 Girdis	Rob Vertue,	120	<i>Leander VI</i>	65	Barnett	Frans	
	7 Astolat St, Yeronga	4104			deCourt, 11 Westbourne Road,	Remeura NZ			
88	<i>Lill</i>	61 Borresen	John Peters,	121	<i>Ann</i>	65	Barnett	sold to	
	c/o Blair Gowrie Yacht Squadron,	Blaire Gowrie	3942			Hong Kong,	1998		
89	<i>Phantom</i>	62 Thomas	T Ackland,	122	<i>Kylara</i>	65	Pilkington	S. Weston,	
	7 Strickland Rd, Ardross	6153				29A Hardens lane,	Albany NZ		

123	<i>Tahune</i>	66	Borresen	Jock Young,	158	<i>Cyrene</i>	78	Bellarine	M. Cooper,
	757 Channel Hwy, Kingston		7050			9/ 100 William St, Sydney		2000	
125	<i>Sari</i>	65	Pedersen	Maas	159	<i>Rage</i>	78	Bellarine	Phil
	Hanen, 14 Coral Way, North Haven,		5011			Jackman, 202 Nelson Rd, Mt Nelson		7007	
129	<i>Avante</i>	65	Barnett	A. & B.	160	<i>Achernar</i>	78	Bellarine	John H B
	McDougall, 1 Cohuna St, Tranmere		7018			Anderson, 9 Baring St, Mosman Park		6012	
130	<i>Alska</i>	67	Barnett	David	161	<i>St. George</i>	78	Bellarine	R. McLeish,
	Monlun, 35 Midway Drive, Maroubra,		2035			16 Yarra Street, Richmond		2121	
131	<i>Wyuna</i>	67	Pedersen	Sold to	162	<i>Black Magic</i>	78	Bellarine	J. Kenyon,
	Singapore – John Cuneo’s Olympic Gold medal winning			boat		1558 Pacific H’way, Wahroonga		2076	
132	<i>Sea Joy VI</i>	68	Jarman	Peter	163	<i>'f' [florin]</i>	77	Bellarine	Robert
	McCallum Snr, 1/6 Ryde Rd, Hunters Hill		2110			Alpe, 37 Loombah Street, Bilgola Plateau		2107	
134	<i>Jennifer</i>	68	Masters	Cavill Mark	164	<i>Deva</i>	78	Bellarine	Sold to UK
	Whyman,				165	<i>Beverley II</i>	80	Bellarine	Donald
135	<i>Nidelv</i>	67	Halvorsen	Lindsay		Blanksby, 1/ 344 New St, Brighton		3186	
	Curtis 18/ 382 Mowbray Road, Chatswood,		2067		166	<i>Kirribilli II</i>	78	Bellarine	David
136	<i>Nina</i>	67	Barnett	Michael		Graney, 6 Carinya St, Blackmans Bay		7052	
	Vivian, 1/3 Parriwi Rd, Mosman		2088		167	<i>Isis</i>	80	Bellarine	Ian
137	<i>Adios II</i>	64	Borresen	Sydney		McDiarmid, 25A/33 College St, Gladesville		2111	
	Maritime Museum				168	<i>Puff</i>	81	Bellarine	Fred
138	<i>Tom Thumb</i>	67	Barnett	G. Hanmer,		Herbert, PO Box 24, Metung		3904	
	2nd floor, 425 Pacific H’way, Crows Nest		2065		169	<i>Karabos VI</i>	84	Ridgeway	Sold to UK,
139	<i>Songlines</i>	68	Wright	Craig		1989			
	Johnston, 721 Summerleas Road, Fern Tree		7054		170	<i>Tangled up in Blue</i>	81	Bellarine	Chris
140	<i>Nerissa</i>	71	Wilson			McGrath, 18/46 Harvey Street, Mosman Park		6012	
141	<i>Akuna</i>	70	Pedersen	John	171	<i>Seacub</i>			Built in
	Vickery, 50 Gurner St, Paddington		2021			Portugal, destroyed (possibly ex-GBR 371)			
142	<i>Maj Britt II</i>	70	Pedersen	Allan	172	<i>Black Magic</i>	82	Bellarine	Sold to
	Mesilane, 11 Powells Road, Blackmans Bay		7052			Hong Kong			
143	<i>Bermudiana III</i>	67	Borresen	Paul	173	<i>Solveig</i>	83	Bellarine	Mark
	Fontaine, 9 Hill St, Bentleigh East		3165			Cubitt/ Andrew Locke, 89 Evans St, Shenton Park		6008	
144	<i>Hotspur</i>	71	Borresen	Wendy	174	<i>Windigo</i>	84	Bellarine	Hank
	Dodds, 4 Thelma Street, Mosman Park		6012			Koelemij, 52 Holmfirth Street, Menora		6050	
145	<i>Waliki</i>	73	Borresen	Andrew	175	<i>Toogara</i>	84	Ridgeway	Richard
	Merret, 35 Bolton Ave, Hampton		3188			Franklin, 12 Bundarra Road, Bellevue Hill		2023	
146	<i>Rough Red</i>	73	Bellarine	Sold to	176	<i>Amazing Grace</i>	84	Ridgeway	Charles
	Germany					Stanton, 12 Suva St, Mulgrave		3170	
147	<i>Orange Peel</i>	73	Bellarine	Henry	177	<i>Snapdragon</i>	84	Ridgeway	N. J.
	Roesinger, 6 Bolton Place, Fremantle		6160			Stafford, 6A Briggs Street, Mosman Park		6012	
148	<i>Gryphon</i>	74	Bellarine	N.	178	<i>White Lady</i>	85	Bellarine	Sold to UK
	Hoffmann, 39 Meriwa St, Nedlands		6009		179	<i>Imagination</i>	86	Ridgeway	John
149	<i>Freycinet</i>	75	Bellarine	Brian		Wilson, Pretoric Street, Lilyfield		2040	
	Walch, 43 Taronga Rd, Taroon		7053		180	<i>Karabos VIII</i>	86	Ridgeway	Norm
150	<i>Elizabeth</i>	75	Bellarine	Bob Boyd,		Longworth, 142B Bellevue Rd, Bellevue Hill		2023	
	4/ 1 Male St, Brighton		3186		181	<i>Red Baron</i>	86	Bellarine	Peter Hay,
151	<i>Tsunami</i>	75	Bellarine	Unknown		10 Australind St, Swanbourne		6010	
152	<i>Georgia</i>	75	Bellarine	Corran	182	<i>Jolly Roger</i>	86	Bellarine	sold to UK
	Carson, PO Box 266, Northbridge		6865		183	<i>Magic</i>	87	Ridgeway	Tony
153	<i>Cimmarron</i>	75	Bellarine	Andrew		Pfeiffer, 19 Porter St, Bondi Junction		2022	
	Foulkes, 21 Waroonga Road, Nedlands		6009		184	<i>Taranui</i>	78	Godsil	Gordon
154	<i>Cabernet</i>	75	Bellarine	D. Melsom,		Ingate, 14 Cowderoy St, Camerray		2062	
	150 Solomon St, Beaconsfield		6162		185	<i>Leander</i>	89	Ridgeway	Hugh
155	<i>Gazelle VIII</i>	76	Bellarine	Geoff		Wardrop, 57 Burnett Street, North Hobart,		7000	
	Black, 56B Victoria Avenue, Claremont		6010		186	<i>Krystle</i>	88	Petticrows	Sold to
156	<i>Canewdon Witch</i>	76	Bellarine	John		Germany – S Boyes/ S Jackson (Worlds winner in 1991			Canada)
	Standley, 119 Point Walter Road, Bicton		6157		187	<i>Unnamed</i>	90	Ridgeway	in mould,
157	<i>Charisma</i>	77	Bellarine	J Longley &		Hobart 7000			
	M Lefroy, 22 Walker Street, S. Fremantle		6162						

188 *Sassafras* 91 Ridgeway Justin Barr,
 13 Invercargill Rd, Mt. Nelson, 7007
 189 *Rhumline III* 91 Endeavour Carl Ryves,
 5 Werambie Road, Woolwich 2110
 190 *Sea Joy VIII* 91 Endeavour Alwyn
 Jarman, 67 Geddes Street, Victoria Park 6100
 191 *Red Baron* 93 Endeavour Unknown
 192 *Abracadabra* 92 Ridgeway Tom Glynn,
 38 Renny Street, Paddington 2021
 193 *AdiosIII* 92 Endeavour John
 Bagshaw, Address TBA
 194 *Lyla* 92 Endeavour A.
 Woodland, 75 Palm Beach Drive, Patterson Lakes 3197
 195 *Route 66* 97 Peticrow Lyndon
 Brown, 52 The Esplanade, Peppermint Grove 6011
 196 *Ozie* 90 Peticrow Christian
 Boillot, PO Box 30 Biot, 06410, France
 197 *Maalee* 01 Endeavour Hank
 Koelemij, 52 Holmfirth Street, Menora 6050
 198 *AUS 198* 99 Peticrow Glenn
 Tucker/ D. Bracewell, 53 Melville Beach Rd, Applecross
 6153

The NSW Dragon Gold Cup 2002 **The Olympians take the Gold**

Former and current Olympic Champions Carl Ryves with his crew Dick Sargent and David Giles sailed the timber Dragon *Jennifer* to this years Gold Cup. But the series didn't go all their way.

The NSW Dragon Gold Cup is held annually on Sydney Harbour and this year attracted a fleet of twelve Dragons. Three of the races were held with the regular RSYS club-racing program, with an additional two races conducted in a mini regatta format, for a five race series.

A 10 to 15 knot north-easter greeted the Dragon fleet for race one. Tony Phiefer in *Magic* took full advantage of a great start to lead the fleet into Bradleys Head. Tony consolidated on his lead while the pack jostled for position. While the positions in the back fleet were changing Tony charged to the finish line in first place with John Wilson's *Imagination* in second and Dragon stalwart Norman Longworth in *Karabos* was third.

Races two and three were conducted as part of a Club mini regatta, conditions easing to a light 5 to 10 knot easterly. Race two saw *Font* (Rob Alpe) take an early lead, but in the tricky conditions *Imagination* slipped in to first place with *Jennifer* hot on her heels. *Imagination* extended her lead to finish first with *Jennifer* second and *Font* third. Race three saw *Karabos* take an early lead with *Imagination*, *Taranui* (Gordon Ingate) and *Jennifer* running close behind. The pressure may have been a bit much for the *Karabos* team, who had a bad spinnaker drop at the bottom mark. *Karabos* managed to maintain her lead but paid a price as when the spinnaker went up on the second run the chute was in tatters. While the spare was being clipped up *Imagination* slipped into first with *Jennifer* second and *Karabos* a nose in front of *Taranui*.

Two wins to the *Imagination* team put them in good shape, but was it enough?

Races four and five was raced in a short format mini regatta held in-conjunction with the Yngling fleet in 10 to 12 north-easter. The Yngling fleet added an extra element to the racing with both fleets getting amongst each other.

Race 4 saw *Jennifer* get away to a clean start and jump clear of the fleet. This ended up being a great advantage to the *Jennifer* team. With both fleets joining together on the top mark *Jennifer* managed to skip in front of both fleets with clear wind. While *Jennifer* consolidated a solid lead, the pack had some good racing with a number of boats getting up amongst the front, including *Toogara* (Richard Franklin) and *Cyrene* (Martin Copper). *Jennifer* went on to win with *Magic* second, *Karabos* third, and *Imagination* fifth.

With the points closing up between *Jennifer* and *Imagination* the stage was set for a close finish.

Race 5 saw *Jennifer* again get away to a good start and consolidated her lead with some great crew work. With *Imagination* back in the pack, there was little sense in covering. *Jennifer* extended her lead while the rest of the fleet battled for position.

The last run saw many of the boats change positions however *Jennifer* went on to win the last race and the Gold Cup, *Imagination* finished second and *Karabos* third.

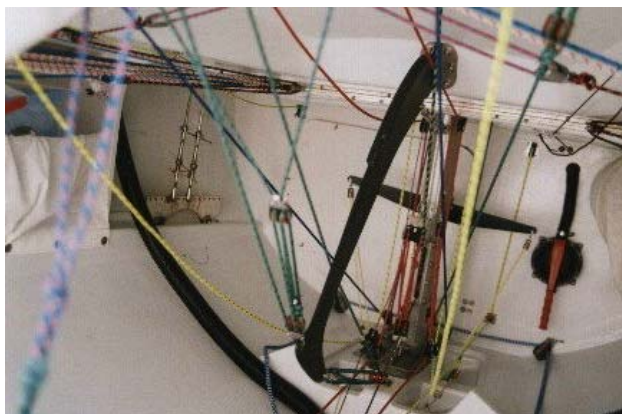
After some close racing everyone enjoyed the cocktail party held at the RSYS. Commodore Jim Dunston presented the Gold Cup to Carl Ryves and his team after the party. Carl complimented the Race Committee and fellow competitors and thanked the RSYS for letting him come up stairs without a pair of shoes. Carl promised he'd be back next year and this time he would remember his docksiders.

Stuart Clark

The Lakes Fleet Victoria

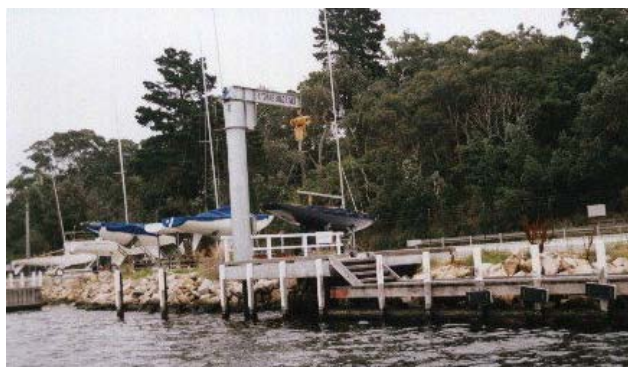
In March 2000 I bought '*Christine*' / '*Alba*' (AUS 168) a 1981 Bellarine Borresen that I have re-named *Puff*. She had been out of the water for many years after suffering from osmosis. She was pretty well stripped out so I had the opportunity to rebuild the control systems from scratch.

After looking at the Dragons at Brighton and at RSYS and being guided by Chas Stanton and Norm Longworth as to what I should be seeking, I was lucky enough to have a ride on a new Petticrow at Cowes in August that year. With the help of a lot of photos and much guessing I have adapted the Petticrow controls to the Borresen hull. I also decided that I would fit bulkheads as a safety (and strengthening) measure.



As usual it took longer than expected so I have only been sailing *Puff* regularly since the start of this season. Needless to say there have been many adjustments based upon experience, but she is starting to settle down. I really need to race her against another Dragon to see how she is going.

One of the benefits of the slow rebuild is that it coincided with the finishing of the hard-stand and crane at the Metung Marina. For the first time we can store our boats out of the water and the popularity is growing.



The crane and hard-stand showed its worth at the Etchells Intergalactic Trophy at Christmas (Metung is the centre of the universe!) and we hope it will open up opportunities for Dragon regattas in the future. For those of you who haven't sailed on our Lakes – you're missing a very special place and some very fine sailing.



This May I was in Ireland and had two very good sails on the Dragons in the Kinsale fleet. They have very good quality boats both there and in Dublin. It seems that the popularity of the Dragon continues and the smart money is going into them rather than Etchells etc. As well as the sailing I saw some of the latest fittings and ideas – just to give me something to do before the start of the season!

Fred Herbert

2002 Prince Phillip Cup

The PPC was held in January at Royal Freshwater Bay Yacht Club in Perth, Western Australia. Glen Tucker, with crew Edgar Vitte and Morris Levitzke, sailed AUS 198 to four heat wins and didn't need to sail the last heat to win the Cup. They beat past

champions Tony Lynn and Ian MacDiarmid who dead heated, but Tony placed second due to his winning the seventh heat.

The Australasian Championship was sailed on the Swan River from December 29th 2001 through to January 10th 2002. A total of 19 Dragons including 4 boats from Sydney and 1 boat from Tasmania took part.

The boat park was abuzz on Saturday 29th and Sunday 30th December for registration and measuring. Andrew Johnson and his team of helpers did a great job as did Noel Else in the Regatta Office. Some competitors realised their Christmas excesses when it came to the weigh in – the crew weight limit is 285kgs! However all was resolved – with the help of a sauna or two.

The regatta commenced with the Ted Albert series. The first race was sailed in light conditions with Keith Stevenson (*Achernar*) taking an early lead to the east. He was followed closely at the first mark by Glen Tucker who later passed him to win with Keith a close second. The breeze was very light with the rest of the fleet still beating to the windward mark when these two boats finished downwind. The second race was sailed in an early and shifty sea breeze. The fleet stayed close together until Andrew Foulkes (*Snap*) managed to break loose and establish a comfortable lead which he extended to the finish. Tony Lynn (*Red Baron*) finished a comfortable second followed by Ian MacDiarmid (*Isis*). The last race of the three (which was also for the Charles E Davies Trophy) was sailed in medium wind conditions and was won by Tony Lynn, followed by the consistent Andrew Foulkes. It was Andrew who won the series, followed by Carl Ryves (*Tangled up in Blue*) and Tony Lynn.

The first race of the PPC was sailed on Thursday January 3rd in medium wind conditions. The wind was shifty which resulted in numerous position changes. This race was also the Jack Linacre Memorial and was won by local multi class sailer Glen Tucker, followed by Andrew Locke and Ian MacDiarmid.

The second heat was sailed in the late afternoon and the expected stiff westerly sea breeze blew across Melville waters. Most sailors were soaked early as three starts were required to get the race going. The desire for a good start was high with half of the fleet over the line prior to the shot during the aborted starts. The heat was eventually won by Glen Tucker.

The third heat was sailed in the morning with the wind, contrary to the expectations, rather fresh and very shifty from an unusual southerly direction. Andrew Foulkes won a slightly shorter race and all boats were back before lunch.

Sunday's race was sailed in the late afternoon with a classic Perth sea breeze blowing from the west at 20-25 knots. The race was decided in the last beat with excitement at the

finish line, Glen Tucker winning narrowly from Ian MacDiarmid and Tony Lynn.

Heat 5 started in medium conditions, with the sea breeze gradually building. The wind typically curved around the south side of the river and all (or most) yachts sailing on that side of the river gained massive distances in the tramline. The Sydneysiders prevailed with the inconsistent Peter McCallum (*Rhumblin III*) winning from Gordon Ingate (*Taranui*).

The sea breeze came in late and with a general recall the race was delayed a ½ hr, the wind shifted 20° and eventually the fleet got away and stayed close together making it an interesting finish.

Glen Tucker, with crew Edgar Vitte and Morris Levitzke, showed their class and boat speed to win and secure the Prince Phillip Cup with one race to spare.

The last race of the PPC was sailed in an unusual north-westerly breeze varying between 20-25 knots. The heat was won by Tony Lynn from Andrew Foulkes and Ian MacDiarmid.

The regatta, including World and Australian Champions, Olympic, America's Cup and Round-World sailors, was

Prince Philip Cup Perth, January, 2002

#	Yacht	Skipper	H1	H2	H3	H4	H5	H6	H7	Total
1	198 <i>AUS 198</i>	Glen Tucker	0	0	16	0	5.7	0	26	21.7
2	181 <i>Red Baron</i>	Tony Lynn	13	8	5.7	5.7	15	3	0	35.4
3	167 <i>Isis</i>	Ian MacDiarmid	5.7	3	14	3	8	10	5.7	35.4
4	177 <i>Snap</i>	Andrew Foulkes	10	14	0	17	17	8	3	52
5	189 <i>Rhumblin III</i>	Peter McCallum	8	26	15	10	0	11.7	14	58.7
6	180 <i>Karabos VIII</i>	Norman Longworth	11.7	11.7	3	11.7	13	17	8	59.1
7	170 <i>Tangled up in Blue</i>	Carl Ryves	14	5.7	10	8	11.7	14	10	59.4
8	173 <i>Solveig</i>	Andrew Locke	3	13	8	14	10	15	13	61
9	184 <i>Taranui</i>	Gordon Ingate	18	20	11.7	19	3	5.7	11.7	69.1
10	156 <i>Canewdon Witch</i>	Trish Ford	19	15	18	13	16	13	17	92
11	190 <i>Sea Joy</i>	Alwyn Jarman	15	17	13	16	18	18	19	97
12	157 <i>Charisma</i>	Mike Lefroy	23	16	21	15	14	16	15	97
13	155 <i>Gazelle VIII</i>	Geoff Black	21	10	26	18	22	22	18	111
14	109 <i>Aeolus</i>	John Fitzhardinge	25	18	19	22	21	24	16	120
15	116 <i>Solent</i>	Jeff Sinton	16	22	26	24	19	20	20	121
16	144 <i>Hotspur</i>	Ken Stevenson	22	19	17	21	24	23	21	123
17	195 <i>Route 66</i>	Lyndon Brown	17	23	20	25	20	21	23	124
18	185 <i>Leander</i>	Hugh Wardrop	20	26	21.6	20	23	19	26	129.6
19	152 <i>Georgia</i>	Nick Hancock	24	21	22	23	26	25	22	137

very competitive and exciting. Glen Tucker and his crew were very impressive given that they started sailing Dragons after taking delivery of the new boat 10 days before the regatta. Glen is an accomplished one-design sailor, finishing 6th at the 2001 E22 Championships in Hobart. He actually spent the last day fine tuning his Etchells for the National Championship in Fremantle starting the day the Dragon Championships! (Glen finished 5th in the E22s, one place behind Hobart sailer Andrew Hunn.)

The fleet in general stayed close together and minor mistakes resulted in many lost places. The 'ruck' between 4th and 12th was very hotly contested! Even the two woodies (*Aeolus* and *Solent*) had their own competition, which was won by Jennie and Amanda skilfully steered to a 10th place in the last race by John Fitzhardinge, hence securing a one point lead to grab the 'Classic' trophy for the best wooden boat.

As always with these regattas a big thank you to all the people involved in organisation – Race Committee, mark layers, Measuring Team, Regatta Office, spectator boats, rescue boats and even the Protest Committee.

Thank you all from Hank Koelemij

WESTERN AUSTRALIA

Dragon World Championship 2001 – Hornbaek, Denmark

Lots of dragons (14 nations, including 3 other Australians from Sydney), lots of sailors, no wind and long days! What more could you want?? Practice race with no wind (except of course whilst sailing out to the start!) so drifted about. We needed to be in early for the Welcome Party.



Race one – finally some wind and *Canewdon Witch* was out early for a bit or practice. Obviously we did too much because on the first start as I pulled on the mainsheet the traveller fell apart. Not a good start to a regatta with the discard in the first race. There were several other retirements with gear problems and one broken mast. I sought out Fred Imhoff who sailed here in 1995 to secure a new traveller for the boat so we were ready for race 2.

Race two - rain with no wind. The race was to have started at 12 o'clock, but with wind speeds of 0-3 metres per second (translated = less than 5 knots) the race authorities decided to postpone the start and to re-call sailors to port. After a general recall the start finally got under way at 17:46. Eleven boats were disqualified from the race due to transgressions under the Black Flag rule. (Yes we got a lot of experience at those!). The race was shortened at the end of second run. Scraped a 42nd but at least managed to finish a race! The finish was at the leeward gate which proved to be very tight for the fleet of 70 odd boats. There was drama as the Danish Prince was 3rd but did not finish correctly so was DSQ.

Race 3 - almost no wind. Delayed start but eventually got away. Terrible start and it went on from there. Just managed not to finish DFL but made to feel better and put it in perspective when the British National Champion was only 2 places ahead of us! Talking to the skipper Rory Bowman afterwards and discussing why we do this yachting thing we decided that it was character building.

Race 4 - delayed ashore until 2:45 and then out for 4:15 start. Still very light around 6 knots max but better than yesterday. Three starts and away on the fourth. Did full course and much better day. Had a reasonable start - not quite enough speed on the line but at least I was there. Worked really hard and stayed with the pack all day finishing 32nd. Very late finishing around 8pm and a long way from harbour. Started to sail in and of course the wind dropped and headed. Committee boats all went past us into the harbour. Fortunately our shore manager went and 'suggested' to the Race Office that they should send all power boats out again to tow us in! Finally in around 9:30. One dragon was missed and did not get in until after 11pm. The lay day of course provided perfect sailing conditions. The competitors were entertained at Elsinore Castle for a reception and then the Gala dinner at the big hotel nearby. Germans and Danes were dominating on the leader board. German Malte Phillipp was the most consistent apart from a black flag DSQ in Race 3.

Race 5 – still very little wind. Racing got underway at the second attempt. Ten boats were Black Flagged. This was our best race up until the last leg. The wind had shifted right and then died completely. We set a spinnaker briefly on this final beat. Then the wind died again and filled in eventually from the other side of the course leaving us (and many others) stranded waiting for the wind to fill in across the course. Even Danish skippers used to these wind conditions found themselves in trouble: "We have had a difficult day. Suddenly the wind veered 60° - and that wrecked it for us. And on the last leg the wind just disappeared. It was very difficult," said one skipper. What was difficult for Danes was even more frustrating for foreign sailors. "It was very difficult. I was on the left of the course without any wind and could see those on the right race ahead with wind in their sails," said Phyllis Chang from Hong Kong. "You have to be in the right place at the right time - it's a question of luck". Frustration over personal performance and irritation over the course itself caused one Dutch boat to withdraw from the regatta on Friday. Dutchman Pieter Heerema took his Dragon out of the water, mounted it on his trailer and drove home. "We haven't done very well, and we don't like the way the course has been laid. It's not going to get any better and we have no wish to take part any more!" Heerema said. Many of the competitors were frustrated by the conditions and many who had competed in Fremantle in 1995 and Martinique in '99 were wishing they were back experiencing those conditions of blue water and steady winds! We really are very lucky in Western Australia.

Race 6 had better wind but a very lumpy sea state. A full course which started nearly on time and the wind stayed in for the sail back to the harbour. The final race was still pretty light and I think that the whole of the organising committee were sweating on it starting and finishing in good time as there was the prospect of lifting 70 Dragons out of the water in very limited time and space. All went according to plan and German Malte Phillipp won the final

race to put the icing on his World Championship. Apart from a black flag DSQ, his worst result was an 8th. This was very impressive in a very hot fleet in very trying sailing conditions.

Then the race was on for the cranes and trailers. As space was very limited on the quay we had to lift out onto the road trailers and then be towed around under police escort to a car park up the road. There we could take the mast down and put the boats away. As you can imagine it was a very busy time. We had bow number 5 so came out relatively early in the piece but getting the trailers down to the quay was mayhem let alone the towing round to the car park.



Reflections - my boat was fantastic - an almost new Petticrow. No noticeable difference in boat speed but the way you went and how you did it was critical. Also, a current which seemed impossible to read in direction and strength. All the boats were beautiful and no doubt worth a fortune - not to mention the state of the art trailers and the many BMW's, Jeeps, Mercedes, mobile homes etc. One of the mobile homes was large enough for the spare mast to be stowed on the roof! 'Style' is the world that comes to mind.

Starting on a line with 77 Dragons and trying to find a space on the line at the right time with speed and not in dirt was very different to Melville Water. We are all looking forward to being able to sit on the sidedeck after spending a regatta crouched in the bilges. As I said we are very lucky in WA.

The other great news I heard whilst in Denmark (yes the galley wireless is a wonderful thing!) is that the moulds from Sydney are now here in Perth. Plans are well underway for the building of some new boats and if you have a look at this web site you will find out more information - <http://members.iinet.net.au/~koelemij>.

Looking forward to a great Dragon season in this the 50th year of Dragons at Royal Freshwater Bay Yacht Club.

Trish Ford
Canewdon Witch AUS 156

TASMANIA, 2001-02.

The 2001-02 season started with great anticipation with the fast approaching World Championships. Rumours were flowing fast and furiously. Boats were being renovated, some changing ownership. There was a distinct ground swell of activity in the State. The TIDA committee was meeting with the RYCT and the Tasmanian Mirror Association and planning the joint regatta to host the National and World Championships for both classes in January 2003. There was a lot going on.

Mystere (AUS24) had been sold to Wayne Wagg and Malcolm Downie. Wayne was to helm the RYCT Pennants and Malcolm the DSS Pennants. Les Job had purchased *Chip* (AUS142) and carried out a make over and renamed her *Maj Britt II* and was planning to take her to Perth for the PPC. Malcolm Cooper had purchased the boat he had sailed as Main Hand, *Fringe Benefit* (AUS94), from Gary Gregg and rescued her from a slow decay on the RYCT hard stand, taken her to the DSS and commenced a refit. Renamed to her original *Christine*, she was to race throughout the season. David Willans has rescued *Nan II* (AUS60) from a mooring at Cygnet, splined the hull, and then daunted by the task of owning a wooden boat, swapped boats with DSS Division 3 stalwart Robin Sims. Robin carried out further re-working of the boat by removing the outboard well. That removed *Nan's* demonstrated ability to go to windward with out a stitch of sail up. Steve Henley had purchased *Leander II* (AUS96) from Hugh Wardrop and was learning the differences in the behaviour of Etchells and Dragons. During the season Les Job sold *Maj Britt II* to Alan and Kristian Masilane, and purchased *Cambria* (AUS90) from Ted Laing, and raced her towards the end of the summer season. One boat is never enough for Les, so he also purchased *Sea Joy III* (AUS46) from Mike Strudwick, as spare parts, or so we thought, but she eventually raced in the winter series.

Rumours variously had Nick Rogers buying a new Petticrow, getting hold of the hull in the Ridgeway mould, or leasing or buying back *Karabos VIII* (AUS180) or all of the above. One strong rumour has him campaigning a two boat team. Steven Boyes had sent *Maj Britt* (AUS106) to an apple shed for refurbishment and is buying a plastic boat. Another strong rumour mentioned the name Calvert and *Jock Robbie* (AUS107) in the same sentence, but that may have only been one of Donny's legendary leg pulls.

Craig Johnson purchased *Reluctant* (AUS 139) from John Beattie and commenced a major renovation. She had been damaged during a storm in 1999 when her cradle collapsed, taking out *Kirribilli II* (AUS166) and *Sari* (AUS125 - since

sold to Maas Hanen in Adelaide). Every fastener was replaced, a new deck and fittings, the lot. A long process saw her eventually back in the water after the summer. Craig has renamed her *Songlines. Avante* (AUS129), her hull as tight as a drum, was taken from the DSS hard stand and taken to a mooring at Lindisfarne Bay awaiting a new owner. *Rage* (AUS159) sat quietly on the hard stand as Phil Jackman's new job took him off the water on weekends. All other active boats were quietly developing and tuning their control systems.

The spring weather was remarkably different to the last couple of years, with races being abandoned on the odd occasion due to lack of wind rather than the opposite. The winds only got into the higher range on a couple of occasions. Both the RYCT and DSS Pennants followed a revised format. All courses were windward/leeward, with two races scheduled from a 1230 start. *Kirribilli II*, sailed by the brothers Graney and Murray Jones, was to only compete in the RYCT Pennant, Class Championships and match racing. However, an all out assault for 2002 - 03 is planned.

The first RYCT Pennant was eventful as the whole fleet sailed an incorrect course and were disqualified. There happened to be three marks in close proximity, two related to dingy classes sailing from the Sandy Bay Sailing Club and one being the One-Design windward mark. The second race was completed without incident. Twelve different boats competed in the Pennant races at various times during the season. *Kirribilli II* went on to win all but one of the remaining races in the Pennant where they placed third behind Justin Barr's *Sassafras* (AUS188) and *Mystere*, and convincingly won the Pennant by some 60 points. Of the remaining boats, only four sailed regularly through the series. *Leander* (AUS185), helmed by Hugh Wardrop with crew John Roche and Ian Gannon, started the season well and were consistently fighting with *Sassafras* for second and third places. Unfortunately her series did not resume after her accident during the PPC in Perth. Justin Barr was unable to sail regularly due to work commitments. The places in the pennant series, after *Kirribilli II*, went to *Tahune* (AUS123 - helmed variously by Jock Young, Bryan Walpole or David Vaudrey) on 60.4 points, followed by *Freycinet* (AUS149) Brian Walch) on 67.4 points with Rae Batt's *Gazelle* (AUS101) in fourth on 76 points.

The DSS Pennant series started with *Tahune* winning the first pair of races in light airs and flat water, but *Gazelle* had the more consistent series with 4 wins. *Leander* again sailed well with 3 wins out of six races but missed the last four races of the series. *Mystere*, starting the series with a number of second and third places, broke her mast in the only strong winds prior to Christmas and was unable to complete the season. Malcolm Cooper on *Christine* and Robin Sims on *Nan II* started the steep tuning curve of getting their boats to perform. The overall results were relatively close, with *Gazelle* taking the series on 26.4 points from *Tahune* (38.4) with *Leander* in third place on 53.7, despite missing half of the series. The last time Rae

Batt had won a DSS Pennant Series was 27 years previously.

The two RYCT Trophy Series conducted in November and December were taken out by *Leander* and *Sassafras* respectively. *Mystere* scored second place in the November Series, while Brian Walch on *Freycinet* came second in the December series. Reliability again was a determining factor in the results as many boats failed to sail the complete series.

The John Sward Memorial Trophy for the Class Championships did not provide the sail away victory for *Kirribilli II* that many may have expected. *Sassafras* did provide some of the competition, but Rae Batt, with son Richard and Ben Rolliston onboard, had *Gazelle* right up to speed. These three boats kept the results in doubt down to the last race. Before the worst race was dropped from the accumulated score, the top three boats were separated by 5.7 points (the top two separated by 0.1 point) David Graney's worst place was a fourth place, as was Justin Barr's. Rae Batt's worst score was a third place so when those results were taken into account *Kirribilli II* won the championship with 9 points, *Gazelle* second with 11.4 points and *Sassafras* third with 14.7 points.

By virtue of his good results in the Class Championship, Rae Batt took the Tasmanian Classic Dragon Trophy for Wooden Dragons for the third time since the trophy's inception. *Tahune*, with second places in each of the RYCT and DSS Pennants, took out the TJ Bennison Trophy for the combined Pennant results. The wooden Dragons were still keeping the plastic boats on their metal.

The Barry Calvert Match Racing Series.

Six yachts lined up to sail in two round-robins. The first day started in a light and variable southerly, which filled in more strongly later in the day. The results of early heats went predictably, although commercial traffic did cause some concern when the MV *Polar Bird*, recently escaped from the Antarctic ice, passed through the course on her way to berth, providing a mobile navigation hazard to *Freycinet*, being helmed by Des Sward in Brian Walch's absence. Well, no one read the script to Rae Batt. He first beat the favourite, David Graney, and then everyone else. *Gazelle* was fast enough to hold them off, and was well sailed in the pre-start manoeuvres. The second day and the second series of round robin heats set the cat among the pigeons. The day started in ideal match racing conditions, 10 knots of steady breeze from the north west, flat water, but conditions became light and variable from there. The last flight left *Freycinet* parked at the leeward mark, while her competitor sailed the last lap. Les Job had *Cambria* sailing fast and, with competent loose covering tactics, winning more than he lost. *Tahune* had such a big lead over *Gazelle* in their match that Rae was able to catch her by sailing into a different breeze, split gybes for the last run and won by two boat lengths. David Graney's crew of brother Martin and Murray Jones aboard *Kirribilli II* 'stitched up'

the new crew on *Freycinet* and won two 360° penalty turns to be taken after the start. Game over. It was very close at the sharp end of the fleet. The winner of the last match would be the regatta champion. *Gazelle* vs *Kirribilli II*. But *Cambria* was doing very well against *Gazelle*. An even start, even boat speed, would Les spoil the ultimate match ?

But then the *Gazelle* mainsail luff slackened, loosened and then the headboard slid down the mast. The halyard had parted at the swage. *Gazelle* withdrew, her series over and unable to affect repairs in time to start the last match against *Kirribilli II*. *Kirribilli II* crossed the start line at her allotted time to win the Barry Calvert Match Racing Regatta.

We were robbed of a fantastic duel. Two boats cut and thrusting, ducking and diving, drawing every knot of boat speed, finger nail biting stuff. But for a small equipment failure ...

VINCENT ADVERT HERE



Matt Whitnall gives us a fantastic guide to Dragon racing in Europe, 2002 style



Germany: Kiel Week - 22 - 25th June

2200 Boats, 6000 competitors, 20 Olympic and International Classes.

40 Dragons.



After years of wondering what Kiel Week was all about, I made contact with the German Dragon Association via e-mail and organised a ride with some friendly folks from Munich - and the Bavarian Lake of Starnburger See - they have a 7 year old Petticrow Dragon, which had won a European Championships at some stage of it's life. I was their forward hand for Kiel Week and the German Championships. I also learned that Kiel was the largest U-Boat construction and training area during WW2, but went undiscovered by the allies.



Rupert was an ex-Champion Hang glider and his 2nd wife Charlotte had suggested he try another sport if she was going to stick around - so he found sailing again after 20 years and now they race together around Europe during their summer holidays. This I might add is how many of

the Europeans conduct their season and become so strong in big fleets - it's the only type of racing many of them compete in.

Kiel Week was very windy and wet - as always in Europe there seemed to be an "unusual weather pattern" and lots of talk about what the weather is usually like - sunny, good winds, free beer etc. It wasn't the conditions the skipper of our boat was hoping for - his best results have been on the Bavarian lakes in 0 - 5 knots with a total crew weight of 225 Kg.



The weather pattern that had parked over Kiel was generating 30 plus knots of wind and stronger rain squalls, and most Classes had races postponed. The kids camping at the regatta were wishing they had stayed home and those legends who chose to go out and do some training to impress their coaches (all 60 of them) came back to the dock in this order - Broken Mast: 1 Flying Dutchman, 4 Lasers and a Europe dinghy, 2 A Class catamaran's. The multi hulls didn't get enough races to constitute a series.

Once the racing got started it was an hour sailing down wind in 15 - 22 knots with the kite up to the start. The Germans dominated placings with a 1,2,3 finish. Harm Muller-Spreer, Vincent Hoesch and Tom Auracher the winners - these guys are the top German team and have won or placed in most of the big European regattas in the past season. The top 10 only had 2 non-German teams, both Danish in 4th Claus Hoj Jensen and 5th Frank Eriksen, then Turkey in 20th.

Our team placed 32nd with results of 22, 19, 34, DNC,DNC, 27, 24. The DNC's were a broken starboard runner which gave up after sailing to the start and gybing a few minutes before the gun.

On the last race day at Kiel there was a collision, where a Dragon sank in about 30 seconds, no one was injured, however the rescue took on a new meaning when the young volunteer in the rescue boat pulled in the 3 soaking wet crew - realising hypothermia was an issue - hit full power on the 150 HP outboard - the nose lifted up and all the crewman slid down the back, and on their way over the side grabbed the young rescuer - the boat

heading North to Denmark across the Baltic with no one in it.

German Championship - 29th June - 3rd July.

Glucksburg - Baltic Ocean

53 Dragons

About 60 km west of Kiel and still on the Baltic is Glucksburg, a holiday destination for Hamburgers, that is to say people from the city of Hamburg. The main bulk of the fleet from Kiel had moved their boats here after Kiel finished and another dozen or so arrived from other more southern parts of Germany making our total fleet 53.



The German boats were all immaculate, many new or only a season old, bristling with new sails and the polished hulls were fantastic to watch, every part of the racing was tight and now that the wind had been replaced with driving rain, things were much closer at every turn of the course.

It's true that the German's have not always been so friendly, and that they rate their abilities above most others, so to win their own Championships is something every German Dragon sailor aspires to do - this year it was won by a Danish team, but the Germans still did well.

The top 10 place getters were mostly German except for 1st - Claus Hoj Jensen - Denmark , 6th Ulli Libor - Switzerland, and 9th Frank Berg - Denmark.

As for the boats and sails the top teams used I made some notes on the pairing of sails and hulls. Interestingly the much talked about cold moulded Petticrow Dragons placed 2nd, 3rd, 6th - Borresens' were 11th, 18th, 20th and 21st. The remainder of boats in the top 20 were fibreglass Petticrows. The top 10 sails were Hoj Jensen - 1st, 5th, 6th, 7th, 8th, Fritz Sails - 2nd, 3rd, 10th, NS DK/ Fritz North Sails Denmark - 9th, 10th, NS DK / Fritz. Elvstrom Sails - 11th, 20th.



Our team again struggled in the choppy conditions and never really looked like winning the regatta, eventually finishing 31st - Rupert was happy with the racing, considering he had minimal experience in windy, choppy conditions.

Switzerland

Jung Frau Trophy 7 - 9th July.

22 Dragons

The Swiss Championships in Ascona on Lago Maggiore back in 2000 started a friendship with a Swiss couple and the father in law's Dragon from Lake Thun. I had e-mailed the Swiss Dragon Association offering to steer a boat, and as it turns out meet some sailing people who have become friends for life - which is half the reason for going sailing in Europe. The deal after Ascona was that in 2 years time the Swiss and Europeans would be held at their home Club in Thun and would I join them there, staying at their home and seeing some more of the sights, an offer too good to pass up.



The Jung Frau Trophy is run every year for Swiss Dragon sailors - the 1st prize is not a young virgin, as I was lead to believe by the older Sydney Dragon sailors. The Yung Frau is known as the "Top of Europe" and watches over the lake from 3650 metres above sea level. The lake of Thun itself is 500 metres above sea level, which may explain why there is no wind! The racing was held in winds no stronger than 8 knots, which suited our light weight team, of which there was one fluent English speaking person aboard. As the wind was patchy we managed to get two races in before someone turned off the fan down the valley, the course had an obvious bias to the left which we used to get a 4th and 5th placing, leaving us 3rd at the end, just a point behind SUI Hans-Peter

Schobert in 2nd. The winner was GER Georg Haindl with Vincent Hoesch and Martin Menhert as crew.

Swiss Championship – 10 - 13th July.

44 Dragons

The youngest sailor to ever win a Swiss Championships is Niklas Stendfelt. At 12 years old, he is the son Lars Stendfelt and together with Lars Hendriksen are the crew of HRH Prince Henrik of Denmark. The Prince couldn't make the Swiss Champs and let his crew race and eventually win the regatta, with Lar's son winning the young gun trophy.



The regatta conditions were not ideal and the wind never peaked above 10 knots allowing only 5 low quality races to be completed. The leading group still managed some style of consistency and the top 5 boats kept their scores low with the winner having a blow out 28th, which was a discard.

1st - Lars Hendriksen - DEN, 2nd - Fred Imhoff - NED, 3rd Tommy Muller - GER. The Australian teams of Rob Alpe, David Ford and 'Lightning' Bob McCluskey placed 26th with results of 36, 13, OCS, 15,22. Our Team - Matt Whitnall, Paul Mackey, Peter Nyffenegger placed 23rd with results of 25,20,20,16. The New Zealand National Champions also competed - Fans de Court, Mark Ash and Tim Hoosen.

The day before the regatta started, the crew of Prince Henrik were putting the mast in, when they realised a little too late that the hoisting poles were in the wrong spot, the royal mast hit the drink and started sinking rapidly, leaving the wind indicator on a nearby stern. A few people rushed to help and they managed to get the mast back above lake level, luckily the Prince was arriving the next day and I guess no one else needs to know.

Europeans - 15 – 19th July.

58 Dragons

The Regatta was held from a Monday to Friday and as the winds failed to appear we arrived at midday of Thursday still having no idea if the regatta was going to be cancelled. The Committee held a vote about cancelling the regatta or just going to have some races as an unofficial series as it looked like we wouldn't get any wind. The Committee decided to try and get a start and the Australian Team of Rob Alpe, David Ford and 'Lightning' Bob McCluskey, showed great early form to be running 2nd after the first 2 races with a 5th and 6th placing and many of the top teams falling out of bed in the tough light and patchy conditions and black flags.



The Regatta was tough - mostly for the Race Committee who after 4 of the 5 days were gone, had to make a decision about cancelling the whole show, they decided to send us out in a drifter to try and get some type of result and find a European Champion. Every race was a black flag and this stopped a few top guys from being contenders.

The Race Committee held another vote to decide if we should race, it had to be unanimous. Fred Imhoff voted against the frustrated crowd packed into the Thun Yacht Club - his argument was that a potential winner may break some equipment and miss 2 races which could be 50% of the regatta - so the Committee pressed on to get a result, even though Fred left.



The racing was silly at times with spinakers on the supposedly windward leg to the first mark, without the race being cancelled, just shortened. It was a lottery, to decide which side of the lake to head and many of the legend Dragon sailors winning one race then absolutely last in the very next, causing a lot of frustration to competitors and the committee who did extremely well to cope with the threat of boycott's and a walk out.



In the end Rob Alpe's team did very well and finished 13th, our Team came in 27th and the Kiwi's 38th. The European Championship was decided in 4 races with no discard, but cancelling it may have been the best thing for the future events at Thun, as many Dragon sailors will not come back and try again in a place with no winds.



If you have been thinking about sailing Dragons in Europe and need a push, contact me, it's well worth the time and effort.

Matt Whitnall

Only four races were able to be held in the 2002 European Championship. There was great summer weather, with wind speeds in the range of 1 - 3 Beaufort.



Two full-distance races were held in the last evening breeze of the last racing day of the regatta.

The winner of the Europeans was the German yacht GER905 sailed by Michael Erhard, with crew Angela Erhard and Jörg Leismüller, on 34.7 points. The silver medal was won by GER962 Ortwin Semmerow, Frank Butzmann and Alain Stettler on 43.7 points. The bronze medal went to GER968 with Michael Schattan, Martina Hailer and Mucki Binder with 50.7 points.



European Championship Dragon

	Boat	Helsman	H1	H2	H3	H4	Total
1	GER905	Erhard Michael	7	3	7	2	34.7
2	GER962	Semmerow Ortwin	17	1	9	3	43.7
3	GER968	Schattan Michael	1	23	6	5	50.7
4	AUT151	Winkler Helmut	2	10	8	17	56
5	GER892	Kadelbach Achim	20	2	11	6	57.7
6	GBR623	Gifford Patrick	6	7	27	4	65.7
7	SUI285	Wittwer Jürg	11	29	2	10	71
8	GER863	Fröschl Peter	4	13	19	14	72
9	DEN266	Berg Frank	8	22	20	11	85
10	GER955	Glas Markus W.	13	24	10	16	87
11	GER983	Müller Thomas	3	bfd	1	9	88.7
12	GER980	Brennecke Marcus	21	27	3	19	90.7
13	AUS163	Alpe Robert	5	6	34	29	96.7
14	GER827	Houdek Rudolf	18	28	15	13	98
15	DEN318	Holm Peter	26	16	4	36	104
16	SUI288	Libor Ulli	27	26	21	7	105
17	AUT136	Seidl Ernst	12	21	bfd	1	113
18	SUI275	Schobert Hanspeter	22	18	25	26	115
19	GBR572	Campbell Robert	35	11	14	32	116
20	DEN330	Warrer Peter	16	25	18	34	117
21	NED303	du Pon André	15	20	26	33	118
22	GBR598	Williams Eric	44	14	31	8	121
23	NED227	Kuhlwilm Joep	36	8	32	24	124
24	USA303	Simmons Ed	39	15	39	12	129
25	SUI289	Schmid Dieter	38	12	43	18	135
26	NED318	Blok Heike	42	34	17	23	140
27	SUI206	Matt Whitnall	51	9	23	35	142
28	TUR40	Peynirci Ugur	32	19	29	41	145
29	SUI270	Ruppli Alex	43	33	5	42	146
30	GBR633	James Ron	34	37	40	15	150
31	NED1	Pfeiffer Ronald	28	36	22	43	153
32	SUI273	Walder Kurt	29	17	47	37	154
33	GBR672	Nicholson George	45	4	35	50	156
34	EST6	Kazakov E.	57	5	45	27	157
35	DEN313	HRH Prince Henrik	37	52	13	31	157
36	ITA41	Manzoni Paolo	14	44	46	30	158
37	USA290	Orr Ian	30	47	38	20	159
38	NZL8	de Court Frans	23	38	30	45	160
39	SUI259	Brütsch Martin	24	30	44	44	166
40	SUI174	Schwitzer Jan	31	42	33	39	169
41	DEN336	HRH Prins Frederik	40	bfd	16	28	170
42	FRA254	Kerbaol Jean-Pol	10	35	bfd	40	171
43	SUI200	Bossert Heini	19	46	36	46	171
44	SUI240	Mosegaard Lars	53	45	28	22	172
45	FRA290	Rossignol	46	50	42	21	183
46	DEN339	Erikson Frank	49	bfd	24	25	184
47	GER605	Morell Frank	56	49	12	48	189
48	FRA280	Blanc Gérard	41	32	bfd	38	197
49	HUN42	Naray Vilmos	52	40	37	47	200
50	SUI262	Wedekind Liz	47	39	41	49	200
51	GER928	Pflüger Udo	9	48	dnc	dnc	205
52	DEN342	Nielsen Mogens	33	43	dnc	dnc	224
53	NED258	Laamens Gerard	55	31	dnc	dnc	234
54	GER950	Müller-Spreer Harm	25	dnc	dnc	dnc	235
55	DEN248	Griese Bernd	50	51	48	dnc	235
56	GER932	Braun Hannes	54	41	dnc	dnc	243
57	NED247	Imhoff Fred	48	dnf	dnc	dnc	258
58	GER912	Krautgartner Dieter	dnc	dnc	dnc	dnc	272
58	DEN333	Andersen Thomas	dnc	dnc	dnc	dnc	272
58	GER979	Rappel Wolfgang	dnc	dnc	dnc	dnc	272
58	NED280	Nater Cees	dnc	dnc	dnc	dnc	272

This sojourn was Matt's third trip to Europe in the last 2 years. He has made many useful contacts and is happy to direct Aussies to people to chat with. Try him at: mattwhitnall@bigpond.com

Editors comment

Matt had a month in Europe, from Kiel Week starting on the 22nd June, till Lake Thun ending on the 19th July.

He sailed in five Regattas, with an average fleet size of 43 boats.

An interesting group of sailors were successful, keep an eye out for their names in Hobart.

Kiel Week Harm Muller-Spreer



Thomas Auracher, Harm Müller-Spreer Vincent Hoesch

German Champion Claus Hoj Jensen



Swiss Champion Lars Hendriksen
Jung Frau Trophy Vincent Hoesch
European Champion Michael Erhard

From the Gold Cup web site

PBS NAVISION DRAGON GOLD CUP 2002

After 20 years as a Dragon sailor, the German Thomas Müller won the Gold Cup. He has been second twice, but this year he and his crew were the best. It was a dramatic last race with difficult winds, but we managed to survive, said the happy winner.



Mario Wagner, Thomas Mülle and Björn Oesterreich.

The PBS Navision Dragon Gold Cup 2002 ended with dinner and prize giving ceremonies on a warm and beautiful summers evening gathered on the deck of the majestic yacht, *Pommern*.

In August the average winds are of 6.1 metres per second, or 8 knots. The mean temperature in Mariehamn is 14.9° Celsius.



Thomas had Mario Wagner and Björn Oesterreich with him. Thomas comes from Hamburg but both of the crewmen are from Rostock. The trio has sailed together for four years, but each one of them has a long sailing career-I have sailed dragon since 1982 and I am a proof to the new comers in this class that you can win if you keep on trying long enough, said Thomas.

The winning boat sailed a very even series in the first four races, placing 5, 2, 2 and 3. The fifth race had to be abandoned due to too light winds, and in the sixth race their position was not better than 36. But all this was sufficient, and they took the first place with 63.7 points from Fred Imhoff representing the Netherlands with 67 points and Fredrik Markelin from Finland with 82.7 points



Richard van Rij, Fred Imhof, and Rudy den Outer.

The last race ended up becoming very complicated as the wind altered 180°. We would have preferred to sail the last race under normal circumstances, but we managed to survive and despite of all this, to win the whole competition, said Thomas. This is the best we have done so far, we have encountered the best Dragon sailors of the world, so we can feel really satisfied.

PBS Navision Dragon Gold Cup 2002

#.	Sail.	Helmsman	# 1	# 2	# 3	# 4	# 5	Points
1	GER 983	Thomas Müller	5	2	2	3	36	63.7
2	NED 247	Fred Imhoff	4	14	1	10	17	67
3	FIN 75	Fredrik Markelin	3	26	12	18	2	82.7
4	GER 950	Harm Müller- Spreer	29	1	3	21	10	83.7
5	SWE 321	Tom Löfstedt	2	27	13	5	13	84
6	DEN 298	Lars Jensen	11	10	9	9	16	85
7	GER 968	Michael Schattan	1	5	20	4	38	88
8	NED 316	Pieter Heerema	9	16	4	17	15	89
9	DEN 341	Claus Hoj Jensen	19	23	5	13	7	96
10	SWE 311	Thomas Olrog	22	4	7	19	20	100
11	GER 981	Dirk Schröder	31	3	39	8	3	107.4
12	POR 35	Jose Bello	7	35	21	1	24	111
13	SWE 314	Gutta Johansson	25	6	31	6	22	119.4
14	USA 311	Jan Soderberg	6	20	28	12	31	126.7
15	DEN 339	Frank Eriksen	13	9	10	29	43	134
16	DEN 266	Frank Berg	12	47	17	20	9	135
17	USA 310	Edward Sawyer	14	7	40	41	5	136
18	SWE 318	Staffan Larsvall	40	32	19	22	4	145
19	FIN 69	Timo Lampén	DSQ	8	15	23	6	147.7
20	SWE 315	Sputte Baltscheffsky	23	38	18	11	29	149
21	FIN 64	Tom Rindell	18	21	22	15	50	156
22	FIN 72	Pekka Parhiala	20	11	34	14	48	157
23	GER 970	Peter Koch	15	44	24	27	18	158
24	SWE 319	Leif Carlsson	35	15	6	30	45	160.7
25	DEN 342	Mogens Nielsen	10	18	37	34	34	163
26	DEN 336	HKH Kronprins Frederik	24	42	11	24	35	166
27	DEN 340	Peter Warrer	26	19	23	35	33	166
28	FIN 50	Henrik Dahlman	8	30	16	28	55	167
29	GER 957	Horst- Wilhelm Ströh	37	29	36	31	11	174
30	SWE 305	Magnus Ahnmé	21	25	29	36	40	181
31	SWE 313	Lars- Erik Molse	17	24	27	38	53	189
32	SWE 309	Hans Benndorf	34	45	14	42	26	191
33	SWE 320	Per Skoglund	OCS	34	33	7	25	195
34	NED 274	Boris Bayer	32	53	25	43	12	195
35	FIN 53	Erkki Hintsanen	47	12	26	37	49	201
36	FIN 71	Tuomas Rytikangas	27	48	47	40	14	206
37	GBR 633	Ron James	28	51	53	25	23	210
38	FIN 79	Christian Borenus	16	36	35	52	42	211
39	SWE 283	Arved von Gruenewaldt	41	56	52	2	44	220
40	DEN 295	Hans Henning Jensen	45	17	43	46	41	222
41	FIN 48	Erkki Koponen	33	39	38	51	32	223
42	NED 309	Guus de Groot	OCS	28	8	32	DNF	225
43	FIN 65	Jussi Jokinen	49	49	30	39	30	227
44	GER 817	Bernd-Leopold Käther	39	40	44	54	21	228
45	GER 919	Dr. Dieter Mankowski	DSQ	13	55	26	39	229
46	SWE 159	Lars Stjerna	42	50	56	16	37	231
47	FIN 46	Mikko Jaatinen	52	54	50	53	1	233
48	GER 90	Joachim von Alt- Stutterheim	30	52	48	45	28	233
49	FIN 70	Timo Pajunen	38	22	54	50	46	240
50	HKG 38	Phyllis Chang	48	43	49	44	27	241
51	EST 1	Jevgeni Kazakov	OCS	33	45	56	19	249
52	HKG 40	Karl J. Grebstad	44	46	32	57	47	256
53	FIN 42	Pertti Nykänen	55	59	59	55	8	266
54	FIN 67	Heimo Penttinen	51	31	51	49	57	269
55	FIN 80	Ronnie Roos	46	41	42	60	51	270
56	SWE 275	Hans E:son Eklund	43	55	41	47	54	270
57	GER 741	Rainer Blohm	36	57	46	48	OCS	283
58	GER 851	Holger Weichert	53	37	58	58	56	292
59	FIN 52	Tero Porlamo	54	58	57	33	DNF	293
60	RUS 16	Jazikov Sergey	50	60	60	59	52	311

Steve Ward Dragons

Given the beautiful features and sailing behaviour of the Dragon, many ex-Olympians and top sailors have entered into the Class, making it a very competitive and interesting fleet. Hence the Dragon Class is still a strong and growing class in Australia, as well as the rest of the world.

Most modern boats are built from fibreglass, using moulds to shape the glass and allow the resin to harden.



One set of moulds was brought to Australia by Jimmy Sim some 25 years ago. These moulds were used to build a number of boats in Geelong, before they were bought by a group of Dragon enthusiasts in Sydney during the mid eighties. The last boats 3 boats were built in 1992, in preparation for the 1995 World Championship in Perth. Since then, no new boats were added and the moulds stood idle until July 2001.

The moulds have been transported to Western Australia and Steve Ward, builder of a number of America's Cup yachts including Australia II, has finished building a new Dragon. Steve is a very precise boat builder with a great eye for detail and enjoys building perfect yachts. With his knowledge and experience Steve included some interesting ideas to optimise the quality of these boats.

The end product is a beautiful new Dragon yacht that attracts much admiration and recognition, and it's launch is just in time for the 2003 Worlds.



The boat is built completely from polyester and includes the latest changes allowed in the rules to further stiffen these boats.

For details on this initiative, have a look at <http://members.iinet.net.au/~koelemij>, or contact Hank Koelemij at Koelemij@iinet.net.au if you would like to have a look or come for a sail.
Ph Perth, Australia on (61+8) 9371 5192



The 1989 World Champion, And Petticrows.

This article on Poul Richard Hoj-Jensen, his love of sailing and the development of the Petticrow Dragon, has as its basis an interview with Sue Pelling published in 'Yachts and Yachting' in 1998.

Petticrows had been building Dragons for many years, but the company really became successful when double Olympic Gold Medallist Poul Richard Hoj-Jensen joined. With Poul's expertise and the backing of an already established professional business, they built a stiff, well-thought-out, competitive boat. Although Hoj-Jensen would be the first person to disagree that he was the instigator, there is little doubt that it couldn't have happened without him. Poul Richard Hoj- Jensen won two Olympic Gold medals in the Soling and has many World, European and National Championships.

Poul Richard Hoi- Jensen began sailing just outside Copenhagen in Denmark in an OK. The OK at that time was really new, you could build them yourself. I sailed the boat with a Pirate dinghy sail and had a lot of fun. I sailed that boat until 1968. A lot of good sailors started that way. I won the Danish Championship three times. In about 1964 I joined Elvstrom Sails. I did a lot of Finn sailing with Hans Fogh.

I crewed when I started sailing Dragons. It was a good class to join if you wanted to travel because a lot of the owners were quite wealthy and wanted to compete at regattas around the world. At that time there were a lot of very good sailors in the class - as you can see by the names on the Gold Cup. I crewed for Axel Holm until 1969.

We were sailing in Majorca at the Princess Sophia Cup and were sailing against the Crown Prince at that time (now the King). It was there where I met a businessman who said he would like to give me a Dragon to campaign for the Olympic Games. It was, however, an old boat and I had to work hard to get it going well. I went to the Olympics in 1972 in a Dragon, but I didn't do very well. The weather was really bad and, at the age of 28, I felt I was little bit too young. The problem was, I won the selection race and I won Kiel Week in a fleet of 76 boat, but I only just won by three points. I also think I was very nervous about going to the Olympic Games. But I learned a lot. After 1972 the Dragon was dropped as an Olympic Class and the Soling came in.

I started building and sailing the Soling. In my first World Championship in 1973, Ib Andersen won and I was second. It was a very good start for me. At that time Ib was professional, a trainer for Mexico, so he was not allowed to sail for the Olympics, but he was a good sparring partner.

I raced at the Montreal Olympics and went to the venue a month before to train. I was very careful not to show other competitors the boat in which I was going to be racing. I had two boats, I was using the slow boat for training and Ib was tuning up for me using the fast boat. Everybody was tuning up to us and we all had very good speed. It therefore came as a bit of a shock at the Games when I, then using the faster boat, had more speed. In sailing you make a lot of mistakes and you have to try to eliminate as many as possible. I made a lot of mistakes at the Olympics and that was the reason I only won the Gold medal by three points.

My race tactics have developed. Sometimes it's good to start a bit further back so you can gauge from the other boats the best way to go, learn from the others' mistakes, and then win. I don't think there is anything magical about my approach, but it's just that I love sailing and I am now quite relaxed about it. The 1970s were very tough, the Soling and Olympic periods were very tough because most competitors hated each other. You had to be selected, to get money etc - sailing is suddenly very different. I am very happy that time is over. I couldn't sleep and it was a big worry. I think that if you have been through that time, then everything else is very easy. *Poul Richard Hoi- Jensen with Crown Prince Frederick.*

One of the reasons I came back to Dragons was that there really was no building competition. Borresen was building, but there was no development. Nothing had changed on the boat since the '70s. It had the same layout. I like to develop and come up with some new ideas, but one thing I like is that everybody has exactly



the same boat as me. There are no advantages. That has been my rule right from the start. I could also do that with the Soling. I like to think that I could swap boats or sails with anybody in the fleet and they would be exactly the same. In my opinion, this is the only way to make business. All the Petticrow boats are identical. I would be very happy to swap boats with anyone. I could have an advantage if I made a boat specially for myself. But I also know that if I did that, our business would fall apart.

The Dragon is a one-design, we could not change anything. Ten years ago, the boat was difficult to trim, difficult to sail and the boat was also soft. So, what we did was to work with the Dragon Class, the sailors and the Technical Committee, to develop and produce boats that are exactly the same and are easier to sail. Because the new rules require more buoyancy we have now included side tanks which has resulted in a stiffer hull.

Dragons without toe-straps make the crew sit badly in the boat and it is not good for them. I think one of the main reasons is that there are too many helmsmen on the Committee. If the crew were to decide, it would change tomorrow.

About seven years ago the Class asked how we could make the boat cheaper. Our ideas included an integral keel and a glass-fibre rudder shaft - there were a lot of ideas. The Class came back very positively. We decided to produce a completely new mould and I'm extremely happy. We build one boat a week and they go all around the world. We have worked on the layout and produced a boat that's a pleasure to sail. Sometimes I think this is why the Etchells is so uncomfortable and the Dragon so good - we have had the chance to design it. Although we are not allowed to sit-out on the Dragon, you should at least be able to sit comfortably and not fall out.

We started working with a winch-less genoa sheeting system a few years ago, but couldn't get it to work - it was too hard to pull. Now the system is working very well and you don't have to be strong at all. The crew has to work differently - from one side of the boat to the other. This means it is easier to roll tack the boat. The middle man lets the old sheet off and takes the genoa (coarse trim) and the bow man does the fine tuning. The other reason for using this system is that there is more space because there are no winches.

We are the biggest Dragon builders with about 75 per cent of the market from Borresen, who we do not get on with at all. But I think that's OK, because if we did get on, I don't think we would have that competition. We would not work so hard to be the best. I also think it is very good for the class to have two boat builders in competition, in all respects, including price.

We have a great relationship with Hydes sail makers. I think they are pleased that they have been able to push us and criticise because that's the only way you get better. In the beginning it was a bit tough because they didn't want us to tell them how to make sails; but that is not the case any more, we are now one big family.

We produce our own masts with tubes from Holt, then fit the spreaders and everything else ourselves. This way we can control everything. We step every mast before it leaves the yard to make sure everything works.

Our customers are very pleased with the product and some buy a new boat every year. Apart from anything else, it keeps very good quality boats on the second-hand market.

We still build the Etchells, but the Class is standing still, it is not developing. They don't have a Technical Committee that goes to the boat builder with ideas. I think the Etchells is a wonderful boat to sail, but I feel very frustrated and would like to work together with the Class. They want a cheap, quality boat that attracts young people into the class. Again, I think they would get a lot more people into the class if the boat had foot straps.

Most people's idea of heaven on earth is to have sailing as a hobby and work, but I remember when I had sailing as a hobby, and I had much more energy. Now I am tired with both. When I go to a big regatta, I have all my customers to help and I find myself running around the place. The worse thing is when the regatta organisers don't allow the trailer with spare parts into the rigging area. This means you have further to run for bits and pieces and you get exhausted. It is a great advantage for the class, but a disadvantage for my sailing. This is why I try to have a very good crew who can more or less run the boat.

New Borresen Dragon for HRH Crown Prince Frederik

BB is proud that HRH Crown Prince Frederik be sailed the newly develop BB Dragon at the Worlds in Hornbæk. Sponsored by the brewery Harboes Bryggeri A/S



The new design Dragon has a fibre-glass hull with teak deck and has a smaller cabin top and cockpit in front. Aft it is as wide as possible for the helmsman to have excellent visibility.

The hull has maximum stiffness and reinforcement at the mast step and forestay according to the new Dragon Class rules.

New chain plates and easy adjustable deck fittings allow for optimum shroud position.

The design has been made with industrial designer and OL Star boat sailor Anders Gert, Carsten Schibsbbye, Lars Jensen and Anders Børresen. The optimising of fittings Theis Palm and Henrik Dahlman has been a great help.

There has been great interest in the new BB Dragon and we already have orders.

edited from the Borresen website
www.borresen.com

New Ridgeway International Dragon Class Yacht

I am proud to be offering a new Dragon produced from the Ridgeway Dragon Moulds. My experience goes back to the original development and I have been actively involved in the construction of all 14 Ridgeway Dragons, taking on an ever increasing role.

In June 2002 we set about the complete revamp of the Ridgeway Dragon. We started by talking to some of the past and present owners of the Ridgeway's. The results were then put into an action plan which is about to see the new 2002 model emerge.

The first step involved designing a centre console that took up less room, but with enough room to house all the controls. This was accomplished with a fibreglass unit attached directly to the hull and internal liner, providing a strong and stiff unit.

The next step was building a deck mould so we could supply an all fibreglass boat. After a lot of hard work and late nights the mould is finished. The first all fibreglass boat is expected to be finished shortly.

Another improvement involved masts, it was time for Ridgeways to have their own mast section. A lot of has resulted the perfect mast, minimum weight and maximum stiffness.

Other modifications include:

- Storage lockers between the mast and station 8 to keep stored items low in the boat.

- Centrally mounted spinnaker chute forward of the forestay fitting.

- Integrated storage shelf in the rear bulkhead for storage of necessary tools.

The Ridgeway has two variants, fibreglass hull with traditional timber deck incorporating fibreglass cabin and coamings with teak in-laid cabin top; or all fibreglass.

We are currently completing a timber deck variant, subsequent orders will take approximately 10 weeks.

Currently we offer basic hulls without fittings, spars or sails. However a fully rigged, ready to sail yacht could be supplied.

I am pleased to be able to make these yachts available for the World Championships to be held in Hobart in 2003. For further information contact Zane Ridgeway at Pinnacle Yachts & Joinery or look at our new website at

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edited from the Ridgeway website