

INTERNATIONAL Dragon



JANUARY 2008 ASSOCIATION YEARBOOK



WWW.INTDRAGON.ORG

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2007 RESULTS Petticrow built Dragon finishing positions

World Championship	1 3 6 7 8 9
Grand Prix Douarnenez	1 2 3 4 5 6 7
Gold Cup	2 5 6 7 8 9
Edinburgh Cup	1 2 3 4 5 6
European Championship	2 4 5 6 8 9
Regate Royale	1 2 4 6 7 8



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CHAIRMAN'S MESSAGE

This year the IDA held its AGM in Oslo, courtesy of The Kongelig Norsk Seilforening (KNS). I would like to thank KNS and its members for their excellent organisation and hospitality. Rupert Fischer (Germany) retired after two very busy years as Chairman and previously as a Vice-Chairman, and on your behalf, I thank him for his outstanding contribution – I understand Rupert is continuing his work as Chairman of the German Association, so his contribution to our Class continues.

The AGM was very well attended, with representatives from 21 countries and a further two supplying proxy votes. The IDA remains in good financial shape, with adequate reserves (see page 30 for last year's accounts) and I would like to thank Andrew Craig (Ireland), our longstanding Honorary Treasurer, for his careful management of our finances. My final thank you goes to the members of the Association for electing me as Chairman to succeed Rupert. I am very mindful of the responsibility – our continuing growth Internationally is due to a major extent to the excellent leadership shown by the Officers in recent years.

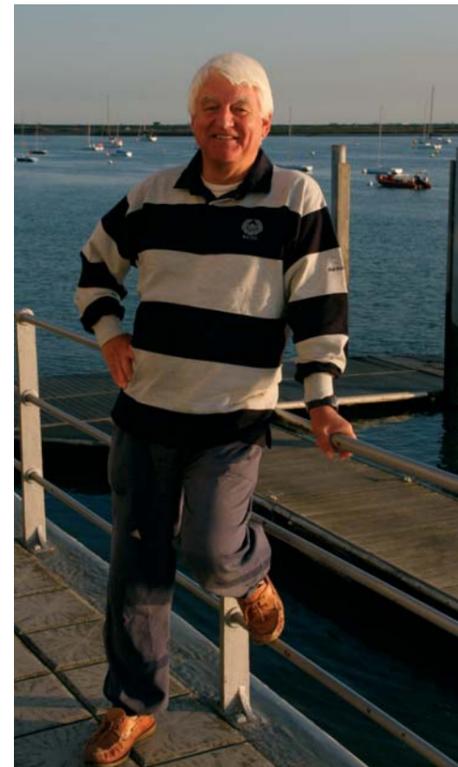
Our success can be seen by the Class's increasing representation around the world. During 2007, three new National Associations have been formed; we have been joined by Antigua, Greece and Ukraine and now have 29 affiliated National Associations. Additionally, 60 new plaques were issued, the largest number for some years.

As you will have read, Borge Borresen died earlier this year. Borge was almost the father of the modern Dragon, having been the major contributor to steering the Class through the two major transitions in the early 1970s. Firstly we were dropped as an Olympic Class and secondly the hull was translated from traditional wood to a modern GRP construction. As we now know these apparent threats were overcome and the Class has thrived ever since. I am pleased to report that in memory of Borge, his family have generously donated a trophy to be raced for during the first race of the Gold Cup series each year. Nothing could be more appropriate as Borge raced in 51 consecutive Gold Cups, an amazing achievement unlikely ever to be matched.

The major IDA events in 2007 were the Gold Cup in Palma, Majorca, the Europeans in Hanko, Finland and the World Championship in Dun Laoghaire, Ireland. Unfortunately both the Gold Cup and the Worlds suffered from light airs, but I have no doubt all three events ended with worthy winners, Lars Hendriksen (Denmark), Marcus Wieser (Germany) and Tommy Müller (Germany) respectively. Congratulations to you all and to your crews.

The Technical Committee, led by Mike Hayles (UK) has had a busy year. Around 18 months ago it began work, in consultation with Naval Architects, on improving buoyancy in Dragons. We have suffered a number of sinkings and we have to be mindful of an ever increasing emphasis on safety in our society. The proposals the Technical Committee developed, which of necessity can only affect new boats, were presented to the AGM and approved unanimously. In essence, the required built-in buoyancy has been increased to 2,500 litres (a Dragon plus crew weigh circa 2,000kgs) and the quality of the buoyancy has also been enhanced.

This year, as you can see, we have revamped the IDA Annual Newsletter (and renamed it a Yearbook) I hope you all consider it a welcome change and an improvement. Publicity and good communications are essential ingredients in any successful Class and suggestions are always welcome on how to enhance our performance in this area.



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Front Cover Photo: Close downwind action at the 2007 Edinburgh Cup in Weymouth. Courtesy of www.fionabrown.com

GO SAILING



Looking forward to 2008, these days the Class never stops. By the time you read this, our Australian and New Zealand colleagues will be well into their sailing seasons. In Europe, the Class now seems to move to Cannes and Monaco to sail through the winter and then in February to Cascais to start the 2008 tour! The main IDA events in 2008 are the Gold Cup in Cascais, Portugal and the Europeans in Oslo, Norway. They are two great locations and I am confident both events will attract strong fleets.

Venues for future IDA events were confirmed at the AGM, as follows;

	Worlds	Europeans	Gold Cup
2009	Medemblik Holland	St Petersburg Russia	Skagen Denmark
2010		Balatonkenese Hungary	Gothenburg Sweden
2011	Melbourne Australia		

Perhaps this is an appropriate time for me to comment on how I see our Class developing over the next several years. As can readily be seen, we are growing, and demonstrating the Dragon's ability to outlive other classes that come and go and our Grand Prix fleets and regattas go from strength to strength. However, the backbone of any Class is its local fleets and local club racing. I believe every National Association needs to ensure that this section of the Dragon Class remains enthusiastic and active. One excellent trend I have noted is an increasing number of inter fleet events not only domestic but also international. The Interport between, Sydney, Hong Kong, Vancouver and Japan is perhaps the most notable event but on a more modest level (especially in distances involved) my own club, the Royal Corinthian at Burnham has annual team racing events against Norddeutscher Regatta Verein (Hamburg) and Pirogovo YC (Moscow). These events help forge new friendships and strengthen the Dragon family on a worldwide basis.

Finally, as incoming Chairman of the IDA, I am most fortunate in being able to join a very experienced team. All three Vice Chairmen, Robert Alpe (Australia), Xavier Rouguet-Luchaire (France) and Peter Warrer (Denmark) are continuing in office. Working together, we look forward to continuing the development our wonderful Class and the International Dragon family, and wish you safe and enjoyable sailing wherever you may be during 2008.

Rob Campbell

Rob Campbell
IDA Chairman. (GBR688 – Quicksilver III)

MAJOR TROPHIES AND CURRENT HOLDERS

THE ROYAL HELLENIC CUP – WORLD CHAMPIONSHIPS

Sinewave

Tommy Müller, Vincie Hoesch, Max Scheibmair

THE VIRGINIE HERIOT CUP – EUROPEAN CHAMPIONSHIP

Bunker Queen

Marcus Weiser, Sergei Pugachev, Thoams Auracher

PRINCE HENRY THE NAVIGATOR TROPHY, KING JUAN CARLOS CUP, IBERIAN CHAMPIONSHIP

Danish Blue

Poul-Richard Hoj-Jensen, Peter Bowring, Paul Mcguire

GRANDE PRIX PETITE NAVIRE –DOUARNENEZ

Sinewave

Tommy Müller, Vincie Hoesch, Max Scheibmair

TROPHEE PANERAI – REGATES ROYALE

Sinewave

Tommy Müller, Vincie Hoesch, Max Scheibmair

THE NATIONS CUP (TEAM RACE WITHIN GOLD CUP)

Germany – Sinewave, Rosi, Tucan

THE GOLD CUP

Eva

Lars Hendriksen, Philip Skafte-Holm, Lars Stenfeld

PRINCESS SOPHIA – PALMA

Bunker Queen

Marcus Weiser, Thomas Auracher, Sergei Pugachev

DRAGON GRANDE PRIX – STRANDE

Bunker Queen

Werner Fritz, Sergei Pugachev, Thomas Auracher

THE MARBLEHEAD TROPHY

Get Away

Frank Berg, Soren Kaestel, Vince Kimvah

TECHNOGYM WELLNESS CUP

Eva

Lars Hendriksen, Philip Skafte-Holm, Lars Stenfeld



Courtesy www.koroly.com

Aberdeen Dragon World Championship 2007



Event Host – Royal St George Yacht Club
Date – 30 August - 8 September
Location – Dun Laoghaire, Ireland

2007 saw Ireland host its first Dragon World Championship with a 68 strong 15 nation fleet congregating at the Royal St George Yacht Club on Dublin Bay in the first week of September. Sponsored by Aberdeen Asset Management, the event was dogged by light airs and proved to be a high scoring regatta with only six of the schedule eight races completed.

The fleet boasted some of the best keelboat sailors in the world, with an Olympic medal tally between them of 4 golds, a silver and a bronze plus many world champions from classes including Dragon, Snipe, 505, Soling, Flying Dutchman and Fireball.

Race 1

Britain's Gavia Wilkinson-Cox won Sunday's opening race which brought surprise results for some. Although poor visibility and 30-knot north westerlies postponed racing for over two hours, winds had dropped below six knots and visibility improved dramatically when racing started.

Wilkinson-Cox was almost alone at the pin allowing her to sail low and fast to the left hand side of the course. It was a significant advantage leaving her ten lengths clear at the weather mark, followed by Ireland's Tim Pearson and Northern Ireland's Simon Brien.

Brien overhauled her at the start of the second run as winds freshened to 10 knots, but the former windsurfing champion came back to win her first ever World Championship race. Third was Britain's Robert Campbell with

Denmark's Frank Berg, who has won six Danish national championships and was second at the 2007 Europeans, fourth.

Races 2 and 3

Monday was a day of frustration. Race two was sailed in perfect north westerly conditions and 2007 European Champion Marcus Wieser, sailing for the Ukraine, made the most of them to win from Berg with Ireland's Michael Cotter third.

After swinging to the north east the wind died leaving the Race Officer with some difficult decisions to get race three underway. By the second leeward mark Switzerland's Uli Libor had broken away from the fleet along with half a dozen others and crossed the line in only two knots of wind with Russia's Alexander Erhkov, a former Olympic 470 sailor and Snipe world champion, second and Frenchman Louis Urvois third.

Many struggled to finish inside the 30 minute limit with only 35 finishers from 68 starters. Germany's Tommy Müller, a former Gold Cup winner, was convinced that his championship hopes had disappeared like the breeze as he finished a Dragon race in last position for the first time in his life.

Weiser emerged the most consistent performer of the day with a first and a fourth place to lead overall from Berg.

Race 4

Tuesday's race four brought a steady sea breeze and very little place changing in the top ten. Showing emphatic determination, Müller led around every mark to take the gun ahead of Brits Quentin Strauss and Len Jones and keep his Championship hopes alive.

Overall Berg closed the gap on

Wieser with only 4.7 points separating them. Irish champion Neil Hegarty moved into third after he was reinstated from an OCS in race two, in which he had finished second, on the grounds that the recall procedure was not correctly followed

Races 5 and 6

Two more races and a discard revealed a completely new leader board after Wednesday's racing in light but steady westerly conditions with autumn sunshine. A strong flood tide meant a long port tack off the start was favoured in both races.

The Ukraine's Yvegen Braslavets won race five, followed by Britain's David Palmer who experienced the ultimate frustration of discovering he was OCS as he



crossed the line. Libor took his place with Lars Jensen of Denmark third.

In a masterly display of big fleet sailing Müller scored a 15th in race five and won race six from Sweden's Lars Idmyr and Germany's Stephan Link to lead the fleet overall by a narrow margin.

Wieser, the overall leader after four races, was judged OCS in race five and finished 55th in race six to see his championship hopes evaporate.

Final result

In a frustrating anticlimax, no more races were sailed. On both Thursday and Friday there was scarcely a zephyr and reluctantly PRO Alan Crosbie was unable to send out the fleet.

So Germany's Tommy Müller, Vincent Hoesch and Max Scheibmair won the Aberdeen Dragon World Championship on Sinewave. Second overall was Swiss Olympic medallist Ulli Libor with Stephan Hellriegel and Frank Butzmann on Gaudium. Third was Britain's Len Jones crewed by Claus Hoj Jensen and Jamie Lea on Rumours.



Past IDA Chairman Rupert Fischer with battle flag flying!

TOP TEN RESULTS

Pos	Sail No	Boat	Crew	O/A
1	GER 996	Sinewave	T. Müller, V. Hoesch, M. Scheibmair	70.7
2	SUI 299	Gaudium	U. Libor, S. Hellriegel, F. Butzmann	73.0
3	GBR 708	Rumours	L. Jones, C. Hoj Jensen, J. Lea	87.7
4	UKR 88	Queen	Y. Braslavets, I.Sidorov, S. Timokhov	90.7
5	DEN 266	My Way	F. Berg, S. Kæstel, L. St. Hansen	95.7
6	IRL 176	Phantom	N. Hegarty, P. Bowring, D. Williams	97.0
7	IRL 202	Kin	S. Brien, M. Brien, D. Gomes	102.0
8	IRL 192	Chimaera	A. Craig, D. O'Dowd, A. O'Connell	107.7
9	SWE 328	Zystems	L. Idmyr, P. Andersson, P. Lindh	108.0
10	IRL 174	Rigmarole	J. Ross-Murphy, A. Shanks, R. Craig	110.0



All pictures courtesy www.fotosail.com.

VOLVO DRAGON EUROPEAN CHAMPIONSHIP 2007

Britain's Patrick Gifford Reports

Event – Volvo Dragon European Championship 2007

Location – Hanko, Finland

Date – 6-10 August

Two British boats joined the 48 strong fleet from 11 nations that travelled to Hanko, Finland in early August for the 2007 Dragon European Championship - Ron James and Julia Walsh with Feilin's Flirtation and Michael Gifford, Charlie Sprake and I with Nereid.

The omens weren't good when we flew into Helsinki in a rainstorm with a gale blowing. However, it turned out that this was the last gasp of the weather sent from the British summer and we shortly settled down to a high pressure system with lots of sun and a mixture of easterly gradient winds and southwesterly thermals as the centre of the system moved around. I can strongly recommend tee shirt and shorts sailing in the Baltic.

Hanko itself was very welcoming and the sailing water couldn't have been much fairer with no tides, no discernible Baltic current and little influence from the land.

We participated in the Finnish Championship as warm up event. This certainly showed who was in form, even if the results took some deciphering. They were won by Tom Jungell who sailed very consistently after the disqualification of Henrik Dahlmann and the inability of Markus Wieser to stay behind the starting line sufficiently often to put a series together. Our best moments came on the first day with two thirds. Thereafter we seemed to spend too much time doing penalty turns for silly mistakes.

The Europeans began very much in the way the Finnish Championship had been with a win for Markus Wieser from Georgy Shayduko, one of the substantial Russian contingent present. The weather also presaged the rest of the

Championship. Blue skies, decent wind and relatively small shifts, a pattern only really broken on the last day. The wind strength varied from the very light up to Force 5.

The racing was dominated by Markus Wieser in Bunker Queen, who won with a race to spare. Behind him Wolfgang Rappel won both the windy races convincingly but never showed the same speed on the lighter days to finish second. The other race winners were Christian Borenus, who didn't otherwise show such form, Maksim Semerkanov, who sailed quickly but collected too many legal problems and Jean-Claude Danet who persevered to win the last-race drifter.

From a personal point of view we were pleased to find the boat going fast, but were struggling with the shorter first beats and very short last beats, both of which seemed to us to make the course more difficult than it needed to be.

More generally it was excellent to race against a rather different mix of Dragon sailors from eleven different, mostly Nordic and Baltic countries who, unsurprisingly, turned out to contain a number of previous prize winners from other, mostly Olympic, classes.



Marcus Wieser looking poised for the start!



Vincie Hoesch lays out the race strategy



All pictures courtesy www.koriolys.com



OVERALL TOP TEN RESULTS

Rank	SailNo	Boat	Crew	Nett
1	GER777	Bunker Queen	M. Wieser, S. Pujachev, T. Aurachev	16.7
2	GER1001	Little Wolfi	W. Rappel, H. J. Benze, M. Lipp	53.0
3	FIN50	Rat-Pack	H. Dahlman, L. Henriksen, O. Dannström	58.0
4	SWE345	Ming	J. Wallenberg, H. Baltscheffsk,y V. Hoech	60.5
5	FIN64	Lilla Vägen	T. Jungell, M. Mannström, J. Rantala	62.7
6	RUS35	Valery	D. Vokhmintzev, V. Kaptyukhin, V. Fogelson	63.0
7	MON1	Munegu	C. Boillot, J. S. Ponce, L. Péan	63.7
8	RUS2	Alisa	E. Alexander, V. Krutskih, A. Grigorjev	71.0
9	SWE334	Sweet Alice	L. Hans, F. Heine, R. Carenfelt	71.7
10	RUS25	Versiya 3	A Krilov, A. Karachinskiy, V. Kapitonov	72.0

The Transbunker Dragon Gold Cup 2007

Nicola Wilton (formerly MacLennan) Reports

There really were many good things about the Gold Cup in Palma. The venue for one is superb; beautiful yacht club, great facilities and good sailing waters. So the organisers can be forgiven for thinking the Gods were against them as they hosted the 2007 Dragon Gold Cup from 5-13 April 2007 when Palma was possibly the only place in Europe that had nearly constant rain and maximum 14°C temperatures.

On the positive side the Race Management Team coped well with the light and shifty winds, doing a brilliant job to get 4 races completed. The proactive International Jury "on the water" monitoring was a great success and the behaviour

Picture courtesy Txema Oliver



Picture courtesy Txema Oliver

of the fleet noticeably improve.

Transbunker were a generous and active sponsor, attending all the functions and showing real support for the class. They have been a great friend to the Class over recent years and we owe them our thanks.

Apart from the weather, the Gods had one or two other challenges for the Organisers including ferry cancellations over the weekend we were due to depart. Thankfully the problem was overcome by scheduling 2 races on the same day so we could finish on Friday.

And so, we come to the race report, written as a view from the middle of the fleet.

Spring weather in Palma! Picture courtesy Txema Oliver



Gavia salutes Lars's victory!
Picture courtesy Ruben Ballester

The entry list was very impressive. Previous year's winner Jorgen Schoenherr, Princess Sophia Trophy winner Marcus Wieser, Poul Richard Hoj Jensen, Tommy Müller with Vincie Hoesch on board, Werner Fritz, European champion Lars Hendriksen, numerous Russian Olympic medallists and not to mention at least another fifteen boats capable of winning the Cup.

Not really being in that group and coming out of the winter rest with only a couple of races in the practice bag our own aspirations were quite modest. First beat of the first race we were happy to be in the company of Jorgen Schoenherr, Frank Berg and some other celebrities when the breeze shifted to our disadvantage and our vain hope that those guys had some special knowledge went up in smoke. We heard in the marquee at the "post match analysis" that Tommy Müller had an impressive first and we could congratulate the chairman of The Royal Swedish Yacht Club Jacob Wallenberg on a very honourable fifth. Some celebrities were OCS and with no discard in the series we understood the jury was busy that evening.

Two races were planned for day two and to give an impression of the shifting conditions it can be mentioned that Lars Hendriksen scored a 27th and second, Werner Fritz was 37th then second and Hoj Jensen was third and then 28th. The most consistent were Vladimir Ikonnikou with seventh and fourth and Tommy Müller with eighth and another first. From our point of view race two was a

Picture
courtesy
Ruben
Ballester



OVERALL TOP TEN RESULTS

Pos	SailNo	Boat	Crew	Nett
1	DEN138	Eva	L. Hendriksen, L.Stenfeldt, P.Skaft-Holm	46.70
2	GER996	Sinewave	T. Müller, V.Hoesch, M.Schehmeis	50.00
3	UKR777	Bunker Queen	M. Wieser, T.Anrache, S.Pugatchev	81.00
4	GER1035	Rosi	P. Ocker, F.Grosser, M.Brather	83.70
5	RUS99	Murka 9	V. Uvarkin, D.Sapronov, V.Varnachkin	84.70
6	GBR705	Danish Blue	P. R. Hoj, T.Palm, C.Brittain	88.70
7	GBR700	Princess Jalina	D. Palmer, K.Harsberg, H.Bagnall	92.00
8	GER1013	Follow Your Dreams	P. Froschl, S.Smuda-Frosch, C.Rusitschka	93.70
9	RUS27	Annapurna 2	V. Ikonnikou, A.Shalagin, A.Mikhaylin	104.00
10	RUS2	Alisa	A.r Ezhkov, V.Kautskih, A.Gargoriev	104.00

catastrophe with all our bogey teams ahead of us. We restored our dented egos a little in the afternoon by fighting off Hoj Jensen, Lars Hendriksen, David Palmer and Cees Naters to mention a few.

Day three was another day of shifting conditions and even if the breeze was rather weak on the second beat there were some raised eyebrows when the course was shortened. However it turned out to be a very cunning idea as three minutes after the last boat had finished, the wind died completely. Among the top boats Lars Hendriksen was third while Tommy Müller and Marcus Wieser were 30th and 34th.

After three days and four races the overall standings were Hendriksen first, Müller second and Wieser third and little did we know that that was to be the final result.

Day four was spent in the harbour watching a vertical hanging AP pennant and a glassy Bay of Palma. The forecast for day five was not very optimistic and the last day was spent in much the same way as the day before. The only difference was that the grin on Lars's face was growing bigger and bigger as the minutes ticked by.

Eventually, the signal declared racing was over and we had three very popular winners who really had made a good job in shifting and difficult conditions. Our sincere admiration and congratulations to Lars, Phillip and Lars. Very well done indeed.

HANSEATIC LLOYD DRAGON GRAND PRIX GERMANY 2007

Frank Berg successful among sixty-one crews

Sixty-one crews from ten nations came together for the second Hanseatic Lloyd Dragon Grand Prix 2007 in Strande on Germany's Kiel Bay in the Baltic Sea. Five races were sailed, mostly in force three winds from westerly directions and in mixed weather conditions which meant that only five of the seven races could be sailed. The winners by five points were the Danes Frank Berg, Sören Kaestel and Sören Holm ahead of Peter Fröschl, Sigrid Smuda-Fröschl and



Friederike Geppert (Germany) and Peter Due, Martin Due and Mikkel Kidmose (also from Denmark).

The incredible strength of the competition can be seen from the narrow margins between the scores of the first five teams: all were separated by only eight points. Furthermore, all five races were won by different crews. The first race was won by Michael Koch, Michael Lipp and Justus Kniffka (SUI 296). The second race went to the

twice Olympic champion Poul-Richard Hoj-Jensen together with Fredrik Hejne and Martin Payne (GBR 725). The following two races were won by the then reigning World Champion Jorgen Schönherr (DEN 375, with Jan Eli Gravad and Christian Videbaek) and by the soon to be new World Champion Thomas Müller with Vincent Hoesch and Max Scheibmair (GER 996). With a win in the fifth and what prove to be last race, the six times Danish Dragon champion Frank Berg took over the leading position in this highly competitive class.

Any one of the five teams in the lead could still have won in the two races scheduled for the last day. But very weak winds which above all were constantly changing direction prevented the final showdown. The lack of wind thus gave Frank Berg the – nevertheless well-earned – victory.

That overall victory also meant an engraving on a model of the containership "HLL Atlantic" and a limited partners' share to the value of 5,000 Euros in the full size version of this ship that belongs to the title sponsor Hanseatic Lloyd.

With the Championship concluded the Dragon fleet then enthusiastically supported a benefit golf and race day held on the final Sunday in support of the World

Childhood Foundation. Childhood was founded in 1999 by HM Queen Silvia of Sweden, who felt an urgent need to address the social, emotional and material poverty of children around the world.



Queen Silvia was present for the event which opened with a golf competition. Later in the morning the Queen was greeted enthusiastically by sailors and spectators as she arrived for the sailing (see above). The Dragon crews – all with a VIP guest on board – were all wearing the red Childhood shirts. Out on the water the Queen fired the starting signal with a practised hand.

The regatta was run as a fox hunt. The crews of Christian Boillot on MON 1 with Minister-President Peter Harry Carstensen and SUI 288 of Harro Kniffka with the twice



From the pin - there may have been one or two over!

Olympic champion crew of Jochen Schumann, Thomas Flach and Bernd Jaekel sailed as the foxes. But all the twists and turns that the foxes made in the light winds were to no avail. They were soon caught.

After the race, the sailors, golfers and many guests attended



the CHILDHOOD Barbecue organised by Hanseatic Lloyd. Her Majesty personally congratulated the winners, who were handed the special prizes of the Germanischer Lloyd and of the Bremer Landesbank. The financial result of the Charity Golf & Race once again reached a new high: Donations in an amount of Euro 200,000 had been collected for CHILDHOOD.

North German Dragon Fleet Captain, Walter Behrens, representing Germany's Commodore Rupert Fischer, said "It was a fantastic sailing and

social event, not only for sailors, but also for friends and guests". Lothar Jenne (Chairman of the Kiel Yacht Club, who organised the Grand Prix together with the YC Strande), added "If the Dragon Grand Prix did not exist, it would have been invented: The idea of putting sailing sport of the top class at the service of the weakest is simply enthralling! All who meet in the waters off Strande are winners!"

For more pictures and the complete results list 2007: visit www.hll-dragon.de.

All pictures courtesy www.segel-bilder.de

Hanseatic Lloyd Dragon Grand Prix 2008

The third Hanseatic Lloyd Dragon Grand Prix in Strande/Kiel Bay will be held from the 5th to the 8th of July 2008. The regatta counts as a Grade 1 event for the International Dragon Ranking List. The CHILDHOOD Charity Golf & Race is once again an integral part of the event.

For more information for 2008: visit www.hll-dragon.de. For further information about the Childhood Foundation please visit www.childhood.org.

New sail styling from Petticrows!





INTERNATIONAL Dragon

Stavros brings us his unique annual summary of our racing year

IT ONLY SEEMS LIKE YESTERDAY that I put pen to paper to bring a little cheer to Dragon Sailors across the Globe with the racing news of 2006, such is the speed of time when you are privileged to enjoy racing the undisputed best one design keel boat in the world...

What a year we have had, a record number of Dragon regatta's from Portugal to Russia. A new, and very deserved, World Champion Tommy Müller. Many more new boats built; new trailers with their ever bigger boxes; new sails from a variety of makers and more importantly we have seen many new sailors joining our terrific class.

So where do I start to tell of this amazing year? Of course at the beginning, with the Ski Voile in Antibes which took place during a cold but sunny January. Why? Because I was on the winning boat! That's why... Sailing with Olaf Sorensen and Shawn Kingston we managed to stamp the Kinsale Yacht Club's name on this premier event of our calendar year. It was a memorable moment to see Don O'Donoghue (winner of the 2006 Régates Royal in Cannes) present proud fellow Irishman Olaf with the yellow jersey/cover of a champagne bottle with a chilled bottle of champagne in it!, as a follow on trophy from Don's previous Cannes win. The Irish are a very strong and competitive fleet, they sail fast and drink fast, the only problem is getting them to buy their own rounds... only joking lads - they will kill me for that one!

An outstanding event followed in Monaco a week later which saw that 'Old Work Horse' Mick Cotter take the Primo Cup with the help of his two alcoholic Kin crew, Simon and Davy. It was an event of both light and strong winds so to win against a well attended and strong fleet was a great achievement. Particularly for Mick as he reaches what must be the 'twilight' of his career.

From Monaco some of us lucky ones made the long but scenic trip via Barcelona and Madrid to Portugal, where, in Cascais, we were greeted with blue skies, warm seas and the chance to race amongst the dolphins. Cascais has the most magnificent new Club House and Marina which was host to the recent ISAF Worlds. With our prestigious Gold Cup there later next year, I would recommend that as many of you as possible make the effort to sail the early February regatta there. You will all be made very welcome, both on and off the water, have the chance to practice in the fantastic big Atlantic waves that roll endlessly down the Portuguese western shore and catch some early 2008 sunshine along the way.

Poul-Richard Hoj-Jensen dominated both Cascais events and although he had a relatively quiet year for him, make no mistake, he will be back. I had the pleasure of racing with him in Germany at the very popular Grand Prix and I can tell you he has lost none of his competitive edge, skill and enthusiasm. His main problem is waving at all his customers instead of sailing his own boat!

The Real Club Nautico in Palma de Mallorca hosted the Gold Cup during April. Unfortunately, for once, Palma's

weather spoilt the event. However, you would have needed more than rain and miserable grey skies to wipe the smiles off Lars Hendriksen and his team's faces as they won this prestigious trophy after only four races could be sailed. Lars' beautiful wooden Dragon Eva, is one of the old Pedersen & Thuesen boats which has been re-vamped. These boats seem to be very quick in light winds and flat water so Palma offered him its perfect conditions. Having said all that Lars would have probably still won the event in a bath tub with some of Tommy Müller's old sails...



Everyone knows the 'Man' (Poul-Richard), can sail a Dragon single-handed. Stavros (one of his humble disciples), does not even need a Boat!

Did someone mention Tommy Müller? Well he had to get a mention; after all he has had a fantastic season. Teaming up with a relatively new sailor to the class, Vincent Hoesch and Max he started his winning ways with the Grand Prix in Douarnenez. He then took the biennial World Championships in Dublin, before beating everyone at the Régates Royal in Cannes. Lastly, he has just won the first South American Trophy down in Uruguay. Not to mention his other successes. A great seasons sailing from this in form team, its just such a pity that Tommy still thinks his jokes are funny. Stick to racing Tommy, let me tell the jokes.....

Markus Wieser took the European title keeping his Transbunker sponsor very happy, with that ever young former World Champion Wolffy Rappell in a deserved second place. With the Europeans taking place every year now, we can look forward to our journey to Oslo for next year's event.

On our UK home front David Palmer continued his new found form. After a fine 2nd in Douarnenez, he followed that up by winning the Edinburgh Cup in Weymouth and also Skandia Cowes Week. So he can look back on 2007 with a smile as he now takes a break from International Sailing. Len Jones also had a good year which reached a high with a Bronze Medal at the Worlds in Dublin. Gavia Wilkinson-Cox also showed promise throughout the year including winning the first race at the Worlds. Lastly Ron James, sailing his beautiful cold moulded boat, continues to improve.

I'm sure you will all want to send your best wishes and a speedy recovery to Uli Libor. He is now making steady progress after a worrying time due to complications after a simple operation. We need you back out there Uli, displaying the skills that saw you deservedly take the Silver Medal at the Worlds in your new Doomernik Dragon. Have a good Xmas & New Year from us all.....

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Ulli, Frank and Stefan grabbing the silver at the hotly contested Worlds, in their "Out-of-the-box" Doomernik 68 boats competing... one Doomernik...



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Tommy Müller

WORLD CHAMPION

The IDA's David Dale profiles the 2007 Dragon World Champion



in half, three quarter and then one tonners , where he was part of many victorious crews as trimmer, tactician and helmsman. In 1973 he was a member of Rubin's crew who won the Admiral's cup.

In 1979 he decided to switch to the increasingly popular and well established Dragon Class and his first boat was an early Borresen GRP boat bought second-hand and sailed in Hamburg. This he kept for 2 seasons before buying a Marcus Glas boat in which he won several German events. In the late 80s he built a 'beautiful cold-moulded' Dragon which he kept for a few seasons until buying his first Petticrow in the early 90s. During this period he raced with his wife and friends and sailing against fellow Germans Vincent Hoesch and Harm Müller-Spreer was generally in the leading boats at the Gold Cup and other International events. In 2002 he won the Gold Cup in Mariehamn – Finland with his friends Mario Wagner and Björn Oestereich.

In 2003, he decided to take his racing more seriously and with Marcus Wieser and Thomas Auracher won the Princess Sophia and the Grand Prix in Douarnenez. Since that time he has campaigned his boats at the major events with the best crews available, a policy which seems to work as all the big successes this year have been with Vincent Hoesch and Max Scheibmair on board.

Like all the current top helmsmen Tommy feels that the standard of the Class has developed very quickly over the last 7 years or so, and that to be and remain at the top in the current large fleets requires the best boats and sails, and particularly crews. Tommy acknowledges his success this year has been due in no small part to his crew and the training they have carried out off the race course as well as on it. He uses their eyes and ears, trimming skills, and tactical input throughout a race and is completely confident that whatever call he makes on the water, and particularly at mark roundings, they will be prepared for it and will be able to deliver. – All part of the seamless of the practiced team.

Finally we asked Tommy what it was that particularly attracted him to the Dragon and kept him sailing it after so many years. His reply was, like so many owners, the technical challenge of the boat, the pleasure of sailing with and against highly skilled people in large Fleets, and the overall friendship across National boundaries, ages and cultures that the sport and the Class engender.

As if all this was not enough, he also became the first winner of an excellent new event held, in December 2007 in Punta del Este, Uruguay – The J. Lauritzen Dragon Championships. Well done Tommy!

LONG TIME DRAGON SAILOR and well known supporter of the International Fleet, Tommy Müller has had an exceptional season by any standards. Winner of the Grande Prix Petite Navire in Douarnenez, the Regates Royales in Cannes and the World Championships in Dublin, also winner of the Austrian Championships and second in the Gold Cup this year, he finished the season as the first sailor to head the new International Ranking List and promptly declared that he would present a Trophy for this new annual honour in the Dragon Class.

Recognising this exceptional achievement, we asked Tommy for an interview to learn how he has amassed the experience and ability to be able to achieve so many successes in such a competitive Class this year as well as having established a reputation as a leading Dragon helmsman over the last 10 years or so.

Tommy has been on the water in boats of various sizes and classes for all but a very few early years. He comes from a family who 'have always owned and raced sailboats,' from 12 metres, through ocean-racers in the 60s-80s (including all the famous Rubins) and for the last 27 years his own Dragons.

His first boat when he was very young was a single sailed clinker dinghy in which he learned to sail, this was followed by another single hander, a predecessor of the Finn in which he learned to race. At 16 he got an old 5.5m from his Grandfather, which he sailed in Kiel and Lübeck, before moving on to the family "Rubins" in his teens followed by continuing International competition

Et Voila!

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Definition of the International Ranking List (IDA-IRL) At 27 November 2007

Goal and Purpose of an International Ranking List

The International ranking list shall serve the following purposes:

- Rank all interested dragon sailors according to their relative performance within the last 12 months.
- Use the current ranking information to identify groups for an event with group starts (like the Gold Cup 2003 in Medemblik)
- Extend the current concept of "International qualification" for World and European championship: The top 25% helmsmen of the International ranking list will qualify for the World and European Championships in the forthcoming year.
- Build-up a strong database with the results of all major dragon events being published and accessed via the internet.
- Raise funds through sponsorship of the IDA-IRL. The sponsor's logo will be displayed on all printed and web-based publications of the IRL.

There shall be two issues of the international ranking list: One for the helmsmen and one for teams. (In 2007 there is only a ranking list for the helmsmen.)

Events to be included in the calculation - Requirements

Only events which fully comply with the class rules of the IDA and all relevant definitions will be included for the ranking list. In particular class rule 13.30 must be in effect.

The organizing authority must supply the final result list to IDA within 14 days of completion of the last race in the series. The following events shall be included in the IDA-IRL:

1. The Gold Cup and the World Championship with a ranking-list factor (RL-factor) of 1.30 and a multiplier of 2
2. The European Championship with an RL-factor of 1.25.
3. The "Grade 1" Dragon regattas in Europe with an RL-factor of 1.20 and a multiplier of 2 - in 2008 the following races will qualify:
Princess Sophia Trophy Palma
The Grand Prix Douarnenez
The Grand Prix of Germany
4. The Australian Championship with RL-factor of 1.25 and a multiplier of 2.
5. All other national championships with a RL-factor of 1.10 and a multiplier of 1 (regardless of the number of competitors)

6. In each country with a national Dragon association, one more event with an RL-factor of 1.00 and a multiplier of 1. Each National Association shall nominate the event to be included in the IDA-IRL prior to IDA-AGM of the preceding year in order to set up the fixture list correctly.

The Ranking list in Australia with an RL-factor of 1.20 and a multiplier of 2 and maximum three additional events with an RL-factor of 1.00 and a multiplier of 1. Only one event may be at the same location as the Australian championships. The AIDA must nominate the events to be included at the IDA-AGM of the preceding year. Not more than 3 events in each Dragon country per year shall be counted with the exception of France.

Australia is regarded as a continent (not as a country), the rules under 4. and 7. apply.

At a later stage the RL-factors can be made dependent on the number of participants or even more sophisticated by the overall quality of the participating fleet. The latter could be achieved for example by determining the average RL-points of the best 20% of the participants and deriving the RL-factor for the event from this average.

How to obtain individual RL-points for an event

The individual points will be calculated using the final position in the event by the following formula of the standard RL-system used in Germany and the Netherlands:

$$RLPts = \frac{(NoOfParticipants + 1) - FinalPosition}{NoOfParticipants} * 100.0 * RLFactorOfEvent$$

In general this formula awards the equivalent of 100*RL-Factor points to the winner of a series and distributes all other participants evenly according to their final position.

The following sample result table shows the distribution of RL-points for an event with 28 participants and a RL-factor of 1.20:

Final Position	RL-points
1.	120,000
2.	115,714
3.	111,429
...	
12.	72,857
13.	68,571
14.	64,286
...	
27.	8,571
28.	4,286

RL-points are awarded to the helmsman and the team in the same way, but they are counted for the corresponding ranking list only.

The multiplier "m"

The multiplier "m" of an event determines how often the RL-points for a series can be used: If a series has a multiplier of 2, the obtained RL-points may be used twice for the overall score, if it has a multiplier of 1, the obtained RL-points may be used only once.

Calculation of total ranking list points

The total ranking list points of a period are calculated as the average of the best six results of a sailor (i.e. sum of the best 6 results divided by 6). A minimum of 5 results is needed. If less than 5 results are available for a particular sailor then the total ranking list points are set to 0. If five results are listed then the 6th result is set to 0 but the average is still calculated by dividing by 6.

Remark 1: The reason to count 6 results is to give maximum points only to sailors who race abroad at least once per season. In order not to be too restrictive we will start the system by awarding total points already from 5 results but still dividing by 6.

Remark 2: The multiplier "m" gives a different weight to the events: The three IDA regattas (Gold Cup, World and European Championship), the major regattas and the Australian championship (+ the current Australian ranking list) count twice whereas all other championships and regattas count only once. The maximum points can be achieved by participating in the IDA championships and one or two of the other major series. However, it is

possible to be present in the ranking list by sailing for example one major event, two national championships and two other regattas. Under most circumstances it will be necessary to travel abroad to be listed in the IDA IRL.

Frequency of Calculation of the IDA-IRL

The yearly IDA-IRL is calculated for the period of December 1st of the preceding year to November 30th of the current year. This is done in order to publish it in the IDA magazine. In addition by means of the internet based software it is possible to display the current standing of the IDA-IRL on a monthly basis (provided that the results are provided in time by the organizers and input into the database). The "ongoing" ranking list will be published on the 15th of each month.

Rupert Fischer
E-mail rupert.fischer@gussbau.de
Current 2007 ranking list available at www.intdragon.org



Børge Børresen

Our Vice President and creator of the Dragon Class Børge Børresen died March 5th, 2007

I met Børge for the first time in 1966 when, together with my skipper, Poul Nielsen, we went to look over Poul's new Dragon, DEN 183 Bajads. Inge, Børge's wife, welcomed us, warm and questioning while Børge was more reserved and mainly talked about boats with Poul. A fragrant mix of wood, varnish and Inge's coffee enveloped us.

I remember him, too, in 2005, at the Dragon's 75th anniversary celebration in St. Tropez, sitting down to lee steering his Dragon, as always dressed in a beret, shirt and tie: a gentleman on the water, but also a gentleman on land. It is these pictures of Børge that I live with today.

Børge died on a Sunday, peacefully at home in Vejle, 87 years old. We have all missed a great skipper, an incomparable Dragon builder, a person known by thousands of sailors, from ship's boy to kings, but nonetheless always helpful, calm and humble towards what he had created, the International Dragon Class.

Børge built his first Dragon in 1936 and founded Børge Børresens Boat Builders in 1939. Since then he has built more than 750 Dragons with the famous BB stamp on the bow. Of these, about 450 Dragons are built in glass fibre and it was Børge who stood behind this modernisation of the Dragon, securing the continuation of the class and its unique success the world over.

The Børresen yard also built other boats that were or became large one-design classes, such as the Knarr, the BB 10 Meter, the Soling, Yngling, Finn dinghy and BB dinghy. But it was always the Dragon that remained his life's great interest.

Børge's results on the racing circuit and his stubborn fight for the survival of the Dragon in the difficult years after it lost its Olympic status have made him a legend.

Without attracting a great deal of attention, Børge and Inge drove to sailing regattas the length and breadth of Europe, often with their children, Ole, Anders and Lars, as crew. There were days of helping, repairing and selling new boats. And sailing and winning: 51 Gold Cup starts, including four wins; several European and World championship victories; many National and International championships - the string of top results is endless.

For many years Børge was Chairman of the Danish Dragon Association and later an honorary life member, as he was of the Danish Sail Union and his home club, Neptun. In 1993 he became Vice President of the IDA and was later honoured by the Queen of Denmark with a Cross of the Order of Dannebrog. It was a well deserved honour for a sailor gentleman, who in his own quiet and determined way battled for a generation to extend and preserve the Dragon as the one-design boat it still is today. His life's work was dedicated to giving continued pleasure to the thousands of us sailors who do battle on the water, many in Dragons with a BB-stamp on the bow.

Jorgen Bonde
Chairman, Danish Dragon Association

Rob Campbell, Chairman IDA

Fiona Brown speaks to the IDA Chairman to find out more about the new man in charge



You can't miss the Chairman on the water!

When did you start sailing and what sort of sailing did you do before joining the Dragon Fleet?

“I've sailed in Burnham most of my life, starting when I was about 7 years old. My first sailing was in Scows and then Cadets which were a very strong Class at that time, but after the Melbourne Olympics 12sq m Sharpies became available very cheaply and I was one of a number of young sailors, who bought them, worked hard on them and sailed them in the UK. Throughout my childhood and formative years I always used to admire the Dragon fleet at Burnham as the absolute aficionado's boat and one that I aspired to sail.

At Oxford in the late sixties we did a lot of keelboat team racing all around the country and after that I did a lot of offshore racing including Admiral's Cup trials and sailing in five Fastnet Races on the trot - 69, 71, 73, 75, 77 - the first one I didn't do was '79! I also raced in Contessa 32s and even the Finn.

I moved to Burnham in the eighties and sailed Squibs for a couple of years until in 1987 I bought my first Dragon. I bought a St George's boat from Aldeburgh and raced her for 7 years until 1994. Next was a very interesting boat built by Ian Lallow in Cowes, a beautiful cold moulded boat. With her I started I started doing Cowes Weeks which offered great racing and a unique Regatta atmosphere with many competitors from other countries. A formula which I thoroughly enjoyed. I bought my current boat,

Quicksilver III, in October 2005'; she's a Petticrow so I have owned 3 Dragons, all from different builders.

I sailed my first Gold Cup in Le Havre in 1988 and have attended as many as possible ever since although regrettably I will never emulate Børge Borresen's record! I have also attended the last two World Championships, in Neustadt and Dun Laoghaire. I am very keen on building relationships between Dragon sailors across the world and have been instrumental in developing regular team racing events between my club in Burnham and the NRV (Hamburg) and Pirogovo (Moscow) Yacht Clubs. These are wonderful opportunities to build international friendships and I hope other countries and clubs will build similar events.”

Your boats are all called Quicksilver - what is the origin of the name?

“Quicksilver came about because of my hair. The silver bit is obviously after my hair and the quick bit is supposed to be about my impressive speed although that is not quite so consistent!”

What do you do when you're not sailing your Dragon?

“My working career has been primarily in manufacturing of consumer products in a range of industries. For the last 11 years I have owned my own business and have recently sold it as a precursor to retirement. I have to admit that sailing is my all consuming interest. My wife Barbara says all my friends are boring because they don't want to talk about anything other than sailing - but I expect that is a problem many Dragon sailors suffer from!

Barbara and I also follow closely our daughter Sara's sporting exploits. She currently holds 3 world records in free diving, her deepest dive to date being 90 metres.”

What has kept you so enthusiastic about the Dragon Class that you've chaired the British Dragon Association twice and have now taken on the role of International Dragon Association Chairman?

“I love the Dragon Class and was delighted to be able to become BDA Chairman for a second time. There are very few classes with proper fleets all over the World and indeed to be part of that is a great honour. As well as the strong home fleet one has opportunities to travel and make friends all over the world. Dragon sailors are all very nice people and enjoy the social side of Dragon events as much as they do the racing.

I have been most fortunate to be elected Chairman of the IDA at just the right time. I am just

retiring from my main business occupation, so will have the time to give the position the commitment it needs. The breadth of the responsibility is fascinating and I am lucky to be succeeding Rupert Fischer who has done an outstanding job.”

What are your goals as IDA Chairman?

“The job description is clear - continue to ensure the Dragon remains the world's pre-eminent one design keelboat class and to work to extend our geographic coverage into new countries. I relish the challenge.

I also believe strongly that long term success requires strong fleets at local club levels as well as at Grand Prix level. I certainly want to work with National Associations to help develop the strength of local club racing.”

What type of person is a typical Dragon sailor?

“If you stand in the bar and look around at a bunch of Dragon sailors you would not think there is anything particularly unusual about them. They are all ages, all social backgrounds, all different financial backgrounds, there's a very broad spectrum. I suppose that we have some difficulty in getting people under 30 into the fleet when I guess they are more interested in the high performance range of boats and are busy with university and starting their career and so on but otherwise the Class has a very broad appeal.”

Does getting into Dragon sailing cost a lot of money?

“Crewing is not expensive at all - you can do that for almost nothing. There's obviously a spectrum of how much people spend on their boats and its true that sailing is an expensive sport but you can run a Dragon at a range of financial levels and still enjoy racing greatly. Also the Class always has a large number of competitive second hand boats for sale

from a few thousand pounds upwards so there is always a suitable entry level for someone new to the Class.

The Class is well established and big enough to provide many different levels of sailing opportunity. I get a lot of pleasure at both ends of the racing spectrum. I really enjoy going to the Worlds for example where I'd hope to finish in the top third of the fleet, but equally I get a lot of pleasure club racing in Burnham where I certainly don't expect to win all the time.”

Is it still possible for truly Corinthian teams to compete on the international circuit against the professional crews?

“A controversial subject! Personally, I welcome the chance to race against the best. It makes for a tremendous challenge and quite often the Corinthians do beat the professionals. It would be a shame to lose that challenge. However, I am also in favour of Corinthian prizes being available at the main IDA events, to recognise the amateur. This was proposed but rejected at this year's AGM - I hope the proposal might be resurrected.”

And finally what are your own Dragon sailing plans for the 2008 season?

“I will be sailing at both the Europeans in Oslo and the Gold Cup in Cascais. I also note some excellent timetabling, with the Swedish (Marstrand) and Norwegian (Oslo) Nationals coming just before and just after the Europeans. The British Championships (Edinburgh Cup) will be in Plymouth, an outstanding racing location. I also note that the French Nationals are in Cazaux at the end of October, right in the middle of the oyster season! It looks like a busy year and I hope to meet many of you in my travels.”

Pictures courtesy www.fionabrown.com



National Class Reports 2007

Antigua

With the arrival of ten new Peticrow Dragons the Antiguan Dragon Fleet has made a good start. The official launching and the inauguration of Harmony Hall Yacht Club took place on the 16th December. The wives of Antigua's Prime Minister and Tourist Minister were among those who named the Dragons.

Eight out of the ten Dragons based at the Harmony Hall Yacht Club in Nonsuch Bay are owned by Carlo Falcone. He owns the famous Harmony Hall restaurant/hotel as well as the Antigua Yacht Club Marina and resort complex in Falmouth. Carlo is first and foremost a racing sailor; he represented the Caribbean at the Barcelona Olympics in the Star (with his wife Paola crewing!) Some time back, he took two years out to circumnavigate the Globe with his family as crew in his classic yacht Mariella.

Carlo has bought the Dragons to promote one design racing in Antigua. The sailing/racing conditions in Nonsuch Bay are excellent. The Bay is completely protected from the prevailing east/south-easterly winds by reefs. Its size allows a course of nearly 1.5 miles and racing whatever the wind conditions. Should a longer course be required, a 10-minute sail outside the bay allows for a 3000 mile plus windward leg! The Dragons will be available for charter for races such as Antigua Classic and Antigua Race Weeks. There is also the possibility for Yacht Clubs to use these boats for team races; in addition, Dragon sailors will be able to do some winter crew training, while families can enjoy the famous beaches of Green Island or the beach/swimming pool at Harmony Hall.

Visiting Dragons sailors to Antigua will be most welcome at the Harmony Hall Yacht Club.

Look forward to seeing you on the race course in Antigua.

Poul-Richard Hoj-Jensen R
Secretary Antigua Dragon Association.
www.harmonyhallantigua.com

Australia

The Australian Dragon Class is once again building momentum. The Class was on a high in the '50s and '60s, was a little depressed in the '70s, then came back with a vengeance in the '80s and '90s with two World Champions in Stephen Boyes and Nick Rogers. The 2003 Worlds in Hobart and 2011 Worlds in Melbourne have led to a new resurgence of interest.

From New South Wales Wolf Breit has registered a 2002 Peticrow from Kinsale as AUS203, Tatsu. Richard Franklin had sold his

Ridgeway Toogara to IDA Officer Robert Alpe and bought a 1999 Peticrow from the Cowes fleet with Damien Hannes; she is now AUS204, *Liquidity*

Development and growth is infectious, particularly for someone as competitive as the irrepressible Gordon Ingate. He decided to buy the 1999 Peticrow Yankee Doodle Dandee, now AUS200, which he had been using in Europe since his old friend and famous US yachtsman Glen Foster died some years ago.

There are boats from the best builders; many refurbished wooden beauties and new skippers and crews. Rivalries between the Australian States are rising – the West Australians are confident. Certainly, the Sydney fleet is doing all the right things to be more competitive.

By the time you read this the 2007 Prince Philip Cup (Australian Nationals) will have taken place in Hobart in January and we'll know the identity of our new National Champion. For the future the Australian teams are looking forward to hosting the 2011 Dragon World Championship in Melbourne and to once again welcoming Dragon sailors from around the globe.

Find out more about Dragon sailing in Australia at www.dragonclass.org.au

Austria

We have a good fleet of 20 boats in Austria and about half of the fleet also race in some of the major international regattas with boats visiting Germany, Hungary, Italy and France.

In the week from 19 to 27 July 2008 Austria will host two regattas counting to the world ranking list both on Lake Attersee – the Entenpokal regatta from 19-20 July and the Austrian Championship from 24-27 July. We

Courtesy Austrian Dragon Association



look forward to welcoming international visitors to both of these regattas, but particularly to the BMW sponsored Open Austrian Championship where we expect at least 40 boats from various nations to complete. Competition is always hard, with top quality sailing as well as perfectly organised social events.

All Information on the Austrian Fleet can be found at www.dragonclass.at

Denmark

Insiders may have noticed a spectacular development on the score boards this season: 2007 has seen a major comeback for the Danish built Petersen & Thuesen Dragons!

Petersen & Thuesen Dragons were built in Brandrupdam, Denmark in the period 1952 - 1969. They produced about six dragons a year with a total production of approximately 100 of which half are still in existence.

The P&Ts were built using the best available timber by dedicated builders and in the 60s were raced by famous Danish dragons sailors like Ole Berentsen, Axel Holm and Henning Jensen who won trophies at the Olympics, Gold Cups, Princess Sofia and other classics.

Now, 50 years later, you can find (if you look carefully) beautiful original P&T Dragons throughout the world. Most of the boats have been resting from the race courses, having been used mainly as beautiful day-sailors. However, some have been quite active on the race circuits and have proved that the "old ladies" are still competitive.

Personally, I found my Eva in an old shed in Scotland. She had spent the last 20 years on a mooring and was in poor condition. But it was love at first sight!!! With help from my good friend David Young I got her back to Denmark and began a 4 year restoration.

Meanwhile, HRH Prince Henrik had an



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old dream come true. The owner of White Lady, Henrik Dahlmann, was finally persuaded by HRH to let White Lady change hands. Many in the Danish sailing community were thrilled to see White Lady back in Hellerup Sejlklub, dancing on Øresund again.

In Palma this spring, after almost 40 years of absence, Eva was back on the race course. The four years of hard work, proved worth while. Together with my crew, Lars Stenfeldt and Phillip Skafte-Holm we were lucky to be able to bring back the Gold Cup to Denmark.

But this was not the only fine result for the old ladies in 2007. Frank Berg won the Marble Head and the Baltic Cup in Majbritt (now named Get Away), and Henrik Dahlman won a bronze medal at the Europeans in Debutant (now called Ratpack).

Others are following: Brian Juncker is presently bringing another beauty back to life and Simon Brian is rescuing Josefine from an uncertain destiny.

So keep an open eye on the race course next season: you might be passed by a lady older than your mum!

See you out there!!!

Lars Hendriksen

Danish Dragon Association

www.dragonclass.dk

(Editor's note: The IDA actively encourages the restoration of the old Classics, but before you start your work please read Class Rules 1.60-1.65, tell the IDA what you plan to do in your project, and keep your local Measurer informed of progress)

Finland

The main event of 2007 for the Finnish Dragon fleet was hosting the Volvo Dragon European Championships in Hanko in August. With 48 boats participating from 15 countries and with the good work of local organisers HSF the event was a definite success for all participants. Our thanks to all our foreign visitors who came to sail in Hanko!

Concerning the Finnish fleet, the coming Europeans attracted two new competitive

teams and there were also a couple of local boat ownership changes. The total number of Finnish Dragon's continues to be 34 with activity centred on Helsinki. One of the main efforts of the fleet is to further develop good co-operation with the fleets in Tallinn, Estonia and St Petersburg, Russia. One of the Finnish ranking regattas in 2008 will be sailed in Tallinn on 13-15 June together with the Estonian Championships.

The 2007 Finnish Open Dragon Championship was organised as a tune-up before the Europeans. 37 boats participated of which 14 were Finnish. The winner was Tom Jungell, second and third places went to Russia's Georgy Shayduko and Konstantin Emelianov.

The 2008 Open Finnish National Championships will be organised by HSS, one of the most active Finnish Dragon clubs, on 15-17 August in Helsinki. We warmly welcome all visitors to participate in this regatta.

On 9 August a special traditional event, Viaporin Tuoppi, is organised for wooden boats of all classes in Suomenlinna, Helsinki. This event attracts over 100 boats of all classes to race in the very centre of Helsinki, usually with 5-8 classic wooden Dragons along with other classes.

The 2008 season will finish with the Dragon Challenge Invitational on 30 August. This regatta allows sailors from other classes to get to know and race with Dragons. The fleet provides boats and crew members and, of course, sauna and dinner after the sailing. The spirit has always been excellent, and the event is a perfect way to attract new sailors to the Dragon class to keep it active and attractive!

Jussi Heikkilä

Finnish Dragon Fleet Captain

www.finnishdragon.fi

France

The number of boats in the French fleet during 2007 was 105. We were delighted to see many new owners joining our association in almost every fleet. The number of participants in races is also going up.

The French Open in 2007 was sailed in

Courtesy French Dragon Association

Deauville and in 2008 will be held at Cazaux near Arcachon. Each year the French Open moves to a different fleet.

In recent years we have organised a campaign to attract boats from abroad to the south of France offering a complete racing program during the winter.

The main French regattas in 2007 were very interesting with often difficult weather conditions, but despite this we had great regattas. We must thank the race officers and all the volunteers for the great job they have done for us.

We have focused our communication on the website, trying to be reactive; following regattas everywhere; bringing news on different subjects of interest; increasing our photo gallery etc.

We have strengthened the role of juries through judging on the water. They are following the races, standing by the marks and they whistle a boat doing something wrong. The jury will then be a witness if there is a protest. We have noticed a much better atmosphere at the marks!!!

We have many classics in France all over the country but the place where they are sailing as a class is Noirmoutier.

We hope too see many boats on our courses in 2008, and we will still do our best to welcome everybody,

The French website can be found at www.afsid.org

Greece

Greece is another country where the formerly strong Dragon Class had lost impetus, but thanks to an enthusiastic new group of owners that situation is changing. The Hellenic Dragon Class Association was established in 2007 in order to encourage existing owners and new sailors. The Class is mainly hosted and supported by the Yacht Club of Greece, the club with the longest history with the Dragons. Presently five boats form the active fleet and four more will soon be racing too as they are now undergoing repairs.

HDCA will shortly nominate a very experienced measurer to the IDA for approval, so all necessary measurements can be taken care of locally.

In Greece there are many sailors who had raced in Dragons and have a good knowledge and experience, but have moved into offshore racing. HDCA is now raising the profile of the Dragon and the Class is very actively working to attract these sailors back and increase the fleet numbers again. Several members of the Class are ex Olympians, national and international champions and there are also sail makers representing the key brands.

The Greek Sailing Federation and the major yacht clubs of Greece have saluted and welcome the establishment of HDCA.

For more information about the Hellenic Dragon Class please visit - www.hdca.gr.

Hong Kong

After years of weak turnouts, 2007 saw the changeover of ownership of several boats in Hong Kong and a significant revival of interest. The new owners are more active and the racing is now keen and close with the 2007 Class Championship decided between 4 boats on the last race.

We race almost every Saturday from Sept to May, with about 10 Sundays thrown in. Frequently visiting Dragon sailors can find crewing spots in our races.

Please check the website www.rhkyc.org.hk for details of our racing schedule under sailing and classes.

Hungary

The Hungarian Dragon fleet saw a rapid development in 2007 with imported second-hand boats and refitted classics.

One of the most exciting experiences of the past year was the Hungarian application to win the right to hold a large international event on Lake Balaton, the largest lake in Central Europe, where all Hungarian Dragons sail. The IDA assured us the Europeans 2010 will be held in Balatonkenese. Preparations are running and both the 2008 and 2009 Hungarian Championships will be held at the same place at the same time of year.



Courtesy Hungarian Dragon Association

The Hungarian sailing community focused more and more on our Class as the rumors of the Europeans 2010 on Lake Balaton spread. As a consequence, some of the top helmsmen made a test of skippering a Dragon. One of the proofs that these efforts were worthwhile was a 6th place for the Hungarian team Atlantis with Tamas Kelemen at the helm in the German Championship on Lake Garda in October.

The HDA started a program to involve a larger base in Dragon sailing. For the second time we organized a highly successful Dragon Family Weekend with ten family crews participating.

The Hungarian Championship held in Balatonfured early August was again a success with 20 entrants, 5 from outside Hungary. With Andreas Haubold and his team from Germany we had an old-new winner.

Classic Dragoning got a new momentum last year, as a Hungarian yard "Foarboc" and its

master Gyorgy Juhasz started the renovation of wooden boats from the 50s and 60s. Classic Dragons were awarded separate prizes at all the races of the Hungarian Dragon Grand Prix.

We are looking forward to a challenging 2008 season when the Hungarian Championship will be hosted in Balatonkense by Kenese Marina-Port Yacht Club, the venue where we also plan to hold the 2010 Europeans. Quite a few international sailors plan to participate in this event in preparation for 2010. All Dragons sailors are welcome. For further information contact info@dragonclass.hu.

Vilmos Naray,

Secretary Hungarian Dragon Association

www.dragonclass.hu

Russia

The Russian fleet consists of 64 registered boats mainly located in Moscow and St Petersburg. Since 2003 the fleet has increased more than four times. Now we have some enthusiasts who are interested in developing the Dragons in the Southern part of Russia and even in Siberia.

The National Championship, held in St Petersburg in July 2007 has become the one of the major sailing events in Russia as it has the record number of participants, 35 boats, from seven different countries. The event was also the first regatta for the new venue, Terijoki Yacht Club, which is proposed to be the host club for the Dragon Europeans 2009. The first three were RUS 77 with Max Semerkhanov helming, RUS 12 Vadim Stotsenko and FIN 50 with Henrik Dalhman.

Since 2003 we have regularly organised four major events for Dragons: Bank Cup, International Baltic Regatta, Silver Cup and the Russian Championships.

At the last RDA meeting the members decided to expand the geographical areas for the national championships. So now we have an offer from Tolltiatti sailing club located on the river Volga to host the Russian Championship in 2008 and they compete with Moscow for that right. The RDA is really interested in exploring new venues for races and inviting more people from different regions of Russia.

For more information visit

www.dragonclub.ru

Spain

The Spanish Dragon Association (Asociación Española de la Clase Dragón) was created in June 1996; however, the origins of Dragon class sailing in Spain go back to 1948, when it was still an Olympic class. The current President, German Gil-Mendoza, has the sole objective of re-launching the Class and creating a local and national fleet.

This year has been a good year of hosting events in Mallorca, however, due to the lack of local support by the clubs, we are

currently encountering difficulties trying to organize future events and attract current and new members. One of German Gil-Mendoza's objectives is to consolidate Palma de Mallorca as a winter base for a big number of European dragons, especially those from northern countries, so we are currently looking at future possibilities.

Our current fleet is of eight boats but unfortunately we don't envisage an increase in the coming year.

We are currently working on our national website www.dragonclass.es and hope to have it up and running very soon.

Sweden

Since it was created on the initiative of the Gothenburg Royal Yacht Club, The Dragon has always had a very strong position in Sweden. Many of us have grown up with the Dragon. I myself sailed a Dragon in the early 1950s, one with the original rigging. The number of Dragons has remained more or less constant in recent decades, and you will find a Dragon anywhere and everywhere along our coasts.

Interest in recent years has focused too much on the racing Dragons, but our intention is to once again get all the Dragons into the Swedish Dragon Association and all our old members back. Special efforts are also being made to involve the younger generation in our crews. At present we have about 50 active modern or restored racing Dragons. There are 15-20 of these on the West Coast and the rest on the East Coast, in Lake Mälaren, on Lidingö, at Saltsjöbaden and on the coast between Västervik and Kalmar. Nowadays, we also have about 10 Dragons racing during the winter period in the Mediterranean.

The main event in the summer alternates between Marstrand on the West Coast and Sandhamn or Saltsjöbaden on the East Coast. The Swedish National

Courtesy Spanish Dragon Association





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The membership fees for the year 2008:

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40 euros for a single person

60 euros for a couple



cannesdragon@free.fr

<http://gales.free.fr>



Courtesy www.koriolys.com

Championship 2007, hosted by the Royal Swedish Yacht Club at Saltsjöbaden with 35 participants, was a very successful event, quite close to the centre of Stockholm, and was won by Sune Carlsson.

We now have a large group of international and national champions in the Swedish Class. This meant that only one helmsman, the previous World Champion in the International 11 Meter Class Stefan Winberg, was able to be best in two races. This ensures excitement in all the races. We have a new prize, which was inaugurated this year, for the "Worlds Best Swedish Dragon" to encourage participation in major international events. The prize was won by "Sweet Alice II" with Hans Liljebblad at the helm.

The AGM, chaired by Patrik Salén, was held in Stockholm and a traditional racing programme has been adopted for 2008. The main international event next season will be the Swedish Open International Championship in Marstrand on 24 – 26 July. It will be organised back-to-back with the annual Marstrand Regatta and is also planned to be the Nordic Championship and part of the "Baltic Challenge", ending with the Europeans in Oslo. Ulf Bjurman
National Secretary, Sweden
www.dragon.p.se

United Kingdom

The main British events in 2007 were all won by different people. Rob Campbell won the East Coasts at Medway. The South Coasts at Weymouth were won by Ivan Bradbury and David Palmer won the 2007 Edinburgh Cup, also at Weymouth. This was the first time the class has held the Edinburgh Cup at Weymouth and all who attended considered it to have some of the best facilities in the UK. In 2008 Lowestoft will host the East Coasts and another new venue, Plymouth, the South Coasts and Edinburgh Cup.

In the future the UK has been awarded the 2013 Dragon World Championships, to be held in Weymouth and we will be using some of the facilities from

the 2012 Olympics, so are absolutely confident about the quality of the of the event.

Outside the UK, Len Jones achieved the UK Fleet's best away result, coming 3rd overall in the Worlds at Dun Laoghaire.

We are pleased that Aberdeen Asset Management will continue to support the British class in 2008. Their generosity has been vital to us, and we are most grateful.

In 2007 we have been using a press officer to increase our publicity. This has really worked and we will continue to develop this in 2008. Our website continues to progress with two key developments now in place. Firstly, one can see who are current members, enabling regatta organisers to check that entrants belong to the BDA and helping local fleet captains collect dues! Secondly, we have introduced a confidential section containing members' addresses, emails, telephones etc, replacing the white book used for many years. The new system will be more economical and more up to date.

In January 2008 Rob Campbell retires as BDA Chairman, having become Chairman of the IDA. Owen Pay will become our new Chairman and is already fully immersed in the organisation for the 2008 South Coasts and Edinburgh Cup.

Kate Sanderson
Secretary British Dragon Association
www.britishdragons.org

USA

2007 was a year of treasure hunting and connecting the dots in the USA. The good news is that we're finding Dragons everywhere - in barns and sheds, under tarps in yards - and people are starting to restore them, which, as you know, takes longer and costs more than you expect. Partly this has been a result of getting out there and talking about Dragons and getting some of them out on the water in places they haven't been seen for a while. And partly it's been about getting our new website in place. In a continent with large distances, the online connection is a crucial element for communication. While it's not a strong market for buying new Dragons, with the US dollar at record lows, there seems to be a healthy market for restoring existing Dragons and potentially for buying good used Dragons from overseas.

Fleet numbers have dramatically improved, with 44 members and 28 boats at the end of 2007. Concentrations continue in the Pacific Northwest, and the Great Lakes, but there are also Dragons being restored in the North East the South and the West. And one or two of our stalwart travellers continue the North American presence at international regattas. A key event next year is the Pacific Rim Interport, which is being hosted by the Royal Vancouver YC - come and see Dragon team racing!

We extend our particular thanks to Patrick Gifford, Classics Coordinator IDA, the Australian, British and French Associations for their advice and support, and the Centre for Wooden Boats, Seattle.

We recognize that we're small, but believe it's important to have a voice at the table, so we were pleased that the BDA acted as our proxy at the recent IDA AGM in Norway and we look forward to the day it's hosted in North America!

Come visit our new website at www.usdragons.org.



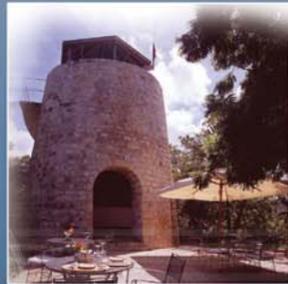
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 www.aycmarina.com

THE ANNUAL GENERAL MEETING 2007

THE 2007 AGM WAS HELD AT THE ROYAL NORWEGIAN YACHT CLUB, HUK AVENY 1, 0287 OSLO ON SATURDAY 27 OCTOBER. 34 PEOPLE WERE PRESENT AND 21 COUNTRIES WERE REPRESENTED

1. Apologies for Absence

See website for details

2. Declaration of Proxies

See website for details

3. The 2006 Minutes

The 2006 Annual General Meeting Minutes previously circulated were approved.

4. Chairman's Report

Dear Delegates of the National Dragon Class Associations, Fellow Officers, Dragon Sailors and Guests of the Annual General Meeting 2007,

Within the following paragraphs I will try to deal with the activities of the Officers of IDA and how they look on the past year since the AGM 2006.

4.1 Racing

IDA Championships and Major Regattas in 2007

At Easter, we had the Gold Cup at the Real Club Nautico in Palma de Mallorca. This regatta did not meet our expectations, especially because the Secretary and myself had spent more time than ever before to assist the Organizers.

At the beginning of August we saw a European Championship in Hanko/Finland with a very positive number of entries. The World Championship 2007 in Dun Laoghaire/Ireland was very well prepared and organized.

All sailors felt very welcome at the Royal St. George Yacht Club. Unfortunately the "Dragon breeze" did not show up and we could sail only 6 races, 5 of them in very light conditions. However in both cases (Europeans and Worlds) the final result list contained no big surprises at least in the top ten.

Rota

Apart from the complaints about the Gold Cup we received some criticism about the timing of the Europeans and the Worlds (being only 3 weeks from each other). We accept those points and try to propose solutions to it in the course of the meeting which hopefully will have a positive effect on the race calendar for 2009 and onwards if accepted by the delegates.

In springtime we received a letter from the Dubai International Yacht Club with which they withdrew their offer to host the Gold Cup 2009. Therefore a few items on the Rota for 2009 and 2010 will have to be re-arranged.

Improvements of Dragon racing in general

The current group of Officers started nearly two years ago to discuss intensively about the possible future of Dragon racing. Vice-chairman Peter Warrer has put together the issues and results of these discussions in a strategy paper. He published this paper on the forum to obtain broad feedback from sailors. Since then we have refined it further and during the course of the AGM Peter will present our key proposals for

improvements. If accepted they will be published in our Regatta Regulations as modified or amended items.

Please let me point out one major insight after being an Officer of the Class for four years now and associated as National delegate before that. Either the Dragon Class takes this whole issue very seriously. Then most of the definitions have to be made mandatory for IDA Championships and (what we call now) Grade 1 events. In this case the Officers of the Class have to have means to enforce that all Organizers adhere to the given standards. The other way is to leave everything as it is, i.e. in form of recommendations and rely totally on the quality and goodwill of the Organizing Authorities. This will work out quite often (as it has done in the past) but on some occasion it will end in a very disappointing event (as we have also experienced). Because each participant spends much time and a considerable amount of money to attend events I would advise strongly for the more controlled approach to improve the chances for all to enjoy a good regatta.

International Ranking List

Finally we have defined and installed a first version of the International Ranking List. I am proud to present the first issue for the period of 1st December 2006 until 30th November 2007 at the AGM. It contains the ranking of helmsmen only; but the lack of the ranking for crews is due to the fact that many result lists today contain only the names of the helmsmen. This will change quickly with the awareness of the ranking list. See page 18 for details.

Now we should examine closely the results of this ranking list definition over the next two seasons; maybe the definition has to be fine-tuned in order to achieve its goals.

4.2 Work of the Technical Committee and the Measurers

Buoyancy

The work of our Technical Committee has since the last AGM centered around the sinkings of racing Dragons in 2006 and this year. The main questions were if, how and to which extent can we increase the buoyancy in our Dragons.

Mike's report will deal with the approach taken and the findings so far, but an effective, efficient and good solution to the problem needs very careful consideration and cannot be found in a rush. We hope that the discussion of this topic at the AGM 2007 will give the Officers and the Technical Committee good guidelines for their continuing work on this issue in 2008.

For the discussion of the Class Rule changes I have a general comment: You will find not too many proposals in your AGM documents but a few of them have been raised in the recent past. As an example rule 13.30, the crew weight limit, has been on the table since I first joined your group in

1999. So it will happen again this year; in the run-up to the AGM I have seen several dozens of e-mails dealing with modifications to this particular Rule.

We should make better use of this time. Around 2000 we decided to have a "moratorium" of 5 years concerning the major rules of building a Dragon. This did not work out because it seemed too unspecific and too long for most of the delegates. But maybe we could re-try with a slightly different approach: Once we have taken our decision about a certain Class Rule change we attach a rule-specific moratorium. For example: Once we are through with the discussion about the crew weight limit and how it shall be checked we should state that the earliest time to re-open the debate about rule 13.30 and the attached procedures will be the AGM 2010.

Event Measurers

We have tracked the activity of event measurers and see from their reports that the rule conformity of our boats, spars and sails is satisfying. Only very minor corrections had to be requested from participants and manufacturers.

Again all preparations have been made to weigh a sample of Dragons before the World Championship. However, once more the weather conditions at the measurement days prohibited the execution of the weighing. It has to be stated that the goal to compress the championship regattas in between two weekends is to a certain degree counteractive to the goal of a thorough control of the participating boats; but if the process of first measurement works satisfactorily this might be acceptable.

Boat Builders and Measurements

The overall number of new builds remained quite stable over the past few years and also for 2007. Whereas individual numbers of builders for example in Germany have dropped we encounter new builders especially in the East-Europe countries. Often those new shops underestimate the task to build a Dragon in full accordance with our Class Rules. In addition we see that some of the old classic Dragons undergo major repairs.

The Class has to have a tight grip on those developments to avoid major trouble. In this context it is good that we still have Guenter Ahlers on board. His excellent knowledge of our Class Rules and his well-known attitude are very valuable assets. I would like to suggest we make use of his skills and his readiness to travel to the relevant places.

It will cost money for the association but this is well-spent, especially if we ask him to train two or three new first measurers and to prepare another experienced man who may succeed him in a couple of years.

4.3 Professionalism in the Dragon Class

This has been and still is a controversial issue in the Class. We have sailors in the

class who earn their living (at least partially) by helping boats, crewing on boats, conducting trainings and/or working as consultants for boat builders and sailmakers. It is my personal firm conviction that the Dragon class never would have arrived at the level of racing we see today without the group skills and the dedication of those people.

The downside is that we risk splitting the Class in two (events mainly for and with professionals and events on a pure local level) and that we lose long-term Dragoneers to other classes. The strength of the class results from the broad base it has in many countries and regions. I can speak mainly for the German Dragon scene and there I observe a remarkable decrease in regatta and traveling activities over the past 10 years. Entries for the major regattas in Bavaria have dropped from 60 – 70 in the 1990s down to 40 – 50 nowadays. Not a single month passes without a Dragon being replaced by some other boat in my home club. Quite often long-term Dragon sailors leave the Class once and for all or simply do not participate in regattas outside the local level.

When I ask those people for their reasons I usually receive the stereotype answer: "I cannot / do not like to compete on the level of the professional sailors but I also do not like the idea of just filling up the entry list". At least in Germany I see a steady negative development.

There is no easy solution to the problem, maybe there is no solution at all. However the Officers felt the necessity to deal with the issue. You will find a summary of our findings amongst your AGM documents and we will discuss the matter at the AGM in order to obtain directions for further activities. As the chairman of the German Dragon Association I am interested in as much feedback as possible from the other National Secretaries in this respect.

4.4 Constitution

Today we all experience rapid and frequent changes to all aspects of our life. So it is not a surprise that the IDA is also subject to these kinds of changes. Today we receive an amount of information over communication channels which did not exist 20 years ago. In the eighties of the past century one could foresee the number of regatta events per year we have now and the amount of money which is needed to run them. Together with boat building and sail making the Dragon market has become a multi-million Euro/Pound/Dollar business. The IDA is meant to provide the guidelines for some aspects of this business and oversee the important activities and players.

With justification sailors, business operators and organizing authorities expect good service from the IDA. This is based mainly on the work of volunteers who serve the association a limited period of time. Hence the constitution should be a well adapted framework to make the best use of the available resources. By looking at our current constitution we found a few items which can be improved or clarified. Vice-chairman Robert Alpe spent some time to spot those areas and to draft possible solutions. At the AGM we will discuss these ideas with you if and to which extent the officers shall proceed.

With this AGM my 2-years term as

Chairman of the IDA will end. It was a challenge and by the same time a great pleasure to work on behalf of the International Dragon Class Association. I would like to thank my fellow officers for their time and contributions, Mike Hayles and his team for their work and all National delegates and interested sailors for their input.

And finally a very special "Thank you" goes to our Secretary David Dale. In addition to the enormous amount of day-to-day work he makes himself available to the class for all kinds of special tasks and with his knowledge his advice is invaluable to the Officers.

I look forward to discussing all relevant matters of our beloved Dragon Class,
Best regards, Rupert Fischer

5. Treasurer's Report

Overview

Last years receipts and payments account shows a very satisfactory outturn. Income was very strong across all headings and while some costs increased most were generally in line with the budget. As a result our reserve increased by £ 7,436 giving us a closing bank balance of £50,559.

The Association continues to benefit from subsidies from the officers in terms of travel costs and administrative support.

The strength of the Class and good turnout at major regattas continues.

Receipts

Subscriptions were ahead of budget and last year as a result of a strong drive by the Assistant Secretary to get all countries to remit their subscriptions early.

A further drive will be made next year following requests for subscriptions in February for immediate settlement.

Buildings fees were at the same level as last year reflecting the strength of the class and the interest in new boats with 47 new plaques issued during the year.

Sail label income, which had showed a significant reduction of almost £ 6,000 in 2006 recovered strongly in 2007 with 1,537 being sold as against 1,233 in 2006. The high sales are a reflection of very strong turnouts at major regattas especially the World Championship in Ireland.

As I reported last year, volumes can be affected from year to year by major events and by the build up of stock at the main lofts, North, Petticrow and Fritz. The five year average is 1,350 labels per year and this is the normal level for setting the budget.

Newsletter and website advertising increased strongly. The better than budgeted income allowed for improvements to be made in both the newsletter and website and this is reflected in higher costs under both these headings.

Other income reflected higher than expected income from the sale of plans, rules and templates.

Payments

Expenditure was approximately £ 4,500 over budget and £ 7,000 over the prior year. As I reported last year there were savings in 2006 on Officers and secretaries travel which were not expected to, and did not, occur in 2007.

Newsletter costs were ahead of budget and prior year by approximately £1,000. Our newsletter costs were higher than budget as we increased the size due to stronger

advertising revenue and, in addition, we did not benefit from savings we had hoped to achieve by changing our newsletter producer.

We also invested more in the website and Jill Hayward did great work on this. These additional unbudgeted costs were more than covered by increased income from advertising.

Secretary and Officers travel were increased over last year as there was more monitoring of the major regattas during their planning phase. It was agreed at last years AGM that this monitoring was a necessary activity as we attempted to improve the quality and consistency of the Major regattas. There is a proposal before the AGM to seek to recover these costs from the regatta budgets in future.

Other costs were broadly in line with budget and the affairs of the Association continue to be solidly and professionally managed by the Secretary/ Manager David Dale with strong support from Jill Hayward.

6. Budget for the year 2008

We continue to maintain a reserve of approximately £50,000 and are budgeting for a small increase in this figure for the coming year. This is despite predicting a reduction in income from sail labels and providing an additional figure for the work of Measurers relating to the buoyancy issue. It is vital that we preserve a balance of this order to deal with any unexpected issues which might threaten the strength of the class. The current review of buoyancy is a specific matter which could require class funds to bring it to a conclusion. While the major cost will, and should, be borne by the builders it is expected that there may be incremental technical committee activity around the subject.

Any additional one off significant expenditure which has not been budgeted will be approved by the Treasurer and Chairman as and when it occurs.

Our commitments continue to increase in line with the demands of our members for a higher level of service however the affairs of the Association are well managed and we have a sound base for moving forward but will need to continue to ensure that our income keeps broad pace with the increased expenses going forward.

The strength of our Class and it's standing on the International stage, continued to be maintained. Major events attract very large high quality fleets. The challenge for the National Organizations is to encourage growth at country level as the International and travelling fleet is well catered for by a Rota of events at a range of interesting venues.

7. Technical Committee Chairman's Report And Class Rule Changes

Mike Hayles reported that the Technical effort this year had been on trying to match a need to increase the buoyancy of new boats with constraints such as cost, design of the internal spaces, and the integrity of current and future bulkheads. Mike had consulted the designer David Cannell who indicated that the buoyancy could be increased to a minimum of 2500 litres comparatively simply. At a recent meeting of all the boat builders there was general agreement that they could meet this target, if certain Class Rules could be altered to enable the necessary changes in construction.



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The Marblehead Trophy

The Marblehead Trophy was presented by the town of Marblehead, North America, in 1929 for an international inter-club competition. The Deed of Gift stipulated that in the inaugural year it could only be won by a non US Club. The winning Club should then announce arrangements and issue invitations to any recognised yacht club to race for the Trophy, by the 1st Jan of the following year. The holding Club could stipulate the location of the event and the type of boat to be raced. Since 1983 it has been raced for regularly in the Dragon Class and in 1987 the Clyde Yacht Clubs Association included a series of races for the Trophy in its Gold Cup Jubilee event.

The Royal Danish Yachtclub is holder of the trophy, won by Frank Berg at the Danish Dragon Championship 2006. In 2007 a series of races for the trophy took place at the Danish Championship in Svendborg, from June 28th to July 1st and Frank Berg won the trophy again.

In accordance with the Deed of Gift, issued by the City of Marblehead in 1929, The Royal Danish Yacht Club hereby invites challengers for the 2008 Marblehead Trophy races. Challenges are only accepted from recognised yacht clubs, who may challenge with one Dragon per club only.

In 2008 a series of races will take place in Copenhagen on May 23rd to 25th 2008.

Challenges should be received not later than
May 1st 2008 and should be mailed to:

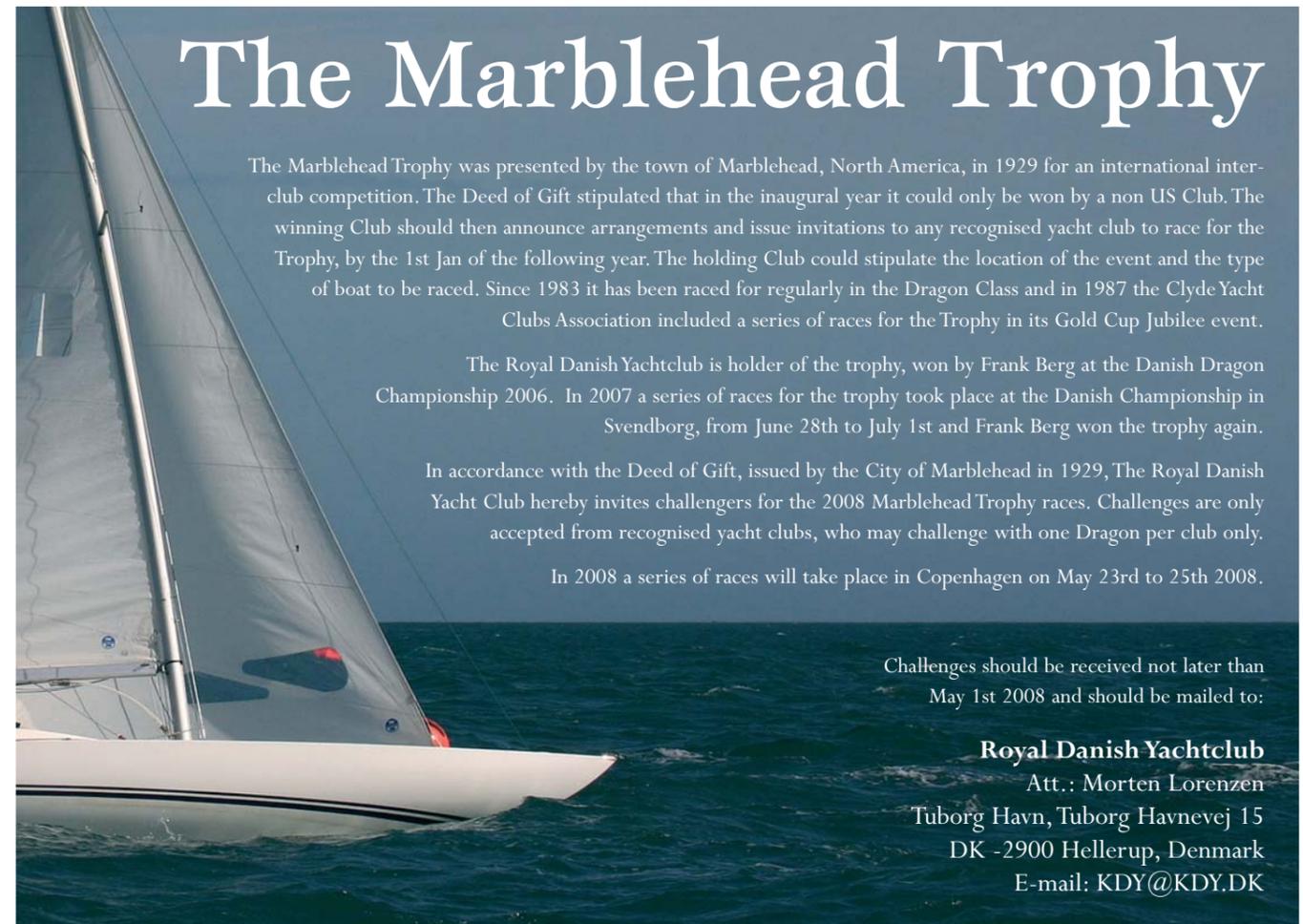
Royal Danish Yachtclub

Att.: Morten Lorenzen

Tuborg Havn, Tuborg Havnevej 15

DK -2900 Hellerup, Denmark

E-mail: KDY@KDY.DK



Mike, had classified the Rules which would require changing as those relating to "Building Policy" and those affecting "Safety"

Building Policy

Class Rule 2.191 Minimum Buoyancy

Amendment: Replace existing rule with the following:

"All Dragons first measured after 1st March 1991 shall have a minimum of 1,400 litres positive buoyancy.

All Dragons first measured after 1st March 2000 shall have a minimum of 1,700 litres positive buoyancy.

All Dragons, with the exception of those build in timber, first measured after 1st March 2008 shall have a minimum of 2500 litres positive buoyancy.

The buoyancy may consist of buoyancy tanks and/or closed cell polyurethane foam with a minimum density of 32 kg/m³.

Each new type of Dragon, first measured after 1st March 2008 shall pass a test, where the hull in racing condition, but without sails, shall be inclined to 90 degrees for not less than 1 minute. After this time, the boat shall come upright and float for not less than 30 minutes with no part of the deck submerged. The test shall take place with either an IDA officer or Measurer present.

The Builder shall issue a "Declaration of Buoyancy" for each Dragon built after 1st March 2008, stating the type, capacity and location of the various watertight compartments and the total buoyancy, when the cockpit and cabin area has been swamped.

Rule 2.192

Amendment: Replace existing rule with the following:

"Watertight bulkheads shall be positioned within 300mm of stations 5, and 12. The bulkheads may be of timber or any sandwich construction. Watertight inspection hatch(es) shall be fitted. The weight of each hatch shall not be greater than the part of the bulkhead which they replace. Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead.

Any hatch to any watertight compartment shall be closed while racing. A means of pumping the fwd and aft watertight compartments clear of water shall be fitted, this shall be capable of being operated from the cockpit. Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam. Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.

Rules to permit increased buoyancy below the cabin and cockpit floors

Class Rule 2.515.2 (c) Partial Bulkheads

Amendment: Replace existing rule with the following:

Partial bulkheads in way of the mainsheet arrangement and within 300mm of station 8. If the cabin and/or cockpit floor and/or sides tanks are forming buoyancy compartments, the bulkhead shall be watertight to each adjacent compartment,

The bulkhead may be watertight above the cabin floor on each side, have a doorway and means to be closed watertight.

Class Rule 3.41 Area of Floorboards

Amendment: Replace existing rule with the following:

Floorboards shall not exceed 16mm in thickness and shall be of timber or GRP. Floorboards forward of the bulkhead near station 8 may be sealed to form a watertight compartment.

Floorboards between stations 9 and 8 may create watertight compartments, but shall not be sealed for a minimum width of 500 mm. Note: - The original floorboards in boats laid down before 15th November 1958 may be retained.

Rule 3.42 Floorboards

Amendment: Replace existing rule with the following:

The area of floorboards shall not be less than 0.2m²

Rules to permit increased buoyancy by larger side tanks

Class Rule 2.505 Internal Hull Moulding

Amendment: Replace existing rule with the following:

The upper part of the moulding shall not be below a continuous fair curve between the minimum points on each side of the hull, nor shall it extend higher than 200mm below underside of deck, with the following exception. Between the bulkhead near station 5 and 8 the inner moulding may extend higher, provided it forms a watertight compartment. Between the bulkheads near stations 8 and 12, the inner moulding may extend to the lower edge of the cockpit coaming and be joined with it, provided it forms a watertight compartment.

Amended Class Rule 2.507 Floors

Amendment: Replace existing rule with the following:

A minimum of 8 floors shall be fitted. The maximum spacing between adjacent floors shall be 700mm. The floors shall extend up to the underside of the cabin sole.

The floors shall be of a uniform laminate of 7.5kg/m². The floors shall be bonded to the hull with a laminate of not less than 6kg/m².

Floors supporting the mast may be connected by longitudinal members. Any longitudinals shall, including any bonding flange, not extend more than 100mm forward of station 4 or exceed 350mm in width. The distance between the top of any longitudinal and the underside of the deck shall not be less than 650mm.

Class Rule 2.508 Weight of Internal Hull Mouldings

Amendment: Add the following to the end of the current rule:

When the inner moulding is joined to the cockpit coaming, in accordance with CR. 2.505.3, the total weight of it may increase by 5kg.

Rules to permit improved safety

Spinnaker Chute

Class Rule 3.31 Hatches

Amendment: Add the following to the end of the current rule:

If used as Spinnaker launching hatch, a

watertight spinnaker chute shall extend from below the hatch to the bulkhead near station 5 and to the bulkhead at station 8 if fitted.

The chute shall be rigid from the hatch to the bulkhead at station 5 from there the chute may be flexible.

The inner diameter of the rigid part of the chute from aft of the hatch shall not exceed 300mm.

The material of the chute is optional.

Class Rule 11 Equipment

Class Rule 11.10.6 Bucket

Amendment: Replace existing rule with the following:

Two buckets each holding not less than 9 litres and with a lanyard of not less than 1 metre.

Class Rule 11.10.8 Position of emergency equipment

Amendment: Add New Rule

"The anchor, anchor rope, buckets, towing rope and all other emergency equipment, which may be required by other rules, shall be stowed in positions where they are accessible without having to open any watertight or sealed compartment."

Class Rule 2.192 Bulkheads and Watertight Compartments

Amended Rule:

"Bulkheads shall be positioned within 300mm of stations 5, and 12 and shall be watertight.

The bulkheads may be of timber or any sandwich construction.

Inspection hatches, which shall be watertight, shall be fitted.

The weight of each hatch shall not be greater than the part of the bulkhead which they replace

Substantial fastening devices for the hatches shall be permanently fixed to the bulkhead

Any hatch to any watertight compartment shall be closed when racing.

A means of pumping the fwd. and aft watertight compartments clear of water shall be fitted, capable of being operated from the cockpit.

Non-return valves, draining in to the main bilge, shall be fitted to any watertight bulkhead and compartment, except when it is filled with foam.

Holes for control lines passing through any watertight bulkhead shall be no further than 100mm from the underside of the deck.'

The following minor Amendments to Class Rules where subsequently approved:

Class Rule 6.72 Spinnaker Boom

Amendment: Replace existing rule with the following:

The spinnaker boom length shall not exceed 2240mm.

Rule 6.73

Amendment: Add New Rule

The fore and aft projection of the spinnaker boom fitting shall not exceed 75mm and shall not project athwartships at the mast.

Finally Mike mentioned that there had been some proposals that Rule 13.30 be amended to ensure that the total weight limit per boat was not exceeded throughout an event. After some discussion it was decided that there should be no change to



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the current Rule and that it should not be discussed again until 2010 at the earliest.

Following a reference to the possibility of using carbon fibre in the construction of the new rigid Spinnaker chutes, The UK representative asked to be assured that 'exotic' materials were not creeping into the construction of new boats. He was concerned that they would be reflected in higher costs as well as not being permitted by current Rules.

On the general safety issue of racing boats in heavy weather, the Chairman asked that the builders provide more advice on safety and seamanship to owners in future. He suggested that this might be provided on the website or in a column on safety in the new 'Yearbook'

8. Items for Discussion

a) Venues for Major Events and Regatta Rota

Dates were confirmed for the Europeans and Gold Cup next year and the Worlds in Medemblik for 2009. Russia was confirmed as the hosts for the Europeans in 2009 subject to one condition being met, and Denmark would hold the Gold Cup in Skagen. All these venues were formally voted by the delegates as were Balatonkenese for the Europeans and Marstrand for the Gold Cup in 2010.

In 2011 (Jan) Melbourne was finally voted to hold the Worlds, which, it was agreed could be classified as an 'open' event. Kiel would bid for the Europeans with St Tropez seeking the Gold Cup against Ostende. In 2012 Ireland bid for the Gold Cup to be held in Kinsale, against Vigo, whilst Douarnenez, bid for the Europeans.

It was the continued intention to confirm venues by a vote 3 years before the event based on the IDA having received a detailed application from National Associations detailing the dates for the event as well as the facilities and experience of the nominated host Club.

b) Regatta Regulations.

The Secretary reminded the Meeting that there were many details about all aspects of running a major event in the Regatta Regulations. The Booklet would be reissued in January and will have been re-organised into 4 sections covering,

1. Overall organisation of an event from initial application to specific facilities required.
2. Detailed management of the racing itself and advice to PROs.
3. Rules of specific championships, templates for Notice of Race and Sailing Instructions, and other associated forms.
4. Details of the recently introduced International Ranking List.

Copies will be sent to all National Associations and will also be available to download from the IDA website. National Associations are asked to translate the important parts of the document regarding Race Management to improve the use of the Regatta Regulations by local regatta organizers

c) Proposal for a Grading System for International and National Events

The paper previously circulated was presented by Peter Warrer, and the proposed ranking system agreed as follows: Championship Events; World and

European Championships and Gold Cup Grade 1 Events; Princess Sofia, Petite Navire, German Grand Prix, Regates Royales.

Grade 2 Events; All National Championships and one other suitable national event nominated by National Associations. Both events to have more than 20 entrants.

These categories and events to be reviewed each year by IDA Officers at the AGM.

An IDA Officer will be formally assigned to the Championship events to ensure that the Organising Authority is fully aware of and can provide the quality of racing and infrastructure expected by the Class.

The Officer's intend to form a group of 3 to monitor all aspects of the graded events and their development in the future.

The paper also outlined certain criteria for the running of these events all of which are, or will be, included in the Regatta regulations, but two additional initiatives are the encouragement of Regional circuits, such as the Iberian Championships and New Regatta Venues in areas of potential Dragon development such as the Caribbean, North and South America and certain states in the Middle East. However in was recognised that in planning any such Regatta, care must be taken not to detract from Graded events scheduled in a non-European location within 12-18months of a proposed date.

d) The International Ranking List

A final version of this paper was presented to the Meeting with a sample of the rankings worked for the period 01.12.2006 – 24.10.2007.

It is a comprehensive explanation of the Ranking List and how it is calculated. This, with any subsequent amendments will be included in Section 4 of the Regatta Regulations when re-issued in January 2008. The success and accuracy of this Ranking List will depend on National Associations (or Organising Authorities) submitting full results as soon as possible to their own and the IDA websites after an eligible event. A list of eligible events will be included in the ranking List paper as Appendix A, as will be a Regatta Report Form, Appendix B which must be submitted to the Secretary of the IDA as soon as possible after the event. Rupert Fischer has kindly agreed to oversee the compilation of the Ranking List for the next 2 seasons, and any query about its working or structure should be addressed to him on E-mail at either; info@drachenklasse.de or Rupert.fischer@gussbau.de. See page 18 for full details.

e) Growth of Professionalism in the Dragon Fleet

Following a paper sent to all National Associations about this topic together with the outline of a method that is widely and increasingly used by other classes to deal with it, a general discussion concluded that the benefits of having professionals closely associated with it as crews, skippers, coaches, tacticians, and general advisors, currently far outweighed any perceived disadvantages. There was no discernable desire to limit their involvement and it was therefore decided not to pursue the ISAF Sailor Classification Code in the immediate future, Furthermore it was agreed that this

subject should not be raised again until 2010 at the earliest.

f) Comments on the Current Class Constitution

Robert Alpe, (Vice-Chairman) had raised with the Officers during the past 2 years the wording of the current Constitution and his concern that it no longer matched the aspirations, activities and governance of Class now or in the future.

He outlined to the Meeting his fear that the current Rules no longer provided sufficient protection for the Class and its Officers in an increasingly litigious environment, and may not be suitable to allow progress and initiatives we may wish to make in the future.

After wide consultation and study of Rules and Constitutions for similar organisations in several different legal environments he had produced a new set of Draft Rules for the IDA as a basis for consideration and discussion. He asked that National Associations study this draft and report to the Secretary by the end of March 2008 if they feel that a review of our Rules is necessary. If there is general acceptance for change then he suggested that a small Committee of past IDA Officers and one current Officer to fully develop a new IDA Charter for consideration by members at the end of June 2008 following which it would be considered by the AGM in November of that year.

g) Yearbook and Communications

The Secretary said that it was felt to be time to revue the Newsletter, which in recent years had become somewhat repetitive in its style and layout. It was acknowledged that it contained much useful and interesting material but it needed an updated design and style to make it of more permanent interest during its 12 month life and of more appeal to potential new and younger owners.

Accordingly we are engaging for the production of the Yearbook a professional editor/publicity Consultancy, very experienced in the yachting world (handles publicity and the yearbook for the Melges 24 Class, and publicity for the British Dragon Association). The Consultancy will also help us with the production of up to 4 E-letters per year to the Class, as well as being able, if required and funded, to cover the major IDA events. The Consultancy, managed by Fiona Brown will be an excellent resource for the Class to use as required in the future on an ad hoc basis.

9. Election of Officers - Appointments and Retirements

Robert Campbell was elected as Chairman in succession to Rupert Fischer. Xavier Rouget-Luchaire and Peter Warrer were re-elected for a further 2 years each as Vice Chairman of the IDA.

10. Date of Next Meeting Note change to this date

Saturday 18th October, London, (venue to be confirmed)

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2008 Inventory

A-8 Mainsail - All Purpose
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MJ-6H Genoa - Heavy
CD-5 Spinnaker - All Purpose

2007 was extremely successful in countless regattas for North Sails; with six out of the top ten Non-Pro boats at most regattas all using North Sails.

Working closely with Poul Richard Hoj Jensen and Petticrows North Sails have created the new "A-8" mainsail for the coming 2008 season. The mainsail is flatter in the lower half than the A-7 which makes the boat much lighter on the helm in almost all conditions, however if you need power and height simply ease the outhaul and the helm comes back on.

The very popular and successful Genoa range (MJ-7, MJ-6-H, LJ-3) will still be available in 2008, which between them covers any range of wind speed or sea state.

The famous CD-5 Bi-radial spinnaker will continue to carry forward for 2008, however North Sails continue with their spinnaker development program so don't be surprised to see a new look sail being tested throughout the season.

For more on North Dragon Sails Contact your local North Sails agent.



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Plan 8 hard copy £130
Plan 8 on disk £300
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BUILDING PLAQUES ISSUED 30/9/2006 – 30/9/2007

Petticrows	36
Vejle Yacht Service BB Dragon	10
Doomernik Dragons	5
West Projects	4
Markus Glas	2
Single Builders	3
Total 2007	60
Total 2006	51

IDA MEASURERS

Country	Name	Description				
Australia	Ediss Boyes	MF				
	Peter Hay	MS				
	Alwyn Jarman	MF				
	Ted Laing	MF				
	Norman Longworth	IM				
	Ian MacDiarmid	MS				
	Bob McCluskey	MS				
	Richard Smith	MS				
	John Standley	MF				
	Charles Stanton	MF				
Austria	Hugh Wardrop	MF				
	David J Vaudrey	MF				
	Ian Malley	MS				
	Hubert Raudaschl	MS				
	GesmbH	MS				
	Gunther Staudinger	MF				
	Frank Dobbels	MF				
	Belgium	Kent Aggus	MS			
		Canada	Greg Bratkiw	MS		
			Denmark	Bo Bundgaard Lassen	MF	
Ken Brown				MS		
Tom Carlsen				MS		
Jakob Grünfeld				MS		
Claus Høj Jensen				MS		
Janne Nielsen				MS		
Signe Jeppesen				MS		
Carsten Lauridsen				MF		
Theis Palm	MF					
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	Janne S. Nielson	MS				
	Steffan Schultz	MS				
	Juri Saraskin	MF				
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		Chris Winter	MF			
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		France	Claude Burillon	MS		
			Joseph Guillou	MS		
Yves Leglise			MF			
Annie Ravach			MS			
Daniel Petton			MS			
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			Heinz-Werner Aping	MF		
	Bernd Faber		MS			
	Werner Fritz		MS			
	Gerd Hoglinger		MF			
	Walter Mai	MF				
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	Frank Schonfeldt	MS				
	Barbara Mang	MS				
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Hungary		Marcel Wagenaar	MF			
		Roger Knightly	MF			
		Allen Smith	MF			
		Netherlands	Harald Gjoertz	MF		
			Nuno Reis	IM		
			Vasily Alexeev	MF		
			New Zealand	Antonio Cardona Espin	MF	
				Fernando Sallent	MS	
	Matz Brown			MF		
	Lars Stjerna			MF		
Norway	Fred Gachter			MS		
	Ziya Ergun			MF		
	Portugal			Geoff Appleton	MF	
		David Chivers		MF		
		Peter Duce		MF		
		Chris Henderson		MS		
		Stuart Jardine	MS			
		Russia				
Spain						
Sweden						
Switzerland						
Turkey						
UK						

Measurer Sails = MS Measurer Full = MF
International Measurer = IM

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				Total 1438

DRAGON REGATTA SCHEDULE 2008

Start	End	Regattas	Venue	Country	Contact	RL	F	M
IDA Championships								
31/7/08	8/8/08	European Championship 2008	Oslo	Norway	www.kns.no/Engelsk/Race/Dragon_European_Championship	1.25	2	
29/8/08	5/9/08	Dragon Gold Cup 2008	Cascais	Portugal	www.cascaisdragongoldcup2008.com	1.3	2	
Grade 1 Events								
15/3/08	21/3/08	39 Princess Sofia Trophy	Palma de Mallorca	Spain	www.rcnp.es	1.2	2	
30/4/08	3/5/08	Grand Prix Petit Navire	Douarnenez	France	www.grandprixpetitnavire.com	1.2	2	
5/7/08	8/7/08	HLL Dragon Grand Prix Germany	Kiel/Strande	Germany	www.hll-dragon.de	1.2	2	
22/9/08	27/9/08	Régates Royales	Cannes	France	www.regatesroyales.com	1.2	2	
Grade 2 Events								
2/1/08	13/1/08	Australian National Championship - Prince Philip Cup	Hobart	Australia	www.tasdragon.org.au	1.25	2	
1/2/08	3/2/08	1st Antiguan National Dragon Championships	Nonsuch Bay	Antigua	www.harmonyhallantigua.com	1.1	1	
21/2/08	24/2/08	King Juan Carlos Trophy (Iberian Championship)	Cascais	Portugal	www.cncascais.com	1	1	
6/3/08	9/3/08	VI Copa del Mediterraneo (Iberian Championship)	Palma de Mallorca	Spain	www.dragonclass.es	1.1	1	
30/4/08	4/5/08	International HLL Swiss Championship	Arbon	Switzerland	www.dragon-class.ch	1.1	1	
23/5/08	25/5/08	International Italian Dragon's Cup	Sanremo	Italy	www.primazona.org/Dragone_home.htm	1.1	1	
24/5/08	25/5/08	Jungfrautrophy	Thun	Switzerland	www.dragon-class.ch	1	1	
24/5/08	26/5/08	UK East Coast Championships	Lowestoft	UK	www.rmsyc.org	1	1	
31/5/08	2/6/08	Irish East Coast Championship	Dun Laoghaire	Ireland	www.nyc.ie	1	1	
6/6/08	8/6/08	Technogym Wellness Cup (Baltic Cup Challenge)	Koge	Denmark	www.dragonclass.dk	1	1	
7/6/08	10/6/08	Portuguese National Championship	Cascais	Portugal	www.cncascais.com	1.1	1	
10/6/08	14/6/08	Derby Dragon	La Baule	France	www.yclub.net	1	1	
12/6/08	15/6/08	Hungarian Dragon Championship	Balatonkenese.	Hungary	www.dragonclass.hu	1.1	1	
13/6/08	15/6/08	Open Estonian Championship	Tallinn	Estonia		1.1	1	
26/6/08	29/6/08	Hankoe Race Week	Hankoe	Norway	www.nordragon.com	1	1	
5/7/08	6/7/08	Grand Prix Enkhuizen	Muiden	Netherlands	www.dragonclass.nl	1	1	
9/7/08	12/7/08	Edinburgh Cup - UK Championships	Plymouth	UK	www.rwyc.org	1.1	1	
10/7/08	13/7/08	Open Russia Championship	Moscow	Russia	www.dragonclass.ru	1.1	1	
17/7/08	20/7/08	Irish National Championship	Dun Laoghaire	Ireland	www.rsgyc.ie/newsite	1.1	1	
19/7/08	20/7/08	Entenpokal	Attersee	Austria	www.sck.at/home.html	1	1	
24/7/08	27/7/08	International Austria Championship	Attersee	Austria	www.uycas.at	1.1	1	
24/7/08	27/7/08	International Baltic Regatta	St Petersburg	Russia	www.dragonclass.ru	1	1	
24/7/08	26/7/08	Swedish Open International Championship	Marstrand	Sweden	www.segladrake.se	1.1	1	
28/7/08	31/7/08	Danish Championship(Baltic Cup Challenge)	Skelskor	Denmark	www.dragonclass.dk	1.1	1	
14/8/08	17/8/08	Belgian Open Championship	Ostend	Belgium	www.beldragon.be	1.1	1	
15/8/08	17/8/08	Finnish Championship	Helsinki	Finland	www.finnishdragon.fi	1.1	1	
24/8/08	28/8/08	International German Championship	Starnberger See	Germany	www.dracheklasse.de	1.1	1	
4/9/08	7/9/08	Open Dutch National Championship	Medemblik	Netherlands	www.dragonclass.nl	1.1	1	
5/9/08	7/9/08	Norwegian Championship	Oslo	Norway	www.nordragon.com	1.1	1	
16/10/08	19/10/08	Hans-Detmar Wagner Cup	Torbole	Italy	www.primazona.org/Dragone_home.htm	1	1	
30/10/08	2/11/08	Open International de France -Dragon's Cup	Cazaux	France	http://cv.cazaux.free.fr	1.1	1	

Start	End	Regattas	Venue	Country	Contact	RL	F	M
Non-Graded Events								
24/1/08	27/1/08	Ski-Voile International	Antibes	France	http://cna.antibes.free.fr/Skivoile/sv2008index.htm			
31/1/08	3/2/08	Primo Cup		Monaco	www.yacht-clubmonaco.mc:80/sportAct/primoCup.html			
7/2/08	10/2/08	Prince Henry The Navigator Trophy (Iberian Championship)	Cascais	Portugal	www.cncascais.com			
28/2/08	2/3/08	Semaine Internationale de Cannes	Cannes	France	http://gailles.free.fr			
21/3/08	22/3/08	Osterragata	Thun	Switzerland	www.dragon-class.ch			
23/3/08	24/3/08	Pâques à Cannes	Cannes	France	http://gailles.free.fr			
17/4/08	21/4/08	Antigua Classic Regatta for Dragons	Falmouth	Antigua	www.harmonyhallantigua.com			
19/4/08	20/4/08	Glariseggcup	Steckborn	Switzerland	www.dragon-class.ch			
19/4/08	20/4/08	Oresund Dragon Championship	Copenhagen	Denmark	www.dragonclass.dk			
26/4/08	2/5/08	Antigua Race Week for Dragons	Falmouth	Antigua	www.harmonyhallantigua.com			
26/4/08	28/4/08	Coupe de Bretagne	Douarnenez	France	www.grandprixpetitnavire.com			
2/5/08	4/5/08	Battle of Jutland	Aarhus	Denmark	www.dragonclass.dk			
17/5/08	18/5/08	Henry Lloyd Cup	Rungsted	Denmark	www.dragonclass.dk			
23/5/08	25/5/08	Marblehead Trophy	Copenhagen	Denmark	www.marblehead.kdy.dk			
31/5/08	1/6/08	Patrick Monteiro de Barros Trophy	Cascais	Portugal	www.cncascais.com			
21/6/08	22/6/08	Sommerregatta	Steckborn	Switzerland	www.dragon-class.ch			
25/6/08	28/6/08	Open International de Dragon	Deauville	France	www.dyc14.com			
6/7/08	8/7/08	South Coast Championships	Plymouth	UK	www.rwyc.org			
9/9/08	10/8/08	International Dragon Cup	Thun	Switzerland	www.dragon-class.ch			
26/8/08	28/8/08	Gold Cup Tune Up	Cascais	Portugal	www.cncascais.com			
12/9/08	14/9/08	South Coasts	Kinsale	Ireland	www.kyc.ie			
22/9/08	27/9/08	Vintage Yachting Games	Medemblik	Netherlands	www.vintageyachtinggames.org			
27/9/08	28/9/08	Zugerseemeisterschaft	Zug	Switzerland	www.dragon-class.ch			
8/10/08	11/10/08	Dragon Saint Tropez	Saint Tropez	France	www.snst.org			
10/10/08	12/10/08	Jack Craig Memorial Bell	Lough Derg	Ireland	E-mail tpearson@firstmedical.ie			

DRAGON REGATTA SCHEDULE 2009

Start	End	Regattas	Venue	Country	Contact	RL	F	M
IDA Championships								
TBA	TBA	Dragon European Championship 2009	St Petersburg	Russia	www.intdragon.org	1.3	2	
2/8/09	8/8/09	Dragon Gold Cup 2009	Skagen	Denmark	E-mail contact@easymed.dk	1.3	2	
5/9/09	11/9/09	World Championship 2009	Medemblik	Netherlands	www.dragonclass.nl	1.3	2	

Please regularly check www.intdragon.org for further events and additional information



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Undefeated! in 2007

The Fritz sails dragon scoreboard 2007

Worlds 07, Dublin/Ireland	1.4.	Copa del Mediterraneo, Palma	1.
Gold Cup, Palma	1.2.3	Austrian Championship, Attersee	1.
Kiel Week, Kiel	1.3.4.6.7.	Campionat de France, Deauville	1.4.5.
Europeans 07, Hankö	1.3.4	TechnoGym Wellness Cup, Koege	1.
Swiss Championship; Thunersee	1.	HLL Dragon Grand Prix, Kiel	2.3.4.5.6.
Pfingstpreis, Tutzing	1.2.3.	Derby Dragon, La Boule	1.4.
Princesa Sophia, Palma	1.2.	Pfingstbusch, Kiel	1.3.4.5.7.9.
Drachen Humpen, Utting	1.3.	Swedish Championship, Saltsjöbaden	1.
Grand Prix, Douarnenez	1.	Sommerpokal, Starnberg	1.
Osterpokal/Maibaum; Possenhofen	1.4.	Vasco de Gama, Arcachon, France	1.

www-fritz-segel.de