

INTERNATIONAL  
**DRAGON**  
ASSOCIATION



The International Dragon Association Newsletter



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Winter 2007

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Irish Championship	1, 2, 3, 4, 5, 6, 7, 8
Edinburgh Cup	1, 2, 3, 4, 5, 6, 7, 8
Kiel Week	1, 2, 3, 4, 5, 6, 7
Gold Cup	2, 3, 4, 5, 6, 7

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Dear Dragon Sailors,

The sailing in the year 2006 is now over, but continues in France and Majorca, Hong Kong, Australia, New Zealand and Uruguay, until it picks up again in Europe in the early Spring.

And what a wonderful season we have had; great weather, large Fleets, new sailors joining us, new boats from the builders and a buoyant market for those 'trading up'. All very encouraging for our Class now and in the future.

You will see my long statement in the Minutes on page17, and the issues discussed by your National representatives and the Officers, but here I would just like to mention a few matters which I think will be of particular importance for us to get right in the future.

First, the issue of safety gained dramatic attention during 2006 when we lost not less than six Dragons whilst racing. Three have been recovered and fortunately we no one lost his life or was seriously injured in these incidents. The IDA officers and the Technical Committee will have a close look at what can be done to make our boats stay afloat longer and what additional means could provide more safety for the crew. But for me it is a matter of heart to remind all active sailors that the key factor is good seamanship: "A Dragon by itself is harmless, all danger emanates from the man at the helm." So please exercise caution especially on the race course, keep your Dragon in good condition and an eye on the weather, use life vests and other safety gear when it is appropriate, allow for some extra distance in close situations and return to the harbour once you feel that the conditions exceed what you and your crew can handle.

Observing other Classes and International top-level sailing events we see that more and more electronic gear is shipped onboard. But we wish to keep our Dragon racing based on personal abilities, experience and judgement and we have no intention of allowing for example GPS-driven tactical aids etc. On the other hand we are very open-minded about introducing recording devices to make our regattas more interesting for spectators or help ourselves



in a post-mortem analysis of our decisions on the race track.

Throughout the next years we will put even more effort into providing fair sailing and well organized events. This means that we review our Regatta Regulations continuously based on sailor's experiences and encourage all Regatta Organizers to use them.

It means also, that we encourage on-water juries and keep an eye on Jury and Measurer's reports. In any case the best talk with a judge is at the bar with a beer in the hand – so please go racing with the Rule Book in mind (e.g. the crew weight rule is in effect unless stated otherwise in the particular sailing instructions) and stay mentally two boat lengths ahead of your Dragon. This should keep you out of most critical situations and help to allow safe and enjoyable racing for you and your competitors.

Finally I wish you a healthy New Year 2007, a splendid sailing season and many happy hours on the water,

Cordially

Rupert Fischer  
(Chairman)

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# Gold Cup 2006

With 110 confirmed entries and more on the waiting list this was always going to be a top class event. Douarnenez's team of organisers under President Louis Urvois and the generous sponsorship of Arnold Shternberg's Petronord Ag, would ensure that the preparations and logistics for the event would be of the highest calibre.



**Full-on action at the Gold Cup**

© Jacques Vapillon

And so it proved to be, light airs, middle range winds and eventually racing in 30 plus knots tested gear and sailors to the full. Sixteen countries were represented with the British, German, Dutch, Irish and Russians providing the bulk of the Fleet. But there were also boats from Australia, Belgium, Denmark, Monaco, Switzerland, Sweden, the Ukraine and the USA.

The practice race, started on time and sailed in ideal conditions, allowed many of the competitors to re-acquaint themselves with the bay and the wind swings as the sun moved round in the afternoon. This was to be a pattern throughout the week, with a few variations thrown in!

The Fleet left the dock for the first race in very light airs and there was some doubt that all would make it to the starting area. But just before the scheduled start time a light breeze came in and by the start was around 12 knots. All were eager and not surprisingly a general recall was signalled and everyone had another

go. The second start was clean and the leaders tacked off as soon as possible to get over to the right of the course. This proved to be the correct way to go, as it was for much of the week, but for those who started in the middle or to the pin end it was almost impossible to get across and many hopes died early in the race. But as so often at the first mark all the top names emerged in the top 25% of the Fleet, and after two runs and 2 more beats the first 5 were Queen, (Werner Fritz), current Gold Cup holders, African Queen, (Jorgen Schonherr), in second place. French sailor Babu Pastaurad in Vol de Nuit was 3rd, Tommy Mueller 4th and Henrik Dahlman in Rat Pack with Lars Hendriksen also onboard was 5th. In 9th place among the top Dragon sailors was British sailor Gavia Wilkinson-Cox in Jerboa, Tommy Mueller's ex boat.

Day 2 was also a perfect sailing day. Cup Holder African Queen won the first race with Vol de Nuit in second place and local boat Ar Dizuan (Jean Yves LeDeroff) 3rd. Bunker from the

Ukraine (Sergey Pichugin) was 4th and British boat Leah (Colin Woodcock) 5th. In the second race of the day Queen gained her 2nd win of the series, but African Queen and Vol de Nuit dropped out of the top group.

Day 3 was again very light to start with but the midday breeze came in to get the Fleet to the starting area. Having got there they sat and drifted while the wind played all sorts of tricks and the Race Team tried to guess where it might come from next. Eventually they tried a start but seconds before the gun the wind shifted and faded again and the race was aborted. More waiting and racing was finally abandoned at around 4.45 pm. There followed a scramble for a tow home, but as the tow boats headed for the harbour a beautiful breeze came in and stayed to give most competitors a great sail home in the evening sunshine.

Day 4 was catch up day and in a solid Beaufort force 3 the Fleet attacked the first start with enthusiasm, resulting in the almost

inevitable general recall. Out came the Black Flag but again the Fleet charged in to the start resulting in 21 boats being named. The 3rd attempt saw a depleted Fleet depart and those who held a long starboard tack from the pin were in the leading group at the first mark. At the finish there were some new faces at the front, including winner, Frenchman Luc Pillot (in Eclipse) Faline (Abram de Wilde) 2nd, King (Bo Selko) 3rd, sponsor Arnold Schternberg in 4th place, and Sea Biscuit ( Marcus Brennecke) in 5th.

For those who had waited for the expected 2nd race there was disappointment as by the time the Fleet had finished it was too late to start another and the Fleet returned to harbour after a very long day on the water.

The final day dawned grey, and cold, with a long Atlantic swell driving into the Bay and around 20+ kts of wind, with more to come. Some decided to haul out early and so it was a smaller Fleet which got away cleanly into a rising

breeze. The heavy weather experts were revelling in the conditions and soon opened out from the main Fleet. Nevertheless there was still close and heavy traffic at the windward mark, followed by a very wet and wild run to the bottom mark involving, for most, a tricky gybe half way down the leg. The wind had increased since the start and there was some spectacular surfing as well as anxious moments for some crews as the the Fleet rolled downwind in a confused sea caused by large quarterwaves as well as a wind causing a cross sea on top of the swell. The second beat saw some place changes at the front of the Fleet partly caused by a change of position of the top mark, and poor visibility leading to a number of boats overstanding. British boat Rumours (Len Jones) got it right and went round 1st followed by African Queen, Queen, Sea Biscuit and Ar Youleg (Louis Urvois). Whilst Rumours and Sea Biscuit went off to the left the other 3 went right in a private battle. At the bottom African Queen had got ahead, and she and Rumours battled it

out for first place up the last beat in a breeze now consistently over 30 knots. African Queen held off Rumour's challenge, Ar Youleg slipped into 3rd and Sea Biscuit and Queen were 4th and 5th.

This was enough to give Queen the Gold Cup overall, (with 2 wins and 4 places in the top 10) from Sea Biscuit 2nd (also with 4), African Queen 3rd, (with 2 wins), Rumours 4th and Ar Youleg 5th.

The Nations Cup (donated by Tommy Mueller), a team race held within the overall competition, was comfortably won by the German team of Queen, Sea Biscuit and Muller himself in Sinewave.

Once again Douarnenez and the Race Officials provided excellent facilities and racing, but the major thanks must go to the Title Sponsor Petronord Ag and Arnold Shternberg, for a very successful Gold Cup



**Can anybody see the rest of the Fleet?**

© Jacques Vapillon

## Aberdeen Dragon European Championship 2006

This year's Dragon European Championships was sponsored by Aberdeen Asset Management and hosted by the Royal Yacht Squadron at Cowes from June 5th to 9th.



**Lars Hendriksen (foreground) leads Bo Selko into the leeward mark on Day 4 of the Europeans**

Photograph: Fiona Brown/BDA

The Solent provided its finest conditions with glorious sunshine every day and winds ranging from 5 to 20 knots. Competition between the 41 boats from 11 countries was cutthroat, but PRO John Grandy and his team did a great job of completing all seven scheduled races while Tony O'Gorman and the International Jury kept order on the course and in the protest room.

Day one gave everyone a taste of things to come as big wind shifts kept them on their toes and caught out the unwary. Initially Richard Jordan headed the fleet but the pack were constantly challenging. At the start of the second beat fourth place Tommy Muller made a decisive tack left while ahead of him Jordan, Georgy Shayduko and Alexander Ezhkov went off to the right. Muller's break was a smart move and he had the lead by the second weather mark from Shayduko with Jordan third

The second day of racing brought two races,

starting off in 5-6 knots and strengthening by the afternoon in to 14-16 knots. The morning race was dominated by Bo Selko who got a great start and was never seriously challenged. Peter Warrer initially looked good for second place but Simon Brien got through him on the second beat and having secured second Brien wasn't letting go, but the battle for third was tight with Semerkanov, Bergbauer, Bandolowski, Muller and Ezhkov all in the running. Eventually it was Semerkanov who took third.

By the afternoon the wind was up to 14-16 knots. Frank Berg showed the fleet a clean pair of heels. At the first mark Bo Selko slotted into second followed by Lars Hendriksen, Valdemar Bandolowski, Tom Lofstedt, Louis Urvois and Gavia Wilkinson-Cox. As Berg consolidated his lead Hendriksen pulled up into second and the two of them settled in for the rest of the race. Meanwhile the pack remained tight right up until

the line where Selko took third.

With the championship at its mid point day three's single race was to be one of the tightest so far and there was a heightened air of tension from the first signal. At the first weather mark Sergey Pichugin led from Jakob Bergbauer and Lars Hendriksen. Peter Nicholson rounded fourth with Louis Urvois fifth.

On the first run Pichugin, Bergbauer, Hendriksen and Nicholson held their positions, but behind them Shayduko began clawing back places to round the leeward mark in fifth ahead of Bandolowski, Urvois and Boillot. At the second weather mark Pichugin continued to lead from Bergbauer but Shayduko moved into third with Nicholson fourth as Hendriksen dropped back to fifth ahead of Urvois and Wilkinson-Cox.

On the final run Hendriksen dug deep and showed impressive boat speed to pull back up into second hard on Pichugin's heels as they

rounded the last mark. They took off up the right hand side but after a few minutes Hendriksen made his move and tacked away. Faced with the dilemma of covering Hendriksen or the fleet Pichugin stood on, a move which was to be his undoing. At the line it was Hendriksen by 17 seconds from Pichugin with Bergbauer third.

At this stage the result board showed Denmark's Lars Hendriksen had a small lead over Germany's Tommy Muller while third to ninth places were separated by only 6.7 points leaving the regatta wide open. The Danes and Russians were dominating the event with double Olympic Gold Medallist Valdemar Bandolowski (DEN) third, Bo Selko (DEN) fourth, Georgy Shayduko (RUS) fifth, Maksim Semerkanov (RUS) sixth, Frank Berg (DEN) seventh.

The fourth day was a tough one with two big races in shifty conditions that turned the fleet inside out on more than one occasion. Local girl Julia Bailey after an early tack off the line led at the weather mark. She held her lead into the final mark but up the final beat Bo Selko began to close her and their boats crossed tacks separated by just millimetres in the closing moments. At the finish neither boat knew who'd won but the race officer was able to confirm that Selko had taken victory by the narrowest margin.

In the overall standings Hendriksen was still clinging onto the lead but his margin was down to just 6.7 points having finished 10th and 19th in the day's races. Selko's win and a 19th were enough to move him up into second overall just one point ahead of Semerkanov who won the second race of the day. Bandolowski now lay fourth, with Muller fifth. With three boats still in contention for the Championship and everyone down to eighth in with a chance of second the final race would be the decider.

The championship came to a close with a marathon 3 hour race in a superb 15-18 knots of wind. IDA President, His Majesty King Constantine of the Hellenes, and Martin Gilbert, Chairman of regatta sponsor Aberdeen Asset Management, were among spectators who were kept in suspense until the closing moments of the race. Initially it looked as if the title could have slipped from Hendriksen's grip as he rounded the first mark three quarters of the way down the fleet. Fortunately for him his only two competitors, Selko and Semerkanov, were just a few places ahead so all was not yet lost.

From the off Frank Berg had decided to close the regatta in style and led the entire way round the course to win by a huge margin. Second place was a battle between Sweden's Tom Lofstedt and the Ukraine's Sergey Pichugin in which Lofstedt was eventually victorious.

Back down the fleet the Championship was still to be decided. Hendriksen knew that provided Selko and Semerkanov finished in the teens or worse he was safe despite his own poor position. In an attempt to catch his rivals Hendriksen took a right hand flyer up the second beat, but only gained two places. Semerkanov and Selko meanwhile were enjoying a classic dog fight as the pair vied to not only move up the fleet and beat Hendriksen but to beat each other as well. They finished 18th and 19th respectively and, knowing that he needed do no more, Hendriksen turned away without crossing the line. Berg's final race win was enough to give him second overall while Selko took third with Semerkanov fourth.

For Lars Hendriksen and his crew Will Willets and Martin Leifeldt this was a particularly enjoyable win as their owner and regular helm, Ted Sawyer, had been injured in an accident at the previous week's Dragon Edinburgh Cup. In his acceptance speech crew member Will Willett said;

"We'd like to thank the Aberdeen Asset Management and Royal Yacht Squadron for five days of fantastic racing and we particularly thank Ted Sawyer, whose generosity and enthusiasm for Dragon sailing allowed us to sail this week. We are very proud to win this trophy on Ted's behalf."

Fiona Brown/BDA



**Russians Maksim Semerkanov and Sergey Maslov duelling at the Europeans in the Solent**

Photograph: Fiona Brown/BDA

## HLL Dragon Grand Prix Germany

Four days of perfect weather on the Kiel fjord – victory for Ukrainians



**Sailing with hands and feet at HLL Dragon Grand Prix**

© Christian Beeck

The 2006 HLL Dragon Grand Prix Germany 2006 for the Chronoswiss Trophy was won by Sergey Pichugin, Sergey Timowkhov and Dimitry Yarmolenka (UKR 777) from the Ukraine. After six races they had a seven-point lead on Thomas Müller, Vincent Hoesch and Max Scheibmair (GER 996). Peter Warrer, Lars Wegener and Mikel Kidmose (DEN 380) sailed to third place.

This was the first Grand Prix for the Dragon Class ever sailed in Germany. Early July saw 41 crews from eight nations, including Australia, begin a series of six races from Strande, on the Bight of Kiel. All four days of the regatta were blessed with steady easterly winds of seven to 16 knots, under cloudless skies. "It couldn't have been better", enthused Rupert Fischer, IDA Chairman and Commodore of the German Dragon squad, about the conditions prevailing. Peter Warrer, Vice-Chairman of the International Dragon Association, was also impressed – and the 53-year-old Dane is no newcomer to such major events. "We've never seen anything like this. It was fantastic", was his comment during the prize-giving ceremony, in which he lavished praise on the wind, the weather, the organisation on land and water, and the catering arrangements.

The crew led by Sergey Pichugin, the three-time Olympic participant and several times the champion in the Soling class, won three of the six

races. Pichugin is now the first to be immortalised with a plaque on the Challenge Trophy, a model of the "HLL Atlantic" container ship. Hailing from Kiev, Pichugin was also the happy winner of a 5,000-euro limited partner's share in the "HLL Atlantic". The crew as a whole also won the Chronoswiss Trophy – a valuable watch for each crew member.

Everyone taking part in the German première of the Dragon Grand Prix had spit in their hands or rolled up their sleeves: the Strande Yacht Club and the Kiel Yacht Club were responsible for everything on the water, while no effort was too great for the Hanseatic Lloyd team who organised the support programme. Backed by numerous other sponsors and partners, such as Bremer Landesbank and Germanischer Lloyd, the HLL Dragon Grand Prix had a successful début and set high standards as a sailing event of international rank.

### Charity Golf & Race

The social and media highlight of the HLL Dragon Grand Prix was the visit by Her Majesty Queen Silvia of Sweden in her role as patroness of an integrated charity event in aid of the World Childhood Foundation, of which she is the founder. All eyes were centred on the "Charity Golf & Race". On the golf course, almost 50 golfers swung their clubs for a good cause. On

the boats in the harbour, meanwhile, the crews were waiting in their red Childhood shirts to give the Queen a warm welcome to Strande. The Dragon jetty was lined by almost 100 children from a local primary school. The Queen took this guard of honour in excellent humour and already knew what the sailors did not as yet, namely that she was being expected on board the "Maranatha" sailing yacht, from which she would watch the race, not only by the owner (and race initiator) Harro Kniffka, but also by His Majesty King Carl XVI. Gustaf. The patroness had expressed her wish to spend the Charity Day in the company of her husband. "Queen's weather" prevailed that day, with bright blue skies and sunshine – and was mirrored in the eyes of the Royal couple. Later at the Gala Evening, Her Majesty divulged with a grin that her husband was usually a "rainmaker".

A total of 138,000 euros was generated that day for Childhood. "This proud sum shows the exemplary social commitment of those taking part and encourages people to do whatever they can in future to improve the prospects of children who otherwise have few chances in life", commented Matthias Kleinert, Chairman of the Board of Governors of World Childhood Foundation Germany.

## Results

Strande, Bight of Kiel; 21st to 24th July 2006.  
41 crews, 8 nations, 6 races, with one discard

1. UKR 777 - Sergey Pichugin, Sergey Timovkhov and Dimitry Yarmolenka (10 points)
2. GER 996 - Thomas Müller, Vincent Hoesch and Max Scheibmair (17 points)
3. DEN 380 - Peter Warrer, Lars Wegener and Mikel Kidmose (24 points)
4. DEN 66 - Frank Berg, Soeren Kaester and Freddy Fart (31 points)
5. SUI 299 - Ulrich Libor, Stephan Hellriegel and Frank Butzmann (32 points)
6. GER 1035 - Philipp Ocker, Florian Grosser and Carolin Grosser (48 points)

Volker Goebner  
www.hll-dragon.de

## The Charity Race

### A regal regatta

The Charity Race was organised as a "foxhunt". The idea in this nowadays very rare type of regatta, typically organised as a social event, is to catch up with the leading boat marked as the "fox". The first to reach the fox and capture its trophy (in this case a red

childhood balloon) would be the winner of the special prize donated by Germanischer Lloyd.

The "fox" boat – the MON-1 Dragon owned by Prince Albert of Monaco and sailed by Christian Boillot, Martin Payne and Luic Durrand-Raucher – was steered by Guest of Honour Peter Harry Carstensen, the Prime Minister of Schleswig-Holstein. Each of the other Dragon crews had a prominent personage on board as their fourth member – actors Elmar Gehlen and Til Demtröder, for example, or the Mayoress of Kiel, Angelika Volquartz. The fox was given a few minutes' start ahead of the field, before Queen Silvia fired the starting shot to begin the hunt. The "pack" – the rest of the Dragon field – now had the job of catching the fox. The idea was to anticipate its manoeuvres in order to cut off its path. "I've never experienced a regatta like this one", was a comment often heard afterwards from many a weathered sailor. No wonder, considering this variation of the sport was mainly practised in the first half of the last century.

After an exciting race, it was Thomas Müller, Vincent Hoesch, Max Scheibmair in their GER 996 Dragon, with Hedda Deilmann as guest crew, who caught the balloon and won the foxhunt. Racing then continued as a normal regatta. The course went round a turning buoy

and back to the finish line. The first to get the bullet this time were the Danish crew of Peter Due, Martin Due, Poul Eric Gedde and Rita Due.

Volker Goebner



**HM Queen Silvia of Sweden with Harro Kniffka initiator of the Dragon Charity Event at HLL Dragon Grand Prix**  
© Christian Beeck



**The Fleet explodes off the start line at HLL German Grand Prix**  
© Christian Beeck

Limited Edition

# 75 Years of DRAGON

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## 2006 International HLL Hanseatic Lloyd Dragon Class Swiss Championship, Steckborn, Switzerland

Organised by the Schaffhausen Yacht Club (YCS), the 2006 Dragon Class Swiss Championship took place during the Ascension Day weekend from May 25 to 28 at Steckborn am Untersee under ideal conditions.



Thanks to a consistent westerly wind force of 3 to 7, it took seven qualifying races to complete Saturday's portion of the Swiss Championship.

35 crews took part in the regatta, including a number of former Swiss champions, previous Olympic participants, top German sailors from 2005, as well as strong competitors from Holland, Norway, Hungary and the USA. Judging by the quality of the participants, it promised to be an exciting competition.

Beat Läderach, President of the Schaffhausen Yacht Club, as well as the Mayor of Steckborn, Thomas Baumgartner, welcomed the sailors as they enjoyed a pre-event aperitif provided by the municipality of Steckborn. The race's supervisor, Rolf Frey, was able to send the participants to their starting lanes punctually at 13:00. Harro Kniffka from the ASC (SUI 296) who is also the head of Hanseatic Lloyd and the race's main sponsor, led the race. He was followed closely by Jürg Wittwer from TYC (SUI 285). With a first and a second-place finish, both men had demonstrated their desire to win the competition. Ingo Ehrlicher (GER 965) came in third place.

Helmsman Andi Hermann (BYCÜ) won the second race ahead of the SUI 296 team, as well as Odd Lofteroed (NOR 275) who placed third starting for the YCZ. At the Hanseatic-Lloyd sponsored barbeque which followed, spirits could not have been any higher.

The strong westerly wind which had accompanied sailors the day before had dissipated by Friday. This time, it took three arduous races to get the championship underway. Jürg Wittwer was first the cross the finish line, narrowly winning the race before Andi

Hermann and sailing legend Ulli Libor from the NRV (SUI 299). Bernd Zirkelbach from the YCBG (SUI 288) won the fourth race, just beating Ulli Libor and Kurt Walder from the YCS (SUI 273).

In the fifth and last round of the day at 5-7 beaufort, Dieter Schmid from the TYC (SUI 289) was in fine form, finishing in third place. Heike Blok (NED 360) and Kurt Walder from the USA (SUI 216) demonstrated their skills at sailing during heavy winds, placing second and third, respectively.

The exhausted and famished sailors happily noted that Kurt Walder had begun preparing his legendary asparagus risotto just in time. On Saturday, the sailors were forced to contend with heavy clouds and scattered showers. Fortunately, the wind remained at a steady 4-5 beaufort and it became clear to each sailor that the two final races could be completed without any difficulty. In an effort to show participants exactly what he had to offer, Rolf Frey completed the two races in roughly one and a half hours.

The field of vessels dashed over the Untersee at great speed. Young talent Philipp Ocker

(MYC) finished first, followed by Jürg Wittwer (GER 1) and Peter Müller (SUI 291).

Consistently remaining amongst the top 6 sailors, Odd Lofteroed won the seventh race. Despite not having been able to complete the competition Jürg Wittwer and his crews came in first overall and with the same amount of points as Lofteroed. Harro Kniffka finished in second place, whereas Ulli Libor was third, proving that he still could pose a threat.

At the Gala evening, Jürg Wittwer and his crew consisting of Thomas Dührsen and Bernhard Wohlwend proudly received the trophy for the 2006 Swiss Champion. In second place Odd Lofteroed and Stefan Pulfer, as did the third place winners Harro Kniffka and his crew members Michael Lipp and Klaus Galtinger. Thus, the impeccably organised 2006 Dragon Class Swiss Championship, which had luckily been blessed by good weather, came to an end. It will surely remain an occasion to remember for all participants as well as for members of the YCS.

Bert Läderach

Translation: Christine Saunders



Swiss Champion, SUI 285, J. Wittwer and his crew

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## 2006 Through the Eyes of Stavros.

Hello Campers,

What a year we have had.... From the dolphins and blue waters of Cascais, to the grey sky's and Guinness of Dublin. Where to start is always the question.....? Let's go for the beginning..

After a terrific winter series in Cannes which is so well supported and continues to grow each year thanks to Jean Pierre Gales, a number of us set off for our annual pilgrimage to Portugal. I cannot emphasise to you all enough how perfect Cascais is for sailing, accommodation, restaurants, golf courses, fun.etc..... This year the Iberian Championship was dominated by Poul-Richard. Sailing his new Danish Blue, built with all the latest Petticrow deck infusion techniques, he won both events in Cascais followed up with a worthy 2nd place in the Princess Sofia. The runner up this year in the Iberian Champs was Len Jones GBR 708 from the Medway Yacht Club, Len has had a seriously good year, not only winning Cowes Week (with me!), but a great 4th place overall in the Gold Cup, Douarnenez. Silver Medalist from the 1972 Olympics, Uli Libor took 3rd place overall in the Iberian Scoring.

The winner of the prestigious Princess Sofia was Markus Weiser GER 1030, sailing his new BB Borresen Dragon, with his very reliable professional crew. Just prior to that Vincent Hoesch took the trophy in Calanova, winning the Mediterranean Cup in SUI 296. Vincie has had a great season both at the back of the boat and in the middle; one of his best wins was at the Irish Championships. Where with Max he guided Tommy Muller to first place. As this event was held in Dublin, they must be one of the favourites to take the World Title there in September of 2007.

After Palma came Douarnenez, because of the forthcoming Gold Cup, numbers were slightly down, but 74 of the Worlds top boats witnessed 'The Diamond in the Rough'. RUS 77 owned & crewed by Inna Shternberg, helmed by Max Shermerhanov dominated the event. With results



**Stavros reveals his dieting secrets to Pedro (Quantum Sails) and Don O'Donoghue**

never outside the top ten, they won in style.

In June we witnessed the Edinburgh Cup followed by the European Championships in Cowes. A superbly organised event run by the ever present 'King of all OOD's" Ian Lalow. The 'Man' Poul-Richard Ho-Jensen claims yet another National title. How full of trophies and prizes his Burnham hall-of-fame must be! A week later after Ted Sawyer was knocked out of his boat by a stray boom, Lars Hendrickson took the helm to claim his second European Title. With Will Willett and Martin Liefert, they gave Ted the perfect recovery gift. A European Gold for USA 310 Clairvoyant. (latest news from across the pond is that Ted's back for Palma 2007.)

Soon after over 40 boats had the pleasure of competing in the first Dragon Grand Prix, in Strande Kiel. Although UKR 777 helmed by Sergey Pichugin took the well deserved winners trophy, there is no doubt that the real winners were the World Childhood Foundation. The events main sponsor Harrow Kiffner, Henseatic Lloyd, gave the chance for such a worthwhile cause to be promoted. I had the pleasure of racing on the charity day with the Schleswig-Holstein Prime Minister, then seeing Her Majesty Queen Silvia of Sweden (the Founder and Patron of the W.C.F), present the prizes. An event not to be missed next year.

August saw many events, but the Gold Cup must take priority. Werner Fritz helming a new BB

Dragon took the title, crewed by Markus Weiser and Thomas the Tank, they were the best.

To win Gold Cup, with no discards, is never easy, and the winds in Douarnenez did not live up to 'the usual' for that time of year. But, none the less Douarnenez is probably the best sailing venue in Europe and it's always a privilege to be there.

By the time September comes around most people in other Classes think their season is over.. But not the Dragon Sailors. We always have the Dutch Nationals, plus the Regates Royal in Cannes. This year we also had the Irish Nationals, I have already told you the winner, Tommy Muller, but more importantly let's make next years Worlds the best attended ever? During the first week in September 2007, Dublin Bay's host will be the Royal St George Yacht Club. However, the Royal Irish Y.C. and the National Y.C. will be in full support to offer the best venue possible, for both on the water and après-racing ever...

With the Irish eyes smiling after IRL 184 Seabird, helmed and owned by Mr. Don Pitman O' Donoghue winning the Cannes event, there was not a dry eye in the house. Well done to the Boys the fat one in the middle is Brian, the smart one Mark.

St Tropez and Lake Casaux were won by George Haindl, with his cousin Vincie Hoesch in the engine room & Max up front. My team in El Gringo pushed them close in St Tropez, as did Poul-Richard in Lake Casaux, but George' prevailed in both.

So finally 2006 is all but over after the final regatta in Cannes, Uli Libor took the winners prize, closely followed by the ever improving Gavia Wilkinson-Cox, GBR 671 and Olaf Sorensen IRL 190. Try the Cannes winter series next time, its fun.

In closing I wish you all successful racing in 2007, let's all be fast and fair.... Citius, Altius, Longius..

Stavros



**Poul-Richard, Tim and Noddy collect the silver again**

Photograph: Clube Naval de Cascais

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**Grand Prix Petit Navire Douranenez**  
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**Grand Prix Petit Navire Douranenez**  
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**A bit of work for the Jury**  
Photograph: Koryolis.com

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Club Nautique de Golfe-Juan / Coefficient 1.5

Notice of Race on web-site : <http://www.cngj.fr>

Nous espérons la venue viron 35 à 40 DRAGON

1er au 4 mars 2007 -

SEMAINE INTERNATIONALE DE CANNES

Yacht Club de CANNES

Notice of Race on web-site : <http://www.yachtclubdecannes.com>

Nous espérons la venue d'environ 45 à 60 DRAGON

24 & 25 mar 2007 – CRITERIUM OLYMPIQUE

Club Nautique d'Antibes Juan Les Pins

Notice of Race on web-site : <http://cna.antibes.free.fr/>

Nous espérons la venue d'environ 20 à 25 DRAGON

28 & 29 Avril 2007 – CANNES DRAGON'S CUP 2007

IBM Club Sportif – Notice of Race on <http://gailles.free.fr>

18 au 20 mai 2007 – International Italian Championship

Yacht Club de SAN-REMO (Italie)

Notice of Race on <http://gailles.free.fr>

L'HIVER des DRAGON ®

# The Annual General Meeting 2006 *A summary of the Minutes*

The Annual General Meeting was held at the Royal Thames Yacht Club, London on Saturday 28 October 2006. 33 people were present with 15 countries represented

## 1. Chairman's Report

Ladies and Gentlemen, Dear Dragon Sailors and Friends

The sailing season 2006 is more or less over and in the file. An excellently organized European Championship in Cowes saw a new Champion, Lars Hendriksen from Denmark, former member of our Technical Committee (and winner for the second time). An equally superb Gold Cup in Douarnenez ended with Werner Fritz as winner. Werner is known to most – if not all – as one of the leading sailmakers of our Class located at beautiful Chiemsee in Southern Germany. Additionally we had the usual rota of well-organised and well attended International events and numerous National Championships as well as regattas at the club level. Many Dragon races see more than 40 participants nowadays and twice this year we had more than 100 Dragons at the starting line. For the first time this year we held the German Dragon Grand Prix in Kiel/Strande. In this we tried to establish another great Dragon regatta with truly International standards and the comments we have received from competitors suggest that we achieved this.

This racing programme is continuing evidence that the International Dragon Class is up and running more than ever and continues its successful development.

However we must also remember that we lost 6 boats whilst racing during the season. Two during the Edinburgh Cup at Cowes, one during Cowes Week, one in Ireland and two reported from Russia. The Officers – and I believe all of us – are very concerned about this. Not only is it bad publicity for the Class but we are very aware of the possible risk of crew injury and even loss of life. We have not remained passive about this and Technical Committee Chairman Mike Hayles will outline our thoughts about how to address this issue, and invite your comments for discussion. The recent loss of 2 “unsinkable” Solings during their World Championships, maybe suggests that the solution lies not only in new Rules and techniques but also in defining realistic limits for the conditions in which we race.

For the moment let us return to the more positive recent developments:

- New countries (like Russia, Ukraina, Estonia) join our community; others (like

Italy and Hungary) seem to be re-activated. Vice-Chairman Peter Warrer helps them establish National Associations, National Championships and qualification processes for International Championships.

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

We have also identified areas which require more attention and action going forward:

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

Area 2, **Standard of Regattas:** We have to continuously improve and upgrade the standard of our races. We expect jury reports from all our big events and from them have concluded that one developing problem for the Class is the increased use of coach boats. We will be recommending greater restrictions for them in future within our Regatta Regulations. In addition we plan to give more guide lines to Principal Race Officers regarding the conditions under which we want to race. In general Vice-Chairman Peter Warrer has outlined his thoughts on the overall direction for the regatta activities in a corresponding document.

I encourage all of you to discuss with us these ideas. Personally I feel that we have to establish mandatory requirements for the World and European Championships and Gold Cup as well as for other the top level

races; for the moment I would like to call them “Grade 1 Dragon events”.

In the next step we have to identify venues and organizations which can fulfil those requirements. To recognise the high-standard of such an event we should guarantee a fixed time in our racing schedule free of overlap with International and National championships. We should also discuss if it is desirable to have 100+ boats at one starting line. I participated in the Gold Cup last year and in my view it is not, not even in a large and empty bay like Douarnenez. We also need top class shoreside facilities at our major events, and in the light of some recent experiences, the Officers will try to ensure that this is the case in the selection of future ‘Grade 1’ venues.

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

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

Now a few words on the internal organization of the IDA Officers:

The Class is growing in almost every respect, numbers of boats, numbers of National Associations, numbers of events every year etc. etc. Naturally this requires more attention and work to monitor and control all relevant activities. Resources in an organization are always scarce and particularly if the organization is run mostly on a part-time and voluntary base. Therefore we have identified areas of responsibility and

divided our limited forces to cover those areas. As a result since the beginning of 2006 each Officer is in charge of a particular area:

- Vice-Chairman Xavier Rouget-Luchaire takes care of Class Rules and Measurement
- Vice-Chairman Peter Warrer is in charge of Development of National Associations and our Communication Channels (Internet and Newsletter)
- Vice-Chairman Robert Alpe covers everything to do with Regatta Regulations, the Race Calendar and the Development of new or modified race formats.
- I myself focus on activities around the "classic" Dragons.

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

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

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

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

volunteer to input the necessary race results of 2006 then we could have the first European Ranking List early in 2007.

Now, before the end of my first report as Chairman of the IDA I would like to do two things.

First I would like to say "Thank you" to our team:

- The Technical Committee with Mike at the helm crewed by Marc van Bommel, Philipp Ocker, and Andy Johnson. They had several personal meetings and a constant flow of e-mails while they worked on the issues resulting from last years AGM and matters arising during the season.
- Our Chief-Measurer Antonio as well as Gunter. Antonio has taken a firm grip on our rules and extends his experience from the Starboat to the Dragon. Günter, though not here today, is still extremely committed to the Class and ready to help in all technical matters.
- I am very glad to say that Assistant Secretary Jill Hayward is recovering from a serious illness and today is here supporting this meeting as in previous years. Apart from the constant daily IDA business, she is very focussed on our communication tools, the IDA website and the newsletter.
- My fellow Officers who are available – thanks to modern communication technologies – more or less around the clock. They have all accepted the newly created model of responsibilities. They have always responded – at least after a short moment of shock – to my ideas and plans and they always take the initiative and bring in their point of view.
- And a very big "thank you" goes to our Secretary, David who is the perfect First Lieutenant on the bridge of the IDA. David can be reached at any time and brings not only his broad experience as a Dragon sailor but his comprehensive organizational skills. He offers sound advice to the Officers on a range of issues and ensures that we follow up the decisions that we have made. He is an excellent, driving, co-ordinating and regulative hand behind the scene. Thank you David, for your outstanding work for the IDA.

Secondly I would like to express the following on behalf of the whole team: Being in charge of an Organization like the IDA requires constant attention, activity, deliberation and often it is not free of trouble and stress. But we all feel that it is a great honour and a pleasure to act on your behalf and on behalf

of the whole Community of Dragon sailors around the world. We do it for our sport and for the sailboat class from which we take so much pleasure, the best One-Design Keelboat class in the World, the International Dragon Class.

## 2. Treasurer's Report

In presenting his Report, the Treasurer was pleased to say that despite an overall decrease in revenue he had been able to increase reserves by £1629 giving a closing balance of £43123, in line with his target reserve. He was sad to point out that to date there were still 9 countries this year owing subscriptions to the IDA, the Chairman had said that the IDA relied to a very great extent on the receipts from National Associations to be able to continue it's work on their behalf, and those still owing subscriptions at next year's AGM would be named.

Whilst payments were some £3500 under budget receipts had reduced this year by some £3000. This was largely explained by a shortfall in the sale of sail labels which he thought was probably because of an exceptional year in 2005 and the build up of stock across the lofts this year. The actual number of new sails sold was 1233 slightly below the 5 year average of 1300 per year. However, Building Fees were up with 44 plaques sold reflecting the continuing strength of the Class.

On the payments side costs had largely been contained with savings on Computers, admin expenses and cost of measurers

## 3. Budget for the Year 2007

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

## 4. Technical Committee Chairman's Report and Rule Changes

– please see Technical Matters – page 20

## 6. Election of Officers

The Chairman advised that Robert Alpe had completed 2 years as a Vice –Chairman, and offered himself for re-election for a further 2 years in accordance with the IDA Constitution. The Chairman added that Robert had made a significant contribution to the Class generally and to the Officer's debates over a range of subjects.

He was very active on the water both in

Australia and in the recent Europeans and Gold Cup this year and was working hard on the development of Regatta formats, clarifying the regatta Regulations where necessary and the development of the Class both in Australia and generally. He hoped that the Class would re-elect Robert for a further two years. Robert was then proposed for re-election by Andrew Craig, seconded by Mike Hayles and re-elected unanimously.

## 7. Items for Discussion

### Venues for Major Events and update of Rota

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

Medemblik was confirmed for the Worlds in 2009 and it was agreed that a final decision on Dubai would be made following their presentation to be made at the Gold Cup in Palma in April.

Further bids for the Gold Cup in 2011 had been received by Spain (Vigo) and Belgium (Ostend). Bids from France for future Worlds and Europeans at one of their excellent venues were also noted, as was a similar bid for a Europeans from Lake Garda, Italy.

### Worlds 2001/12

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

Finally, the British Dragon Association also made an indicative bid to hold the World Championships in 2013 at the Olympic Yachting Centre in Weymouth (South Coast).

### Regatta Regulations

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

(The changes will be shown in the Regatta Regulations on the website.)

The Officers had also been reviewing the Rules of the Europeans and Worlds, with a view to proposing minor alterations to them if necessary to reflect current practice and to pre-empt any possible difficulties in certain circumstances. Having recommended more races per series last year, the current area of difficulty is in defining 'eligibility' in the light of current living and sailing practice (i.e. 'cross border' issues).

After some discussion delegates agreed that the scoring system for the World, Europeans and Gold Cup should be stated as 'the bonus system'. And that an additional paragraph should be recommended, stating that;

'A helmsman may elect to race for a country other than that of his passport, but only for a Country/Fleet that he has raced in regularly during the preceding 2 years. In this situation the other two crew members shall be members of the country making the entry and either of them may take the helm.'

This suggestion will be put to the Championship donors, and if agreed, included in the Regatta Regulations.

### Safety Issues

see Technical Committee Chairman's Report on page 20.

### Development of the Class

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

the Class more attractive to sponsors.

He asked delegates to encourage contributions to the 'development debate' on the IDA Forum over the coming months.

## 8. Any other Business

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

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

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

## 9. Date of Next Meeting

The next AGM will be held on Saturday 27th October 2007. It was proposed that this might be in Dubai (subject to an acceptable travel and accommodation package being available for delegates). Other offers were kindly made by Norway and France and a decision will be made early in 2007.



**A touch close?**  
Photograph by kind permission Technogym  
Wellness Cup

## Technical Committee Chairman's Report to the AGM

2006 has not yet proved to be controversial from a Measurement point of view. It has, however, been a year of some interesting discussions.

In the spring we introduced self measurement of masts by the Mast Manufacturers. This appears to be working satisfactorily, partly because of the limited number of manufacturers.

As Rupert has mentioned, there have been 6 Dragons sunk during the year of which 3 are known to have been recovered. There has been concern that the Class Rules are not adequate in this respect, in particular 2.191 which requires yachts built or measured after 1st March 2000 to have positive buoyancy of 1700 litres. This is the absolute minimum amount of buoyancy to keep a boat afloat without a crew. The Technical Committee following a test believe that 2500 litres would be a better requirement since it recognises the crew weight and would give a greater safety margin. We therefore propose to advise builders that we will be changing the rule with effect from 1st March 2008, subject to any recommendations and comments they may make, such as additional Rule Changes which may be necessary to enable the objective.

Many of you may know that I was one of the crew on board GBR681 Kraken when she sank in the Solent during the Edinburgh Cup and whilst she floated for some five minutes lying head to wind it was not until we put up a flare that our fellow competitors realised we were in difficulties. I would encourage you all to carry flares which incidentally are a British Dragon Association requirement for its UK regattas. Also I would recommend that the bucket is carried in a readily accessible place, not stowed up by the mast. I am also concerned that some yachts are racing without the forward hatch and the drainage bungs in the bulkheads being in position. If these are not in position, the yacht is racing without effective buoyancy in contravention of the rules.

We deal with these years' recommended Rule Changes per se under Item 9 of the Agenda, but for the record I would like to comment on the three significant ones;

Corrector Weights  
Total Mast weight  
Shroud Adjustment

### Corrector Weights

The idea behind this change is allow the older boats which will put on weight to reduce it more easily thereby helping them to remain

competitive. By removing correctors from only around station 8 will not effect the weight distribution in the boat and therefore the necessity to re-swing the boat is eliminated.

### Total Mast Weight

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

### Shroud Adjustment

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

### Measurement

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

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

### 2006 Class Rule Changes

Having presented his report, he then went on to present this year's Rule Change proposals and asked that changes to CRs 1.65, 2.15, 2.504, 6.103, 6.104, 6.110, 6.112, 9.32, and 11.10.4, since they were clarifying existing wording or recognising current practice should be voted together. He also asked that proposed changes to CRs 4.40 and 4.50 should be withdrawn and this was also agreed. The proposed changes were then voted and approved with the required 2/3rds majority.

The proposed Rule Change regarding changes to rig tension whilst racing had been summarised in his Report, but further comment from the delegates was invited before a

A vote was taken. There was some opinion that because it could not be policed was not

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

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

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

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

## Class Rule Changes

### Rule 1.65

#### **New Rule**

Rule 1.65 Adjustment to corrector weights.

Adjustment of any of the corrector weights shall be made only after

1. the yacht has been officially reweighed by an Official Measurer with a scale that has been officially certified within the preceding twelve months, and
2. the hull has been swung or re-swung in accordance with rule 10.20.
3. the yacht does not have to be swung under rule 1.65.2 after the removal of corrector weights provided the corrector weights were removed within 300mm of station 8.

When a yacht is reweighed and reswung under rule 1.65 any or all of her corrector weights may be removed.

Reweighing may take place under the requirements of rule 1.64 or on the Owner's instructions. When a yacht is reweighed and reswung under rule 1.65 any or all of her corrector weights may be removed or amended. However the penalty weights (of 4 x 7.5kg) fitted to certain boats. (as listed by the ISAF in December 1988) may not be removed at any time.

The Official Measurer shall enter revised details of the corrector weights on the measurement certificate, which shall be sent by the owner to his National Authority for re-validating and re-issuing. The owner shall also send a copy to the IDA.

### Rule 1.85 Measurement Certificate

#### **New Rule**

Before a yacht may race a copy of the completed and signed Measurement Form shall be supplied to the IDA Secretary by the Builder. If the boat is not yard finished this copy shall be supplied by the Owner.

### Rule 2.15 Station mark

#### **New Rule**

Stations 2, 4,6,8,10,12 and14 shall be permanently marked (by screws in a wooden hull or countersinks in a GRP hull) on the covering board and in the hull just above the ballast keel at stations 6, 8 and 10 on both of the yacht, and on the centreline of the stem (at stations 2 and 4), and on the counter (at stations 12 and 14).

### Rule 2.504 Keel Re-enforcement

#### **New Rule**

The centreline of the hull shell moulding shall be reinforced in way of the stem, keel and stern with additional glass and resin. The keel reinforcement shall extend from the centreline of the yacht, for a distance, g around the girth, to a point, d, minimum 250mm from the centre line.

The laminate shall be of uniform thickness below a point 1/2g minimum distance from the centreline. Above the 1/2g distance the laminate shall reduce uniformly to the upper limit of the reinforcement. The weight of glass and resin shall be evenly distributed along the centreline. The total weight of the keel reinforcement shall be 70kg ± 7kg

### Rules 6.103 and 6.104 Deck marks

#### **New Rule**

6.103 A mark (made from metal or plastic plate) 50mm measured fore and aft and 20mm athwartships shall be fixed on the deck on each side of the mast opening, in such a position that the foreside of the mast shall not be outside nor be capable of being moved outside the limits of these marks.

6.104 Another mark (made from metal or plastic plate) 76mm measured fore and aft shall be placed as close as possible to the yacht's centreline, with its forward edge 1860mm forward of the after end of the mast marks.

### Rule 6.110 Spinnaker Halyard Attachment

#### **New Rule**

The spinnaker halyard shall be attached not more than 6300mm above the lower measurement band and not more than 40mm from the face of the mast. For the purpose of this rule, if the halyard is led through a fairlead, or bull's eye, its bearing surfaces shall not be taken as the points of attachment.

### Rule 6.112 Mast weights

#### **New Rule**

The weight of the mast including all fixed fittings, jumper struts and diamond shrouds, but excluding all other standing rigging, running rigging, slides on any track fixed to the mast, and lower spreaders shall not be less than 30 kg. The centre of gravity of the mast stripped for weighing shall be not less than 3400mm above the lower measurement band. Any corrector weights shall be permanently fixed [Note: This Rule shall apply to all masts regardless of the date of construction].

The mast complete with all fixed fittings, jumper struts, diamond shrouds, spreaders, standing and running rigging, shall weigh not less than 39kg.

In addition when it is supported at the lower measurement band and weighed at the upper band it shall not weigh less than 13kg. For the purpose of this latter measurement the halyards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the lower coloured band may rest on the ground or be removed so as not to affect the tip weight. In case of doubt the first paragraph of this rule shall prevail.

### Rules 7.30, 7.40 and 12.10 Adjustment of shrouds whilst racing:

#### **New Rule**

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

7.40 Adjustment of the forestay is prohibited whilst racing.

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

### Rule 9.32 Genoa

#### **New Rule**

The distance from the head to the mid-point of the foot shall not exceed the average of the length of the luff and leech by more than 30mm. The mid-point of the foot is equidistant from the tack point and the clew.

### Rule 11.10.4 Personal Flotation Device

#### **New Rule**

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

## Towing

A very helpful article has been written by Tim Tavinor. He has outlined some of the legal requirements for trailing, but each country has its own specific laws and an individual must satisfy himself that he complies with them in each country. Tim attempts to provide a useful 'aide memoire' for those who are likely to travel during the coming season. This article is reproduced in full on the IDA website.

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## Technical Committee

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<b>Antonio Cardona Espin - Spain (Chief Measurer)</b>	<b>E-mail: measurer@dragonclass.com</b>
<b>Philip Ocker – Germany</b>	<b>E-mail: p.ocker@gmx.de</b>

## CLASSIC DRAGONS New Appointment

The Officers are delighted that well-known UK Dragon sailor Patrick Gifford has agreed to take overall responsibility for our flourishing Classics Section.

Patrick (61) has been a Dragon sailor, as crew and helmsman for 43 years and has owned and raced 10 Dragons since he started sailing with Aida (K77) at Aldeburgh, England in 1963. He has owned 5 wooden Dragons in his time, built by four different builders, but currently races a Borresen GRP Dragon on the International Circuit and in the UK.

He has won many local events, British regional Championships and finished 3rd on one occasion in the Gold Cup. He is also a past Chairman of the Technical Committee.

Patrick is interested in the restoration of Classics and the challenges that provides, as well as advising the Section about forthcoming events and Regattas.

Contact details:

E- Mail address is Patrick@Gifford97.fsnet.co.uk and

Telephone Number: 44-20-7625-3090 or 44-7930558737



**Power gives way to sail??!**

Photograph: Clube Naval de Cascais

## List of IDA Measurers

Australia	Ediss Boyes Peter Hay Alwyn Jarman Andrew Johnson Ted Laing Norman Longworth Ian MacDiarmid Bob McCluskey Richard Smith John Standley Charles Stanton Hugh Wardrop David J Vaudrey Ian Malley	Measurer Full Measurer Sails Measurer Full International Measurer Measurer Full International Measurer Measurer Sails Measurer Sails Measurer Sails Measurer Full Measurer Full Measurer Full Measurer Sails
Austria	Hubert Raudaschl GesmbH Gunther Staudinger	Measurer Sails Measurer Full
Belgium	Frank Dobbels	Measurer Full
Canada	Kent Aggus Greg Bratkiw	Measurer Sails Measurer Sails
Denmark	Bo Bundgaard Lassen Ken Brown Tom Carlsen Jakob Grünfeld Claus Hoj Jensen Lars Jensen Signe Jeppesen Carsten Lauridsen Theis Palm Mogens Pedersen Bo Selko Janne S. Nielson Steffan Schultz	Measurer Full Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Full Measurer Full Measurer Full Measurer Sails Measurer Sails Measurer Sails
Estonia	Juri Saraskin	Measurer Full
Finland	Erkki Hintsanen Chris Winter Pelle Kindberg	Measurer Full Measurer Full Measurer Sails
France	Claude Burillon Joseph Guillou Yves Leglise Daniel Petton Annie Ravach	Measurer Sails Measurer Sails Measurer Full Measurer Sails Measurer Sails
Germany	Gunter Ahlers Heinz-Werner Aping Bernd Faber Werner Fritz Gerd Hoglinger Walter Mai Barbara Mang Hermann Patrunky Frank Schonfeldt Barbara Mang	International Measurer Measurer Sails Measurer Sails Measurer Sails Measurer Full International Measurer Measurer Sails Measurer Full Measurer Sails Measurer Sails
Hong Kong	Alan Lau	Measurer Sails
Hungary	Bence Toronyi	Measurer Full
Netherlands	Marcel Wagenaar	Measurer Full
New Zealand	Roger Knightly Allen Smith	Measurer Full Measurer Full
Norway	Harald Gjoertz	Measurer Full
Portugal	Nuno Reis	International Measurer
Russia	Vasily Alexeev	Measurer Full
Spain	Antonio Cardona Espin Fernando Sallent	Measurer Full Measurer Sails
Sweden	Matz Brown Lars Stjerna	Measurer Full Measurer Full
Switzerland	Fred Gachter	Measurer Sails
Turkey	Ziya Ergun	Measurer Full
UK	Geoff Appleton David Chivers Peter Duce Dennis Ellis Bernard Fisher Chris Henderson Stuart Jardine George Johnson	Measurer Full Measurer Full Measurer Full Measurer Full Measurer Sails Measurer Sails Measurer Sails Measurer Full

Any amendments or additions to the list above will be posted on the Website

## GENERAL INFORMATION

COUNTRY	REGISTERED BOATS
(based on figures submitted prior to December 2006)	
Australia	60
Austria	71
Belgium	28
Canada	20
Denmark	60
Estonia	4
Finland	34
France	96
Germany	413
Hong Kong	12
Hungary	16
Ireland	52
Italy	16
Netherlands	94
New Zealand	12
Norway	50
Portugal	15
Puerto Rico	3
Russia	47
Spain	7
Sweden	50
Switzerland	64
Turkey	15
UK	170
USA	20
<b>Total</b>	<b>1429</b>
(Total 2005)	1412

### Building Plaques Issued

30/9/2005 - 30/9/2006

Petticrows (UK)	35
Royal Denships	11
West Projects	2
Single Builders	3
<b>TOTAL</b>	<b>51</b>
(Total 2005)	39

### Licensed Builders

#### Petticrows Ltd

The Quay, Burnham on Crouch, Essex CM0 8AT, UK  
<http://www.petticrows.com>

#### BB Dragon - Royal Denship A/S

Balticagade 15, 8000 Aarhus C, Denmark  
<http://www.bb-dragon.com/Default.aspx>

#### Borrensens Badebyggeri A/S

Dragevej 11, DK-7100 Vejle, Denmark  
<http://www.borresen.com>

#### Joop Doomernik

Havendijk 22, 5017 AM-tilburg, The Netherlands  
<http://www.doomernik.nl>

#### Markus Glas GMBH

Seeweg 3, Bootswerft, 82343 Pocking-Possenhofen, Germany  
<http://www.bootswerft-glas.de>

For a complete list of licensed builders please contact the IDA – [info@intdragon.org](mailto:info@intdragon.org)

### IDA WEBSITE:

<http://www.intdragon.org>

### RULES AND PLANS:

Available from the IDA – [info@intdragon.org](mailto:info@intdragon.org).

Rule Book	£25
Plans 1-7 + Johan Anker Original Drawings	
via e-mail	£55 or £10 each
Plans 1 – 7 hard copy	£125 or £25 each
Plan 8 (hard copy)	£130
Plan 8 (on disk)	£300

(Prices include postage)

### IMPORTANT NOTICE

#### The NEW IDA WEB Forum

The International Dragon Association is essentially a voluntary organisation whose charter is to provide structure, order, purpose and direction for the sport we value so much. It has a primary function to gather and distribute information. The IDA website is pivotal to this function and contains a FORUM to provide a voice for every sailor. It is a method for the Association to communicate with its constituents, and for them to communicate with the IDA.

Relaunched around the middle of 2006, the updated, more user friendly IDA WEB Forum, is proving itself a most successful medium for Dragon sailors to communicate everything, online! It assists and supports the sale of anything 'Dragon', not the least of which are boats, sails and trailers. The NEW Forum is fast becoming THE place where Dragon Sailors meet and discuss issues of importance when not at a regatta or in the bar after a race.

Containing many levels, the NEW Forum provides information on up to the minute Regatta Regulations and Race Formats, ISAF Sailing Rules and jury issues, information on new Dragon Class Rules, Regatta Reports, and more. The International Race Calendar, Championships and Future Events are fully documented here, as are interesting News items from National Associations across the globe.

There is an active section on Classic Dragons where one can obtain (or give) useful information on restoration issues and even download Dragon Plans and Measurement documentation. The Marketplace area is used to search for everything from crew to used Dragon bits, and even boats.

Importantly, the NEW Forum is being used to give and gather information from Dragon sailors about issues that affect them, their racing and their boats, et al. It is a facility for Sailors to voice their opinion about class issues that positively or negatively impact their sport. It is being used to offer and gather comment and ideas on the future directions of the class in a democratic and facilitative way. Presently there are Discussion Papers designed to develop discussion on change programmes for the Dragon, its racing and its promotion.

If you sail a Dragon, you have the right, and with the NEW WEB Forum, the facility to contribute to these discussion. IDA Officers encourage your contributions at <http://www.intdragon.org/forum/index.php>

**Rupert Fischer, Chairman**



# FAST

...the power to perform

## RACE WINNING DESIGNS

### 2007 Inventory

**A-7 Mainsail - All Purpose**

**H-8 Mainsail - Heavy**

**LJ-3 Genoa - Light**

**MJ-7 Genoa - Medium**

**MJ-6H Genoa - Heavy**

**HT-4 Genoa - Flat water (Lake sailing)**

**CD-5 Spinnaker - All Purpose**

**FK-2 Spinnaker - Light**

North Sails use the tightest tolerances in sailmaking to produce winning shapes with guaranteed repeatability. Added to this is the combined Dragon knowledge and experience from the UK and Danish lofts to produce a **World beating** product.

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## FIXTURE LIST 2006/7

International 2007				
22 - 25 February	XIV Prince Henry - The Navigator Trophy	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
08 - 11 March	XII H.M. King Juan Carlos I Trophy *	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
31 March - 06 April	Princess Sofia Trophy *	Palma	Spain	<a href="http://www.trofeoprincesasofia.org">http://www.trofeoprincesasofia.org</a>
05 - 14 April	Gold Cup	Palma	Spain	<a href="http://www.dragongoldcup2007.com/">http://www.dragongoldcup2007.com/</a>
28 - 30 April	Coupe Internationale de Bretagne	Douarnenez	France	<a href="http://www.sr-douarnenez.com/fr/trophee_bzh/index.htm">http://www.sr-douarnenez.com/fr/trophee_bzh/index.htm</a>
28 April - 05 May	Grand Prix Petit Navire *	Douarnenez	France	<a href="http://www.sr-douarnenez.com">http://www.sr-douarnenez.com</a>
18 - 20 May	International Italian Dragon Cup	San Remo	Italy	<a href="http://www.primazona.org/Dragone_home.htm">http://www.primazona.org/Dragone_home.htm</a>
26 - 29 May	Pfingstbusch	Kiel/Baltic Sea	Germany	<a href="http://www.nrv.de">http://www.nrv.de</a>
08 - 10 June	Technogym Wellness Cup (Baltic Challenge 1)	Køge	Denmark	<a href="http://www.wellnesscup.dk">http://www.wellnesscup.dk</a>
16 - 24 June	Kiel Week (Baltic Challenge 2)	Kiel	Germany	<a href="http://www.kieler-woche.de/bng/engishdefault.htm">http://www.kieler-woche.de/bng/engishdefault.htm</a>
28 June - 01 July	The Danish Championship & Marblehead Trophy (Baltic Challenge 3)	Svendborg	Denmark	<a href="http://www.dragonclass.dk/">http://www.dragonclass.dk/</a>
03 - 06 July	Edinburgh Cup – UK Championship	Weymouth	UK	<a href="http://www.britishdragons.org/">http://www.britishdragons.org/</a>
04 - 07 July	Open French Championship	Deauville	France	<a href="http://www.deauville-week.com/uk/09classic_week/inscription_en_ligne.php">http://www.deauville-week.com/uk/09classic_week/inscription_en_ligne.php</a>
07 - 15 July	Warnemuende Week	Warnemuende	Germany	<a href="http://www.dracheklasse.de">http://www.dracheklasse.de</a>
21 - 24 July	HLL Dragon Grand Prix Germany (Baltic Challenge 4)	Kiel/Strande	Germany	<a href="http://www.hll-dragon.de">http://www.hll-dragon.de</a>
26 - 29 July	Austrian Dragon Championship	Attersee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
01 - 04 August	Open Finnish Dragon Class Championship	Hanko	Finland	<a href="http://www.dragoneuropeans.org">http://www.dragoneuropeans.org</a>
04 - 08 August	Hungarian International Dragon Championship	Balatonfured	Hungary	<a href="http://www.dragonclass.hu">http://www.dragonclass.hu</a>
05 - 10 August	Volvo Dragon European Championship *	Hanko	Finland	<a href="http://www.dragoneuropeans.org">http://www.dragoneuropeans.org</a>
15 - 19 August	Open Belgium Championship	Ostend	Belgium	<a href="http://www.beldragon.be">http://www.beldragon.be</a>
15 - 19 August	International German Championship	Utting/Ammersee	Germany	<a href="http://www.dracheklasse.de">http://www.dracheklasse.de</a>
16 - 19 August	Irish National Open Championship	Kinsale	Ireland	<a href="mailto:info@kyc.ie">mailto:info@kyc.ie</a>
21 - 25 August	International Swiss Championship	Thun	Switzerland	<a href="http://www.dragon-class.ch">http://www.dragon-class.ch</a>
30 Aug - 08 Sept	World Championship *	Dun Laoghaire	Ireland	<a href="http://www.dragonworld2007.com/dragon/">http://www.dragonworld2007.com/dragon/</a>
06 - 09 September	Open Dutch Championship	Medemblik	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
23 - 28 September	Régates Royales *	Cannes	France	<a href="http://www.regatesroyales.com">http://www.regatesroyales.com</a>
25 Nov - 01 Dec	J. Lauritzen Dragon Championship	Punta del Este	Uruguay	<a href="http://www.sadragoncup.org/19-">http://www.sadragoncup.org/19 -</a>
Domestic 2007				
26 - 28 January	Ski Voile International	Antibes	France	<a href="http://www.club-nautique-antibes.com">http://www.club-nautique-antibes.com</a>
01 - 04 February	Primo Cup	Monaco		<a href="http://www.yacht-club-monaco.mc/sportAct/primoCup.html">http://www.yacht-club-monaco.mc/sportAct/primoCup.html</a>
22 - 25 March	Mediterranean Cup	Palma	Spain	<a href="http://www.netbay.pt/dragopor">http://www.netbay.pt/dragopor</a>
24 - 25 March	Westeinder Class Event	Aalsmeer	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
07 - 09 April	Westeinder Easter Series	Aalsmeer	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
14 - 15 April	Westeinder Class Event	Aalsmeer	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
28 - 29 April	Cannes Dragon's Cup	Cannes	France	<a href="http://gailles.free.fr">http://gailles.free.fr</a>
12 - 13 May	Henry Lloyd Cup	Rungsted	Denmark	<a href="http://www.dragonclass.dk/">http://www.dragonclass.dk/</a>
18 - 20 May	Internazionale d'Italia Dragoni	San Remo	Italy	<a href="mailto:dragone.ita44@fastwebnet.it">mailto:dragone.ita44@fastwebnet.it</a>
18 - 20 May	Battle of Jutland	Kaløvig	Denmark	<a href="http://www.dragonclass.dk/">http://www.dragonclass.dk/</a>
19 - 20 May	Opening-Cup Grand Prix Enkhuizen	Muiden	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
26 - 27 May	Suunto Cup	Helsinki	Finland	<a href="http://www.finnishdragon.org">http://www.finnishdragon.org</a>
26 - 28 May	East Coast Championship	Medway	UK	<a href="http://www.medwayyachtclub.com">www.medwayyachtclub.com</a>
26 - 28 May	Whitsuntide-Cup Grand Prix Enkhuizen	Muiden	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
02 - 04 June	East Coast Championship	Dun Laoghaire	Ireland	<a href="http://www.rsgyc.ie">http://www.rsgyc.ie</a>
06 - 09 June	Trophy International de Dragon de La Baule	La Baule	France	<a href="http://www.yclub.net">http://www.yclub.net</a>
15 - 17 June	South Coast Championship	Glandore	Ireland	<a href="mailto:tpearson@firstmedical.ie">mailto:tpearson@firstmedical.ie</a>
16 - 17 June	HTPS Annual - Kuivis Cup	Helsinki	Finland	<a href="http://www.finnishdragon.org">http://www.finnishdragon.org</a>
16 - 17 June	Summer-Cup Grand Prix Enkhuizen (+ Pampus)	Muiden	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
19 - 23 June	Les Dragon de La Trinité	La Trinité sur Mer	France	<a href="http://www.dragon-trinite.com">http://www.dragon-trinite.com</a>
28 June - 01 July	Bank Cup-2007	Moscow	Russia	<a href="http://www.bankcup.ru">http://www.bankcup.ru</a>
30 June - 01 July	North Sea Championship	Ostend	Belgium	<a href="http://www.beldragon.be/bda/">http://www.beldragon.be/bda/</a>
30 June - 01 July	Helsinki Regatta	Helsinki	Finland	<a href="http://www.finnishdragon.org">http://www.finnishdragon.org</a>
30 June - 03 July	South Coast Championships	Weymouth	UK	<a href="http://www.britishdragons.org/">http://www.britishdragons.org/</a>
05 - 07 July	Hanko Regatta	Hanko	Finland	<a href="http://www.finnishdragon.org">http://www.finnishdragon.org</a>
07 - 08 July	Grand Prix Enkhuizen Series Final 2007	Muiden	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
07 - 08 July	North Sea Championship	Ostend	Belgium	<a href="http://www.beldragon.be/bda/">http://www.beldragon.be/bda/</a>
22 July - 26 July	International Baltic Regatta	Saint-Petersburg	Russia	<a href="http://www.spps.ru">http://www.spps.ru</a>
27 July - 29 July	Open Russian Dragon Championship,	Saint-Petersburg	Russia	<a href="http://www.dragonclub.ru">http://www.dragonclub.ru</a>
25 - 26 August	Musto Classic Regatta	Helsinki	Finland	<a href="http://www.finnishdragon.org">http://www.finnishdragon.org</a>

Any amendments or additions to the list above will be posted on the Website

01 - 02 September	Tune-up Open Dutch Championship	Medemblik	Netherlands	<a href="http://www.dragonclass.nl/">http://www.dragonclass.nl/</a>
15 - 16 September	Silver Cup	Moscow	Russia	<a href="http://www.dragonclub.ru">http://www.dragonclub.ru</a>
15 - 16 September	Carl Bro Cup	Aabenraa	Denmark	<a href="http://www.dragonclass.dk/">http://www.dragonclass.dk/</a>
10 - 14 October	Dragon Saint-Tropez	Saint-Tropez	France	<a href="http://www.snst.org">http://www.snst.org</a>
12 - 14 October	Jack Craig Memorial Bell	Lough Derg	Ireland	<a href="mailto:tpearson@firstmedical.ie">mailto:tpearson@firstmedical.ie</a>
18 - 21 October	Hans-Detmar-Wagner Cup	Torbole	Italy	<a href="mailto:dragone.ita44@fastwebnet.it">mailto:dragone.ita44@fastwebnet.it</a>
27 - 28 October	Malcesine Dragon's Cup 2007	Torbole	Italy	<a href="mailto:dragone.ita44@fastwebnet.it">mailto:dragone.ita44@fastwebnet.it</a>
04 - 07 December	56th Trophy City of Palma	Palma	Spain	<a href="http://www.realclubnauticopalma.com">http://www.realclubnauticopalma.com</a>

**International Championships 2008**

30 Aug - 06 Sept	Dragon Gold Cup	Cascais	Portugal	<a href="mailto:pcalemao@sil.pt">mailto:pcalemao@sil.pt</a>
01 - 09 August	European Championship	Oslo	Norway	<a href="mailto:rolv@butikktstyr.as">mailto:rolv@butikktstyr.as</a>



**Robert Alpe (right) our Australian Vice Chairman at Cowes – a long way to come for a pair of boots – even if they are Dubarrys**  
 Photograph: Fiona Brown/BDA



**Len Jones powers away from the weather mark at the Edinburgh Cup**  
 Photograph: Fiona Brown/BDA



**The Irish are coming!**  
 © Jacques Vapillon

## 2007 Dragon World Championship



**Brian Craig,**  
Chairman of Worlds  
2007 Organising  
Committee

The Irish Dragon Association and the Royal St George Yacht Club have their plans well advanced for the World Championship in September next. "A title sponsor has been confirmed and will be

announced shortly," said Event Chairman, Brian Craig (pictured). "A special rate deal with an Irish sea ferry operator will also shortly be announced providing access for boats and trailers to the ferry terminal in Dun Laoghaire right beside the host yacht club," he said. A new 5 star hotel in the town will be completed shortly, located less than 200 metres from the Royal St George Yacht Club,, This will be ideal

base location for crews and supporters; details will be on the event website and early booking is essential as this new facility will be in high demand as it is one of the few hotels of this calibre in the town. Further details as they become available will be on the event website: [www.rsgyc.org](http://www.rsgyc.org) and click on the Worlds logo. See also event advertisement on page 32.

## Volvo Dragon European Championships 2007



The Volvo Dragon European Championship is to be host and run by HSF, Hangö Segelförening – Yacht Club of Hanko, 5-10 August 2007 with the Open Finnish Dragon Class Championship as Tune Up on the very same racing area 1-4 August. The racing area is situated at some 5nm south from the regatta harbour, south of the island Russarö, with open waters free of ferry lanes.

"Volvo has a tradition of more than 70 years in safety, care of the environment, and premium quality. Sailing is in the heart of our brand, and we are very pleased to be the title sponsor of the Volvo Dragon European Championships", said Tom von Bonsdorff, Volvo.

"Our team has only one goal, which is to organize a first class event both for the Dragon sailors, and for the sponsors", said Kim Hanslin from Day Dream Sport, responsible for the sponsorship deals. The regatta village in the harbour is the heart of the event on shore with

sponsor stands, bookings for the spectator boat, after sail beers, pizzas, reservations for the local restaurants, and hot speculations on the day's tactics.

The Volvo Dragon Europeans has its own event radio with daily interviews and regatta reports. Also a TV programme of the event will be produced by DDS, and the regatta is photographed by Koriolys.com

See also event advertisement on page 12.



## Dragon Gold Cup

The 40th Edition of the Dragon Gold Cup expects to gather more than 120 competing boats in the Real Club Náutico de Palma, a number never registered before along the extensive and fructuous relation maintained between the Bay of Palma and the Dragon Class. On the other hand the Dragon has been the boat to initiate the Princess Sofia Trophy, one of the best Olympic sailing meetings in the world and still maintaining amongst its prestigious fleet, this ancient, but valid design of Mr. Johan Anker.

Still three months to go for the Gold Cup dates (between the 5th to the 14th of April, 2007) but there are already 50 boats from 13 different countries registered for the event in Palma. A quantity superior to the expected,

which manifests the interest that this event has generated for its 40th Anniversary.

The organiser of the event, the Real Club Náutico de Palma, has Published the Notice of Race on the website specially designed for the event: [www.dragongoldcup2007.com](http://www.dragongoldcup2007.com). The dragon sailors have access to all the technical information required: such as the registration form, direct payment via visa (this service will be activated by beginning of January) the transport ferry form, as well as a carefully designed press and photo gallery.

The Dragon Gold Cup will be a grand challenge for the RCNP's organisation, as it will also be hosting during the month of April: the 38th Princess Sofia-Mapfre Edition and the Hublot PalmaVela, both of these events include the Dragon Class and are considered as two of

the most important regattas worldwide. The Princess Sofia has entered for the first time in its history, the World Series (used to be known as the Grade 1 ISAF events) and Hublot PalmaVela hopes to gather 300 sailing boats of which Maxi, Classic, One Design, Box Rule, Lateen Sail will be amongst other participating classes.

The city of Palma will be experiencing a spectacular nautical moment in a very special year. The presence of the Dragon Class in the regattas of the month of April will be as Jaime Carbonell (Sports Director of the RCNP) states: "the evidence that this boat will always be in force". Adding to this statement: "the Dragon Gold Cup is a very prestigious competition, therefore, it is an honour for the yacht club to be the organiser."



## HLL 2007 Dragon Grand Prix Germany:

*21st to 24th July in Strande – Queen Silvia to attend Charity Day on 22 July*

The second HLL Dragon Grand Prix will be held at Strande in the Bight of Kiel, between 21st and 24th July 2007. Hanseatic Lloyd (HLL), the shipping company, remains committed and loyal to the Dragon Class: following the Jubilee in

St. Tropez in 2004, the World Championships in 2005 at Neustadt on the Baltic, and the first German Grand Prix last year, HLL will be the title sponsor of the 2007 regatta as well.

A Charity Day will also be integrated in this year's event – on Sunday, 22 July 2007, under the "Charity Golf&Race" banner, sailors and golfers will compete in an event from which all proceeds

will go to the World Childhood Foundation. The organisers are delighted that Her Majesty Queen Silvia of Sweden has agreed to act once again as patroness of the Charity Day, and that she herself will be present.

Information and Notice of Race: [www.hll-dragon.de](http://www.hll-dragon.de). See also advertisement on page 39.

## The Marblehead Trophy

Presented by the town of Marblehead (North America) in 1929. It was stipulated in the Deed of Gift that initially it could only be won by a non US Club. The winning Club should then announce arrangements and issue invitations to any recognized 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 Int. Danish



Dragon Championship 2006. In 2007 a series of races for the trophy will take place at the Int. Danish Championship in Svendborg, from June 28th -To July 1st.

According to the Deed of Gift, issued by the City of Marblehead in 1929, The Royal Danish Yachtclub hereby invites challengers for the races. Challenges are only accepted from recognized yachtclubs, who may challenge with one Dragon per club only. Challenges must be received not later than May 1st, 2007 and should be mailed to:

Royal Danish Yachtclub  
Att.: Morten Lorenzen  
Rungsted Havn 42  
2960 Rungsted Kyst  
Denmark



Dragon  
Classic Rock



Help I need somebody help I need just somebody help I  
won't you please, please help me ?

“Dragon Classic rock” is a project of a limited edition black and white photographs created by Jacques Vapillon. Each image is related to a classic rock tune or title. It will feature 48 pages, size 20x20cm. The book will be printed when a minimum of 100 copies have been pre-ordered. The price will be released within a few weeks once the final printing is known. If you are interested in buying one or several copies of this book please let us know by email [photo@vapillon.com](mailto:photo@vapillon.com)



*Jacques Vapillon*  
photographe de mer



**Racing in the Baltic**

Photographs: by kind permission Technogym Wellness Cup





**Sorry chaps I've dropped my lenses**  
Photograph: Koryolis.com



**Yes, but where is your third crew Louis?**  
© Jacques Vapillon



Royal St George Yacht Club  
1 - 7 September 2007

**2007  
Dragon  
World  
Championship  
Dun Laoghaire**



Thursday 30 & Friday 31 August  
Saturday 1 September  
Sunday 2 – Friday 7 September

Registration & Measurement  
Practice Race  
Championship Races

The Irish Dragon Association and the Royal St George Yacht Club welcome all qualifying sailors to the 2007 World Championship in Dun Laoghaire. Our experienced management team is committed to making all necessary arrangements to ensure you and your friends & families have an enjoyable stay in this premier yachting venue.

Boats will be moored in the new harbour marina, just a few minutes walk from the Royal St George Yacht Club - the oldest purpose-built yacht club in the world - which boasts magnificent bars, dining and reception rooms and state-of-the-art facilities.

Further details may be accessed on the Royal St George Yacht Club website: [www.rsgyc.ie](http://www.rsgyc.ie) and click on the World Championship link.



## News from France

This year was very busy in France with many important races and a lot of boats on the starting lines coming from many different countries:

There were three major events with around a hundred boats, Grand Prix Petit Navire, Régates Royales and Gold Cup, also a French Open in Cannes with 62 boats, The Derby in La Baule with 34 Dragons, and again 34 entries in Saint Tropez. Throughout the year many events were held with 20 or 25 Dragon in the South of France but also in Cazaux.

In 2007 we expect more entries in La Trinité,

and a Good French Open in Deauville.

France is a major destination in Europe for Dragon sailors; our hope is to have many nice places for good sailing and good holidays. We are aware of our responsibility! We must keep a high standard of quality and I know that all the people concerned are doing the best they can to provide this.

We are also trying to organise our Class with better control on racing and Measurement Rules. The Jury on the water will observe the races and could be witnesses in case of protest. New

Measurers will be appointed in different races in order to check sails, masts or hulls.

I am pleased to say that I have been re-elected for 2 years as President of the French Association Afsid with my secretary Eric Lebon at the last AGM.

We are expecting many Dragons in France in 2007 and I am sure that everyone will be happy with our hospitality and organisation.

Xavier

## Hungarian Dragon fleet has good wind

The Hungarian Dragon fleet is sailing an upwind course: in 2006 we had a tremendously good season in a lot of fields. The fleet is increasing not only by the purchase of good-condition second hand boats, but also by the restoration of older wooden boats. A classic fleet has been born within the fleet and they sail very interesting races among each other.

The members of the Hungarian Dragon Association has decided to establish a legal entity which gives us also the possibility to obtain new sponsors, organize events and races on our own.

### Preparations for the 2010 Europeans

A great success is the fact that IDA's AGM has approved the proposal to shortlist Hungary as the venue for the Europeans 2010. Within the Hungarian sailing community, this decision has been accepted by great enthusiasm what gives impetus to a faster development of the class in Hungary.

In June 2006, a new idea was realized by organizing the Dragon Family Day in Balatonkenese. Family crews were racing, enjoyed the kids and women's programs, the dinner and the hospitality of the Balatonfo Yacht Club that ensured the accommodation for a weekend for the participants.

### Swiss success in the Hungarian Championship

The Hungarian International Championship in August was again a great success. Medium and heavy winds, one race with tops of 7 Bft, and a very stable Swiss crew with Dieter Schmid winning the trophy Pannonia Dragon Cup - these were the most important features of this regatta



Sailing in front of the Monastery of Tihany

Photograph: LiveSport, Csilla Kugler

in 2006. Lake Balaton showed its unfriendly face this year but the participants - 14 Hungarian, 5 German and one Swiss Dragons - did not let themselves disturb: they sailed fantastic races and enjoyed the get-togethers in the area of Hungaria Yacht Club every day.

Dieter and Lotti Schmid with Karl Kafer have proved unbeatable this week. Winning 3 races, finishing twice as second and once as third was enough not to start at the last race. With this very stable performance they did not only win the Sonnenschein Cup of the Hungarian International Dragon Championship but also the Pannonia Dragon Cup, as the best of both the Austrian and Hungarian Championship series. This means, Dieter became "Austro-Hungarian Champion" after 2005 for the second time.

Lake Balaton is normally famous of its hot weather and light-medium thermic winds in the first half of August. This time continuous low-pressure weather fronts changed the situation completely: medium-heavy Northerly and Westerly winds dominated that favored younger crews that sail together frequently. 2nd place went to the Hungarian team Conseuro with Akos Lukats as helmsman, 3rd to the former Hungarian champion Fjord with Vilmos Naray at the helm.

Sailing very fierce races was, however, was

only one side of the Pannonia Dragon Cup this year. After all races, almost 70 sailors and friends got together and enjoyed the hospitality of the Hungarian Dragon Association at its "Stég-party". Hungarian wine, sausages and "letcho" proved almost as unbeatable as the winning teams. The event has culminated at a Dragon-Dinner in the Dobó Restaurant.

Before the official prize-giving ceremony, an unofficial one took place where the Hungarian

Dragon Association rewarded some great achievements during the series. A fair play prize went to the Hungarian sailor Rudolf Andorka, who took our German friend, Norbert Geissler, directly to hospital after he had suffered an injury in a heavy-wind race. Another award went to Norbert himself and one to long-time Hungarian Dragon sailor, Nandor Kugler, who finished with a 30-year-old classic boat even it blew with 7 Bft.

### Pannonia Dragon Cup in 2007 again

After the successful race in 2006, we organize Pannonia Dragon Cup, i.e. a combination of the Austrian National Dragon Championship (Lake Attersee) and the Hungarian Dragon Championship (Lake Balaton) in 2007 again. Last week of July and the first week of August can be used for two wonderful regattas and a couple of days for experiencing Austrian and Hungarian culture, tradition, cuisine and wines. We are looking forward to meeting you!

Vilmos Naray

Secretary, Hungarian Dragon Association



Photograph: by kind permission Technogym Wellness Cup

## A Nice Country For Dancing

The Dragons are coming again in Italy. After years of hibernation somewhere in the mountains these dangerous creatures are more and more invading the sunny valleys of the Italian side of the Alps, probably attracted by the warm temperature and sunny weather.

The attack started in the Northern part of the Garda Lake, and precisely in Torbole. A group of Dragons came out of the lake of Chemsee, crossed the Brennero pass, and plunged into the lake lived by Goethe. These incursions happen twice a year, in spring and in autumn, following the impulse of the season change and pushed by the corroborating wind flow of the lake.

Some of the local Dragons tried to

participate to their tribal dances around red or yellow phallic symbols, but have been always overcome by the speed and ability of the northerns.

This year the incursion has been longer and deeper: the most active individuals of the northern tribe dragons, with the substantial help of representatives of the far north tribes, found the way to arrive more south, to Malcesine, which castle has been drowned by Goethe. The amazed local Dragons tried to lead the tribal dance without success, and we think that their courage and perseverance has been duly taken into consideration. The next seasonal incursion to Torbole and Malcesine will have surely more

Northern and Southern dragons, enjoying tribal dances on the Garda Lake followed by local food and vine.

More south, the tribe of the Cote d'Azur is dancing peacefully together with the representatives of northern and far-northern tribes during all the winter season. But next Spring, as it happens in the Garda Lake, we expect an incursion crossing the Alps to reach the charming San Remo with the intent to show how powerful they are just in the territory of the local tribe.

In conclusion, Dragons begin to consider Italy a nice country for dancing.

Antonio Viretti

## North American Dragon Report for 2006

It is hard to believe but another year has flown by. This has been a year of 'small steps' for the Dragon class here in North America, with perhaps an occasional stride or two along the way.

The fleets in Vancouver, Toronto, and Cleveland have continued with their fleet racing schedules, and there is some interaction between the Cleveland and Toronto fleets as they sail against one another on the respective lakes. The 'big' news is not of our established fleets, but in the reappearance of an old friend. This 'new' Dragon fleet sailed together for the first time this past September, a welcome sight for us all.

The Puget Sound area has long been a stronghold of the Dragon class in North America. For many years it has been pretty quiet out there, but this year they got together as a fleet, sailing out of the Center for Wooden Boats on Lake Union. Five 'classic' Dragons sailed participated in the CWB's Blanchard Wooden Boat Regatta, and the racing was judged such a success that they have even more boats committed for next year's racing. Many thanks go out to Andrea MacDonald for her hard work in connecting the different owners and

coordinating communications. Vern Velez and the guys at the CWB are very happy with the prospect of more Dragon sailing off of the Center and are planning on hosting another event for the class next July.

The other newsworthy growth in the class during 2006 comes from the numerous wooden Dragons being restored in different spots around North America. Kevin Durkin has just completed restoration of a beautiful woodie over in Texas, and is in the process of finding another wooden hull to begin work on. Carl Garvey is having USA2 professionally restored by Carter Richardson and his group, and we expect great things from this boat. There are boats being restored from Halifax to Seattle, from Florida to Oregon. Wooden boats with classic lines are sought after commodities right now in North America, and it appears that our class will reap some of the benefits of that movement. No fewer than 22 wooden hulls have been located by the class in the past two years, and it is hoped that all of these boats will be sailing again soon.

In other Dragon news, we are beginning to set up a database of builders, suppliers (including sails

and spars), and restorers to help prospective owners find Dragons and get them on the water again. We are putting together a list of boats for sale and trying to match those boats up with people interested in buying. And finally, we are trying to put together a plan to import good used hulls from Europe to begin bringing up the numbers in our North American fleets.

We have taken some steps in 2006 to try and begin turning things around towards a positive future. We have plans to create some excitement among current Dragon sailors, and to try and attract new interest. In 2007 we will hold our first Midwinter's Regatta, which will include a trophy for a 'classics' division, the first time that we have done this in North America. We will rededicate our US National's trophy at Cleveland Race Week. This year will mark the establishment of an annual regatta and a fleet schedule for the Seattle Dragon fleet. These are all positive steps which we hope will go a long way towards solidifying our position as a viable and healthy one-design fleet once again.

Respectfully,

Mickey Lake

## Norway

If you were under the impression that nothing happens in Norway, the land of the origin of the Dragon, at least as far as the design is concerned, you are totally wrong. My predecessor, Steff Herbern, sent a long opus concerning the last year's situation in Norway, which I regard as absolutely satisfactory. And for this year, even more satisfactory, as we for 2006 have too brand new boats, one Doornik and one Petticrows in addition to a second-hand Børresen. In 2005 a BB Dragon was purchased – so we may say that average age of our fleet has come drastically down!!!

So what do we do in Norway? Before the start of the season we are very social – as we in March (every year) do something, regarded by foreigners, very strange, as we invite members of the Norwegian Dragon Association and their accompany for fresh steamed cod and red wine, in buckets, and cheese. For those who are reluctant, I can tell you that we are normally around 60 and everybody are enjoying themselves.

We hand out prizes and cups for those who have deserved it, either on the racing course, on the committee or for some social reasons. Would you like to join us – drop me a line!!!

Our major events are Aker Brygge Cup, Midsummer Cup, bonfire and outdoor party with late bright nights,

Hank Racing Week – this year 17 Dragon entries – unfortunately no foreigners – as Odd Roar Lofterød living in Switzerland does not count as foreigners. Those of you interested in participating next season, please let me know as you have an open invitation to have fresh shrimps in large quantities followed by white wine and/or beer at Odd Roar's beautiful estate overlooking the entire Oslo fjord. In addition, as you might be aware of, Hankø has a particular fine racing course.

With the Dragon being absent from mid 1960s until 2003, his Majesty King Harald again invited the Dragon class to participate in His Majesty the King's Serial Races – a regatta that has taken place every year since 1916, except for the Second World War, every year conducted personally by His Majesty the King, now King Harald, but previously by his father King Olav and his Grand-father King Haakon. Any better? This year 15 entries – 13 participating.

To count as a regular National Championship – minimum 20 Dragons shall have to be on the entry list. For 2006 – 22 Dragons were

participating – and I am glad to say – although Odd Roar still has a comfortable lead, the rest of the fleet is closing up!! Unfortunately wind and weather conditions were not favourable, therefore 4 races only were completed – no discards!

Season closing race is round the island of Nesøya, close to Oslo, with all the interesting manoeuvres, collisions, grounding – even sweeping a birch tree in your rigging. After that – the National dish (or one of them) "Får-i-kål" – mutton and cabbage – something like Irish Stew – accompanied by – guess what – beer and aquavit.

It seems that the social part has an important place – and it has – but everybody is keen on the water.

Finally, most important, we are putting enormous efforts behind preparing European Championships 2008, a DVD was submitted at IDA Meeting in London – revealing what you can expect to experience in August 2008. Welcome.

Norwegian Dragon Association  
Henning B. Bull

## Swedish Dragon Association



Dragon sailing off Saltsjöbaden

For many of the Swedish Dragon sailors, 2006 has offered a long and

exceptionally pleasant sailing season. Good results were achieved already in the Mediterranean Championship and also in other international races our Dragons have been doing well. Hans Liljeblad and Tom Löfstedt have been the most successful skippers. As the sailing season has now come to an end, a number of Swedish Dragons are already in Palma in preparation for the 2007 Dragon Gold Cup.

At home, we had marvelous summer weather but even so there was no lack of wind. The Swedish Championship was this year held at Marstrand which, as is well known, offers an excellent venue for enjoyable and exciting championships. The Royal Gothenburg Yacht Club is offering to host at Marstrand, as part of the Club's 170 year Anniversary Celebration, the 2010 Dragon Gold Cup for the tenth time. This Club also initiated the creation in 1929 of the Dragon. Other normal sailing events in Sweden this season on both the East and West Coasts gathered good

numbers of Dragons. There are at present about 35 active Dragons in the Stockholm area and 15 on the West Coast.

We have now started bracing ourselves for a successful season next year! Patrik Salén was appointed President of the Swedish Dragon Association at the Annual Meeting. Next year's Open International Swedish Championship will be held on 17 – 19 August at Saltsjöbaden, which is the main centre for sailing and training of the Royal Swedish Yacht Club. As it is located close to Stockholm in the archipelago with Grand Hotel Saltsjöbaden in the Yacht Club harbour area, participants and their families will have the opportunity of having fine accommodation and access with ease to all that "summer" Stockholm has to offer.

Dragon sailors taking part in the 2007 Volvo Dragon European Championship on 5 – 10 August in Hanko, Finland, which I warmly recommend you to do, are very welcome to combine the Europeans with participation in the Swedish Championship. We can assist in providing a place where you can leave your Dragon during the week between the two events. And if you want to renew your pleasant experiences from the Dragon Gold Cup last year, you are also most welcome to participate on 25 – 28 July in the annual Sandhamn Regatta. Please do not hesitate to contact us.



Glorious sailing in the Med

Photograph: Koryolis.com



Action at Cascais

Photograph: Bernd Zirkelbach

## Edinburgh Cup UK Open Championships

### DAY ONE

Day one of the Dragon Edinburgh Cup in Cowes brought heavy airs and cold grey conditions. The 35-strong fleet from six nations enjoyed a lively practice race in 20 knots and a steep wind-over-tide chop. However, attempts to get championship racing underway had to be abandoned as the wind increased to around 27 knots and PRO Ian Lallow, had no option but to send the boats home.



**Rob Campbell and his crew Joathan Hill and Matt Walker on Day 3 of the Edinburgh Cup in Cowes**

Photograph: Fiona Brown/BDA

### DAY TWO

The second day brought much better conditions. Racing got underway in 6-8 knots on the second attempt.

Eric Williams won the start and then sailed a perfect beat to round the weather mark well ahead of the pack. Having got clear air, Williams went on to win comfortably. Behind him the pack was closely bunched and there was plenty of action at the marks. Poul-Richard Hoj-Jensen took second with Len Jones third, America's Ted Sawyer fourth and David Palmer fifth.

By the start of the second race the wind had increased to around 12 knots. This time it was Ireland's Simon Brien, sailing Kin, who got the best of it to lead at the weather mark with Williams following. Brien stretched his lead on the next three legs but, a slight foul up at the final mark caused him to clip the mark and take a turn. Despite this he remained ahead of the pack on the short beat to the finish. Williams was second with Krylov third, Rick Gillingham fourth and Hoj-Jensen fifth.

By the start of the final race the wind was around 15 knots, Rob Campbell got a great start and at the weather mark was just ahead of Gavia Wilkinson-Cox and Krylov with the pack right behind them and closely bunched. Campbell held his lead but Wilkinson-Cox dropped back and Krylov pulled up into second. On the second lap Campbell continued to hold off the fleet whilst Wilkinson-Cox and Krylov once more exchanged places. Down the final run Campbell went right and Wilkinson-Cox went left but as they came into the leeward mark Campbell still just had it. He took off to the right up the short beat to the finish while Wilkinson-Cox broke left along with Thomas Muller from Germany who had pulled back up from mid fleet. Their left-hand option

paid dividends and now it was between Wilkon-Cox and Muller. On the line Wilkinson-Cox took the race by just a boat length from Muller with Krylov third, Campbell fourth and Brien fifth.

### DAY THREE

Race four got underway in 16-18 knots increasing to over 20 knots as a series of squalls came through.

From the off it was a four-way battle between Hoj-Jensen, Muller, Ireland's Simon Brien and Len Jones in Rumours. Eventually it was Hoj-Jensen who took the honours with Brien second, Muller third and Jones fourth.

At the start of race five the sun had reappeared and all seemed relatively quiet, but it wasn't long before the next line squall went through and at the weather mark there was a major incident, caused when a port-tacker misjudged his approach causing both protests and damage.

Down the first run there was plenty of rocking and rolling and the first of several boats dropped out through gear failure. On the second lap there was respite as the sun came out but as the boats rounded the final leeward mark the the wind increased massively in a matter of moments and suddenly it was as much about survival as racing.

Kraken, on the wind was knocked down, took a lot of water onboard, and as she settled took more until she sank within about 4 minutes enabling her crew to fire off flares.

On Jerboa, Wilkinson-Cox was washed out of the cockpit, but her crew, quickly had her back

on board and lost only two places in doing so. Finally, Amok, still on the run, broached, filled and also sank, but again her crew were quickly picked up.

Meanwhile it had become a day when experience counted and Hoj-Jensen and his crew of Chris Brittain and Andrew Norden took the situation in their stride and sailed to a confident win from Russia's Alexey Krylov sailing Versiya 3, with Muller in third and Clairvoyant, helmed by Lars Hendrikson, in fourth.

Hoj-Jensen now led on 9 points. Muller was second on 14 points, just one point ahead of Krylov. Williams and Len Jones shared fourth place with 27 points.

### DAY FOUR

It was all to play for in the light air final race. The top teams favoured the left hand end of the line and then tacked into the north shore to take advantage of the wind bend. For the first half of the beat this looked like the smart move but then a huge left hander turned the race inside out. At the weather mark Rob Campbell aboard Quicksilver III headed the fleet with James Mehew, Graham Bailey and Richard Jordan dropping in behind him.

On the first run Campbell opened up a bit on the pack and on the second lap he kept a loose cover to control the race while his nearest competitors vied for second. On the final beat another massive shift caught out lots of people but Ireland's Simon Brien spotted his moment and slipped into the lead. As he crossed the line he was assured of second place overall, but had been OCS at the start and, having failed to re-cross the line, was disqualified from the race giving Campbell, the final race with Krylov second, Hoj-Jensen third and Graham Bailey fourth.

Overall therefore, Poul-Richard Hoj-Jensen sailing Danish Blue took the Edinburgh Cup. for the fourth time crewed by his regular team of Chris Britten and Andrew Norden. Second place went to the Russian Alexey Krylov aboard Versiya 3.0, with Vlad Kapitonov and Anatoly Karachinsky; and Germany's Thomas Muller and crew Martin Payne and Mario Wagner sailing Sinewave finished third.

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## Major Trophies and Current Holders

### The Royal Hellenic Cup - World Championships

*African Queen*

Jorgen Schonherr, Axel Waltersdorph, Anrew Kaempe

### The Virginie Heriot Cup - European Championships

*Clairvoyant*

Lars Hendriksen, Will Willett, Martin Liefelt

### The Gold Cup

*African Queen*

Werner Fritz, Marcus Weiser, Thomas Auracher

### Prince Henry the Navigator Trophy

**King Juan Carlos Cup**

**Iberian Championships**

*Danish Blue*

Poul Richard Hoj-Jensen, Peter Bowring, Paul McGuire  
Noddy Norden, Tim Tavinor

### Princess Sophia – Palma

*Queen*

Marcus Weiser, Robert Stark, Thomas Auracher

### Grande Prix Petite Navire – Douarnenez

*Diamond in the Rough*

Inna Shternberg, Max Shermerhanov, Mikail Kondratev

### Dragon Grande Prix – Strande

*Bunker*

Sergey Pichugin, Sergey Timonkhov, Dimitry Yarmolenka

### Trophee Panerai - Regates Royales

*Seabird*

Don O'Donoghue, Brian Matthews, Mark.Pettit

### The Marblehead Trophy

*Get-a-Way*

Frank Berg, Soren Kaestel, Dickie Budde-Lund

### Nations Cup

**(Team Race within Gold Cup)**

*The German Team*



Another great day at the HLL Dragon Grand Prix

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# Always on top



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## The 2006 Fritz sails scoreboard

Offshore/inshore		Lakes	
Gold Cup, Douarnenez	1.2.5.	Pfingst Trophy, Tutzing	1.4.6.7.
EM, Solent Cowes	1.	Silberdragon, lake Chiemsee	1.
Kieler Woche, waters of Kiel	1.2.5.	Summer Trophy, lake Ammersee	1.
Princesa Sophia, Palma	1.	Dragon Humpen, lake Ammersee	1.
Copa del Mediterraneo, Palma	1.	Austrian Nationals, lake Attersee	2.3.5.
Campionat de France, Cannes	2.3.	H.D Wagner Trophy 2005, lake Garda	1.
TechnoGym Wellness Cup, Koege	1.	German Championship	1.2.
Grand Prix, waters of Kiel	2.		
Irish Nationals, bay of Dublin	1.		
Pfingstbusch, waters of Kiel	1.2*.3.6.		
Regattes Royales in 2005, Cannes	1	<b>*partially inventory!</b>	