

INTERNATIONAL *DRAGON* ASSOCIATION



The International Dragon Association Newsletter



Winter 2005



Pure Symmetry in Motion

Why do Peticrow Dragons consistently win major international Championships? Coincidence? Hardly, Peticrows have had an unbeatable track record for years. It is attention to the smallest detail, use of only the finest materials, cutting edge construction technology and incorporating the latest rules that makes a Peticrow Dragon the only choice if you take winning seriously.



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2004 RESULTS

Peticrow built Dragon finishing positions:

European Championships	1	2	3	4	5	6	8	10		
Gold Cup	1	2	3	4	5	7	8	10		
British Championships	1	2	3	4	5	6	7	8	9	10
Grand Prix	1	2	3	4	5	6	7	8	10	
Princess Sofia Trophée	1	2	3	4	5	6	8	9		
Danish Championships	1	2	3							
German Championships	1	2	3	4	5	7				
Irish Championships	1	2	3	4	5	6	7	8	9	10
Kiel Week	1	2	3	4	5	7	8			
Regatta Royale	1	2	3	4	5	7	10			
St. Tropez Anniversary Race	1	2	3	4	5	6	7	8	9	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30

Peticrows

We take you winning seriously...

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IDA Newsletter 2005

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<http://www.intdragon.org>

RULES AND PLANS:

Available from the Assistant Secretary. New price as of 01 January 2004)

Rules	£15
Plans 1-7	£100 or £25 each
Plan 8 (hard copy)	£120
Plan 8 (on disk)	£300

(Prices include postage)

Please send all general correspondence to the Assistant Secretary.

CHAIRMAN'S MESSAGE



The Chairman prepares for a start

Dear Dragon Friends

2004 has been a very busy year. We have celebrated the 75th Anniversary around the world with a huge finale in St Tropez with almost 270 boats on the starting line for the Anniversary race. This major event was extraordinarily well organised by Chris Dicker and his team and despite some rain and some heavy winds we had great sailing and fantastic parties organised locally by Rosa and Julien Desmet-Rits. Thank you all very much for the exceptional work you put into the event and also I would like to thank all the participants for bringing your boats to St Tropez and making the event bigger and even more fantastic than we could have hoped for.

This year we have also had a very well attended and perfectly organised Gold Cup in Falmouth, England, and the European Championships in Tallin, Estonia was also a great success. I hope that this event has opened the Dragon gate to Eastern European countries for more racing in the future.

On top of this, many other events have been held in Europe, among them, Cascais, Princess Sophia in Palma the Regates Royale and of course the Grand Prix in Douarnenez. These big events are getting more and more popular each year and without a limit on entries I would guess the number of participants could be almost doubled in a few years if this high interest in the class remains. On top of this we have all the well-organised local and club regattas throughout the world. It is now possible to race your Dragon somewhere in the world almost the whole year around. For most of us the limitations are time, work and of course cost, but in my view we get fantastic sailing, good company, good food and we get to sleep in dry sheets without a moving bunk.

The Officers have also had a very busy year especially the Technical Committee investigating and researching the closed moulding issue. Graham Bailey and Mike Hayles led this work, which enabled the Officers to propose the rule change with great confidence. The main grounds for the

proposal, as I am sure most of you are aware by now, are to reduce or remove the exposure laminators to styrene emissions during the building process whilst ensuring that there will be no significant change in the strength of the hull. My thanks also go to Gunter Ahlers, our former Chief Measurer, for his support for the conclusions of the research and his explanations at the AGM.

Another important issue discussed at the AGM was the question of allowing change of rig tension during racing. Today the rule is clear – no change is allowed from the warning signal until the boat has passed the finishing line. After long discussions and with a one vote majority, it was decided that the present rule should remain. This means that we are not allowed to adjust the rig tension during a race. I think we should remember that we are racing in a "Gentlemen's Class" and let us all show each other that we are still gentlemen who accept this rule.

We also discussed and decided to ask ISAF for a change to our current advertising category in order to be able to offer future sponsors more options for publicity at our events, particularly on our boats. Whilst agreeing with the principal of our request ISAF advised that if we were to change to a restricted Category C we would lose control of sponsorship intentions and open up the possibility of multi advertising on our boats from many sponsors contracted not only by Organising Authorities, but also by individual sailors. This is not what the Class would want and we therefore remain in Category A with the current restrictions on advertising.

After a long process to select a replacement Vice-Chairman for Jorgen Bonde, I am very pleased to welcome Robert Alpe from Australia to the position. Robert has recently been President of the Dragon Association of New South Wales and is very active in our class down under.

I am also happy to welcome our new Chief Measurer Antonio Cardona Espin from Palma, Spain. Antonio has a high reputation as an administrator in international yachting activities and is Class Measurer for the Star Class.

Finally, I would like to thank my fellow Officers and all of you involved in different activities for the Class who have generously used your free time to make this year a year when we managed to handle both difficult technical matters and a great sailing and Anniversary year.

I wish you all good sailing and racing during 2005.

Thomas Olrog Chairman IDA

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ANNUAL GENERAL MEETING 2004

The Annual General Meeting 2004 *A Summary of the Minutes*

The Annual General Meeting was held the Royal Thames Yacht Club, 60 Knightsbridge, London SW1 on Saturday 30th October 2004 at 11am. 30 people were present with 16 countries represented.

1. Chairman's Report

Welcome to the AGM, which comes right at the end of a very busy year for Dragon sailors culminating in the magnificent event in St Tropez - from which I see many survivors. I think we all agree that Chris Dicker and his team did a superb job bringing together over 260 Dragons on one starting line. It was as thrilling for the organizers as it was for the participants.

As you know we have been short of a Vice Chairman this year and I intend later in the meeting to propose a leading Australian Dragon sailor to fill this vacancy.

This year we had a first - in that Estonia held the Europeans for the first time. I was not there myself, but know from my fellow Swedes that it was a very successful Championships both ashore and afloat, despite some wind-shift problems - well done Jevgeni and your team.

The Gold Cup was held in Falmouth and the British Dragon Association together with the Royal Cornwall Yacht Club provided a very well organized event. We were fortunate to have a prominent major sponsor in JP Morgan Fleming and the patronage of the English Princess Royal. We had a wide range of weather from sun and wind to mist and fog but the leading boats seemed to master all the conditions and Jorgen Schoenherr was a convincing winner.

As usual at the Gold Cup we held an Owner's Meeting and a number of the topics raised are on today's agenda. During the year we also had well attended Regattas in Cascais, Palma, Douarnenez and Cannes - a very full year for the Class.

As Graham will tell you much of our time this year has been spent in re-examining the construction question which the assembly at last year's AGM requested. I would like to thank Graham and his Committee for the time that they have spent on this important issue during the last year.

I am pleased to say that I am supported by some excellent colleagues and I thank them for their time and thoughtful input to our deliberations on your behalf. As usual we seem to have a full agenda and limited time to complete it I therefore suggest we get on with today's business.

2. Treasurer's Report

The Treasurer reported that last year's reserves had increased by £4000 to £40400. The Association continues to benefit from subsidies from the Officers in travel costs and administrative support.

Subscription income was ahead of last year and buoyant Sail Label income reflected strong activity in the Class. In total, receipts were up £3947 over 2003.

Expenditure during the year increased by £4912 but was under budget. Technical Committee and Measurement expenses increased largely because Gunter Ahlers's costs were no longer covered by the DSV. The Treasurer thanked DSV for their support over many years.

Website costs had increased by £1500 but they were within budget and had resulted in significant improvement to the site. The objective of building Class funds has been achieved and they should remain at current levels in the future.

3. Budget

In presenting his Budget, the Treasurer noted that the Technical Committee/Measurer's expenses may be higher than budgeted in the coming year for several reasons - the appointment of a Chief Measurer, the appearance of a new builder and the proposed changes to building materials. The Treasurer would monitor the position carefully and seek to recover costs from the builders in the first instance. However, if this was not possible the money would be provided from Class reserves subject to prior approval from the Treasurer. The Treasurer also advised that a new computer will be required for the office. The timing of the replacement is uncertain but, if income is strong, replacement may take place in 2005.

No increase in subscriptions from National Associations was budgeted for 2005

Both the Report and Budget were accepted by the Meeting.

4. Election of Officers

Robert Alpe, (Australia) was elected a Vice Chairman for 2 years to replace Jorgen Bonde who retired at the 2003 AGM.

5. Technical Committee Chairman's Statement

The Chairman presented Class Rule Change Proposals previously advised to Associations and particularly reviewed the background

to, and work carried out by, his Committee, external consultants and the Southampton Institute in examining the issues relating to the proposal to allow closed moulding and material used in this technique.

His full report is available on the IDA website and a summary is on page 6.

Following the retirement of Gunter Ahlers as Class Chief Measurer last year, the Chairman was pleased to propose **Antonio Cardona Espin as the New Class Chief Measurer**. He was duly elected and welcomed to his new post and the meeting.

Gunter was again thanked for his work and particularly for his availability and assistance with the above issues during the past year.

Matters arising in the Statement

Following the statement a wide discussion took place. Concern was expressed about workers making repairs or alterations to current boats being exposed to styrene emissions. Would boats built by the closed-mould method be superior in performance? Have other Classes adopted closed-moulding? Would the IDA become liable if closed-moulding was not allowed? In answer to these concerns the Technical Committee Chairman said that the driving reason for the proposal was current and future Health and Safety legislation. It was possible that the IDA could face liability in the future if; being aware of the problem, it did not permit a solution. He had been reassured that boats constructed by the closed-mould method would have no significant advantages over existing boats and the repair methods would not be affected. He also added that all Dragon Builders supported the proposal and others were adopting it. The Dutch Association sought clarification of the arguments for the proposal. These were further summarized at **Any Other Business** below.

On conclusion of the debate all proposals were voted and in all cases, those in favour exceeded the 2/3 majority required by the Class Constitution and the proposals were adopted.

6. Items for Discussion (arising from the 2004 Owners meeting)

a) Rig Tension Proposal

A Proposal from the Technical Committee to try to reduce the practice of changing Rig Tension whilst racing was discussed. Gunter Ahlers said that the current Rule is

ANNUAL GENERAL MEETING 2004

unenforceable and a number of possible solutions such as sealing the nuts and declarations by helmsman after racing were discussed. After a full discussion the proposal failed to achieve the 2/3rds majority and was defeated.

b) Pumps

A Proposal to include the weight of battery pumps under Rule 10.10 was rejected.

c) Proposal re Classics

This was a proposal to allow additional floor timbers in the bow and stern areas of older Wooden Dragons (Classics). Gunter Ahlers advised the meeting that currently the rules and plans require a minimum of 8 floors. There is no maximum number of floors stipulated and additional floors are therefore permitted if required during a restoration.

d) Advertising- Proposal to change to ISAF Category C

The proposal was made to try to enable the Class to attract a principal sponsor or sponsors particularly to support the major International events. It was recognized that the current Category A under which Class events are sailed offers limited advertising space on the boats and the Class wished to offer more.

Under Category C – Restricted, the Class should be able to widen the scope for advertising and thus the scope for sponsors. It was generally accepted that controlled advertising was desirable and though caution was expressed about the contractual relationships between the IDA, Organising Authorities and the Sponsors it was agreed to submit the application to ISAF.

Note. Subsequently ISAF advised that a change to Category C-Restricted, whilst allowing an Organising Authority to restrict advertising to certain areas of the boat, did not allow the Organising Authority any control over individual sailors who could use their own sponsors and sponsors advertising. Also the Class would have no authority over an Organising Authority who could use any Sponsor they selected. The current Category A therefore remains in force for the Class in accordance with Class Rule 1.24.

e) Frequency of Europeans

It was decided to hold a European Championship each year in future, starting in 2005.

f) Regatta Regulations

A revision to Qualifying Events was decided as follows:

1. Qualifying events for the Europeans and Worlds were reviewed and Cascais (King Juan Carlos Trophy) will replace



**Dragon 75th Anniversary Regatta
King Constantine follows the Chairman at the leeward mark**

Photo: Jacques Vapillon

Villamoura as a qualifying Regatta in the same year as the relevant Europeans or Worlds. In addition in 2005 Pfingstbusch will replace Kiel Week as a qualifier for the 2006 Europeans

2. It was decided that "The Americas" should remain in the Rota of venues for the World Championships

g) Universal Sail Numbering System

There was no support for this proposal, which was rejected.

7. Major Regattas

- a) A new Rota of future Major Championships is available from the IDA.
- b) It was decided that the 2005 World Championships will continue to have 1 race per day over 7 days
- c) A discussion arose about the possibility of a "Grand Prix" series using the current major European regattas and a "finale" event at the end of the season. Opinion was divided as to whether or not another series was needed in view of a generally crowded season and the difficulty of selecting a location of the final event, the "Northern" sailors having worked their way back towards Northern Europe by the end of the season. Concern was also expressed about such a concept leading to "two fleets" within the Class. Rupert Fisher agreed to collect and summarise views on this suggestion for consideration by the Officers at their meeting in February

8. Moratorium on matters raised and rejected at the AGM

The Proposal was rejected

9. Any Other Business

(See Matters arising from The Technical Committee Chairman's Statement)

1. The Technical Committee had considered alternative ways of reducing styrene emissions during construction, such as air filtration, which was thought to be too expensive, or allowing sandwich construction, which would have significantly altered the characteristics of the laminate. The closed-moulding proposal was preferred for the following reasons:
 - 1) It will reduce the health and environmental hazards currently attached to the hand lay-up method and also pre-empt Health and Safety legislation.
 - 2) The method will improve the consistency of quality between boats and hence equal performance.
 - 3) It will ensure an equal distribution of resin in the hull throughout its length
 - 4) It will not affect the current method of repair to GRP boats.
 - 5) It may provide some cost advantages in the building
 - 6) It may also encourage new builders who will want to use modern laminating techniques.
2. To show fully the Class's appreciation for the work of Chris Dicker and others in organizing the 75th Anniversary, a vote of thanks was recorded in the Minutes, Chris was made a Vice President of the Class and Chris and Julien would each be given a suitably prestigious memento of the event.

8. Date of Next Meeting Saturday 29th October 2005, in Hamburg

Please note The Full Minutes are to be found on the IDA Website
www.intdragon.org/about_agm_mins.htm

TECHNICAL MATTERS

A summary of the Technical Committee

There are two comparatively simple and one more complex issues to deal with today. I will start with the simple ones!

Deck Beams

Petticrows approached us 12 months ago with a problem in trying to fit a wooden deck to a GRP hull fitted with the latest bulkheads. They discovered that the straight deck beams as drawn on the plans would coincide with flat bulkheads or would intersect curved bulkheads when fitted. This was an unforeseen consequence of the new bulkhead rule and we were asked to find an interpretation that would permit the deck beams to be either curved or in certain cases, omitted altogether. We consulted ISAF who are able to permit specified departures from the plans in certain circumstances and in this case sanctioned a departure from the deck plans, suggesting that we should amend our rules accordingly.

The proposal therefore is drafted to cure a conflict between two existing rules and to put into our own rules a solution that has already been permitted by ISAF.

Spinnaker Measurement. A Proposal from the German Association

The Class Rules governing measurement of the spinnaker define both maximum and minimum dimensions. However, if a spinnaker is built to the maximum dimension, it can, after a period of time, shrink to below the minimum permitted size.

The proposal therefore recognizes that the existing Rule is often almost impossible to comply with during the full lifetime of a spinnaker. It would not be sensible to abandon all the minimum measurements since that could lead to the development of a new breed of small reaching spinnaker. The suggestion is to reduce the minimum measurement for the foot since that is the dimension that is most difficult to comply with. Since the proposal does not change the leech lengths or half height widths, there will be no incentive to build sails with shorter feet – they will still most likely be built to the maximum length foot and the only difference will be that we shall not have to wait until the measurer turns a Nelsonian eye before stretching our older spinnakers into compliance.

New Construction Material

We were given a mandate at the AGM last year to explore ways of combating exposure to styrene during the laminating process. There are regulatory issues but the main point was that we know that styrene is unpleasant for the laminators to work with and potentially detrimental to their health. At the meeting last

TECHNICAL COMMITTEE

Graham Bailey – UK (Chairman)
Mike Hayles – UK
Lars Hendriksen – Denmark
Andrew Johnson – Australia
Antonio Cardona Espin – Spain
 (Chief Measurer)

year we were also concerned about potential liability for any ill health caused to laminators. Where we have been asked to facilitate a change in construction techniques on health grounds, the potential liability of the IDA and its membership cannot be overlooked should we fail to respond appropriately to that request. That is in addition to our moral duty to consider something that will improve conditions for the workers and the safety of the environment.

We considered existing manufacturing methods and Rupert Fischer produced an internal report on the practices of Frauscher boats. Frauscher are a major manufacturer of GRP hulls who have invested in state of the art air filtration systems in order to deal with styrene emissions during the hand lay-up process. To install the system today would cost around Euros 250,000 – very expensive for the new and/or small builder.

We therefore considered as an alternative, using a material called Rovicore that Petticrows had suggested on the advice of their own consultants. Rovicore consists of 2 layers of glass together with a third layer of a non-structural, non-woven polyester fibre material described as a "fleece". It is a medium for the polyester resin and almost indistinguishable from the polyester when formed since it squeezes down under pressure and has no additional structural properties of its own.

This material could be used to permit closed mould vacuum infusion of the Dragon thereby significantly reducing the worker's exposure to styrene emissions. Currently, there is nothing in the Class Rules to prevent a builder from vacuum infusing using today's materials but the main problem is as follows:

Vacuum pressures squeeze out much of the resin that would be present in a hand-lay-up resulting in a thinner and therefore less stiff and lighter laminate. Therefore it is necessary to add additional layers of glass to increase the weight up to the Class minimum of 12 kg / sqm. However, glass is approximately 2.5 times the weight of the resin it displaces and so the 12 kg minimum weight is achieved by a more dense and therefore thinner laminate. It is accepted that stiffness is proportional to thickness squared (or cubed) and so where as a normal hand lay-up

would be approximately 7.5 mm thick, the vacuumed lay-up of the same panel weight would only be about 6.5mm thick which would give a significantly less stiff construction.

Furthermore, it is difficult to get good infusion results without the use of a material such as Rovicore which facilitates the flow of resin, since dry spots can remain where the resin has not penetrated the entire structure under vacuum. In addition to promoting the flow of resin, Rovicore also offers some resistance to the vacuum pressure and so it retains some of the resin that would otherwise have been squeezed out in the process. The final result is a laminate with the same resin to glass ratio as we know today, and no material difference in density, thickness or strength.

In order to confirm these facts we commissioned our own research into this material. Scott Bader produced laboratory samples to compare existing lay-up with lay-ups incorporating Rovicore. As I said above, Rovicore consists of 2 layers of glass in addition to the fleece material and so one layer of Rovicore would replace 2 layers of glass in the normal lay-up.

These samples were given to the Yacht Engineering section of the Southampton Institute who conducted numerical and mechanical tests on samples containing different amounts of Rovicore. They found that by substituting 1 layer of Rovicore for 2 layers of glass, the resulting vacuumed laminate was approximately 1 mm thinner than the hand lay-up but adding 2 layers of Rovicore in place of 4 layers of glass gave a thickness very similar to hand lay-up.

Given that thickness of the laminate is the most important element in determining its stiffness, one of the earliest questions we asked was how to prevent laminates becoming thicker and therefore stiffer? The answer to this question is that the rules do not directly limit panel thickness but they do so indirectly by limiting panel weight. If a builder today wanted to build a thicker and therefore stiffer hull he could do so but because of the density of the lay-up which is a function of the glass to resin ratio, the boat would exceed the 12 kg /sq metre. Substituting 2 layers of Rovicore for 4 layers of glass is the same as adding 2 layers of the fleece which is a medium for the resin. The fleece is close in density to the resin it displaces and it actually displaces very little resin so the end result is virtually identical to what we have today. If a builder wished to make a thicker hull it would become too heavy. It is very important to understand this point, as it is the answer to most concerns about the possibility of a builder using Rovicore to build a stiffer boat. He would be in

Chairman's Statement to the AGM, October 2004

Class Rule Amendments

The following amendments to the Class Rules have been approved by ISAF to be effective 01 March 2005

Rule 2.514 Deck Beams

A wooden cabin top and sides may be permitted subject to prior approval being obtained from the ISAF of details of its connection to the GRP cabin sides.

Wooden coamings in accordance with the rules for the cold moulded yachts may be permitted subject to prior approval being obtained from the ISAF of the details of their connection to the GRP deck.

A wooden deck, in accordance with the Rules for the cold moulded yacht may be permitted subject to prior approval being obtained from the ISAF of the details of its connections to the GRP hull. (Note: For the purpose of this rule the covering board can be considered to be part of the deck).

Deck Beams between Station 5 and the mast and between Station 12 and the aft end of the cockpit may be replaced by bulkheads, provided that the flanges connecting the bulkhead to the deck are of minimum 40mm width. Alternatively a curved deck beam may be fitted at either or both of the aforementioned positions if the deck beam would otherwise intersect a bulkhead.

A GRP cabin and coaming may be added to a wooden deck on a GRP hull subject to prior approval from the ISAF

Rule 9.51 Spinnaker

Spinnaker Diagram: "Alter the minimum dimension of 2,350 mm for the foot to 2300mm"

Rule 2.502 Materials

1. Long strand glass fibre material shall be used together with a rigid high strength, low-water-absorption-rate thermosetting resin (except epoxy). A schedule of permitted materials will be available on request from the IDA. No other materials may be used without the written consent of the IDA. A non-woven, fleece made only out of fibres may be used when a closed mould vacuum method is being employed. Maximum two layers of 180 grammes/sq metre maximum each layer may be used. If any fleece is being used it shall be consistent for the full length of the moulding
2. The glass content of the combination shall be not less than 30% of the total weight.
3. Unless otherwise specified the glass reinforcement shall be uniformly distributed over the whole of the moulding.
4. The IDA/ISAF may take core samples in order to establish correlation between hull and deck construction and the samples submitted.

exactly the same position as he is today.

The Southampton Institute, after extensive testing, concluded that there was no significant difference between Rovicore and non-Rovicore samples of equal thickness. We also asked SP Systems to assess the Institute's testing and they confirmed the results were as they would have expected.

Further questions have arisen since and where we could not answer these ourselves, we have reverted to other industry experts, including the Independent Consultant Duncan Barr who is here today. We are also assured by our consultations with the experts that the material has no effect on longevity – Rovicore has been used for more than 10 years in the construction of the roof of the old type of Transit van, furthermore, repairs are effected in exactly the same way as today.

Having thoroughly researched the process, we published our report which had been approved by our various advisers and then put the issue to the builders for their reaction at a meeting two weeks ago. All the major builders were present and in addition, Mike Hayles and

Lars Hendriksen, Thomas Olrog, Louis Urvois, David Dale, Gunter Ahlers, Vincent Hoesch and myself attended. After my presentation and questions and answers, there was a general consensus in favour of the proposal. We were able to show samples using Rovicore and those using the current lay-up method, so that everybody could see we were not proposing a sandwich construction but were proposing to permit the fleece to help the resin flow and to offer some resistance to vacuum pressure.

We also learnt that set-up costs would be minimal since they all seem to have the vacuum equipment in place for use in construction of the decks. It also became apparent that once the mould is set up and the vacuum machine turned on, the workers can be redeployed on other tasks rather than laying up by hand each layer.

This has been a long process of investigation by my Committee, but Scott Bader, SP Systems, the Southampton Institute and our various industry advisers all agree this is a solution to permit our builders to construct Dragons in a safer and better environment without producing a boat that is materially different.



Tight Rules give tight racing

Photo: Jacques Vapillon

Building Plaques Issued

30/9/2003 - 30/9/2004

Petticrows (UK)	38
Markus Glas (GER)	6
Borresen (DEN)	5
Doomernik	4
Single Builders	4
TOTAL	57

Licensed Builders

Borrensens Badebyggeri A/S

Dragevej 11, DK-7100 Vejle, Denmark

Markus Glas GMBH

Seeweg 3, Bootswerft, 82343 Pocking-Possenhofen, Germany

Joop Doomernik

Havendijk 22, 5017 AM-tilburg, The Netherlands

Petticrows Ltd

The Quay, Burnham on Crouch, Essex CM0 8AT, UK

For a complete list of licensed builders please contact the IDA tel +44 1243 555931 or intradragon@onetel.com

MEASURERS / ANNOUNCEMENTS

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	Measurer Full Measurer Sails Measurer Full International Measurer Measurer Full International Measurer Measurer Sails Measurer Sails Measurer Sails Measurer Full Measurer Full Measurer Full
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	Ken Brown Tom Carlsen Flemming Christiansen Claus Hoj Jensen Lars Jensen Signe Jeppesen Carsten Lauridsen Theis Palm Mogens Pedersen Bo Selko	Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Sails Measurer Full Measurer Full Measurer Full Measurer Sails
Estonia	Juri Saraskin	Measurer Full
Finland	Erkki Hintsanen Chris Winter	Measurer Full Measurer Full
France	Claude Burillon Joseph Guillou Yves Leglise Daniel Petton	Measurer Sails Measurer Sails Measurer Full Measurer Sails
Germany	Gunter Ahlers Heinz-Werner Aping Bernd Faber Werner Fritz Gerd Hoglinger Walter Mai Barbara Mang Hermann Patrunky Frank Schonfeldt	International Measurer Measurer Sails Measurer Sails Measurer Sails Measurer Sails International Measurer Measurer Sails Measurer Full 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
Spain	Antonio Cardona Espin	Chief Measurer
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

Robert Alpe – New Vice Chairman

The IDA is pleased to welcome Robert Alpe who was elected as a Vice Chairman of the IDA at the October AGM. He was born in 1948 and lives on the northern beaches of Sydney. He is a self-employed with a passion for typography, the area of the IT industry his type sales and type design business competes in. He is a member of the Royal Sydney Yacht Squadron and several other yachting associations and clubs. He has sailed since the age of 6, in everything from the 6-foot 'P' Class yachts to 30 metre sloops. Robert has sailed off shore International Classic races including the Sydney/Hobart and short-handed races including the Sydney/Auckland Challenge. He bought his first Dragon, "Siena" a wooden Borresen, in 1997, and is now sailing his newest purchase, a Tasmanian built Ridgeway named "Toogara".

Antonio Cardona Espin – New Chief Measurer

We are very pleased to welcome Antonio as our new Class Chief Measurer.

Antonio is already well known to many in the Dragon Class who have sailed in the Palma Regattas where he lives and plays a prominent role in the organization of the Princess Sophia.

Aged 33, he is an ISAF International Measurer and Chief Measurer for the Star Class. He is also a National Race Officer and Juryman. He has made a career out of Race Management and is currently the Technical Manager (Sailing) for Madrid's 2012 Olympic bid.

On the water he has sailed or is sailing, Optimists, Snipes, Stars, Dragons and IMS Cruisers. As our Chief Measurer he may not have too much time in the future for the latter!

Admiral's Corner

Due to the large amount of space devoted to the 75th Anniversary Regatta we are unable to feature the usual notes from the Admiral. However rest assured that all the worries of the Admiral de la clein Playa and letters from Dupont-Jones-Dupont may be found on the website of the Belgian Dragon Association <http://www.beldragon.be/>

INTERNATIONAL DRAGON
THE ROYAL CLASS

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ACCOUNTS AND BUDGETS

RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31 AUGUST 2004

	2004	2003
RECEIPTS	£	£
Subscriptions	13,756	13,338
ISAF building fees	8,333	6,323
Sale of sail labels	32,977	32,397
Newsletter - advertising	3,716	3,900
Other	3,649	2,526
TOTAL RECEIPTS	62,431	58,484
PAYMENTS		
Newsletter	6,182	5,582
Printing of plans/rules	352	775
Technical committee/ measurement expenses	3,875	1,965
Printing sail labels	398	396
Computer	736	201
Website and promotion	4,768	3,254
Secretary and officers travel	6,492	5,971
Other administrative expenses	4,428	5,050
Secretary	18,420	18,000
Assistant secretary	11,419	11,004
Insurance	1,040	1,000
TOTAL PAYMENTS	58,110	53,198
Surplus of receipts over payments	4,321	5,286
	62,431	58,484

COUNTRY	REGISTERED BOATS
Australia	60
Austria	20
Belgium	28
Canada	20
Denmark	55
Estonia	7
Finland	43
France	95
Germany	417
Hong Kong	19
Hungary	12
Ireland	55
Italy	8
Japan	25
Netherlands	128
New Zealand	10
Norway	39
Portugal	15
Puerto Rico	3
Russia	21
Spain	10
Sweden	70
Switzerland	75
Turkey	15
UK	177
USA	17
	1444

Registered Boats

Several countries carried out an audit in 2004, hence the small decrease in the number of registered boats

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**ROLEX
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Neustadt/Lübecker Bucht August 19 to 28, 2005


Hanseatic Lloyd
Dragon World Championship


Dragon World Week

During the course of the Rolex Baltic Week 2005 the Norddeutscher Regatta Verein and their partners invite those dragon sailors who qualify according to IDA regulations to participate in the Hanseatic Lloyd Dragon World Championship at the "ancora Marina" in Neustadt/Holstein, Germany. At the same time the Dragon World Week – open for all sailors who are interested, is being held during the event.

For race announcements and further information please see
www.nrv.de or www.drachenklasse.de.



FIXTURES 2005/2006

International and National Championships 2005

* International qualifying events for Worlds and Europeans marked with an asterisk *

10 - 13 February	Prince Henry the Navigator Trophy	Cascais	Portugal	http://www.netbay.pt/dragopor/11
24 - 27 February	HM King Juan Carlos Trophy *	Cascais	Portugal	http://www.netbay.pt/dragopor/
25 - 27 February	Championnat Int de Mediterranee	Cannes	France	http://gailles.free.fr
10 - 13 March	Mediterranean Cup	Palma de Majorca	Spain	http://www.netbay.pt/dragopor/
21 - 25 March	HRH Princess Sophia Trophy*	Palma de Majorca	Spain	http://www.netbay.pt/dragopor/
30 April - 02 May	Coupe Internationale de Bretagne	Douarnenez	France	http://www.sr-douarnenez.com
04 - 08 May	International Swiss Championship	Lucerne	Switzerland	http://www.dragon-class.ch
04 - 07 May	Grand Prix Petit Navire *	Douarnenez	France	http://www.sr-douarnenez.com
14 - 16 May	Pfingstbusch 2005 *	Kiel/Baltic Sea	Germany	http://www.kyc.de
30 May - 04 June	Edinburgh Cup	Lowestoft	UK	http://www.msync.org.uk
03 - 05 June	Wellness Cup	Køge	Denmark	http://www.pedan.dk/wellnesscup/wellnesscup.html
03 - 05 June	Aker Brygge Cup / The Royal Scandanavian Regatta (Norwegian section)	Oslo	Norway	http://www.akerbryggecup.org
10 - 12 June	Estonian Championship	Tallinn	Estonia	http://www.kolumbus.fi/dragon
18 - 21 June	Kiel Week	Kiel/Baltic Sea	Germany	http://www.kielerwoche.de
19 - 26 June	European Championship *	La Trinité	France	http://www.snt-voile.org
30 June - 03 July	Irish National Championships	Kinsale	Ireland	http://www.dublinbaydragons.org
12 - 14 July	Open Finnish Championships	Hanko	Finland	http://www.kolumbus.fi/dragon
01 - 04 August	Swedish Championships (lead-in for Gold Cup)	Sandhamn	Sweden	http://www.dragon.p.se
05 - 12 August	Gold Cup *	Sandhamn	Sweden	http://www.dragongoldcup2005.com
12 - 15 August	Belgian Open Championship	Ostend	Belgium	http://www.beldragon.be
19 - 28 August	World Championship *	Neustadt/ Bay of Lubeck	Germany	http://www.dracheklasse.de
24 - 27 August	Open International de France	Douarnenez	France	http://www.sr-douarnenez.com
02 - 04 September	Norwegian Champs & Herbern Cup	Oslo	Norway	http://www.herbern.no
08 - 11 September	Open Dutch Championship	Medemblik	Netherlands	http://classoffice@dragonclass.nl
25 - 30 Sept	Regates Royales *	Cannes	France	http://gailles.free.fr
04 - 08 October	International German Championship	Starnberger See	Germany	http://www.dracheklasse.de
12 - 15 October	Coupe du Yacht Club de France	Saint Tropez	France	http://www.snst.org

Other National Events 2005

06 - 16 January	52nd Australian Int Dragon Champs (Prince Philip Cup) & Dragon Masters	Melbourne	Australia	mailto:brian@modapts.com
27 - 30 January	Ski Voile International	Antibes	France	http://perso.wanadoo.fr/cn.antibes/SV2005.htm
04 - 06 February	Primo Cup	Monaco	Monaco	http://www.yacht-club-monaco.mc/sportAct/primoCup.html
19/02/26/02/05/03	NSW Gold Cup Heats 1 - 5	NSW	Australia	mailto:Desmond.Sward@honeywell.com
19 - 20 February	State Championships	Tasmania	Australia	http://www.tasdragon.org.au
19-20/20-26 Feb	Western Australia State Championship	Perth	Australia	mailto:Desmond.Sward@honeywell.com
05 - 07 March	New Zealand National Championships	Auckland	New Zealand	mailto:frans@pacificsurgical.co.nz
25 - 26 March	Easterregatta	Thun	Switzerland	http://www.dragon-class.ch
25 - 28 March	Burnham Easter Regatta	Burnham on Crouch	UK	http://www.britishdragons.org
26 - 28 March	Passwedstrijden	Aaalsmeer	Netherlands	http://classoffice@dragonclass.nl
09 - 10 April	Westeinder Klasse Evenement	Aaalsmeer	Netherlands	http://classoffice@dragonclass.nl
16 - 17 April	Westeinder Klasse Evenement	Aaalsmeer	Netherlands	http://classoffice@dragonclass.nl
30 April - 01 May	Alpencup (tune up)	Lucerne	Switzerland	http://www.dragon-class.ch
14 - 16 May	Pinkster GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
19 - 22 May	Coupe Vasco de Gama	Arcachon	France	http://www.afsid.com
21 - 22 May	Suunto Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
28 - 29 May	East Coast Championships	Lowestoft	UK	http://www.britishdragons.org
02 - 03 June	Noordzeekampioenschap	Ostend	Belgium	http://www.beldragon.be
04 - 05 June	Voorjaar GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
04 - 06 June	East Coast Championships	Dun Laoghaire	Ireland	http://www.dublinbaydragons.org/
04- 05 June	Dragon Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
08 - 11 June	Dragon Derby	La Baule	France	www.yclb.net and
11 - 12 June	Open de Deauville	Deauville	France	http://www.dyc14.com
11 - 12 June	International Jungfrautrophy	Thun	Switzerland	http://www.dragon-class.ch
11 June	Challenge Lorraine	Ostend	Netherlands	http://classoffice@dragonclass.nl
11 - 12 June	Zomer GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl

FIXTURE LIST 2005/2006 / FUTURE EVENTS

11 - 12 June	Lowestoft June Regatta	Lowestoft	UK	http://www.msync.org.uk
17 - 19 June	Russian Dragon Cup	St Petersburg	Russia	http://www.dragonclub.ru
25 - 26 June	Summerregatta	Steckborn	Switzerland	http://www.dragon-class.ch
30 June - 03 July	Hanko Race Week	Hanko	Norway	http://www.nordragon.com
01 - 03 July	Helsinki Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
06 - 07 July	Challenge Demeulemeester	Ostend	Belgium	http://www.beldragon.be
07 - 09 July	Hanko Regatta	Hanko	Finland	http://www.kolumbus.fi/dragon
09 - 10 July	Noordzeekampioenschap	Ostend	Belgium	http://www.beldragon.be
14 - 16 July	Drag'lastar	Cannes	France	http://gailles.free.fr
18 - 21 July	Baltic Regatta	St Petersburg	Russia	http://www.dragonclub.ru
21 - 23 July	Challenge Marie Christine	Ostend	Belgium	http://www.beldragon.be
22 - 24 July	Russian Dragon Cup	St Petersburg	Russia	http://www.dragonclub.ru
28 - 31 July	Championship Union Yacht Club Attersee	Attersee	Austria	http://www.dragonclass.at
30 - 31 July	Hungarian Int Championship (Sonnenschein Cup)	Balatonfred	Hungary	Mail to: naray@livepr.hu
05 - 10 August	Roularta Cup	Ostend	Belgium	http://www.beldragon.be
19 - 21 August	Alkmaar Open	Akersloot	Netherlands	http://classoffice@dragonclass.nl
20 - 21 August	Dragon-Cup	Thun	Switzerland	http://www.dragon-class.ch
27 - 28 August	Musto Classic Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
03 - 04 September	Tune -up Open Dutch Championship	Medemblik	Netherlands	http://classoffice@dragonclass.nl
03 - 04 September	Scarpout Regatta for Dragons	Ostend	Belgium	http://www.beldragon.be
09 - 11 September	Silver Dragon Cup	Moscow	Russia	http://www.dragonclub.ru
09 - 11 September	South Coast Championships	Glandore	Ireland	mailto:tpearson@firstmedical.ie
10 - 11 September	Dragon Challenge Invitational	Helsinki	Finland	http://www.kolumbus.fi/dragon
10 - 11 September	2005 Autumn Regatta	Hong Kong	Hong Kong	mailto:lowellphyllis@netvigator.com
17 - 18 September	South Coast Championships	Cowes	UK	http://www.britishdragons.org
08 - 09 October	Fresh Water Rinse Regatta	Lough Derg	Ireland	http://www.dublinbaydragons.org
19 - 23 October	Trophy of the German Dragon Association	Lake Garda, Torbole	Italy	http://www.drachenklasse.de
10 - 13 November	Dragon Cup	Cazaux	France	http://www.cv.cazaux.free.fr
International and Qualifying Events 2006				
03 - 06 May	Grand Prix Petit Navire *	Douarnenez	France	http://www.sr-douarnenez.com
03 - 10 June	European Championship *	Cowes	UK	http://www.britishdragons.org
26 Aug - 01 Sept	Gold Cup *	Douarnenez	France	http://www.sr-douarnenez.com
25 - 30 September	Regates Royales *	Cannes	France	http://gailles.free.fr

The European Championship 2005

19 - 26 June 2005, Coupe Virginie Hériot

During the Open International de France, Toshiba Trophy, in June 2004, 32 dragon crews including 5 from abroad raced in our bay. The Société Nautique de la Trinité sur Mer (founded 125 years ago) revived a link with the past because, in 1948, an International Dragon Championship was held in La Trinité. The ship's captain De Kerviler and member of the SNT helmed one of the Dragons. He also represented France in the Olympic games in Torquay. When leaving our

deep water harbour, boats and crews sail out onto the sheltered waters of the Quiberon Bay with a racing area where hundreds of boats race nearly all year round. All the facilities are available for racers (sail lofts, chandlers, shipyards...) close to the marina. The SNT premises, restaurants, hotels, shops are close to the pontoons. It is with a great pleasure that the staff of the SNT together with our sponsor Toshiba invite you to the European Championship

at Coupe Virgini Hériot. In June 2005 this event should be highly successful. I hope that a lot of Dragon sailors will come or return to La Trinité. The SNT is already working to ensure the success of the competitors both on the race course and ashore.

See you very soon

Jean-Pierre Blavec
President of the SNT



The Swedish Dragon Association and the Royal Swedish Yacht Club have the pleasure of welcoming you to beautiful Sandhamn outside Stockholm Sweden to participate in the Prince Henrik Trophy/International Swedish Championship and Dragon Gold Cup 2005 between 05 - 12 August. At our website we aim to provide you with the latest on the big event in Sandhamn 2005 www.dragongoldcup2005.com



Dragon World Championships-Rolex Baltic Week 19th - 28th August 2005

Next Year the Dragon World Championships will be held as part of the 2005 Baltic Week.

Baltic Week is a series of races for Offshore racers and keelboats all using the same extensive facilities ashore to

create a major Regatta atmosphere, whilst sailing on separate courses on the water. Truly a Festival of Sailing. For the Dragon Class, not only will the World Championships be taking place, but in addition, there will be a "Dragon World Week" for Dragon sailors who, though not eligible to take part in the Worlds, may wish to race in

another event as part of the Baltic Week. Thus enjoying the atmosphere of the Week with its major social activities as well as excellent racing in their own Class at this centre of Baltic sailing.

For further information contact info@drachenklasse.de or www.drachenklasse.de



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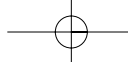
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European Championship
Coupe Virginie Hériot

La Trinité-sur-Mer (France) - 19^e / 26^e June 2005

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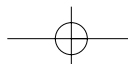
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Here Be Dragons



The Latvian Classic revels in the conditions
Photo: Jacques Vapillon

The Hanseatic Lloyd Dragon 75th anniversary regatta in St Tropez lived up to expectations as the largest, most successful small keelboat event in history. A total of 267 boats representing 32 nations, including royalty from at least five European countries, Olympic medallists and America's Cup sailors flocked to the picturesque South of France town to join the razzmatazz and celebrate this once in a lifetime occasion.

When the Crown Prince of Denmark said at the beginning of the regatta: "St Tropez is going to rumble," he was not far off the mark, particularly on the gala race day on the Thursday when the entire fleet lined up for a mass start on a 2.5km line.

Trying to find any form of 'clear air' was virtually impossible and mark roundings were definitely not for the faint-hearted. Cowes-based Dragon sailor Graham Bailey

said of one race: "That was probably the trickiest weather mark rounding I've come across in my career. We had two attempts to get round it and fortunately we managed not to hit, or be hit by, anybody."

The size of the event was really put into perspective when some of the world's greatest sailors were heard to be saying: "Yes we had a great one today; I think we finished about 100th." While it was more of a 'being there' rather than a 'doing well' sort of event, the competitive spirit never disappeared, particularly among those who found themselves at the top of the fleet. The Irish trio of John Ross-Murphy, Ailbe Millerick and Ed Peel proved how the results really mattered to them on the mass-start gala race day by not only beating HRH The Crown Prince of Denmark on the water (later disqualified with an OCS) but Russell Coutts too. Chatting at the bar after the finish, Ross-Murphy said: "Words cannot describe how I feel; it's just fabulous."

Coutts and his team mates Yann Neergard and Sam Evans had their chance the following day when they won the Champion of Champions race, sailing the brand-new Petticrow boat of Harro Kniffka (Hanseatic Lloyd's Chairman) in a fleet of other sailing greats. On a damp, miserable and squally day, Coutts and his crew made the best of the tricky, shifty conditions and just managed to hold off the Swedes –



former 470 champion Tom Lofstedt, Martin Alsén and Martin Larsson – in 2nd.

For the Swedes from the Royal Swedish Yacht Club, sailing Maria, this turned out to be their warm-up race for the event's grand final in the Gold Fleet on the last day. Having notched up some impressive results in the qualifying rounds (to determine the Gold, Silver and Bronze Fleets) at the beginning of the week, including a 9th, a 1st, and a 2nd in the champions race, it wasn't too surprising to see Lofstedt and his crew repeating their performance by winning the overall regatta, beating fellow Scandinavians Jorgen Schönherr, Anders Kaempe and Axel Waltersdorph from Denmark.

Ross-Murphy continued his sparkling form by taking 3rd overall, but fellow Irish competitor Ward Woods, sailing Jessica with Brian Matthews and Mark Pettitt, started the week off in top form with a 1st and a 2nd in qualifying races of the week, but had a bad final race and had to settle for 48th overall.

Having won the Princess Sofia Cup in Palma, and finished 4th at the Europeans this year, German sailors Thomas Müller, Markus Wieser and Mario Wagner sailed a good tactical final race to take 9th overall.

The best British team in the overall regatta standings was Andy Beadsworth, who finished 20th, sailing David Palmer's brand-new Princess Jalina. Although finishing 20th in a fleet this size is not bad form, for Beadsworth it was disappointing,



No place for the faint-hearted

Photo: Jacques Vapillon

especially after a win earlier in the week and a 5th in the Champions race.

Chris Caws, Jeremy Field and Paddy Margham, at 15th, finished top British boat in the anniversary race. Young Mark and

Selina Dicker sailed their father's boat Scorpio (Chris Dicker was chairman of the event organising committee). On day two they showed the likes of Coutts a thing or two by finishing 2nd in their fleet. 24-year-old Mark said: "It was an amazing feeling seeing so many boats behind. We basically got a good start, had a decent first beat and just got ahead of the pack."

In the 32-strong Classic fleet, Laurence Jacobsen, Ross MacNish and Tim Jacobsen, sailing Meteor, beat Dragon legend 86-year-old Børge Børresen by just one point overall.

HM King Constantine of Greece, the only competitor at the event to have won an Olympic medal in the Dragon class, was one of the many royals to suffer the Curse of the Black Flag on the anniversary race day. Chatting at the gala dinner that night to an audience of 1,300 guests, including HRH The Princess Royal, HRH The King and HRH The Queen of Sweden, King Constantine gave an amusing speech listing, to his delight, many of the other royals who'd also been black-flagged, including The Crown Prince and The Prince Consort of Denmark.

Prizegiving on the Saturday night rounded off a truly memorable occasion that will undoubtedly go down in the record books as the one of the greatest class birthday parties ever held.

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Full results are available on the IDA website.

The Organising Committee acknowledges the great support given by the following companies

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Harro Kniffka, Michael Lipp and Claus -Hoj-Jensen wave-riding

Photo: Heinrich Hecht (Germany)

Going out for Dinner

An Australian View



Hanseatic Lloyd yacht moored along side the VIP Dragons
Photo: Leigh Edwards



A full-on rock concert in the event marquee
Photo: Leigh Edwards



World Champion Dieter Schoen took his 84' motor yacht 'Chrisco'
Photo: Leigh Edwards

I sailed a couple of Sydney-Hobarts in the 1980s but then tried a Dragon around the buoys. I loved it, and them. Even went to the '89 Worlds in England. Became National secretary of the Dragon Class, helped run the 2003 Worlds in Hobart. And found this paragraph on the web somewhere - "The Dragon's design makes it a boat where all ages and abilities can compete and create a camaraderie that is the envy of the yachting world. The Dragon racing circuit takes its parties as seriously as its races. Many Dragon owners freely admit to choosing regattas on the basis of apres-sail potential."

That paragraph embodies my feelings of the Class. My wife Jen and I certainly enjoyed the parties during the Hobart Worlds, so when we heard about this Dinner in St. Tropez, we decided to attend. Not to sail, but just for the parties.

On arrival in St. Tropez we tracked down event organiser Chris Dicker, hung the ornate swing tag around our necks and immediately saw '99 World Champion Claus Hoj-Jensen. He introduced me to his skipper, King Constantine of Greece. Wow. And his father Paul. Wow, again. Then Crown Prince Frederik said hello. Wow, still. And Kaspar and many of the other sailers who attended Hobart2003. Stavros and Andrew Craig too.

The party that night was allegedly going to be dancing with a 1960s theme. It turned out to be full-on Rock concert. Wow. And event sponsor, Harboe beer, put on their product, free-of-charge! This regatta was certainly starting well.

Leigh Edwards tells of his visit to the south of France for the Anniversary Dinner to celebrate the 75th birthday of the Dragon Class yacht.

Pandemonious drinks each night were held in a harbour-side marquee. I caught up with the Imagination crew and current World Champion Dieter Schoen, he has been in the wars since Hobart. He went helicopter skiing in Greenland and became involved in a huge avalanche. Busted his leg badly. Then the rescue chopper crashed on top of him and his mates. But Dieter is a fighter, and after months of rehab he is back to 'normal' and sailing and skiing again!

The inner harbour at St. Tropez is about 150m in diameter, reached via a channel where BIG motor yachts lay up. The south of France is the place to go to see some beautiful boats.

St. Tropez itself is a quaint little seaside port that has grown big. It has many shops of the exclusive clothing labels, all mixed up with restaurants, hotels and bars. And artists working and displaying their works around the harbour-side.

With about 250 Dragons moored around the harbour and in the three arm marina, imagine my surprise on seeing Karabos VI, built for Bob Barr, and the first Dragon owned by eight time PPC and '95 World Champion Nick Rogers. She is now raced by Bertrand de Silguy, and an article featured them in the local weekly St. Tropez newspaper.

The Anniversary Race had all the hallmarks of being a huge record-breaking event. But how were we going to get out to see it? Enter Mike Hayles, a competitor in Hobart2003. Would we like to go out on a boat with his wife and watch the race? Fantastic. Then Mike pointed out 'Conquistador', a luxury motor yacht. Wow. This was certainly turning out very nicely, thank you.

It was a grey and cloudy day, with Race Officer Tony O'Gorman forced to abort four starts, before getting the fleet away under a black flag, with 69 boats being disqualified for starting offences. The 2 1/2 kilometre line had the Committee yacht in the middle, with support yachts at each end. All the pandemonium was at the leeward end, there was lots of argy bargy, and everyone wanted to be right up there. This was a race they all wanted to win. Being in the second row with that many starters, with a short beat and only 1 1/2 laps, was too high a penalty. The breeze was in the 12 to 15 knot range with a very short and irregular wave pattern, making it very difficult to keep the boats moving at full speed.

Irishman John Ross-Murphy was very happy after winning the unique Dragon 75th Anniversary Race, in which 267 boats started. This may well be a world record. John has sailed Dragons since 1997 and praised his crew, co-owner Ailbe Millerick up front, and Ed Peel.

The results for the Anniversary Race were a little confused. With 267 competitors and five 'starts' with all the arguments about which start



'Bavarian Blue' and her tender
Photo: Leigh Edwards



Dragons line the inner harbour at St. Tropez
Photo: Jacques Vapillon



Karabos (VI), originally from Australia, was also there
Photo: Leigh Edwards



St. Tropez from the sea
Photo: Jacques Vapillon



Our platform for the 75th Anniversary Race
Photo: Leigh Edwards



The fleet with Grimaud in the background
Photo: Jacques Vapillon

a competitor may have been OCS etc, two top and 'granny' marks, and then a finish line about 200 metres long with up to six boats on that finish line at any one time . . . I feel sorry for the race committee!

The King of Greece gave the introductory speech at the Anniversary Dinner. His life is an interesting story. He won the 1960 Dragon Class Olympic Gold Medal, even though he had trained for the Flying Dutchman. In 1964, his father King Paul died, and Constantine succeeded him as King. Later that year, he married Princess Anne-Marie, youngest daughter of King Frederick IX of Denmark. After his accession to the throne, the Greek monarchy was shattered with a 'coup d'etat'. King Constantine took his family to Rome, then to England. He regaled the guests with many stories, of passports, sailing and camaraderie. Brilliant.

Overall, the trip was a huge experience. The regatta organisational aspects were brilliant, especially considering the language barriers and the sheer physical size of the event. St. Tropez excelled itself with great hospitality, although the weather might have been better. It was at the end of the summer season, which had seen Les Voiles de Saint-Tropez completed the day before. There was even the capacity to have an overlapping 300-car Porsche Rally! The Dragon Class certainly enjoy their parties.

Leigh Edwards

Dragon 75th Anniversary Race Results

1	IRL 174	<i>Rigmarole</i>	John Ross-Murphy/ Ailbe Millerick/ Ed Peel
2	GER 914	<i>Ratlok</i>	Christopher Opielok/ Wolfgang Kohn/ Thomas Auracher
3	NED 357	<i>Wodan II</i>	Roel van Olst/ Tjacko van Olst/ Volkert Teding van Berkhout
4	NED 316	<i>Escapade</i>	Pieter Heerema/ Dolf Peet/ Hay Winters
5	GER 982	<i>Chrisco</i>	Dieter Schoen/ Vincent Hoesch/ Andreas Huber
6	NOR 275	<i>Odd Job</i>	Odd Lofteröd/ Niels Lofteröd/ Stefan Pulfer
7	NED 330	<i>Chimaera</i>	A de Wilde/ G Vermij/ Bert Rodenhuis
8	USA 310	<i>Clairvoyant</i>	Edward L Sawyer/ Martin Payne/ Will Willett
9	SUI 298	<i>HLL Gaudium</i>	Russell Coutts (NZL)/ Yann Neergard/ Sam Evans
10	SWE 321	<i>Maria</i>	Tom Lofstedt/ Martin Alsén/ Martin Larsson

The Dinner itself was a mastery of organization. 1400 guests were treated to significant quantities of lovely French champagne and wines, and the food was spectacular. Wow. The presentations were appropriate and well made. The Irish had a successful day and the odd pint of Guinness etc had them very vocal, often singing 'soccer style' when another of their group went forward to accept more of the astonishingly nice trophies. A definite highlight was the acclamation given to Class doyen, Borge Borresen. The overall Regatta Prize Giving was held on the last afternoon of the week. The presentation table groaned under the weight of glassware and other trophies, and Queen Anne-Marie presented the prizes. Full results are available on the IDA website.

The haul out at the end of the regatta went well. The Europeans are used to getting large fleets out of the water and event sponsor BMW supplied M5 wagons to help the task.



'Where is the finish?'
Photo: Jacques Vapillon



Kings, Queens and a Princess Royal attended the Gala Dinner
Photo: Leigh Edwards



Stavros (Martin Payne) with pint and skipper, Ted Sawyer, won the 'Over 65 year old Skippers' section of the Anniversary Race
Photo: Leigh Edwards



The Australian entry, Imagination, won the crews race with owner John Wilson (centre) helming, and placed second in the Silver fleet with Ian MacDiarmid (right) helming and David Baines (left) on mainsheet
Photo: Leigh Edwards

MAJOR EVENTS

Gold Cup, 2004

This is an edited version of a report by John Roberson for *Yachts & Yachting*

This year the Gold Cup returned to UK waters after an absence of nine years. The Royal Cornwall Yacht Club in Falmouth were the hosts and JP Morgan Fleming the very prominent sponsors, both ashore and afloat.

The timing of the event was carefully chosen to avoid the worst of the UK tourist season when this attractive corner of England can be choked with people and cars, and when the weather can be at it's best. In the event whilst the tourists were avoided the weather ranged from ideal breezes of Beaufort 3-4 and sparkling waters, to variable light airs and heavy sea mist. This made the PRO'S job very difficult and resulted in some lengthy delays to some starts. But Jeff Martin did an excellent job and managed to get the requisite number of races in by running two races early in the week on one of the "champagne days."

Despite the varied conditions, Danish sailor Jorgen Schonherr exploded the myth that you need years of experience to win major events in the Dragon class, by winning the Gold Cup for a second successive year, having won in 2003, just three months after stepping into the class. Crewed by Axel Waldersdorph and Anders Kaempe, Schonherr won four out of the six races in the no-discard series, to finish with an 18.7 point advantage over fellow Dane Frank Berg, who seemed to spend the whole series sailing in Schonherr's wake. In third place was Werner Fritz from Germany, a long time Dragon sailor at the top level.



Close work at the leeward mark

Photo: Lee Whitehead, www.photolounge.co.uk

Schonherr is no stranger to winning major regattas, having won world Championships in two of the world's most competitive dinghy classes, the 505 and Flying Dutchman. He said that many of the lessons learnt in those Classes held good for the Dragon: "It's a good boat because you can work so much with the set-up, and you can adjust almost everything. Many of the trim settings are similar to the FD and 505s. You can use a lot of the knowledge that you get from dinghies in the Dragon."



Winner and 2nd overall sailed together all week

Photo: Lee Whitehead, www.photolounge.co.uk

In a Class where it is notoriously difficult to find a fraction of a knot of boatspeed advantage, this Danish skipper had an ability to wriggle his way out of the pack of over 70 boats on the starting line, and be in the top ten at the first mark. From there he invariably showed good downwind speed and tactics to move up the ladder, and in four races, hit the front to cross the line in first place.

Second-placed Frank Berg is at the opposite end of the Dragon Class psyche, having sailed the Class for 15 years, and all those years in the same boat, like Schonherr's, a Petticrow hull. In three of the races that his countryman won, Berg finished second, and was never more than three places behind the eventual winner, with his worst result 24th in the last race, when Schonherr finished in 21st place. "My boat is 15 years old, it is the oldest boat in the fleet but it is a very good boat and I am very happy with it." He was also second in the Gold Cup in 2003, but has never won it, though he has taken the Danish championship five times. Neither of these skippers sails in a large fleet at their home club, with Schonherr having the only Dragon at his club. Berg comes from Hellerup, home of the legendary Paul Elvstrom, where they have only have a small fleet of Dragons, but the Danish Fleet regularly turns out over 50 boats for their Championships. With no home fleet to sail against Schonherr explains, "we only sail at regattas. We bought the boat last year, and started last year, but we have been attending quite a few regattas." This year alone he seems to have been pretty busy – "We just finished Kiel Week two weeks ago, we won that. We have also sailed another two regattas in Denmark, which we won, and we sailed one in France and one in Spain."

The Danish have a long and glorious history in the Dragon Class, and also in the Gold Cup, which they have won 28 times in the 60 times it has been held. This is twice as many times as the next most frequent winners, Germany, Whose sailors have only put their names on the trophy 14 times.

Britain's performance is not so impressive, with only three winners – Well four if you count a Northern Ireland entry in 1947 – the last of which was Nick Truman 30 years ago in 1974.

In the results of the 2004 regatta you have to go down to eighth before you find Rory Bowman, and his crew Chris Pank and Duncan Grindley sailing Yeah Baby, the current British National Champions. Filling the places between the two Danes and Bowman were two Germans, one Turkish boat, one from the Netherlands, and another Dane.

The British Fleet, which provided 45 of the 75 entries, had its moment of glory, when Patrick Gifford won the third race in Kraken, but he could manage no better than 21st overall, one place behind the celebrity of the week, HRH Prince Henrik of Denmark. Bowman's best result was a fifth, and that was the only time he cracked the top half dozen.



Who's that behind us?

Photo: Lee Whitehead, www.photolounge.co.uk

Even the legendary Poul-Richard Hoj-Jensen, who has won the Gold Cup four times representing Denmark, but now sails with a GBR sail number, could only manage one top six result. This is some indication of the standard and depth of talent in this fleet, which although down a little on numbers from the 100+ entries of some Gold Cups, was loaded with former winners, World Champions And Olympic Medallists.

Dragon European Championships

28th August 2004-4th September 2004, Tallinn

36 Dragons arrived in Tallinn for the European championships. . This was the first time that they have been held in the former Soviet Union, and even eleven years after independence there was some curiosity about how it would all work. In the event any concerns were groundless. .

Getting there from the UK was easy though it is a long way. Once there, the 1980 Olympic site and the Kalev Yacht Club provided excellent facilities and the adjacent hotel, built at the same time, had been thoroughly refurbished so that only architectural traces of its Soviet ancestry remained. Tallinn itself is very attractive and provided the backdrop for excellent after race entertainment.

The location meant that the breakdown of the Fleet was different from what we have come to expect. Eleven countries were represented, but it was very apparent that there is rapidly increasing strength in the Class in the Eastern Baltic which was represented by 6 Russians, 6 Estonian, 7 Finns and one Latvian.

The conditions for the racing were mostly light to medium winds with the occasional stronger puff in the first race. The dominant characteristics, however, were the shiftiness of the wind both in strength and direction. Shifts of up to 40 degrees were common and wind strength varied considerably as well. We were always sailing in offshore winds and close to the

edge of the bay on the East side, due to the location of the ferry shipping lane in the middle - the conditions resembled lake sailing. Boat speed became critical because it was virtually impossible to avoid being dumped by the wind at some point in any race and the speed to recover was vital.

The results broadly followed the form book. Harm Muller-Spreer ultimately won from Frank Berg after a match racing contest in the last race. Both were already carrying discards from starting line disqualifications and therefore knew they had to count the last race. In the event, Harm got the better of the start and was always in control of Frank. There was, however, drama on the last beat as the wind veered about 50 degrees with Werner Fritz very well positioned for it and the other two both on the wrong side for the shift. The ultimate margin of victory represented 4 places in the last race over Werner, but it must have been nerve-wracking without a usable discard.

Throughout the regatta the first three showed excellent powers of recovery from poor positions and therefore consistency, something that the rest of us found much more difficult.

The race winners, in order, were Fred Imhoff, Alexey Krylov, Harm Muller-Spreer, Vadim Statcenko, Guus de Groot and Werner Fritz. Fred appeared to appreciate the first day, which was significantly windier than the rest. With a longer fetch across the bay for the wind in this race he clearly appreciated Ijsselmeer-like conditions. Unfortunately they never reappeared. The two Russians scored very convincing wins under pressure from sailors better known on the circuit. Guus only got going in the second half of the week and would have been a contender for a higher place had he held this form from the start. Congratulations and thanks to the Estonian Organisers for an enjoyable and well run event which I hope will be repeated in the future, as their Fleet expands.

Patrick Gifford



"In your own time boys !"
Photo: Jacques Vapillon

MAJOR EVENTS

Dragon European Championship 2004 – An Estonian View

I had the honour and pleasure to participate in my first Dragon International Championship this summer. I must admit that I am a very lucky guy as this event took place on my home bay.

What can I say? I do know that this was the first major Dragon event far away in the Eastern part of Europe and for that event we have to be grateful to a very special man – Eugeny Kazakov – the Grand Dragon Man of Estonia, the President of the Estonian Dragon Association. He started to sail Dragons in sixties, worked as a coach and manager the years Dragon fall out of the Olympic programme as non Olympic classes were not sailed in Soviet Union due to political reasons. Sport was only financed with one purpose – to show that Soviets dominate the world. After Eastern block collapse everything turned back to normal and Eugeny got the chance to get back to his love again. He dugged out an old Dragon, restored it, started racing internationally. His example was followed shortly by other Estonian sailors and not only – his influence also brought Dragon sailing back to Lithuania and due to his good relations with Russian sailors, he did get many of them to look towards Dragon Class. In 2000 he had idea – to develop local Dragon sailing we have to get a major championship, that time there was only three Dragons in Estonia!! With a lot of energy he found partners and got other people interested, got IDA to take him seriously and not taking obstructions seriously, pushed it through – Estonia got the Europeans. That was the beginning of a long preparation period. Now this is all past, we have new champions and everybody is looking ahead for 2005.

2004 was a very special year for Dragon Class – the 75th Anniversary was sailed and celebrated in San Tropez. As a reward for the continuous input to Dragon class sailing Eugeny got his reward – his team was the winner in over 65 years category. Congradulations Eugeny and keep up the good work.

On the other hand maybe the Anniversary was maybe the reason why we only had little over 30 yachts on starting line at the Europeans – too many good events in one year, everybody has limited time and somewhere you have to make decision.

My own participation is a nice story of long time friends meeting again. A week prior to the Europeans I had a call from Timo, my Finnish friend and long time rival in Star Class, he was short of crew. Luckily I was able to get my work organised so that I could race my first Dragon International Championship. I do not know how many names Finnish people have but funny enough our team consisted of two Timos and myself. To make the difference I had to call them



European Championship, Tallinn

by family names – Nurmilaukas and Lampen.

The Championship turned out to be a nice reunion of Estonia and Russia, for the last fifteen years there was not much communication between the sailors of our countries. The championship crossed the borders and we witnessed six Russian yachts in Tallinn. Many thanks to you, Russians! In ex Soviet Union days many strong friendships existed between Estonian and Russian sailors but somehow we had parted. Now we saw many Soviet Sailing Team veterans on the line amongst them Sergey Borodinov ex Flying Dutchman top sailor but also many other experienced racers.

After Regatta I heard a good story from Vincie Hoesch – his skipper Harm Müller-Spreer had asked whether to go to Tallinn or not and where the hell is this town at all. Luckily Vincie had been to Tallinn for the preolympics in 1979 so he could give the recommendations. He even got the same hotelroom he had in 1979!! The decision was right – they are European Champions 2004!

Some word about the racing also. Racing is important but it is so difficult to put the excitement and thrill of it into words. Usually we do have nice strong Westerly winds at Tallinn Bay in the end of August. This time by some miracle this weather system worked only for practice race, which was won in excellent style Fred Imhoff. During the event we experienced shifty light winds from East and South. That was not what we were expecting! Still these tricky winds provided fair racing and nobody was favoured. These conditions proved to be too much even for local hot shots like Peter Saraskin, three time 'Laser' Olympian and triple X-99 World Championship medalist. He finished just 15 in spite of a brand new cold moulded Estonian built yacht and a lot of preparation done prior to the Europeans.

Patience was the name of the game – go to where you saw the wind, but do not split too far.

Good starts enabled top guys to break away from the ordinary sailors. A bit more wind appeared for the last races and brought back the

fine sailing feeling.

Conditions were not easy but who of us is looking for easy solutions!

Winning team was mentioned already, silver went to Denmark's Frank Berg team and bronze to Germany's Werner Fritz team.

Winners are winners and there were no losers!

A few important and pleasant details:

- Extraordinary designed nice cognac bottles as daily prizes
- 'Kalev' Yachtclub restaurant – very friendly atmosphere
- Regatta dinner in old town exquisite French restaurant – sailors are not always treated with that care!
- And of course Arnold Sthernberg Birthday Party – in seaside restaurant with the view to Medieval Old Town of Tallinn
- Race course very close to harbour – max 3 NM
- Championship proved that Dragon sailing has moved to East of Europe

Estonian Dragon Association got a lot of recognition at home and was praised for the effort. Some major players showed interest to support this kind of activities in future and encouraged by this Estonian Dragon Association has applied for the new event. So Tallinn is now one of the candidates for the 2009 Europeans.

For those of you not present this time, you will have a second chance!

Happy racing!

Alar Volmer



Don't forget the Jurors!

News from Australia

The 2004-2005 sailing season down under has started well for the Class in Aus, with a variety of winners in all states. The level of racing seems to have improved all round with the adoption by most clubs, of more than one race being sailed per race day. This has resulted in improved starting and boat handling techniques and ultimately, closer racing over the 8-9 km courses. Tasmania's, 8 time Prince Philip Cup winner, the Aussie Nick Rogers, sailing an ageing Bellarine Borresen Rage AUS159, is again to the forefront of competition recently winning the Derwent Sailing Squadron Pennant series by a close margin from David Graneys, Kirribilli 11 combination. Nick has expressed a desire to be a 10 time winner of the PPC. Lets see.....

In Melbourne, State President, Chas Stanton's Amazing Grace has continued its dominance from last season, winning the Spring Aggregate in a small 6 boat fleet which is growing in enthusiasm in preparation for the forthcoming Prince Philip Cup regatta in early Jan 05. All boats are sporting new sails and consequently have improved their performance.

Eagerly awaited by the Melbourne fleet is the Petticrows Dragon of new Aussie /ex Pom of Hugh Howard GBR600, and hopefully her presence will give a much needed impetus to encourage others into the fleet.

In Perth the competition is strong with 17 starters so far for the season. Just concluded, the 2004 Swan River Championship was won by ex PPC winner Peter Bowman, returning to the class as helmsman of AUS 144 Hotspur and cleaning up with a perfect score of 4 wins. The "Freshie" fleet have also been bolstered by the addition this year of the imported Borresen, AUS 199, Allegra sailed by Geoff Totterdell.

Racing on Sydney Harbour has been dominated once again by Carl Ryves, when he sails, and the new Tasmanian built, Riga AUS 200, of Martin Burke. Congratulations to John Wilson sailing Imagination, for winning the Crews Race at the recent 75th Anniversary Regatta, a fine achievement for an owner normally associated with the bow end of his Dragon.

Des Sward

The French Fleet

St Tropez with 26 Dragon was a superb event to close this exceptional year. Our Class is very active, and young and we must be able to live for another period of 75 years with the same spirit. The French fleet is growing because of new owners and also because some Dragons are coming out of their sheds to sail in our regattas. We have the privilege to host such major events as the Régales Royales in Cannes, The Grand Prix in Douarnenez, the 75th in Saint Tropez which will become the Yacht Club de France Team Championship and the Europeans in La Trinité in June 2005. Dragon sailors also appreciate the local regattas, Deauville, La Baule, Arcachon or Cazaux where the people are friendly, the races and the parties of good quality. We will organize this year meetings for the wooden Dragon, in Bénodet, Noirmoutier, Le Croisic, La Trinité of Aix Les Bains. Thank you to all the sailors, the Yacht Clubs, the partners, to everyone participating in these french regattas.

Happy New Year to all of you.

Xavier Rouget Luchaire
(President, afsid)

News from Finland



Finnish Champion 2004 – FIN 64 Lilla Vågen (Tom Jungell, Jaakko Rantala, Patrick Lindeman)
Photo: Koriolys.com

Our highlight for the Dragons 75th Anniversary celebrations in Finland was the Regatta Dinner of the Open Finnish Championships on the 21th of August in Helsinki, gathering together newcomers in the class with legendary fames like the Olympic Dragon Sailors Rainer Packalén (Torquay 1948) and Kurt Nyman & Antero Sotamaa (Kiel 1972).

Tom Jungell with FIN 64 Lilla Vågen won both the Finnish Champs and our Ranking series 2004. Our Ranking season 2005 starts with Suunto Cup 21-22 May. The Open Finnish Champs will take place 12-14 July in Hanko Finland, just after the famous Hanko Regatta 7-9 July permitting us a full week of funny and sunny Dragon sailing. For accommodation, please contact Hanko City Tourist Office, tel +358 19 2203 411, fax +358 19 2203 261, email tourist.office@hanko.fi. Superfast Ferries www.superfast.com has direct ferry connections from Rostock (Germany) to Hanko, which is at only 1,5 hours road from Helsinki.

Any questions you may have regarding Dragon sailing in Finland, don't hesitate to contact us. We wish all you Dragon Fellows a warm welcome to race with us up here in Finland!

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PS. Some cool photos from the Dragon Winter in Helsinki are now updated on the Dragon Photosite koriolys.com.

NEWS FROM AROUND THE WORLD



Record participation at the Hungarian Championship

The number of participants from abroad hit a record high at the 2004 Hungarian International Dragon Championship, the Sonnenschein Cup. Beside 13 Hungarian boats there were six foreign crews at the start, five from Germany and one from Poland. The tricky light wind conditions at Lake Balaton broke the long-years winning series of Andreas Haubold (GER 897, Fandango) from Germany, no matter he won three races out of four with his crew Martina Klemmt and Peter Kukleb. The Sonnenschein Cup went this year to the beautiful 'old lady' from Germany, GER 257 Chaton, skippered by Christian Hemmerich, crewed by Dagmar Neubert and Andreas Gründe. The best Hungarian boat, and Hungarian champion was again Fjord (HUN 42) with

Vilmos Náray at the helm, Gábor Ikrényi and Péter Wonke as crew members.

The Hungarian fleet has undergone a certain modernization process. Old wooden boats are being replaced by GRP hulls at the races and the new Hungarian Dragon-building yard, Conseuro has already produced two new boats. At the races on Lake Balaton the average participation range is between 5 and 10 which signalizes the fleet development in Hungary. The best advertising for our fleet remains, however, the Championship for the Sonnenschein Cup, which is planned again for the early days of August 2005.

Vilmos Náray

Irish Dragons celebrate Jubilee in style



Sean Billings and crew receive the Anniversary Trophy from donor John Finnegan

Photo: David Branigan/Oceansport

Almost the entire Dublin Bay fleet turned out for a special Jubilee celebration race on Sunday 5th September to compete for what is now the most beautiful trophy in the Irish fleet's possession. Elder statesman John Finnegan, who owns the beautifully restored wooden Dragon Jane, presented an absolutely stunning solid silver wine cooler as a perpetual trophy to the Irish Fleet. John found it in a Dublin antique shop and it is extraordinarily appropriate - made the same year as the Dragon was born, it has three handles to represent the three crew members, and all around the rim is the most intricate filigree of fire-breathing dragons. Who would win this magnificent trophy?

On what turned out to be the last glorious day of summer the crews were summoned by the admirable Fleet Admiral Clare Hogan (Cloud) to assemble at 12 noon for buck's fizz and brunch on the balcony of the Royal St George Yacht Club in Dun Laoghaire. Most of the crews dressed in 1930's period dress, a few of the older

sailors simply having to pick something suitable from the back of the wardrobe.

At around 1430 hrs the fleet assembled. Most boats were crewed by a minimum of five, and fuelled by champagne. The handicap race was started off the bandstand inside the harbour by veteran Dragoner Harry Maguire, who was a competitor in the Dragon class at the 1960 Olympics. The Harbour Master had refused permission for a cannon to be fired as "it might cause someone walking the pier to have a heart attack" so Harry had to make do with a hooter!

It was a spinnaker run to the corner of the East Pier and Mick Cotter's crew of six - which included Simon 'asylum seeker' Brien (third spinnaker hand) and Davy Gomes (second spinnaker hand and friend of the Princess Royal - dressed in plus fours and a tweed shooting jacket) lost no time in cheating by raising TWO spinnakers at once! First around the harbour wall into the foul flood tide was John Finnegan, but he must have realised how embarrassing it would be to win his own cup because he allowed Fintan Cairns & 'Burdie' to direct him towards the shore where there was no wind, and soon fell back into a respectable 14th position.

Diva had the distinction of having the youngest crew member on board - Master Max Goodbody age 1-year 2months and 5 days will no doubt be the only living survivor of this race when the Dragon sesquicentenary is held in 75 years time.

As the fleet came abeam the naturist swimmers in 'the snotgreen scrotumtightening sea' off James Joyce's Tower, IDA officer Andrew Craig took over at the front, and the last of the

flood shunted him around Island Mark into an unassailable lead. The rest of the fleet trailed back into the ebbing tide, all standing out to sea where the breeze held on. Summer Wine (the Kidney clan, Dave Nolan et al) and Sir Osis Of The River (Denis Bergin, Tim Pearson) however, seemed to have some special local knowledge and headed for the shore to cheat the tide and were much later towed in by a rib about an hour after everyone else had finished.

Admiral Clare Hogan's crew of guest celebrities mutinied just before the finish line and jumped overboard - apparently Clare had promised them prizes which it did not seem likely they would collect, having finished in 10th place.

The tension was high - nobody knew the handicaps except Andrew Craig who had placed them in sealed envelopes before the race. Andrew presented IDA coasters to each skipper and finally announced that it was Sean Billings in Rebel (the only woodener in the fleet) who walked away a worthy and popular winner.

John Finnegan and the Fleet were very keen that the Cup should have a built-in longevity, and so, rather than have an annual 'fun' race which might not be held every year it was decided that after this inaugural year the Cup will be awarded at the Irish Nationals to the Irish boat with the lowest score from the last two races in the series.

There are Irish Dragon fleets in Dublin Bay, Kinsale, Glandore and Lough Ree. More information is available at www.dublinbaydragons.org or by contacting National Secretary Tim Pearson at timpearson@eircom.net

News from Puerto Rico

Fellow Dragon Sailors

Dragon sailing started in Puerto Rico in 1965 for the Central American Games, which were held here in year 1966. At that time we only had two boats. My Grandfather owned one. Jamaica, Mexico and Puerto Rico were some of the countries that competed. He won the Silver Medal but unfortunately sold his Dragon to a sailor from Venezuela just before the 1968 Olympics in Acapulco. What a mistake!

At that time my father, Tito Casellas, was competing Internationally in Snipes and interest in the Class was low. Then during the 70's the Soling fever arrived. We had a fleet of 12 Solings. I remember doing foredeck for my father at age 13 weighting only 105 pounds blowing 30 knots! Later, the Soling fleet, as in most countries died and we started sailing big boats and handicap racing.

We were inactive from competitive racing for more than a decade and wanted to do some competitive racing again. This time we wanted my younger brother, Vicente (16), to compete with us on the same boat. We searched on the Internet and I found that the Dragons were extremely active and very competitive in Europe. My Father (64 years old) was also looking for a Gentleman's boat so we ended with a Dragon. The choice was clear. I always had the dream of sailing one because my Grandfather had comments of how beautiful it performed and how beautiful were its lines. It reminded him of a 1920's Six Meter he raced during the 30's.

To make the long story short. My Father went to Thun for the Europeans and met Peter Warrer. We bought his Dragon and shipped it to Puerto Rico. In January 2003 we sailed it for the first time. It was blowing 18-20 knots so we didn't have the best time. We started practicing, practicing and practicing. We got hooked. I told my father that after all that practice we should make it to Mallorca. After all, Dragons at Princesa Sofia is regarded as on of premiers sailing's event. After a lot of inconveniences we signed for Sofia and competed on a chartered boat. Since then we have being very active. So active that we have one Dragon in Palma and the other one in Puerto Rico. We have competed twice in Mallorca, Canada and St. Tropez. Now we are trying to develop the class in Puerto Rico. There is another Dragon and more people are getting interested. Our club, Club Nautico de San Juan, has being very supportive with us and is interested in hosting a regatta during winter (December or January!

Puerto Rico is a great place for Dragon racing. Summer all year. Winds 13-20 knots constantly. Excellent beaches. World-class restaurants, hotels, casinos etc. If anyone in Europe is coming to Puerto Rico give us a call. We go out and sail on t-shirts and shorts. Have a look at www.gotopuertorico.com and see what we have to offer.

Miguel A. Casellas,III
Vice President

Puerto Rico International Dragon Association

Racing in New Zealand

Racing in New Zealand has dramatically improved over the previous 12 months and the Class is now well established. We now have several boats being dry-sailed of Pine Harbour / Maraitai, which is just 1/2 hour east from Auckland. In Summer we race every Thursday night with the local keelers. Whilst we mainly race against each other and it's very close, we also give the more modern 29 to 36 footers a good run for the money and often manage to beat them to the line. Over the winter many of our Classic wooden boats have required maintenance and/or 'go-faster' bits adding to them. Our NZL14, Russo Orient Express represented New Zealand in St Tropez with good success. That boat has now been sold to Russia, which is good for the Class there and Nickolai has a new Dragon on order in Burnham, to be delivered on time for the Princess Sophie regatta. When any of you are travelling to New Zealand, please ensure to contact us (decourt@extra.co.nz). We love to meet Dragon sailors from afar, show you around and/or take you for a sail.

Regards,

Frans
frans@pacificsurgical.co.nz



The Russian Dragon Season

This year was very successful for the Russian National Dragon Association. The fleet grows very well and currently it consists of almost thirty boats. On the one hand, the boat owners provided a lot of work to repair their old wooden classic boats, on the other hand a few modern boats were bought, including GRP and could-moulded boats, and we are happy that many good Russian sailors has come to race Dragons at the national and international levels.

It was the first time when so many Russians visited major International races in Europe, including HRH Princess Sophia Trophy at Majorca, the Grand Prix Petit Navire in Douarnenez, the

European in Tallinn and the Dragon 75th Anniversary Regatta in St Tropez. Our crew, RUS 1, was very lucky in lottery to win the brand new Petticrow GRP Dragon in Douarnenez. In Tallinn, the crews RUS12 and RUS25 were 7th and 10th in the final standing, which is very impressive result for new comers racing Dragons first year. So we expect to become very competitive at the international level in the nearest future.

Another pleasant thing happened this year is the number of guests coming to participate at the Open Russian Championship and the Silver Cup in Moscow right after the Europeans. Few Estonian crews, Latvian and Belarus crews as well as Paul-Richard Hoj-Jensen with his charming wife Sophia visited Moscow and made both events truly international.

Next year the Association in co-operation



with St Petersburg Sailing Union and Moscow Dragon Club is planning to organise the following events: the Bank Cup and the Silver Cup (both in Moscow), the Russian Dragon Cup, International Baltic Regatta and the Open Russian Championship (all in St Petersburg). We invite all Dragon sailors to visit our beautiful city and enjoy our hospitality.

More detailed information is available from the National Association, St Petersburg Sailing Union and the Moscow Dragon Club at www.dragonclub.ru

Igor Frolov

News from Spain

from Luis Alberto Fantnini, technical coordinator of Aedra, "Have a look at our websites <http://www.dragonclass.com> or <http://www.spanishdragon.com>. From now until the Princess Sofia Trophy we are organising training every 15 days, for all Dragons who want to come. Also, we have a schedule for the Class, here in Spain, and also in Majorca. To contact the Association, and to be kept informed, do not hesitate to contact to me at info@dragonclass.com, and also visit our webpage"

ROUND-UP



The 'Irish Eyes' are still Smiling *my 2005 Roundup by Stavros*

Well, well, well here we are again after another 12 months of exceptional Dragon Racing. From the strong crisp winds of Cascais to the flat, deep blue waters of St Tropez. What a season of competition and sociability we have had as Dragon Racers, throughout this ever-increasing mad world.

Thank God we all have a sense of humour, enough real friends and a racing calendar that takes us from the darkest corners of concrete offices to the bright fluorescent lights of coloured flags and a starters flare.

So lets celebrate this years winners and the if only's. Although, as we all know, all Dragon Sailors are winners. But, before that, I have just had Densil Penberthy on the phone; apparently he was asked to become a Jehovah's Witness? But he declined, as he said "I never even saw the bloody accident"... But, he was recently involved in a major domestic upset, when arriving home one evening with a Pig under his arm, he went into the Bedroom and said "What do you think of the Cow?" His wife of 35 yrs said "Densil that's not a Cow that's a Pig", Densil said, " I was talking to the Pig"...

Anyway, lets just praise the successful people of this last year, shall we? The early **Iberian Championship** was won by yours truly, with Ivan Bradbury and Theis Palm/Kasper Harsberg. Thank you very much... Then came **Douarnenez** with Louis Urvois team excelling once again with their superb organisation, venue and lottery which saw the Russians take home the Prize Petticrow Winning Dragon. Then Poul-Richard Hoj-Jensen took the trophy yet again, from Vincent Hoesch who sailed very well. It was a tough week with nearly 100 boats, and God won, who else....

Then, as the rest of you weary sailors began to bring your beautiful boats out of hibernation,

dusting off the cobwebs & tightening the straps.

The Gold Cup was once again upon us in glorious Falmouth, England. For it's originality, the Gold Cup is unique. No discards, everyone can participate and the usual feeling of camaraderie is always apparent and Den 345 was amongst us all again.... Jorgen Schonherr waved his magic wand and the trophy was his again for a consecutive year. Well done..

Next came the **Europeans in Tallinn**, Estonia. The best few days for blue skies and super 15-20 knots of wind were during the pre regatta and the first race in which Fred Imoff NED 247 won by miles. Then the wind died and the postponements started... To be fair, it was always going to be close, and true to that statement it went to the final race. Where GER 950, Harm Muller-Spreer with probably the Worlds Greatest Dragon Sailor ever Vincent Hoesch and Gunner with a recent Olympic Silver Medal, did the business to lift the trophy from DEN 266 My Way, Frank Berg. A great week, in a great venue. Please visit Tallinn.

Next was the **Regates Royal in Cannes**, were it went down to the wire AGAIN. Ward Woods IRL 181 & his loyal, hard working team of Mark Petit & Brian Matthew's (who thinks he is funny), did all the hard work, leading from the front, winning starts & picking the correct sides. However, overall it came down to Poul-Richard again & FRA 300 Louis... In a final downwind leg that saw many place changes. Louis did enough! Well done to his FRA 300 team & the original Cold Moulded Petticrow....

Lastly, came the **75th Anniversary Extravaganza**... What a sight that was and well done to Chris Dicker, plus helpers, for putting together perhaps the biggest Dragon Event ever. Congratulations. Ward Woods IRL 181 and his team showed great form again, as did David Palmer in GBR 700 taking a first in his brand new Princess Jalina. But the cunning and skill of that Irishman again in IRL 174 Rigmarole, Jonny-Ross-Murphy and his team of Ed and Ailbie, took the Main Prize. 1st Place in the race of all races. USA 310, Ted Sawyer just beat your man, Russell Coutts on the line to win the Red Side of the Course. But, unfortunately for Ted and his crew, the yellow side/course was favoured, to leave IRL 174 victorious. Well done. The Irish are smiling.... Russel Coutts did bounce back to be the 'Champion of Champions', and the eventual winner of the Gold Fleet was SWE 321 Tom Lofsted. Whilst the ever beautiful Classics was won by GBR 402 Meteor, Laurence Jacobsen.

But lets look forward to this winter and 2005. We have some great racing organised at Cannes and in Palma. Many Dragons have been left down south since St Tropez, with owners realising there is little point dragging them all the way home to cold, dark garages, when more fun can be had in the winter sun. Then 2005 sees a World Championship in Germany, a Gold Cup in Stockholm and another Douarnenez Grand Prix in France. Bring it on... Higher, Faster, Longer...

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mahogany on mahogany board with brass plaque showing
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More information: www.m-s-y-bayern.de starting February 2005
e mail: m-s-y-bayern@web.de

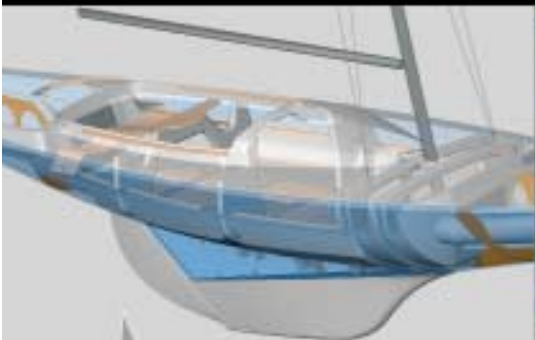


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German Ranking 2004	1.2.3.4.5	German Nationals, Travemünde	1.2.3.5.
Europeans, Tallinn	1.3.4.	North German Ch'ship, Travemünde	1.
Warnemuender Week	1.3.5.	Princessa Sophia, Palma	1.2.3.
Trophee Banque Federale, Douarnenez	1.2.4.	Silverdragon; Lake of Chiemsee	1.
Grand Prix, Douarnenez	2.3.	Danish Nationals, Sonderborg	2.
Kiel Week, Kieler Foerds	2.	Prince Franz, Lake of Starnberg	1.
Goldcup, Falmouth	3.4.5.	Regattes Royal Cannes	1.