



INTERNATIONAL **DRAGON** ASSOCIATION

The International Dragon Association Newsletter

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A white knuckle ride at the Worlds 2003 – Photo: Glenn Wills



Pictures from left to right:: Worlds 2003 – Photo: Luca Villata, lucevillata.com
Europeans 2003 – Photo: David Branigan Gold Cup 2003 – Photo: Ellen Ekels

Winter 2004



Petticrows

The Petticrow Jubilee 2004 Dragon, Designed around the latest Class Rules

NEW

- Inner Section** - More working space and lower centre of gravity.
- Deck** - More comfortable to sit out. Genoa sheeting angle further in. Main beam integrated for stiffness.
- Layout** - Easier to operate.
- Bulkheads** - Yet more stiffness.
- Construction** - Built around five bulkheads and two frames.

Results for 2003 (of New Hull Shape only)

- WINNER** - Grand Prix Douarnenez
- WINNER** - Gold Cup Medemblik
- WINNER** - North German Championships
- WINNER** - Belgium Championships
- WINNER** - Irish Championships
- WINNER** - Regatte Royale Cannes

Hydromat Design Dragon Sails

Petticrows.com.

● For service use part-picker ● Second hand Dragons ● Trim tips

Dealer for Sweden,
Lef Carlsson
Tel: +4687170464
Email: sune.carlsson.balvarv@telia.com

Dealer for Germany,
Vincent Hoesch
Tel: +491752427006
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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.

Dear Dragon Friends

As I write this in the dark of a Swedish December I am looking back on what for most of us, (in Europe anyway), has been one of the finest Summers we can remember. The year 2003 will be remembered for endless sunshine, fair winds and calm seas, (well mostly!), giving memorable sailing at our major Championships, National Championships and Club events throughout the World.

Starting in Hobart in January the Worlds were a great success and those who went from Europe were rewarded with fantastic sailing in a series, which saw light and shifty breezes to winds gusting in excess of 35knots. The hospitality and organization of the hosts was at the highest level, as is usual in this part of the world, and congratulations to the winners of the Royal Hellenic Cup, Dieter Schoen, Andreas Huber and Vincent Hoesch from Germany.

The Irish hosted our European Championships in Kinsale and the generosity of their hospitality ashore was matched by the challenging conditions afloat of the unusual weather pattern for the time of year. However, they were no problem to Fred Imhoff and his crew of Richard van Rij and Rudy Den Outer who, despite gear failure, turned in excellent results to take the Virginie Heriot Cup by a comfortable margin.

The Gold Cup in Holland saw a fleet of 94 boats sailing in 2 fleets and some excellent racing in generally light and sunny conditions. As always there was some very close racing and Jorgen Schonherr, Axel Waltersdorph and Anders Kaempe were the overall winners this year. This was a particularly good result since Jorgen, though very experienced in other Classes over the years, has only recently taken up Dragon sailing. Congratulations also to winners of the many National Championships and domestic Dragon events during the year, a number of whom I have enjoyed racing against. As I have competed at many of these regattas I get a real sense of the continuing strength of the Class and am encouraged by

the many new and younger members I meet afloat and ashore who are all enjoying their Dragon sailing. I think much of this appeal is due to our builders, all of whom are producing fast boats which are easier and more

enjoyable to sail and finished to an increasingly high standard.

This year has seen the departure from the IDA of two stalwarts of the Class, Jorgen Bonde, and Gunter Ahlers. Jorgen has come to the end of two terms as a Vice Chairman where his experience has been of great value. I look forward to seeing him trimming his personalized yellow spinnaker in the future, free from his IDA responsibilities! Gunter,

after many years as an International Measurer and the last five as our Class Measurer, has decided to take a well-earned retirement from the role. He has made a major contribution to the Class in this position and is known throughout for his impartiality and wide experience of the intricacies of the Rules and the construction of our boats. He will be much missed by us all, but we wish him well in his retirement.

In looking ahead to 2004, we have the Gold Cup in Falmouth, England, I am told a wonderful place to sail, and I am sure it will be a great event. The Europeans are in Tallin, and the organizers presented to the AGM in October where they assured us all of the organization and facilities. They are confident of a strong entry and we should, if we can, support this developing Fleet with their first major Dragon Regatta. Finally, this year, we have the Anniversary Regatta in St Tropez in October. Chris Dicker is doing a superb job organizing the event and with the current entry level, Patrons and Honorary Patrons onboard, his Race Management team and excellent local support in St Tropez. I am sure this will be a "not to be missed" event.

Finally, may I wish you good and successful sailing next year, wherever that may be, I look forward to seeing you at a number of the events, and of course St Tropez in October.

Thomas Olrog Chairman IDA



Thomas Olrog
Gold Cup 2002

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The Annual General Meeting 2003 *A Summary of the Minutes*

The AGM was held at Office de Tourisme, Jardin de l'Ambassade du Tourisme, St -Tropez, France on Saturday 11th October 2003 at 11am. There were 26 present with 16 countries represented.

1. Chairman's Report

The past year has again been full of well-organised Dragon racing around the World. The Worlds in Hobart, the Gold Cup in Medemblik and the Europeans in Kinsale were all excellently organised and thoroughly enjoyed by the many competitors who took part. On behalf of the Class and the Officers, I would like to thank the Organisers of these events and their supporting teams ashore and afloat for their very professional work. Other major European Regattas, National Championships, local regattas and events all reported strong fleets and excellent racing. Having attended many of these events myself this year, I am pleased to conclude that the Class is healthy and in a good state with up to a hundred participants in the major regattas. The interest in Dragon sailing seems to be stable or even increasing in many of the European countries.

Having served 4 years as Vice-Chairman, Jorgen Bonde steps down today. On your behalf I would like to thank Jorgen for his great contribution to the Class, not only on the water, but also in our deliberations where his practical experience of both boat building and technical matters has been of great assistance to us all. We have approached Rupert Fisher from Southern Germany to join the Executive Committee as an Officer of the IDA and we look forward to working with him following his election. We know that Rupert, representing the largest National fleet, will bring a lot of input to the Officer's Meetings

and the future of the Class in general.

The Owner's Meeting at the Gold Cup was successful with many participants active in discussions about current Class issues, a number of which are on today's Agenda.

As many of you know a situation developed at the Europeans as a result of which our Chief Measurer Gunter Ahlers felt he had to resign from his post. The issue was over interpretation of Rule 3.25, which is on the Agenda of this meeting. The Officers and Class in general very much hope that we can find a way to resolve this difficulty and to keep Gunter on board as Chief Measurer, where his knowledge, experience and approach to Class Rules, as well as to all who own, sail and build Dragons can still be used and valued. Gunter has a long association with the IDA. He is one of the most important mainstays and we hope very much that we will be able to resolve the issue favourably with Gunter who is highly respected throughout the Class and in the sailing world beyond.

Chris Dicker and his Committee have done a great job planning and putting the 75th Anniversary together. Thanks to all of you who have been involved in the preparation and structuring of the event – I am sure it will turn out to be fantastic. It is now the responsibility of everyone involved to see that all our intentions for a great event are used in a cost effective way. Now that our plans are in place, we must ensure that our sponsors also receive recognition and benefit.

Your Officers have held three meetings since the AGM as well as having constant communication by e-mail and telephone over the many current Class issues, both major and minor, which have arisen during the year. I would also like to mention

that our Secretary David is doing an excellent job and playing a full part in trying to resolve some of these and keeping us all on course. I do not believe that it will be any less busy during the next Jubilee Year.

To sum up; I find that we generally have stability in the Class and our goal is to maintain this, even though there might be difficult decisions to be made during the coming years. I have a strong feeling we must allow some Rule Changes here and there to keep up the popularity of the Class. We may also have to consider eventual changes in material and production methods for the builders to be able to fulfil authorised future emission demands from European Health and Environmental authorities. My feeling is that we are looking forward to a very busy year to come.

Patrick Delahaye (Belgium) asked if the Chairman could expand on his reference to future changes in Rules, Materials and Production. The Chairman said that this would be explained in the Technical Committee Chairman's Statement.

2. Technical Committee Chairman's Statement and Matters Arising

See Technical Matters on Page 7 - 8

3. Treasurer's Report and Budget

The Treasurer reported that this year's outcome was broadly in line with the Budget and he was happy with the current position, which should be maintained as a reserve against any possible unexpected expenses. He was not happy about the slow payment of Class subscriptions from an increasing number of Class Associations. The continuing cash flow and financial health of the Class depended upon this source of income. He assured the Class that finances of the 75th Anniversary were totally separate from those of the Class and the Class had no future obligation in respect of this event. The Treasurer also presented his Budget for 2004 pointing out that he did not intend to increase Subscriptions. Both the Report and Budget were accepted by the Meeting.

In general discussion it was suggested that in view of the costs of producing and circulating the Newsletter, the allocation for each country should be reviewed, and should be related to the number of Registered Dragons for that particular country. Karl Odent (Belgium) offered to provide a quotation for printing in Belgium, which may be more cost-effective.



Gold Cup – Clean away at the pin Photo: Ellen Ekels

4. Election of Officers

Thomas Olog was elected for a further 2 years as Chairman and Louis Urvois for a further 2 years as Vice Chairman. Rupert Fischer was elected as a new Vice Chairman. There is a vacancy for an additional Chairman and National Associations were invited to make suggestions for this post. The Chairman added that a nomination from Australia would be welcome as he was aware of the size and importance of the Australian Fleet and would like to see them represented on the IDA Executive. The Technical Committee was also seeking additional members. Suggestions are invited.

5. Class Rule Amendments

See Technical Committee Chairman's Statement on Page 7 - 8

6. Items for Discussion

Strategy Paper

The Paper, which had been circulated to National Associations and Builders in its Draft form, now incorporated their suggestions and comments. Louis Urvois explained that it is intended to be a set of Guidelines for the development of the Class in the future, especially when facing potential situations, which might result in rapid or significant change. It is to try to ensure change by evolution not revolution. Tommy Muller reminded the Meeting that it was originally asked for by the Builders and he hoped it would be helpful to them. It was approved by the Meeting and would be circulated to National Associations, Builders and Measurers.

Permitted Entries for Major Championships

The proposal to increase each Country's number of Permitted Entries (as in the Current Regatta regulations) by 3 boats was agreed by the Meeting. Patrick Delahaye (Belgium) raised a question about the Nationality of crew members at the Major Championships. The Chairman agreed that with more people today living and sailing in countries for which they do not hold a passport, it was sometimes difficult to determine eligibility. He said that the current Regatta Regulations attempt a definition, but in cases where there is difficulty the Organising Authority in consultation with the IDA shall decide.

Penalty turns

It was agreed that the 720 penalty for right of way violations would be maintained at the Major Championships.

Changing rig tension whilst racing

The Technical Committee would investigate this issue and make a recommendation to the Meeting next year. In the meantime the current Rule would remain.

Crew numbers and weights

After general discussion it was felt that the existing Rules and Regatta Regulations were still appropriate and no changes to the current Rules were proposed.

International ranking system

The German proposal was considered and a "working group" would be set up to consider any advantages of such a system to the IDA and the additional workload involved in maintaining it.

Timing and Venues of Major Regattas

A Questionnaire to members would attempt to establish preferences in the Major areas of Dragon Racing.

7. Championships and Major Regattas, Rota from 2007

Gold Cup 2004. Falmouth, UK

James Mehew, BDA Chairman confirmed that all is on schedule for next year's Gold Cup at Falmouth. The Notice of Race was in the final stages of preparation and both the race management and onshore aspects of the event were well in hand.

Europeans 2004 Tallin, Estonia

Jevgeni Kazakov and Lee Murrand gave a presentation in which they said that the preliminary Notice of Race had been dispatched together with details of accommodation etc in Tallinn. The race management team had been appointed and Günter Ahlers would be the Event Measurer. They had received indications of entries from Germany, Russia, Finland Sweden and Norway and hoped for additional entries from Western European

countries. They anticipated a Fleet of 30 + but had capacity for up to 50 boats.

The Championship Rota

This had been updated. Please note some possible changes to the location of the Gold Cup in 2006, the World Championships in 2007 and the Gold Cup in 2008. Locations from 2007 onwards are to be confirmed.

8. 75th Anniversary

An update on arrangements both ashore and afloat was given by Chris Dicker and Tony O'Gorman. Great support is being received from the authorities in St Tropez and there is confidence that good facilities will be provided for launching, mooring and recovery of boats, shore side social facilities and race management afloat. The racing area has been defined and the race programme designed to provide enjoyable, and varied racing during the week in the spirit of an Anniversary. A full social programme has been designed and facilities planned according to the numbers expected (probably around 1500 for the big events) Pre- entry registrations are currently 250 with a waiting list of 55. Up to 250 boats can be handled on the race course by splitting the Fleet and staggering starting times.

9. AGM 2004

30th October, at the Royal Thames Yacht Club, London. -Subject to confirmation.

The Full Minutes are to be found on the IDA Website

www.intdragon.org/about_agm_mins.htm

***Please note:** The date of the AGM has now been confirmed as 30th October 2004 at the Royal Thames Yacht Club. ■



Neck and neck at the World Championships

Class Rule Amendments

See also Technical Committee Chairman's Statement

The following Rule Changes were approved by the Meeting subject to their acceptance by the ISAF Keelboat Committee in November:

Rule 3.25

The cockpit coaming shall fair into the cabin sides. Any trim fitted on top of or on the outside of the coaming shall not extend outboard of the outer face of the coaming by more than 30mm. Any such trim shall not be considered as seats as used in Rule 2.162. (Guidelines to Measurers will be issued in respect of this Rule)

Rule 2.502.1

Long strand glass fibre material shall be used together with a rigid high strength, low water-absorption rate thermosetting resin (except epoxy). A specification of permitted materials will be available on request from the IDA. No other materials may be used without the written consent of the IDA.

Rule 11.10.3

One manual bilge pump. An electric pump may be fitted in addition. Pump batteries shall not be included when the boat is weighed under Rule 10.10

Rule 2.162

The proposed amendment was withdrawn as a result of adding the last sentence to Rule 3.25.



Mark-rounding at the Europeans – Photo: David Branigan/Oceansport

I am happy that in my second year working for the Technical Committee the Class continues to flourish and we see a degree of new interest in the Class in addition to the existing very strong Club, National and International base.

I clearly recall that after last year's meeting our German representatives were unhappy at the Rule Changes we introduced. We felt those changes were largely "optional extras" that did not detract in any way from the appeal of the Dragon but allowed some modern devices should owners wish to fit them. After our proposals this year, I hope you will all feel that we have limited the changes to the essential. That however does not mean that we have done nothing and I have learnt that making few changes in a year can be just as hazardous as making many changes.

I will deal first with two of the Rules, which we drafted last year which need amending and then I will deal with the converse hazards of not making changes and here I will update you on the construction issue. We have not negotiated these hazards totally without casualty this year and I regret that our Chief Measurer resigned over a difficulty we are about to deal with.

Early this year, Gunter raised his concerns over timber trims that he had seen extending outboard from the top of coamings. Gunter's view was that these trims contravened Rule 3.25 because they did not fair into the cabin sides. Borresen disagreed with Gunter and effectively appealed to the Technical Committee for an interpretation. We looked at this long and hard and felt that our hands were tied for several reasons:

It became apparent that a similar feature had been in existence for many years on some of the older wooden boats (as far back as 1956 I believe) and the more recently built boats had

passed Measurement and attended Major regattas with no complaints from the Measurers or indeed anyone. We could not therefore class these as innovations that would allow us to invoke Rule 1,11. Secondly, the trims ostensibly were part of the coaming since some coamings would not measure without them and 3.25 says the coamings must fair into the cabin sides. Provided they faired into the cabin sides where they met the cabin sides we could not see a difficulty. Another complication was that Gunter had previously himself passed some of these trims, which made it even more difficult to back track and ask Owners to remove them.

After much consideration the Technical Committee decided that the trims were within the Rules but in order to ensure they did not "grow", we agreed to formulate a proposal to limit their size. I reported this to Gunter who remained of his original view and so we agreed to disagree on the matter on the basis that we would address the subject at this year's AGM and that in the meantime, I would speak to the Builders who requested the interpretation to ensure that any trim did not "grow".

At the European Championships in Kinsale in August, Gunter was the Event Measurer. He declared boats with these wooden trims to be illegal and required them to be removed. Gunter's interpretation by this time had developed beyond his original stance and to the letter of the Rule it was very valid. With immaculate logic, Gunter said that you sit on the trims so therefore they are seats and under Rule 2.162 seats outside the cockpit coaming are banned. Gunter's interpretation only applied to post March 2003 boats since that is when Rule 2.162 came into force so all boats with these overhanging coaming trims going back to 1956 and possibly beyond would effectively be grandfathered. The IDA Officers in attendance together with Lars and me all asked Gunter not

Building Plaques Issued

2003 figures calculated from 30/9/2002 - 30/9/2003	2002	2003
Petticrows (UK)	25	30
Borresen (DEN)	5	7
Markus Glas (GER)	10	2
Single Builders	3	2
Doomernik	-	1
TOTAL	43	42

Licensed Builders

Borrensens Badebyggeri A/S
Dragevej 11, DK-7100 Vejle, Denmark

Markus Glas GMBH
Seeweg 3, Bootswerft, 82343 Pocking-Possenhausen, Germany

Joop Doomernik
Havendijk 22, 5017 AM-tilburg, The Netherlands

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

Kristina Rabakozki from Hungary informs us that the first Dragon (ISAF Nr.1048) of Conseuro Ltd. was measured successfully by Gunter Ahlers on May 2003. They are hoping to begin production of others as soon as possible.

Chairman's Statement at the IDA AGM

to force the issue at the Championships. The issue was already tabled for discussion at the AGM and we preferred to let the Class decide on the coaming issue rather than ask a Jury to interpret our Class Rules. This put Gunter in what he viewed as an impossible position and he withdrew his protest but at the same time resigned as Class Chief Measurer.

Gunter exposed a shortcoming in the Rule we drafted last year concerning toe-rails. At the time this rule was under consideration, nobody considered that trims on coamings that had been around for many years could become seats. I am sure it was not the intent of those voting for the new Rule that the banning of seats outside the cockpit would extend to coaming trims.

Above all, nobody has said these trims are a bad thing for the Class but since Gunter has exposed a problem in the wording of Rule 2.162, we need to make a change to the Rules in this area. The proposed amendment effectively removes any interpretation that the coaming trims could constitute seats and it limits their dimensions to prevent further growth. This proposal in summary is simply to clarify a change that we made last year.

A couple of other changes are also necessary to tidy up drafts of existing Rules. The first is to Rule 2.502.1, which presently says that a list of permitted and prohibited materials, will be available on request from IDA. The proposal is to remove the reference to prohibited materials since clearly it is preferable to prescribe what is allowed and everything else should automatically fall into the prohibited list. The final housekeeping change is to Rule 11.10.3 to clarify that batteries are not included in the overall weight of the Dragon. This was agreed at last year's Meeting and we neglected to make the position sufficiently clear within the body of the Rules.

Now to another issue which I understand has been of concern to the Class for sometime. I was told by Peticrows several months ago that it was becoming increasingly difficult to continue the wet lay-up methods for construction of the hull because of the effects of styrene emissions on their workforce. They also said that the Health and Safety Executive were concerned about this and the permissible level of emissions were under review and likely to be reduced in the future in the UK. My preliminary investigation of the issues led me to believe that there was no reason to put the issue up for discussion at this AGM.

Peticrows asked for a meeting in Kinsale with Thomas and myself to discuss this problem and they asked us to consider allowing closed-moulding techniques for the safety of their workers. I informed them that I did not think the Class was yet ready for a change of this type, although I could see regulations tightening and their concerns were sufficiently serious for us to keep the situation under review. Peticrows however, said that they had taken legal advice on their position and had been told that, if a claim was made against them for disease caused by the wet-layup techniques they could incur a significant liability claim. If they had known of the danger to their workers and had done nothing about it then the liability would fall upon them and their insurers. If they had known about the risk, had asked the IDA to allow safer construction techniques, and the IDA also having knowledge of the health risks and having done nothing about it, then the IDA might be liable also..

I found this argument compelling. I again advised that I did not think such a proposal would succeed at this year's AGM, though I agreed we would investigate the issue. Any such proposal would need maximum consultation and Thomas and I felt that if the Officer's agreed that the proposal should be put to the AGM, and my Committee agreed that further investigation was necessary, we would begin a thorough pre-AGM consultation with all the Builders and National Representatives to flush out the issues before the meeting itself. In the meantime, because of timing issues, it was thought necessary to put a widely drafted potential wording to ISAF in order to preserve the position whilst we considered the matter. In the event, the proposal fell at the first hurdle and the Officers concluded that whilst there were issues to be kept under review, we did not have sufficient reason at this time to merit a proposal to be put to the AGM.

Unfortunately, ISAF inadvertently published the draft wording and I believe some, or all of the Builders may have received this. This was an unfortunate mistake and whilst it is the source of some embarrassment it has at least provided the opportunity to update the Class on the current situation. In summary therefore, the possible proposal to deal with styrene issues never got off the ground but we are now well aware of this potential future problem. We will continue to monitor this situation in view of the possible effect future legislation may have on our Builders.

One other matter I wish to deal with is the hiking debate. In the last year we have been talking to the Class about the possibility of permitting hiking straps. We published a paper

TECHNICAL COMMITTEE

Graham Bailey Chairman (UK)

Mike Hayles (UK)

Lars Hendriksen (DEN)

Andrew Johnson (AUS)

on the IDA website and encouraged debate. As a Committee we were not prepared to recommend a proposal at least until we had seen how hiking straps might look on a Dragon and we asked Peticrows and Borresen to fit proto-types in order that people could see how they would work. The idea was that these should be available for people to see at the Gold Cup but the Organisers were not happy to have a debate at their regatta and so we still have not seen any examples.

The feedback we are getting is that the Class is managing quite well without them and so this is not a priority for us although we are very receptive to ideas and will continue to monitor the situation.

Matters arising

Chief Measurer

A full discussion of this issue followed and the situation, which had arisen, was regretted by all, Gunter was highly regarded by the Class and by all with whom he dealt. It was hoped that the Chairman could convince him to withdraw his resignation and that he (Gunter) would accept a position on the Technical Committee. The Chairman reminded the Meeting of the Class Constitution regarding the Technical Committee and the Chief Measurer. The Meeting voted unanimously in favour of Gunter's return.

Styrene Emissions during construction of GRP boats

National Associations regretted that the Builders had inadvertently been notified of a possible proposal to permit closed mould construction, which the IDA had elected not to pursue. It was recognized that there were likely to be Regulatory changes in the future which will lower the permitted levels of styrene emissions in the UK to levels around those which currently exist in Europe. UK builders will have to comply with such regulation if and when it is introduced and this may involve additional investment in air filtration equipment or changes to current methods of lay-up. The IDA recognizes this and believes, that whilst compliance with regulation is primarily the responsibility of the Builders, they wish to work with Builders in order to enable them to comply with such regulation. The Technical Committee would investigate the issues and continue to monitor evolving regulation and its implications for Builders, if necessary using independent consultants.

List of IDA Measurers

IM = International Measurer MF = Full Measurer
MS = Sail Measurer

Alwyn	Jarman	Australia	MF
Bob	McCluskey	Australia	MS
Andrew	Johnson	Australia	IM,TC
Richard	Smith	Australia	MS
Ian	MacDiarmid	Australia	MS
John	Standley	Australia	MF
Ediss	Boyes	Australia	MF
Hugh	Wardrop	Australia	MF
Peter	Hay	Australia	MS
Norman	Longworth	Australia	IM, MF
Charles	Stanton	Australia	MF
Ted	Laing	Australia	MF
Hubert	Raudaschl GesmbH	Austria	MS
Gunther	Staudinger	Austria	MF
Frank	Dobbels	Belgium	MF
Kent	Aggus	Canada	MS
Greg	Bratkiw	Canada	MS
Flemming	Christiansen	Denmark	MS
Signe	Jeppesen	Denmark	MS
Theis	Palm	Denmark	MF
Bo	Selko	Denmark	MS
Lars	Jensen	Denmark	MS
Ken	Brown	Denmark	MS
Mogens	Pedersen	Denmark	MS
Carsten	Lauridsen	Denmark	MF
Tom	Carlsen	Denmark	MS
Claus	Hoj Jensen	Denmark	MS
Chris	Winter	Finland	MF
Erkki	Hintsanen	Finland	MF
Daniel	Petton	France	MS
Joseph	Guillou	France	MS
Yves	Leglise	France	MF
Walter	Mai	Germany	MF,IM
Gerd	Hoglinger	Germany	MS
Barbara	Mang	Germany	MS
Hermann	Patrunky	Germany	MF
Bernd	Faber	Germany	MS
Heinz-Werner	Aping	Germany	MS
Gunter	Ahlers	Germany	IM
Frank	Schonfeldt	Germany	MS
Werner	Fritz	Germany	MS
Alan	Lau	Hong Kong	MS
Marcel	Wagenaar	Netherlands	MF
Allen	Smith	New Zealand	MF
Roger	Knightly	New Zealand	MF
Harald	Gjoertz	Norway	MF
Nuno	Reis	Portugal	MF,IM
Antonio	Cardona Espin	Spain	MF
Matz	Brown	Sweden	MF
Lars	Stjerna	Sweden	MF
Fred	Gachter	Switzerland	MS
Ziya	Ergun	Turkey	MF
Bernard	Fisher	UK	MS
Stuart	Jardine	UK	MS
David	Chivers	UK	MF
George	Johnson	UK	MF
Dennis	Ellis	UK	MF
Geoff	Appleton	UK	MF
Chris	Henderson	UK	MS
Peter	Duce	UK	MF

We are currently processing applications for three new Measurers for France. Any amendments or additions to the list above will be posted on the Website

Oskar Weber

We are sorry to report the death of Oskar Weber who died earlier this year. Oskar was a legend as an outstanding Measurer. His fund of experience was proverbial. Measuring was his vocation and he was anytime ready to give good advice.

He was well known not only here in Switzerland, but all over the Continent and he had many good friends in the former IYRU.

He was a specialist for keelboats like Dragon, Yngling, Dyas, but most of all for all Metre-Classes. The culmination of his career was certainly his appointment as Chief Measurer for the 12 Metres at the America's Cup races in Newport and Freemantle. Oskar worked to his last days and died peacefully at the age of 84.

Thomas Sprecher

The Website

We hope you are enjoying the Website. The Marketplace has been particularly successful with many boats changing hands. Thanks to all who have contributed to the Forum. Though successful, this has proved to be complicated for some users and has been re-designed to make it more "user-friendly". Please continue to send News and Results in order to make the site interesting.

Hong Kong

Phyllis Chang has sent us a fascinating article from Hong Kong describing an intrepid cruise down the China Coast to Hainan Island in a Dragon built in Hong Kong in 1947 – La Linda. Sadly the Author cannot be contacted and the article is too long to publish in the Newsletter. We will endeavour to put it on the Website in due course.

Photographs

Thanks to all who sent photographs. Unfortunately, due to the amount of copy, there is not space to feature them all in this Newsletter, but we hope to put some on the Website and build up a collection for future use and publicity purposes.

We are grateful to the following for the use of their photographs:

David Branigan, Marine Photographer Oceansport Ltd
david@oceansport.ie ■ Ellen Ekels - ellen.ekels@euronet.nl ■
Glenn Wills - wildcard@bigpond.net.au ■ Hamo Thornycroft Marine
Photography. Tel: 01983 290220 hamo@yacht-photos.co.uk ■
Luca Villata, Torino, Italy - [http:// www.lucavillata.com](http://www.lucavillata.com)
■ Sergei Bogdanov © S Bogdanov/sailingphoto.ru



Close racing at Cowes 2003 – Photo: Hamo Thornycroft

ACCOUNTS AND BUDGETS

RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31 AUGUST 2003

	2003	2002
RECEIPTS	£	£
Subscriptions	13,338	15,360
ISAF building fees	6,323	6,983
Sale of sail labels	32,397	25,302
Newsletter - advertising	3,900	2,817
Other	2,526	1,536
TOTAL RECEIPTS	58,484	51,998
PAYMENTS		
Newsletter	5,582	5,063
Printing of plans/rules	775	265
Technical committee/ measurement expenses	1,965	1,304
Printing sail labels	396	425
Computer	201	513
Website and promotion	3,254	2,982
Secretary and officers travel	5,971	4,971
Calendar production	0	0
Other administrative expenses	5,050	5,362
Secretary	18,000	5,000
Assistant secretary	11,004	11,004
Templates	0	0
Insurance	1,000	873
TOTAL PAYMENTS	53,198	37,762
Surplus of receipts over payments	5,286	14,236
	58,484	51,998

COUNTRY	REGISTERED BOATS
Australia	60
Austria	99
Belgium	21
Canada	20
Denmark	55
Estonia	3
Finland	43
France	95
Germany	410
Hong Kong	19
Hungary	14
Ireland	55
Italy	8
Japan	25
Netherlands	128
New Zealand	10
Norway	39
Portugal	13
Russia	11
Spain	10
Sweden	70
Switzerland	75
Turkey	15
UK	173
USA	25
	1501

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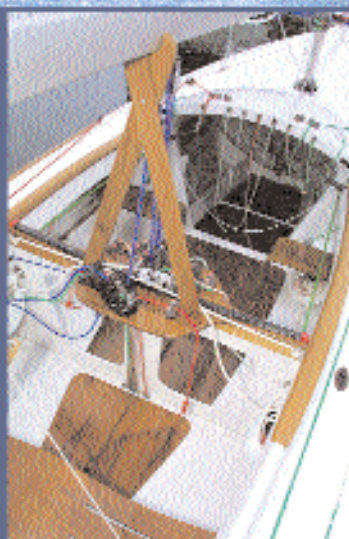
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- New slim sheeting bridge allowing helmsman to move forward
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- Fast and precise winch less Genoa system standard
- Spinnaker sheets under deck proving clean and tidy working place
- New stiff chain plate with easy adjustable shroud position
- Improved pump system under floorboard
- Longitudinal bulkhead forward
- Additional bulkhead athwart ship forward
- Longitudinal bulkhead aft
- Extra bulkhead under roof
- Bulkhead under sheeting bridge
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- Electric pump
- Electronic "hacktick" compass

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FIXTURES 2004/2005

International 2004				
26 - 29 February	Prince Henry - The Navigator Trophy (Iberian Championship)	Cascais	Portugal	http://www.netbay.pt/dragopor
11 - 14 March	HM King Juan Carlos Trophy (Iberian Championship)	Cascais	Portugal	http://www.netbay.pt/dragopor
19 - 21 March	Coupe de France	St Tropez	France	mailto:yachtclubdefrance@nerim.fr
25 - 28 March	Mediterranean Cup (Iberian Championship)	Calanova	Spain	http://www.dragonspain.com
05 - 10 April	HRH Princess Sophia Trophy (Iberian Championship)	Palma	Spain	http://www.trofeoprincesasofia.org
01 - 03 May	The Trophée Banque Fédéral Finance	Douarnenez	France	http://www.sr-douarnenez.com
05 - 08 May	Grand Prix Petit Navire	Douarnenez	France	http://www.sr-douarnenez.com
29 - 31 May	Pfingstbusch Kiel	Kiel / Baltic Sea	Germany	http://www.kyc.de
18 - 22 June	Kieler Woche	Kiel / Baltic Sea	Germany	http://www.kielerwoche.de
26 - 28 June	Championnat de Méditerranée	Cannes	France	http://gailles.free.fr
10 - 16 July	JPMorgan Fleming Dragon Gold Cup	Falmouth	UK	http://www.dragongoldcup2004.com/
29 Aug - 04 Sept	European Championship	Tallinn	Estonia	http://www.estdragon.ee
19 - 24 September	Regates Royales	Cannes	France	http://gailles.free.fr
10 - 16 October	75th Anniversary Regatta	St Tropez	France	http://www.intdragon.org
Domestic 2004				
24 - 26 January	Mahurangi Classic Boat Regatta	Auckland	New Zealand	mailto:frans@pacificurgical.co.nz
07 - 08 February	Ski - Yachting	Grindewald	Switzerland	http://www.dragon-class.ch
07 - 08 & 14-15 Feb	Hong Kong National Championships	Hong Kong	Hong Kong	mailto:Phyllis.Chang@shl.com.hk
06 - 09 March	New Zealand National Championships	Auckland	New Zealand	mailto:frans@pacificurgical.co.nz
20 - 21 March	Westeinder Klasse Evenement	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
27 - 28 March	Westeinder Klasse Evenement	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
09 - 10 April	Easterregatta and Ski Yachting Part 2	Thun	Switzerland	http://www.dragon-class.ch
09 - 12 April	Burnham Easter Regatta	Burnham -on- Crouch	UK	
10 - 12 April	Paaswedstrijden	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
10 - 12 April	Ski Yachting	Cannes	France	http://gailles.free.fr
01 - 03 May	Coupe Internationale de Bretagne	Douarnenez	France	http://www.sr-douarnenez.com
08 - 09 May	Jungfrautrophy	Thun	Switzerland	http://www.dragon-class.ch
14 - 16 May	Silberdrachen Chiemsee	Chiemsee	Germany	http://www.drachenklasse.de
15 - 16 May	Spring Regatta	Hong Kong	Hong Kong	mailto:Phyllis.Chang@shl.com.hk
15 - 16 May	Voorjaarscup GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
20 - 23 May	Open Dragon	Deauville	France	http://www.dyc14.com
21 - 23 May	Hemelvaart GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
22 - 23 May	Suunto Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
29 - 31 May	Pinkster GP Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
29 - 31 May	East Coast Championships	Medway	UK	
03 - 06 June	Aker Brygge Cup / The Royal Scandanavian Regatta (Norwegian section)	Oslo	Norway	http://www.nordragon.com
05 - 06 June	Dragon Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
15 - 16 June	Glarisegg Cup	Steckborn	Switzerland	http://www.dragon-class.ch
18 - 20 June	75th Dragon Anniversary Netherlands	Muiden	Netherlands	http://classoffice@dragonclass.nl
19 - 21 June	South West Championships	Torbay	UK	http://www.britishdragons.org
22 - 25 June	Edinburgh Cup	Torbay	UK	http://www.britishdragons.org
26 - 27 June	Summerregatta	Steckborn	Switzerland	http://www.dragon-class.ch
30 June	Jubilee Race "Round the Island"	Hanko	Norway	http://www.nordragon.com
02 - 04 July	50th Jubileum Helsinki Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
02 - 04 July	Warnemünder Woche	Warnemünde/Baltic Sea	Germany	http://www.warnemuenderwoche.de
03 - 04 July	Open Russian Dragon Championship	Moscow	Russia	http://www.dragonclub.ru/
09 - 11 July	Hanko Regatta	Hanko	Finland	http://www.kolumbus.fi/dragon
16 - 18 July	International Drag'star 11th Edition	Cannes	France	http://gailles.free.fr
27 - 31 July	Royal Scandinavian Regatta	Marstrand	Sweden	http://www.dragon.p.se/
07 - 08 August	Kuivis Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
07 - 14 August	Skandia Cowes Week	Cowes	UK	http://www.cowesweek2.co.uk

10 - 12 August	Dragon Silver Cup	Moscow	Russia	http://www.dragonclub.ru/
14 - 16 August	Belgium Open Championship	Ostend	Belgium	http://www.beldragon.be
14 - 15 August	Drachen-Cup	Thun	Switzerland	http://www.dragon-class.ch
15 - 20 August	Classics Championship	Aldeburgh	UK	
20 - 22 August	Alkmaar Open	Akersloot	Netherlands	http://classoffice@dragonclass.nl
20 - 22 August	Open Finnish Championship	Helsinki	Finland	http://www.kolumbus.fi/dragon
27 - 29 August	National Championship	Oslo	Norway	http://www.nordragon.com
27 - 29 August	Drachenhumpen	Utting	Germany	http://www.asc-utting.de
28 - 29 Aug - tbc	Zuiderzee Regatta	Muiden	Netherlands	http://classoffice@dragonclass.nl
28 - 29 August	Musto Classic Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
28 - 29 August	International Alpen Cup (date to be confirmed)	Zug	Switzerland	http://www.dragon-class.ch
03 - 05 September	Prinz Franz Preis	Starnbergersee	Germany	http://www.drachensklasse.de
04 - 05 September	Tune Up Open Dutch	Medemblik	Netherlands	http://classoffice@dragonclass.nl
04 - 05 September	Warm Up Regatta	Cannes	France	http://gailles.free.fr
04 - 06 September	75th Anniversary Regatta & Tune-Up for Swiss Championship	Grindelwald	Switzerland	http://www.dragon-class.ch
08 - 11 September	International Swiss Championship	Ascona	Switzerland	http://www.dragon-class.ch
09 - 12 September	Open Dutch Championship	Medemblik	Netherlands	http://classoffice@dragonclass.nl
11 - 12 September	UK Northern Championships	Clyde	UK	
02 - 03 October	Autumn - Trophy	Thun	Switzerland	http://www.dragon-class.ch
11 - 12 December	Around the Island Race & Christmas Cup	Hong Kong	Hong Kong	mailto: Phyllis.Chang@shl.com.hk

International 2005

	Gold Cup	Sandhamn	Sweden	http://www.dragon.p.se
	World Championship	Warnemunde	Germany	http://www.drachensklasse.de

International 2006

	European Championship	Cowes	UK	http://www.britishdragons.org
	Gold Cup	TBA	France	http://www.afsid.com



The Joker has the Last Laugh *2003 Round-up by Stavros*

Many of you on the Circuit have the opportunity to meet Martin Payne. Weighing a lot and drinking pints each day, Martin is the quintessential professional Dragon sailor. He sails hard all day, then parties harder for a considerable part of the night. Loves red wine and steaks. Oh, and Dragons. He is known to many as Stavros. This is his latest report to a worldwide audience.

Well Campers and Fellow Dragon Sailors, what a season of racing we have had.

Peter Heerema NED 316 dominated the Iberian Championship and 2004 looks like encouraging even more competitors down to the sun and fun in Portugal and Spain. There can be no better way of starting your season than Cascais and Palma, with predicted fleets in the 30's; the racing will prove both testing and exhilarating. Be there or be square.

Don't winter your beautiful boats in those cold & dank garages, tow or ship them down to Portugal and join us all in enjoying this unique experience.

Poul-Richard GBR 680, once again, showed a clean pair of heels in the Princess Sophia Trophy, with Peter Warrer DEN 340 and myself GBR 656 finishing 2nd & 3rd.

On then to Douarnenez & the beginning of Danish Joker's successes. Although Fred Imoff NED 247, with Rudy and Richard, did not win this much sought after Grand Prix Trophy, they laid down the gauntlet for coming events. With four, yes four wins out of the six tough races, it was still not enough to stop Johnny-Ross Murphy IRL 174 & his consistent team, Ed & Con, from taking the Trophy. Well done guys.

But the 'Joker' had more tricks up his sleeve & by the Europeans in Kinsale, Fred played his trump card. After a week of fishing off the beautiful Irish coast & endless games of

Backgammon back ashore, Fred and his team dominated the event. Despite dropping his Main in one of the races, to see if he could beat us all with just the Genoa! They won the Gold Medal from Vincent Hoesch SUI 288, 2nd & Frank Berg DEN 266, 3rd. "What is his secret?" I hear you all ask. Well, after many years of racing against him, I now know! It's not the endless hours of meticulous preparation Fred puts in working on the Joker, nor the tide and current testing he does with his team before every new event. It's the SNAKES & LADDERS they play back in the bar!.....

Newcomer to our prestigious class, Jorgen Schonherr DEN 345, deservedly won the Gold Cup in Medemblik and continues to feature in every other event in which he participates. Congratulations to him and his team and good luck in the future. However, several of us benefited from a mistake Jorgen made in the last race of the Regates Royal at Cannes, this helped Ivan Bradbury GBR 656, John Mortimer & myself to snatch 2nd place, with Peter Holm DEN 341, Claus Hoj-jensen & Maria Holm 3rd. As predicted Poul-Richard Hoj-jensen GBR 680, crewed by the Swiss Martin's took the title and a great week was had by all, what better way is there of finishing the season.

My final comment on Fred Imoff is one we can all learn from, but take care. He has a tremendous presence on the race course,

particularly the start. To try and emulate his technique of charging full speed down the line, on a Black Flag, with Genoa out & smoke coming from both his nose and ears, would be a mistake. But he always gets a pinpoint line transit and trusts his judgement and crew. As some of the line-sags can be unbelievable at times, it is something I will leave you all to work on.

Lastly I call on you all for support in the new season. 2004 sees the 75th Jubilee, as you will all know by now, with the St Tropez event having already a massive entry. But please don't forget the many other important regatta's, one, namely the Gold Cup, 10th to 16th July. As I fortunately live in the West Country of England, I speak from years of experience.

Falmouth is a beautiful place to sail & visit with numerous activities and attractions, which will enhance your participation.

With the Edinburgh Cup in Torquay, two weeks before June 22nd to 26th, why not bring your boat down to both events and enjoy the English Riviera at it's best. Boat parking during the 2 spare weeks, no problem, just give me a call.

To end always remember the Olympic Motto, Citius, Altius, Longius.

"To go Faster, Higher, Longer....."

Martin Stavros Payne



Celebrating 75 Years of Yachting Excellence

75th Anniversary Regatta

The Golfe de Saint-Tropez is all set to welcome the largest gathering of Dragons ever seen from 10th to 16th October 2004. Immediately after Les Voiles de Saint-Tropez, the famous regatta for classic yachts, Saint Tropez will be transformed as 250 Dragons arrive from all over the World for the 75th Anniversary Regatta, which is being organised in co-operation with the Société Régates de Saint-Tropez.

Pre-registration forms were distributed at the beginning of May 2003 and amazingly by August 250 registrations had been accepted and by December we had a waiting list of 70 boats. The aim is to have 250 Dragons actually sailing in the regatta and this will include around 30 "classics" – those built prior to 1972.

At the time of writing this report we have registrations from 26 countries!

On the Thursday it is planned to have all 250 boats sailing together in one race from one start line. This will be a great challenge for the race committee, which includes Tony O'Gorman and Yves Leglise. Perhaps Tony will be sitting at one end of the start line in Saint Tropez and Yves at the other end in Saint Maxime. We are hoping for an easterly wind so that we can lay a windward mark way out to sea and all Dragons can sail back to the port under spinnaker – what a fantastic sight!

On other days there will be more serious sailing with the fleet split into groups and on the Friday there will also be special races – Champions race (for those who have won Olympic medals, The Gold Cup or the World or European Championships) , a Ladies race, a Crews race, a Juniors race, and an over 65s race. There will also be separate fleet racing for the Classics.



St Tropez – by kind permission of J L Chaix, Ville de St-Tropez

It will be the largest one design keelboat regatta ever held in the World.

A full programme of social events is planned including a big dinner and dance on the Thursday evening, a cocktail party, a sardine party, a boules party, dancing to a Caribbean steel band and to 1960's music.

Information about the regatta, including the programme of events and the registration form is on the IDA website and update reports will be posted there on a regular basis.

Even if you have been unable to bring your Dragon to Saint Tropez you are welcome to come as a spectator. There will be spectator boats and social tickets will available for those who are not sailing.

Other world wide celebrations

It is hoped that many countries around the world will have their own regattas or parties to celebrate the 75th Anniversary. These regattas will be posted on the website when the dates are fixed.

Anniversary Book

The Swedish Dragon Association has kindly taken responsibility for publishing an anniversary book which will be on sale next summer. This will be a very high quality book which records the history of the class and one that every Dragon sailor should have in his book case. Further information on how to buy the book will be posted on the website.

Christopher Dicker

The European Championships 2004

will be held in Tallinn between
29 August - 04 September.
Details of this event will be
found on
<http://www.estdragon.ee/>

INTERNATIONAL SWISS CHAMPIONSHIPS 2004

ASCONA, LAKE MAGGIORE

75 ANNIVERSARY RACE

Saturday to Monday 4.-6. September 2004

Tuesday 7. September 2004

Wednesday to Saturday 8.-11. September 2004

75 anniversary race

Day off and measuring

Intern. Swiss Championship

For the second time the Swiss Dragon Association and the Yacht-Club Ascona are organising the Swiss Championship in the sunny part of Switzerland, at Ascona on the lake of Maggiore. Before this we will celebrate the 75 th anniversary of the Dragon in a three-day-event.

With good weather conditions, there is a thermic wind "Inverna" in the afternoon with 3-4 BF.

<p>Hotel reservations: Stefania Casellini e-mail : Conventions@maggiore.ch www.maggiore.ch</p>	<p>Swiss Dragon Association Lotti Schmid info@dragon-class.ch www.dragon-class.ch</p>
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Gold Cup 2004 July 10th –16th 2004, Falmouth

Falmouth is one of the best and most beautiful sailing locations we have in England, and arrangements for the Gold Cup are well under way.



Falmouth
Photo: Simon J Burke

The natural deep-water harbour extends several kilometers with countryside reaching down to the water's edge, but the town of Falmouth and the focus for the regatta is close to the entrance so it is a short sail to the racing area in the bay where conditions are ideal for a major event.

Falmouth is an attractive town with a good supply of accommodation and restaurants which should not be too busy because the event is just before the start of the main holiday season.

Tourism is the major industry of the area and there are several big attractions such as the Eden Project which are well worth a visit. The rocky coastline with occasional sandy beaches and crystal clear waters makes it ideal for family holidays.

The roads to Falmouth are excellent, with good connections to the main motorway networks. There are ferries from Roscoff to Plymouth which is less than 2 hours drive, and the main channel ports of Dover and Folkestone are around 7 hours with a Dragon. There are also services to Southampton and Portsmouth, about 3 _ hours away.

Three weeks before the Gold Cup our National Championships are held in Torquay, another attractive location in the same part of the country. Arrangements will be available for boats to be left for the two weeks between the events.

Full details of both events are available on the website www.DragonGoldCup2004.com and you can enter online.

Switzerland

After a very busy year with the Europeans in Thun in 2002, the Swiss Dragon Association turned to "normal" activities in the season 2003.

After several training-events, we started racing at the Easter-weekend and ended in October.

Eight regattas were sailed with excellent weather conditions. We only used shorts and t-shirts this summer!

The main event was the Swiss championship on lake Zug, where 30 boats from Austria, Germany, Norway, USA and Switzerland gathered. In the beginning, there was wind up to seven Beauforts, then we had no wind at all and the last two races were sailed with light winds. On the final



Strong winds on Lake Zug

day, there was high tension because three boats SUI 285 (Wittwer), SUI 289 (Schmid) and NOR 275 (Löftheröd) were almost level on points at the top of the provisional ranking. At the end, SUI 285 won the championship just one point ahead

of SUI 289 and NOR 275. It was the first time for many years, that a Swiss crew won the Swiss Championship! For the medallists, the prize giving was an exiting moment, because they got their prizes just in front of the original Americas Cup, which was shown to the public at the Yacht Club of Zug during its exhibition tour through Switzerland.

This year, we will sail the Swiss Championship in Ascona on the Lago Maggiore in the southern, Italian-speaking part of Switzerland. Please join us

to end the season with some sunny memories!

Dieter Schmid

President Swiss Dragon Association



Iberian Championship 2004

Events

26th to 29th of February
Prince Henry " The Navigator" Trophy
Cascais – Portugal

11th to 14th of March
HM King Juan Carlos Trophy
Cascais - Portugal

25th to 28th of March
Mediterranean Cup
Palma de Maiorca – Spain

5th to 10th of April
HRH Princess Sophia Trophy
Palma de Maiorca – Spain

Transportation will be available in containers to Lisbon for car and boat. Please contact directly to:

MACS – Maritime Carrier Shipping
Vorsetzen 50
20459 Hanburg

Contact: D. Scheder-Bieschin
e-mail: hamburg@macship.com
phone: 00 49 40 376 73 01
Fax: 00 49 40 376 73 100
Site: www.macship.com
Prices:

Contacts:

Please send your entry form for the tournaments in Cascais (HM KING JUAN CARLOS TROPHY and PRINCE HENRY, THE NAVIGATOR, TROPHY) with your choice for transportation to:

DRAGOPOR – Portuguese Dragon Association
Mr. Jorge Pinheiro – President
Phone: 00 351 91 781 22 00
e-mail: jorgepinheiro@portugalmail.pt

Mr. Pedro Costa Alemão – Secretary
Phone: 00 351 93 978 66 78
e-mail: pcalemao@sil.pt

Mr. Henrique Anjos - Treasurer
Phone: 00 351 91 694 51 97

e-mail: hmanjos@bes.pt
http://www.netbay.pt/dragopor/ver_calend.asp?ano=2004

Royal Hellenic Cup World Championship *Hobart 2003*

Congratulations to Dieter Schoen, Vincent Hoesch and Andreas Huber on the excellent results they achieved in Hobart. Not only as winners of the Worlds but their third placing in the Australasian Championship (Prince Philip Cup). Their four wins, a third, a fourth and OCS in the Worlds, followed a win, a second, two thirds, a fourth, a sixth and an eighth in the PPC are an exceptional result.

The Tasmanian International Dragon Association and the Royal Yacht Club of Tasmania ran two excellent regattas, and our overseas visitor's claimed them a wonderful seventeen days of sailing and partying.



The winning crew:
Andreas Huber Dieter Schoen Vincent Hoesch

Heat 1: Patience tried and tested

Heat 1 started in a 12knot southerly breeze which died at the second mark leaving the whole fleet becalmed. When the late sea breeze filled in, it did so with light airs and big shifts forcing PRO Alan Carlisle to shorten the course at the third leeward mark. The German crew of Chrisco (Dieter Schoen, Andreas Huber and Vincent Hoesch) finished first. Ireland's Phantom (John Lavery, Paul Macguire and Peter Bowring) were second, and Kirribilli II (David & Martin Graney and Murray Jones) were third.

Heats 2 and 3: Blown Away

Heat 2 was abandoned for the second consecutive day as the strong winds continued with gusts up to 48 knots but after two days of dangerous conditions Heats 2 & 3 were sailed back to back. In Heat 2 Chrisco continued her excellent form, holding the lead from start to finish. Chimaera, from Ireland, (Andrew Craig, Claus Hoj Jensen and Graham Elmes) was second and Australian Dragon Sidewinder (Carl Ryves, Dick Sargeant and Simon Hadlow) was third. Shifty and gusty conditions continued for Heat 3 in the afternoon. Again Chrisco and Chimaera were 1st and 2nd with Tasmanian Dragon Emma (Stephen Boyes, David Connor and Simon Burrows) in third place.

Heat 4: Lumpy sea breeze

In a steady breeze of 12-15 knots, Chrisco continued to leave the opposition in her wake, dominating from start to finish. Turkey's Ala Turca, (Oguz Ayan, Azat Baykal and Erdi Uzaltan) maintained their second place from the first mark and Kirribilli fought hard for their third spot throughout the race. The leading boats after 4 races were; Chrisco, Chimaera and Kirribilli

Heat 5: Champagne Sailing

In "Champagne Sailing" conditions the 3 boats leading the series were all OCS and failed to return allowing Britain's Pongo (Patrick Gifford,

Michael Hayes and James Mehew) to take first place, following a fourth in an earlier heat. Second was Australia's Karabos VIII ahead of America's Clairvoyant (Ted Sawyer, Ron Rosenberg and Stavros). This left the series placing as Chrisco, Pongo, and Karabos VIII.

Heat 6: Australia Day

The first three places on Australia Day went to Australian boats!

Sailed in southerly breeze of 15-20 knots the fleet got away cleanly. Kirribilli tacked on to port soon after the start and then covered the fleet to win. Places changed among the top six boats during the windward legs but at the finish Karabos VIII was second with Imagination, (Ian Macdiarmid, David Baines and John Wilson) in third place.

Heat 7: Will we ever start?

The World Championship ended on the most frustrating day of the event. Course setting was very difficult and the race finally got away just before 4pm in north westerly of 0-12knots. The breeze shifted throughout the race which was eventually shortened to ensure a result. Karabos was first ahead of Clairvoyant and Chrisco.

When all the points had been calculated the overall winner of the Hellenic Cup was Chrisco with 13.7points, ahead of Karabos VIII with 42 and Kirribilli II with 49.4.

The presentation dinner for the World Championship was attended by two hundred people and the Royal Hellenic Cup was presented by the Governor of Tasmania, Sir Guy Green.

We thank all of our visitors for your time and effort in coming to our State, we hope to see you again.

Des Sward, President
Tasmanian International Dragon Association

Theodoor Gilissen Dragon Gold Cup

In July 2003 the Theodoor Gilissen Dragon Gold Cup was sailed in the Netherlands on the famous waters of Medemblik. With the help of the Rankinglist system by Rupert Fisher the 94 participants were split in 4 equally strong groups. In the days before the series there were a couple of dieting crews looking quite unhappy with the restraints of the 285 kg rule, after the weighing these problems were quickly forgotten. All the logistic and measurement procedures were fine, and with the lovely weather and the good atmosphere, the terrace of the International Sailing Centre became the place to be.

The Irish Dragon fleet had a spree in West Cork during August and September with European, National and Southern championship titles up for grabs between Kinsale and Glandore in the space of just six weeks. Johnny Ross Murphy, Ed Peel and Con Murphy, racing 'Rigmarole', gave the fleet a major boost earlier in the summer by winning in a fleet of 100 boats at Douarnenez.

First off was the Dragon European Championship sponsored by Setanta Asset Management and held at Kinsale Yacht Club. This 6 race event was organised by Regatta Director Barry Lynch and his team, with former Dragon champions Alan Crosbie as PRO and Tony O'Gorman as head of the International Jury. The championship attracted over 50 boats from 13 countries, providing a major boost for the local economy.

It was a dream start for the sponsors when HRH Crown Prince Frederik of Denmark, Lars Hendriksen and Kasper Harsberg, racing 'Nanoq' won the first race. A third in the second race was still enough to retain the lead. A second for Dutch Olympian Fred Imhoff, racing 'Danish Joker' with Richard van Rij and Rudy den Outer was not

We made extensive use of Internet Technology, and the capabilities of our Webmaster Wouter van Dis made it possible to follow the proceedings of the event online. If you are interested in this series, on the site www.dragongoldcup.com you can find everything about the 2003 event as well as the upcoming 2004 event. During the practice race on Friday 11th the Hollandia race committee team and the sailors got to get to know the two fleet system and each others starting habits. After this race there was the champagne opening of the event by Burgomaster Smit of Medemblik in the gardens of the Castle Rabdoud.

Close Sailing

From the beginning the sailing was close and it being a Gold Cup series tense; one bad result is fatal. On the upwind downwind legs of standard Gold Cup length the crews had to work very hard to keep their concentration and the boat on a pace. Sailing conditions were difficult during the first days with light and often unpredictable shifting winds. On the sixth sailing day the weather turned and due to shifts of



The Gold Cup winners in action
Photo: Ellen Ekels

more than 40 degrees in big wind, this last race was abandoned. The winning team of Jørgen Schönherr, Axel Waltersdorph and Anders Kaempe sailed a very constant series and are the worthy holders of the Dragon Gold Cup 2003. Not only did this Danish boat sail a good series, but the second place for Frank Berg, Soren Kaestel and Maria Holm, also from Denmark took the Nations Cup back home.

The involvement of Tony O'Gorman, the President of the Jury, the light weather and the sportsmanship of the competitors was

responsible for little Rule infringements and protests. This with the social program, very well organised by Lydia Verduyn, made the Theodoor Gilissen Dragon Gold Cup a big friendly and hospitable success. The help of Volkswagen, the K-class sailing sponsored by ONJ, the help of lots of other sponsors and of course the pure existence of a place called Brakenboer are things that surely make life so much more worthwhile.

The Worlds at Medemblik in 2009

In 2009 the Dutch are going to have another go at one of the major Dragon Regattas. That year we will organize the Worlds for you. The venue of this series will be Medemblik again and we will sail the Worlds in the first week of September, it being the best sailing condition time of the year for Medemblik. In these weeks we will sail our Dutch Open Nationals and we hope that a lot of sailors from abroad have discovered how pleasant and convenient it is to come and sail in Medemblik.

Hope to see you this September in Medemblik,

Dutch Dragon Association

Dragon European Championships

Dragon Fest Down West



"Concentration aboard Nanoq"
Photo: David Branigan / Oceansport

enough to see them feature in the overall results that day, but a win for them and a fourth for 'Nanoq' on Day 3 catapulted them to second place overall and just 4.3 points behind HRH.

Tough Weather on Day 4

The toughest weather of the event occurred on Day 4, when winds gusting to 27 kts. forced 'Danish Joker' to retire because of gear failure. This meant 'Nanoq' still had the narrowest of leads following a thirteenth place finish, with fellow Danes Frank Berg, Soren Kaestel and Mads Christensen in 'My Way' now in second place and just 1.3 points behind. Switzerland's Vincent

Hoesch, Horro Kniffka and Bernd Faber in 'Hanseatic Lloyd' had their third place, making them serious contenders for the title also.

'Danish Joker' came back to win the fifth race, ahead of 'My Way' and 'Hanseatic Lloyd', and move into the overall lead following an eighth place for 'Nanoq'. The Championships were still open.

A great finale for Peter O'Reilly, Francis Rhatigan and Eddie Tingle in 'Electra', who won the sixth and final race just ahead of the 'Kin' team of Simon Brien, Ruan O'Tiarniagh and David Gnomes. A third was enough to secure the championship title for 'Danish Joker'. 'Hanseatic Lloyd' finished second overall, 'My Way' third, and 'Nanoq' fourth.

Two Irish boats finished in the top ten. Irish and South Coast champions Neil Hegarty, Peter Bowring and David Williams in Phantom finished eighth overall and 'Chimaera', raced by Andrew Craig, Edmund Peel and Aidan O'Connell finished ninth.

Less than a fortnight later, a 24-boat fleet gathered in Glandore for the Horgan Lynch & Partners Dragon National Championship. This

was the first time the event was hosted by Glandore Harbour Yacht Club.

Ward Woods, Brian Mathews and Mark Pettit, racing 'Jessica', took advantage of the sparring between the defending champions on board 'Phantom' and former champions 'Chimaera' to engineer a third place overall in the six race event. 'Chimaera' took an early lead, but 'Phantom' fought back to retain the championship title.

An Impossible Task

Two weeks later a fleet of 16 boats returned to Kinsale Yacht Club for the South Coast Championship. 'Phantom' was again the defending champion, but Peter Bowring was the only member of the magic trio available to participate and the replacement crew were facing an impossible task to recreate the momentum of the established team. It became a three-boat event. Cameron Good, Harry Lewis and Simon Furney in 'Tatsu' were on equal points with 'Rigmarole', who had 1720 sailor Martin Byrne on board to replace Johnny Ross Murphy for the event, with 'Chimaera' in third place. No racing on Day 2 because of calm seas, but OOD Alan Crosbie managed to fit in two races on Day 3 instead. A first and a second for 'Tatsu' won them the championship title.

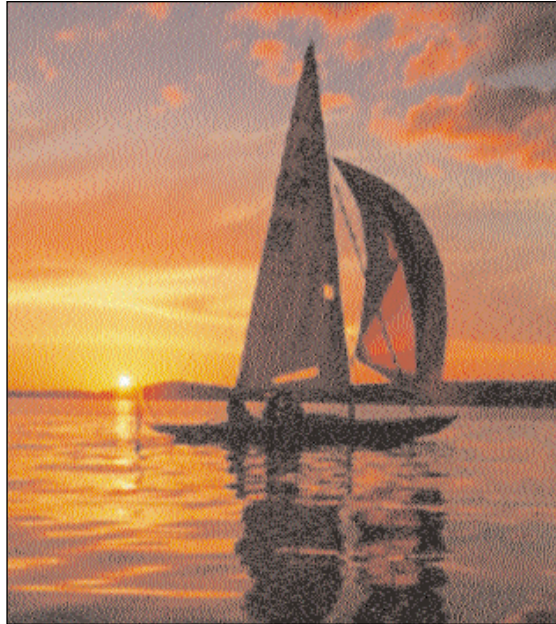
Michelle Dunne

Tom Jungell, Markus Mannström and Jakke Rantala with FIN 64 Lilla Vågen won the Finnish Championships in 2003. Freddy Markelin, Patrick Lindeman and Manni Borg were 2nd with FIN 75 Lizette, Pekka Parhiala, Antti Parkkinen and li-min Tcheng were third in FIN 72 La Strega. Tom Jungell also won the Finnish Ranking series in 2003.

After the long winter. We start our Season with a keel boat regatta The Suunto Cup in Helsinki, 22-23 May. Two weeks later 5-6 June, The Dragon Cup is held on the same race course together with the Star Class with shorter legs and more rounds, usually 2 races on Sat, and Sun. One week after the Midsummer, is the biggest Helsinki based annual Regatta, a three-day event 2-4 July, organized by 10 Yacht Clubs, celebrating its 50th Anniversary in 2004. Over 200 yachts, both dinghies and keelboats are expected. The Regatta harbour for the Dragons is HSS, at approx 1 hour sailing from the racing area Ytterskär, which allows long legs, and free winds. After the Saturday night Regatta Dinner for all Classes, most Dragon sailor's footprints lead to Kalles pub in the city center of Helsinki - a pub full of sailors especially this weekend. On Sunday morning on the pier some may still have their dancing shoes on, some helmsmen may still be desperately seeking their crews, and vice versa. Helsinki Regatta includes not only the sporty, but also the social aspect, but its social life is only a pale shade of Hango Regatta.

Some Dragons sail Helsinki-Hanko together with our 5mR, 6mR and 8mR friends, leaving Helsinki on Tuesday morning, overnighing and having barbeque at some island on Wed night, and arriving Hango on Thursday night. The waterway Helsinki-Hanko in early July is like a highway, hundreds of yachts from different classes choosing this beautiful 2 days archipelago cruising for getting themselves to Hango instead of 1,5 hours towing by car.

Hango Regatta is held the week after Helsinki, 9-11 July, and is pure party from Thursday until Sunday, for all classes from Oppies to 8mR Yachts and Off shores, total of 200-300 yachts. For the Dragons we have 1 race per day



Fin 68 cruising in the sunset of the Finnish archipelago
Photo: Keijo Penttinen

The Finnish Dragon Season

(Fri, Sat and Sun) at noon. One reason for Hango's success may be the lovely warm sunny weather. For Hango Regatta, there's approx 3 hours racing, and over 20 hours sunshine per day. Saturday night in Hango we have a special get - together party on the Dragon's decks, with enough white wine to go round. This party starts a few hours after the finish of the race, every guest brings some white wine to the party host, and the reception lasts until there's no more wine left. An annual Finnish Dragon sailor's famous tradition, appreciated since the early 1980's.

After Hango we recover, and sail again in Helsinki for the Kuivis Cup in early 7-8 August, a week after the Royal Scandinavian Regatta in Marstrand Sweden. This is a racing based regatta with usually 2-3 races both on Sat and Sun at Melkki, 1/2 hours sailing from the HSK Regatta harbour. Kuivis Cup is for Dragons only, giving a possibility to train both for the Finnish and

Europeans Champs. Dragons willing to participate in the Kuivis Cup, may leave their Dragons trailered to HSK for the period between Kuivis and the Finnish Champs 20-22 August 2004 in Helsinki, before the Europeans in Tallinn.

Our Classic Dragon Fleets main venue is Viapori Tankard on August 14th, an Annual archipelago race for wooden boats only. A one day social event for 250 beautiful Wooden Yachts, common sauna for all participants after the race, followed by a party with live music at the regatta harbour of the historical fortress island of Suomenlinna, at 15 minutes ferry connection from the Helsinki Market Square.

The Finnish Champs will be held 20-22 August in Helsinki the weekend before the Europeans in Tallinn. The Finnish Champs are 3 days (Fri-Sun) racing, 2 races per day, and our 75th Anniversary Dinner on Saturday night. You may leave your Dragon trailered to NJK until you leave for Tallinn. Tallinn is extremely easy to reach from Helsinki. In 2003 the Finnish Champion FIN 64 Lilla Vågen was cruised 'solitaire' Helsinki-Tallinn in 13 hrs. By helicopter Helsinki-Tallinn takes 18 minutes, also there are daily flights and tens of daily ferry connections between Helsinki and Tallinn. The ferry connection takes approx 3,5 hours, with a catamaran it only takes 1,5 hours.

Don't hesitate to contact us if you're planning to travel to Finland, wish to race with us, and discover the Finnish Gulf with no tides. We'll do our best to find you the most convenient solutions for your travelling and accommodation. We cannot offer you any huge splendid events before the Worlds we wish to host 2011 in Hango, but pure fun racing with low entry fees, our National fleet of 10-20 Dragons, racing areas with fresh waters surrounded by a beautiful archipelago, 20 hours daylight, good food, fresh beer and Finnish brandy. We look forward to seeing you! All contact and regatta details are on our website <http://www.kolumbus.fi/dragon>

Mini Jaatinen

Mini.jaatinen@kolumbus.fi

HALF MODEL OF THE DRAGON

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Winners of the Dragon Silver Cup – Russia
Photo: Sergei Bogdanov

Hungary "Sonnenschein" Cup remains in Berlin

Andreas Haubold, the experienced Dragon sailor from Berlin could almost feel like an every-time Hungarian Champion. No matter that his Hungarian counterparts swear every year to beat him next time, he comes, wins, and takes the Sonnenschein Cup -for the winner of the Hungarian International Dragon Championship – back to Berlin. Again this year his Fandango won every race except for one DNC and won comfortably in light and medium wind conditions at Balatonfured, Hungary.

Fortunately, the gap between him and the best Hungarians is narrowing as the Hungarian Fleet becomes tougher. In 2003 a Hungarian boat-builder started to build new Dragons and the first one of the series, Trinity seemed to be very competitive at the races, and this promises even better races in Hungary in the future.

In August 2003 the Sonnenschein Cup for the Hungarian International Championship was won by GER 897, Fandango, skippered by Andreas Haubold, and crewed by Martina Klemmt and Peter Kutzleb. Second in the International ranking, and Hungarian Champion, was HUN 42 Fjord, with Vilmos Naray, Gabor Ikrenyi and Rudolf Andorka. Third ranked HUN 28 Albatross (Peter Tenke, István Kiss, Imre Borcsok) as fourth Signorina HUN 40 with Hungarian Sailing Federation President Peter Honig with his family crew Miklos and Katalin.

2004 will be a special year not only for the Dragon, but also for the Hungarian Sailing Federation which marks its 75th Anniversary. Therefore we invite all Dragon sailors from Europe and overseas to celebrate with us by taking part in the Hungarian International Championship from July 31 to August 5 in Balatonfured.

We expect 5 to 10 boats from Germany, Holland, Switzerland and other countries to compete with the Hungarian Fleet of 15 boats. The second new Hungarian boat will be ready by summer and a second hand Glas-boat will sail on Balaton too.

Vilmos Naray

Russia Update

Two years ago there was only one Dragon Fleet in Russia - The Saint

Petersburg Dragon Association with Kirill Smirnov as a President. They were represented in the IDA and made the first steps in re-birthing the Dragon Class in Russia. At that time Kirill Smirnov was elected President. There were no other Dragons in Russia. Now the situation has changed and many have seen the Dragons race and have wanted to have one and participate in racing in Moscow. The Moscow Dragon Club .was formed with Sergei Bogdanov as Commodore. There are also Dragon fleets in Togliatti, Novosibirsk and some other towns. Now, the main idea is to unite all these fleets (with approx. 30-40 boats) into the Russian Dragon Association. The process will take time.

Kirill Smirnov

kirill.smirnoff@home.ru

Sergei Bogdanov:

info@dragonclub.ru; author@sailingphoto.ru

Contact for photographs of the Russian

sailing season



The deck repair on Windfall, NZL12

New Zealand

During the winter several New Zealand Dragon sailors have been busy doing renovations. We only have three new boats in NZ with the remainder being older wooden boats. Tim and Jude Hooson have taken over Aotearoa (NZL3) and are having her professionally restored. When finished, she will be joining several of our Auckland dragons at Pine Harbour. Windfall, NZL12, originally from Australia required some major deck repairs (see photo). Her owner Jamie Thomas has replaced the entire deck. Our older wooden boats strengthened as per the IDA Rules and with all the strings and tweekers are as fast as the local modern glass boats. We take immense pride in keeping them in pristine condition.

Frans de Court

President, New Zealand International Dragon Ass



After the start at the
Hungarian International Championship
Photo: Hungarian Dragon Assn. Virag M. Janko

Former IDA Chairman is new Irish Dragon President

Conor Doyle, a former Chairman of the International Dragon Association and one of the most successful Irish Dragon helmsmen ever, has become President of the Irish Dragon Association. Conor, together with his regular crew Myles Catell and Gregg O'Gorman, were formidable opponents on the international circuit for more than 20 years. Conor says it's a great honour and promises to be "an active President". Mick Cotter continues as Irish Association Chairman and Tim Pearson as Secretary.

Conor's predecessor was Johnny Walker, who sadly and suddenly died last autumn - only weeks after he had announced his intention to retire as President. Johnny was a former President of the Irish Yachting Association and raced a succession of wooden Dragons with great success on the local circuit. His last was Andromeda - built for the British Olympics Trials in the late 50s/early 60s. It is now 'resting' in Ailbe Millerick's garden, awaiting a restoration project

Tim Pearson

Les Sans Soucis de l'Amiral

Soucis No 6 Will the International Dragoner outlast his Dragon?

In 2004 the International Dragon will attain the venerable age of 75 years. The graceful boat is to-day still the Best. The enduring success of the boat throughout; The Roaring Thirties, one World War Two, innumerable years of Olympic status and its more than 30 years resistance to attacks by all sorts of scheming ship chandlers, claiming to have one-designed a better keelboat, is sure proof of its toughness and resilience.

Ha! Let us laugh .! We all know that there is no better design. The Dragon will always be the best and 75 years from now we will organize another super Sankt-Tropez with 500 dragoners! Ja!

The frighteningly fearsome guardians of the Dragon, the I.D.A with its world wide connections and vast information web, will see to it that the leading position of this superb boat, a symbol of the free democratic unsponsored sailing world, will not be put to danger by mafiosi, hooligans and other evil wrongdoers who want to challenge its supremacy, its uniqueness, its untouched pristine character.

Not one shroud will be tightened, not one cockpit coaming will be enlarged without several lengthy meetings, slamming doors, multiple choices and happy godfathering of new unauthorized adaptations.

Non, I have no fear that the dragon will be as strong in the future as it has been in the past. Perhaps, it could be, the next 75 year regatta will be sailed on the river Ob, in Novossibirsk, Dâ! Because with the changing weather patterns, God knows where the Sahara will be. But it iz not for the future of the Dragon I fear. It is for the International Dragoner, I have great soucis.

Up to now the International Dragoner has always been a well behaved sailor, who does know his starboard from his port. (Too much port may be dangerous to your health). It iz "the" gentleman of the sailing world. A sailor with an ingrained sportsmanship where participating is more important than winning, resolutely steering his dragon but respectful of the rules. A man who automatically makes his 720° turn when he deems, he has wronged another International Dragoner. So upright are some, that they even leave the course, hoisting their flag, on such an occasion. I have known of sailors doing their turns even before the encounter. (Usually when the helmsman falls inboard.) Nevertheless it shows the high sportsmanship permeating the International Dragoners. Never a word too much, never an abusive language, never a vexing remark. The most you can hear on a starting line is "Oah, Dear", spoken with the emphasis on the D. (D = Donnerwetter Sch.... was machst DU dort mit Deinern verD.....boot, UP UP UP!)

Mentally the International Dragoner is a modest person, knowing how well the forces of

the sea can be overwhelming, appreciating correctly his sailing capacities, respecting his fellow competitors with all their flaws and weaknesses, patiently admitting that committees are only human beings, set-up by amateurs and apt to blunder, like he certainly would do himself, should he ever be asked to help with the organization.

Physically the International Dragoner is a person in symbiosis with his/her dragon.

In the years 1990 there have been some attempts to tamper with station 8 and 10 of the Dragon, without success. Similarly many International Dragoners watched the development of their midriff section, unsuccessfully.

The stiffening of the dragons has been a major topic some years ago. Asymmetrically International Dragoners can be faced with a comparable phenomenon. (Chondroitin and glucosamine only help for joints. Consult your E-mail box for the other symptoms.) This to say that scientific observation shows that the aging process of the International Dragon makes it younger, sleeker and faster, whereas the International Dragoner allegedly shows strains



More action on The Solent photo: Hamish Thorneycroft

and difficulties in following the movement.

Was there not a decision by the IDA to allow for electric pumps because crew members no longer could cope with the heavy work? Was it not because the weight of the individual dragoner was trespassing all healthy conditions, that strict rules on bodyweight had to be applied? And did we not hear of attempts to install seats for crews on the decksides?

It iz generally assumed that the physical side of an International Dragoner, being subjected to the wear and tear of multiple up and down races, will slowly decay. Furthermore the ingrained habit to offer and accept drinks after the competition also takes a tremendous toll.

Physically the International Dragoner could be on a sloping decline. This could have irreversible influences on his mental status, as the stress increments in proportion with the number of banana races. Because here is the most important asset of the International Dragoner: ze spirit motivating ze sailing! It has to be protected by all means!

In other one-design classes one can sometimes observe how decadent characters behave. They have, for instance, wild starts with crews yelling abuse, boats bumping against each other, Prrottest flags waved in furor, fingers pointed skywards, recalls and black flags galore, haggard Racing committees, exhausted International Juries, sleepless Organizers and dispirited Sponsors.

Obviously, the continuing modification of the International Dragoner is to be stopped forthwith, otherwise we could be faced with a major problem in the International Dragon Class. Imagine we would no longer be gentlemen at sea!

Cheating with electronic watches and cell-phones, asking our best friend following the races with his cruiser to sail where the wind is best at the windward buoy, not doing our turns, or only one, pretending to be in our right, closing the doors and keeping all the water at the leeward buoy, changing the tension of the shrouds while racing, hicking more than a half thigh, inventing stories to the International Jury, complaining about parkings and the organization in general, spreading slanderous tales, pretending the Race Committee should learn to sail, squeezing ahead of the line at the crane...Enfin, a behaviour difficult to visualize but potentially possible.

What could be the consequences of such a behaviour? At first, the Committees would fight back by hiring professionals to run the races, lawyers to sit at the jury tables, observers to film at the buoys, walkie-talkies to report on unduly sailing. The measurers would be camp-trained and inflexible and competitors, with this or that too long or too short, would be inexorably eliminated and returned homewards. Then the competitors would still be more inventive and find ways and means to escape getting got, hiring their own professionals to be sure to outgun the committees. Ashore the organizers would need much more money to cover the costs of all this international professionalism; more boats, more controls, more this, more that. Sponsors would want more visibility and advertisements on all our sails and, and

The End of the Friendly Amateur!

Nâgonsin! Nein, Nie! No passaran,! Jamais! Not over my dead body! Nooit ofte nooit!! Nikagda tovaritch!

Yes! Ladies and Gentlemen of the Dragon world, we will overcome! We will stop changing! Our minds will remain as innocent as they were the first time we sailed forth on an International dragon. We will train and exercise to be fit and plucky. We will consume our meals with only low calorie food, (so as to remain under the 285kg limit) and serve only half a bottle of wine per person per meal.

Happy hour time, in the bars patronized by International dragoners, should be reduced by half an hour and only water would be free. During the winter time bicycling will be promoted and a daily swim recommended. To perfect our mind, we will read the Reader's digest, revisit Disneyland and learn the IDA Regatta Rules by heart.

Mens sana in corpore sano!
ipso facto dragonistum primus inter pares est!
(Confucius, De vitam dragonibus, I,19,20.
A.D.75 B.C.)

Patrick D.

Amiral de todas las Flottas,
de la Clein Playa y de los Tres Tornados
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German Nationals; Lake Chiemsee	1.2.3.6.8.
French Nationals; Arcachon	1.
Dutch Nationals; Medemblik	1.
Swiss Nationals; Lake Thun/Genève	1.2.
Kieler Woche; Waters of Kiel	1.4.5.
Prince Henry, Cascais, Portugal	2.
Silverdragon; Lake Chiemsee	1.2.3.5.6.8.
Bestsee Trophy; Lake Chiemsee	1.2.3.4.
Pilz Franz Trophy; Lake Starnberg	1.2.1.
Eastertrophy; Lake Starnberg	1.2.6.
Pfingstrophy; Lake Starnberg	2.

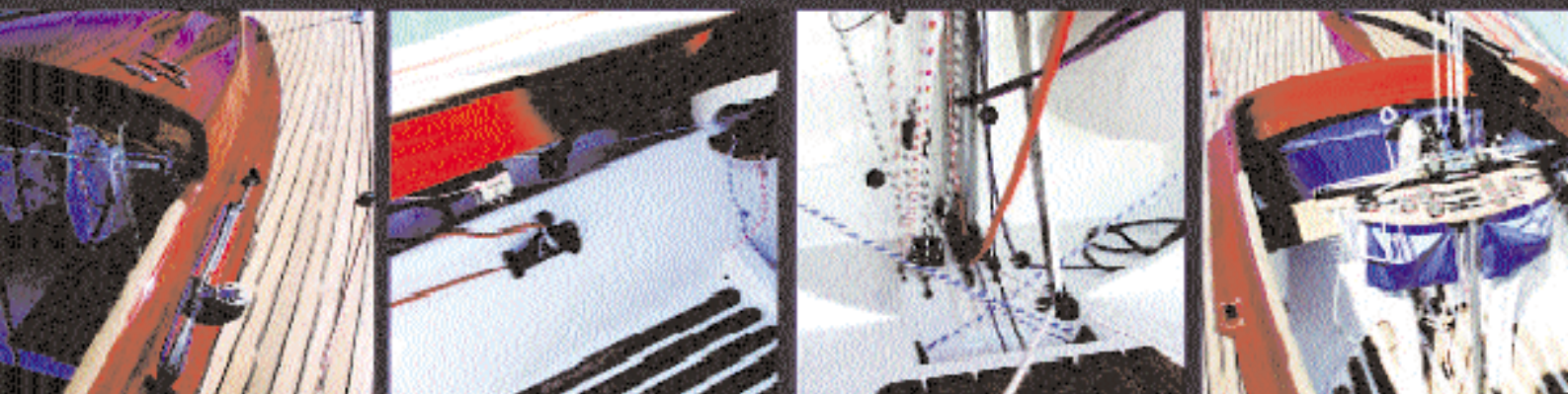
*see also IRL / Team Germany



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