



INTERNATIONAL **DRAGON** ASSOCIATION

The International Dragon Association Newsletter

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Winter 2003



FLYING 1. CLASS.....



On board a Dragon from Børresen you are flying 1. Class.
Enjoy the new Viking Dragon and the multiple advantages that comes with it.

WORLD-CLASS QUALITY

A Børresen Dragon is your guarantee of a world-class quality boat developed by experts. Improving on perfection is our motto – we are continuously on the look out for new ways to optimize to ensure improved speed and function, and with the latest improvements the Viking Dragon outdistances all competition.

To ensure the best possible stiffness within the dragon class rules we have worked together with leading structural design experts from the wind power industry. More expert advice has been collected from colleagues building IMS racers.

Consequently the new Børresen Dragon tops the class with the most optimized stiffness, the fastest hull shape and perfectly working trim functions with minimal friction – a born winner.

- Narrower cockpit allowing closer genoa sheeting
- More deck space
- Comfortable coaming design
- Helmman seat with new curved design
- New slim sheeting bridge allowing helmsman to move forward
- Improved cleating under roof minimizing malfunction
- Fast and precise winch less Genoa system standard
- Spinnaker sheets under deck providing clean and tidy working place
- New stiff chain plate with easy adjustable shroud position
- Improved pump system under floorboard
- Longitudinal bulkhead forward
- Additional bulkhead aftward step forward
- Longitudinal bulkhead aft
- Extra bulkhead under roof
- Bulkhead under sheeting bridge
- Reinforced mast support
- Electric pump
- Electronic "tacktick" compass



NEW DECK MouldING AND HULL CONSTRUCTION

The new Viking Dragon features optimized cuddy design for improved strength, comfort and efficiency, with a range of new improvements that make the boat even faster.



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Rules £7.50
Plans 1-7 £55 or £15 each
Plan 8 (hard copy) £100
Plan 8 (on disk) £300
(Prices include postage)Please send all general correspondence to the
Assistant Secretary.**Dear Dragon Friends**

The year of the Dragon, 2002, in the Northern Hemisphere has been very successful with many well run regattas and an increasing number of participants. Some of the racing events are so popular that several venues, at an early stage, reach the upper limit for the number of participating boats, making it necessary to have a pre-entry registration, which requires some planning from boat owners, crews and families.

This clearly shows that the most popular regattas are not necessarily the traditional championships but those events, which are known for good organization ashore and afloat. We must also not forget the importance of a well-planned social program that provides places to gather after the races to celebrate or console friends. I am referring to the very successful regattas such as those in Douarnenez and Cannes where the upper limits are now around 100 boats. This is excellent, and I feel that other organizers are trying to reach those impressive numbers so that in the future we will have many regattas spread over the season with all the ingredients that I mentioned above.

One of the IDA's main concerns is to see that the principal regattas such as the Europeans, the Worlds and the Gold Cup will be popular even though the venues may vary from year to year. The Officers and the staff of IDA continue to be very active in selecting venues and ensuring the regattas are run in a way that ensures large and competitive fleets.

This year the European Championship was held in Switzerland and I know it was well organized by the Lake Thun Yacht Club with over 60 boats from 15 countries taking part – congratulations. Angela and Michael Erhard from

Germany won after a very close series.

I took part in the Gold Cup, which was held in Mariehamn, Åland in August with 68 entries from 13 countries. The event was very well organized both ashore and afloat. The social activities with great hospitality and well organized parties were well attended. The harbour area was turned into a Dragon village, with drinks and dinner at the charming clubhouse with an excellent kitchen. Tommy Müller took a well-deserved Gold Cup after having raced Dragons for 20 years.

A successful AGM was held in London in October. Worth mentioning were the decisions to allow both an electronic compass and an electric pump. These rules will come into effect in March 2003.

The first event of the New Year is now under way in the Southern Hemisphere. I understand that, sadly, only a few European participants have entered but the IDA using its discretionary entries has tried to compensate that and I absolutely hope that the 2003 Worlds in Hobart will be a great success, especially after the great work done by the host club, the Royal Yacht Club of Tasmania.

Finally we say farewell to Mike Williamson who has been involved in racing and administration of the Class for many years and I am very pleased that Mike will continue to give the IDA's Officers help and support with complex questions arising in the future. We thank Mike for his major contributions to the development of the Class during the last few years.

Wishing you all a good year of sailing and I hope to be able to meet you out there on the starting line in 2003 ■

Thomas Olrog Chairman IDA



Thomas Olrog



Winner of the Europeans 2002

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The Annual General Meeting 2002

A Summary of the Minutes

Held at The Royal Thames Yacht Club, Knightsbridge, London on Saturday 12th October 2002 at 11am. There were 28 present with 16 countries represented.

1. Chairman's Report

The Chairman said his first year had been very exciting. He felt that a lot of interesting, and in some cases difficult questions confronting the Class had been dealt with. The popularity of the Class and the input from sailors on a range of Class related matters was reflected in the increased communication that he had received during the year from sailors around the World.

It had not been easy to find a successor to Tommy Muller to Chair the Technical Committee, but fortunately Graham Bailey agreed to take this on in the Spring. Graham comes with a reputation as a world-class sailor and he also has a keen appreciation of the technical issues confronting the Class.

At last years AGM it had also been decided that a paid Secretary should be employed. David Dale, a Dragon sailor of many years had been found for this role, and we are pleased to have him aboard.

The Officers had divided the responsibility of support for the organisers of the major Championships. The Chairman had liaised with the organisers of the Gold Cup, Louis Uvois for the European Championships, and Mike Williamson with the organising team for the Worlds in Hobart.

During the year, hiking and hiking aids had been widely discussed. The Technical Committee are looking at this issue, and would be seeking input from National Associations with the objective of being able to propose a definitive Rule on hiking in the Class for the 2003 AGM.

Mike Williamson had recently informed him that he was retiring from active Dragon racing and as an IDA Officer. Mike had been involved in racing and administration of the Class for many years and the Chairman was very pleased that Mike had offered to continue to give the IDA's Officers his help and support with any difficult or complex questions arising in the future. He thanked Mike warmly for his major contributions to the development of the Class during the last

few years.

Finally, the Chairman said that he felt the Class was in very good shape. Entries for the major Regattas were increasing and the perceived disparity between CM & GRP boats had all but disappeared. The numbers of boats on order was healthy and the second hand market was holding up. He had much enjoyed his year as Chairman and looked forward to the next with great confidence for the continuing success of the Class.

2. Treasurer's Report

The Treasurer was pleased to report that reserves had increased to some £30,000.

Receipts during the year had increased by around £4,000 mainly through an increase in sail label charges. Advertising had fallen, as a result of only one Newsletter being produced.

Overall expenditure had been reduced by £8,500 of which £5,500 was a saving on Newsletter production costs. Other savings were in the Technical Committee costs and the non-recurring cost of new templates produced the previous year. Overall some £13,000 was saved against the previous year. These savings would be taken to reserves to cover the increased expense of appointing a Secretary.

Overall he felt that he had achieved the objective of building Class funds, but with increased expenses anticipated next year, more effort will have to be made to increase income to keep pace.

3. Technical Committee Chairman's Report

Graham Bailey said that he had been appointed Chairman of the Committee in what he understood to be relatively stable times. He congratulated Tommy Muller and the previous Committee on successfully guiding the Class through some uncertain waters. The additional stiffening permitted for GRP appears to have achieved its objective of equalising the perceived differences between these and the cold moulded boats. There has been much debate over the last few years centred around the relative stiffness of the boats and with one small remaining issue to be discussed later, the Class could turn to new areas of interest. Most of the committee

business was transacted by e-mail, but there was no substitute for exchanging ideas face to face and the Technical Committee had met together with the IDA Officers to finalise recommendations for the purpose of Rule Changes. The majority of these proposals were for clarification of existing Rules. However there were some proposals, which were more contentious (they are itemised under Rule Changes and discussed in the Full Minutes). The specific changes are detailed on Page 7 together with the Chief Measurer's comments on Page 8.

There had recently been potentially life-threatening incidents where automatically inflating life jackets had failed to inflate. These were of great concern to the Class and guidance was sought from the IDA. The ISAF position on this issue was that the racing Rules of Sailing require adequate personal buoyancy should be carried/worn, but was not specific about which type. It was felt by the Technical Committee and Officers that no additional prescriptive advice could therefore be given, but that owners should satisfy themselves that their lifejackets provided the highest level of safety for their crew. Such equipment was the personal choice and responsibility of owners and crews.

4. Class Constitution Amendment

The following amendment was approved in order to allow the Treasurer to serve more than 2 terms, subject to re-election.

"The Chairman and Vice-Chairmen shall be elected for a period of 2 years and may be re-elected for a second and final term. The Treasurer shall be elected for a term of 4 years and may stand for re-election for further terms of 4 years without restriction".

5. Class Rule Changes

Changes to the following rules were approved unanimously.

Rule 1.11	Purpose of Class Rules
Rule 1.61	Measurement
Rule 2.22	Sheathing of Carvel Yachts*
Rule 2.32	Sheathing of Cold Moulded Yachts

Rule 2.515.2	Reinforcement of GRP Yachts
Rule 9.12	Sails General
Rule 9.14	Class Insignia
Rule 10.20	Swing Test
Rule 13.30	Crew Weight

The following Rules had been amended the previous day by the Technical Committee and the Officers and after discussion and further amendment at the AGM were also approved.

Rule 2.16.2	Deck/Sheerline
Rule 2.192	Bulkhead/Pumps
Rule 2.21	Carvel Planked Construction
Rule 11.10	Equipment permitted on-board whilst racing
Rule 11.10.3	Bilge Pumps
Rule 12.20	Prohibitions

The Australian International Dragon Association proposed amendment to Rule 2.21 to extend permitted stiffening to carvel boats built post 1st Jan 1988 was withdrawn at the meeting.

A proposed amendment to Rule 13.20 – Hiking was withdrawn by the Officers on the recommendation of the Technical Committee for further work. The Technical Committee, after consulting National Associations, will propose an amendment to this Rule in view of recent developments in equipment and practices for consideration at the AGM in 2003. In the meantime, existing Rule 13.20 will continue to apply.

*After further consideration by the Technical Committee, the proposed amendment was withdrawn.

6. Election of Officers

On the expiration of his current term of office as Treasurer, Andrew Craig retired but made himself available for re-election. He was duly re-elected unanimously. The Officers reluctantly accepted Michael Williamson's resignation. He agreed to remain available for his advice and for special projects if required during the next year.

7. Budget

Despite a 1% increase in Membership fees, budgeted income is slightly down on 2002. This is mainly due to a conservative treatment of expected Building Fees from ISAF. Payments however show an approximate £13,000 increase reflecting a full year of the Secretary's salary. Other payments are expected to remain in line with 2002. If these figures are met the cash position will stay at

around £31,000 in Reserve.

8. Major Regattas

2003 World Championship – Hobart – Tasmania

There was no representative from Australia present but Rob Campbell read a brief from the AIDA. All aspects of the organization are in place. 10 sponsors are underwriting 75% of the budget. Three overseas entries have been confirmed with nine others indicating they will enter. There may also be four entries from Denmark and three from New Zealand. Forty Australians had expressed interest. Entries close 1st November and to date there are three confirmed entries. The Jury is in place.

2003 Gold Cup – Medemblik – Holland

Nick Andriess and Anka Klein, who also gave a CD Rom of the presentation to attendees, made an excellent presentation. A website for the event has been set up at www.dragongoldcup.com and there will be a monthly update. Around 100 boats are expected and there will be provision for split fleet starts or ABCD Fleets if numbers are higher.

2003 Europeans – Kinsale – Ireland

The race organization is well on track and all key personnel are in place. The Chairman of the Race Committee and PRO is Alan Crosbie. Tony O'Gorman will be Chairman of the International Jury. There will be good facilities for launching and recovery and adequate berthing/mooring probably at a new Marina.

2004 Gold Cup – Falmouth – UK

All arrangements are going well. Dates were confirmed as 11-17th July. A major sponsor is in place, and the new Marina will provide excellent berthing and other facilities.

2004 Europeans – Tallin – Estonia

There has to date been little information from Estonia on this event. The IDA will investigate further to ensure that planning is on track.

2005 World Championships – Warnemunde – Germany

The venue and month are now confirmed, but exact dates in July are yet to be confirmed.

2005 Gold Cup – Marstrand – Sweden

The Chairman reported that initial plans were in hand for this event but it was too

early yet for any details.

2006 Gold Cup – Cannes – France

There were no details yet available.

2006 Europeans – Cowes – UK

No details yet available

Regatta Rota 2007 onwards

A bid had been received from France (Douarnanez) for the Worlds in 2007, and Portugal had bid for the Gold Cup in 2008 (Cascais). The Irish had bid for the World Cup in 2008, and Germany for the Europeans. The UK wished to host the Worlds in 2009 and Finland had bid for the Worlds in 2011.

75th Anniversary 2004

Chris Dicker, Chairman of the Organizing Committee made a presentation, accompanied by a preliminary brochure, maps and charts. The event will be held at St Tropez from Monday 11th – Saturday 16th October. There will be a full sailing and social programme during the week. Pre-entry forms will be available from mid 2003, and full details to date are on Page 9 in this Newsletter.

9. Venue for AGM 2003

Dieter Schmid of the Swiss Dragon Association offered to host next year's AGM in Berne on Saturday October 11th. This venue has still to be confirmed ■

Receipts and Payments Account for the year ended 31 August 2002

	2002	2001
RECEIPTS	£	£
Subscriptions	15,360	14,441
ISAF building fees	6,983	6,189
Sale of sail labels	25,302	21,005
Newsletter - advertising	2,817	3,238
Other	1,536	3,089
TOTAL RECEIPTS	51,998	47,962
PAYMENTS		
Newsletter	5,063	11,449
Printing of plans/rules	265	767
Technical committee/ measurement expenses	1,304	4,569
Printing sail labels	425	783
Computer	513	698
Website and promotion	2,982	1,220
Secretary and officers travel	4,971	4,141
Other administrative expenses	5,362	5,728
Secretary/Manager	5,000	0
Assistant secretary	11,004	11,171
Templates	0	4,810
Insurance	873	962
TOTAL PAYMENTS	37,762	46,298
Surplus of receipts over payments	14,236	1,664
	<u>51,998</u>	<u>47,962</u>

Building Plaques Issued

Year to 30 September 2002	2001	2002
Borresen (DEN)	4	5
Markus Glas (GER)	10	10
Petticrows (UK)	24	25
Single Builders	4	3
TOTAL	42	43

Licensed Builders

Borrensens Badebyggeri A/S

Dragevej 11, DK-700 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

See adverts in this Newsletter for further details

COUNTRY	REGISTERED BOATS	Last years Figures *
Australia	60	
Austria	99	*
Belgium	21	
Canada	15	
Denmark	55	
Estonia	3	*
Finland	43	
France	103	
Germany	410	*
Hong Kong	19	
Hungary	14	
Ireland	53	*
Italy	8	*
Japan	25	*
Netherlands	128	
New Zealand	9	
Norway	41	
Portugal	13	
Russia	11	
Spain	10	
Sweden	70	
Switzerland	73	
Turkey	20	
UK	178	
USA	28	
TOTAL	1509	

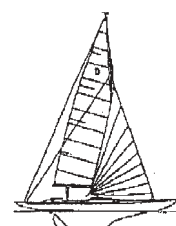
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Here's just a few results:

First Place	1st
French Championship	1st
ISAF Cup	1st
Primo Morala Trophy	1st, 2nd
German Championship	2, 3, 4
German Yachting	2, 3
Linderoth Championship	2, 3
Popelin Florida Games	2



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 Website: www.draken.nl e-mail: e.cancrinus@draken.nl

Class Rule Changes

Final Class Rule Amendments for 01 March 2003 as approved by ISAF 2002

Rule 1.11 Purpose of Class Rules

Present Rule "The intention of these rules is to ensure that the boats have as identical a performance as possible. This shall be achieved by consideration of - but not exclusively - hull shape, weight, weight distribution and sail plan. The construction of the hull, and the spars, sails and rigging are controlled by these rules. It is impossible to foresee every conceivable innovation, which may be thought of in the future, and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which involves the use of a material not accepted by the Class or is not clearly covered by the plans or specification, you must assume that it is illegal, and must obtain a ruling from the Class Technical Committee before attempting it. The only exception to this rule is fittings, which are governed by Class Rules 8 and 12"

Add In the 7th line of the Class Rule Book after "Class": "(as listed in the List of Permitted Materials referred to in the Note 2.502)"

New Rule "The intention of these rules is to ensure that the boats have as identical a performance as possible. This shall be achieved by consideration of - but not exclusively - hull shape, weight, weight distribution and sail plan. The construction of the hull, and the spars, sails and rigging are controlled by these rules. It is impossible to foresee every conceivable innovation, which may be thought of in the future, and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which involves the use of a material not accepted by the Class (as listed in the list of Permitted Materials referred to in the Note 2.502) or is not clearly covered by the plans or specification, you must assume that it is illegal, and must obtain a ruling from the Class Technical Committee before attempting it. The only exception to this rule is fittings, which are governed by Class Rules 8 and 12"

Reason For clarification

Rule 1.61 Measurement

Present Rule "Spars, rigging and sails shall comply with the current rules at all times. Hull (including deck, cabin, internal moulding and all other components), keel and rudder shall comply either with the current Class Rules or those in force when the yacht's original measurement certificate was issued."

Delete "when the yacht's original measurement certificate was issued"

Substitute "when the yacht was originally measured"

New Rule "Spars, rigging and sails shall comply with the current rules at all times. Hull (including deck, cabin, internal moulding and all other components), keel and rudder shall comply either with the current Class Rules or those in force when the yacht was originally measured"

Reason To enable a measurement certificate to be issued without re-measurement under current rules, where the date of issue of the original measurement certificate cannot be established, or where there has been a change of rule between original measurement and application for a measurement certificate (due for example to the death of the owner), so long as in either case the boat has not been altered since the original measurement.

Rule 2.162 Deck/Sheerline

Present Rule "The rounding of the outside edge of the deck at sheerline and transom shall not exceed a radius of 9mm"

Add "A toe rail is permitted on deck. It shall be limited to within 50mm from the sheerline and 20mm above the deck. All edges shall be rounded. Fixed and removable seats outside the cockpit coaming are prohibited"

New Rule "The rounding of the outside edge of the deck at sheerline and transom shall not exceed a radius of 9mm. A toe rail is permitted on deck. It shall be limited to within 50mm from the sheerline and to 20mm above the deck. All edges shall be rounded. Fixed and removable seats outside the cockpit coaming are prohibited"

Reason To define location and dimension of toe rails and to prohibit seats on deck

Rule 2.192 Bulkheads/Pumps

Present Rule "Any bulkhead shall only be constructed at or within 300mm of stations 5 or 12 or at the forward and aft ends of any internal moulding. A means of pumping the tanks clear of water shall be fitted. Inspection hatches shall be fitted, the weight of which shall be no greater than that of the part of the bulkhead which they replace, and shall be closed when racing. The bulkheads may be of wood, plywood or any sandwich construction."

Add At the beginning "Except as specifically permitted by

2.515.2". After "fitted" in second sentence

"capable of being operated from the cockpit. Non-return valves may be fitted in addition"

New Rule "Except as specifically permitted by 2.515.2, any bulkhead shall only be constructed at or within 300mm of stations 5 or 12 or at the forward and aft ends of any internal moulding. A means of pumping the tanks clear of water shall be fitted, capable of being operated from the cockpit. Non-return valves may be fitted in addition. Inspection hatches shall be fitted, the weight of which shall be no greater than that of the part of the bulkhead which they replace, and shall be closed when racing. The bulkheads may be of wood, plywood or any sandwich construction."

Reason To enable compartments to be pumped from the cockpit and to allow water to drain from those compartments.

Rule 2.21 Carvel Planked Construction

Present Rule "Carvel planked yachts may be reinforced in the same manner as permitted for GRP yachts under rule 2.515.6(a)"

Substitute "Carvel planked yachts constructed before 01 January 1988 may be reinforced in the same manner as permitted for GRP boats under Rule 2.515.2 and Rule 2.515.6(a)"

New Rule "Carvel planked yachts constructed before 01 January 1988 may be reinforced in the same manner as permitted for GRP boats under Rule 2.515.2 and Rule 2.515.6(a)"

Reason To permit older carvel boats to have the same stiffening as was permitted last year for GRP boats.

Rule 2.32 Sheathing of Cold Moulded Yachts

Present Rule "The hull-skin shall not be less than 16mm thick and shall consist of not less than 3 layers of wood of weight not less than 535kg/m³. The weight of the hull skin including glue shall not be less than 12kg/m²"

Add "Underwater coating may contain glassfibre but not more than 150g/m²"

New Rule "The hull-skin shall not be less than 16mm thick and shall consist of not less than 3 layers of wood of weight not less than 535kg/m³. The weight of the hull skin including glue shall not be less than 12kg/m². Underwater coating may contain glassfibre but not more than 150g/m²"

Reason To improve the underwater proofing of wooden boats and to confirm a Class Rule interpretation.

Rule 2.515.2 Reinforcement of GRP Yachts

Present Rule "(a) Forward of station 6 a longitudinal bulkhead and one internal athwartships partial bulkhead, each not more than 70mm thick.

(b) Aft of the cockpit a longitudinal bulkhead not more than 70mm thick.

For all new boats the weight of the forward and aft bulkheads may be included in the weight of the keel reinforcement under rule 2.504.

(c) Partial bulkheads at the aft end of the cabin and in way of the mainsheet arrangement.

The fitting of these bulkheads and any resultant removal of corrector weights shall not require the yacht to be re-swung in accordance with rule 10.20"

Add In paras (a) and (b) add "partial" before "bulkhead"

New Rule "(a) Forward of station 6 a longitudinal partial bulkhead and one internal athwartships partial bulkhead, each not more than 70mm thick.

(b) Aft of the cockpit a longitudinal partial bulkhead not more than 70mm thick.

For all new boats the weight of the forward and aft bulkheads may be included in the weight of the keel reinforcement under rule 2.504.

(c) Partial bulkheads at the aft end of the cabin and in way of the mainsheet arrangement.

The fitting of these bulkheads and any resultant removal of corrector weights shall not require the yacht to be re-swung in accordance with rule 10.20"

Reason For consistency and clarification

Rule 9.12 Sails General

Present Rule "Sails shall be made of woven polyester cloth and the body of the sails shall be of single ply construction."

Delete Delete the present rule and replace with:

New Rule "The body of the sails shall be of single ply construction. Mainsail and headsails shall be made of woven polyester cloth. Spinnakers may be made of woven polyamide cloth or woven polyester cloth"

Reason To conform with general practice, woven polyester not being

suitable for Dragon spinnakers, nylon has therefore actually been used, but that word cannot be used, and woven polyamide means the same

Rule 9.14 Class Insignia

Present Rule "The Class Insignia is Letter D. Letters and numbers shall be placed on the sails in accordance with RRS 77, except that no letters and numbers have to be placed on the Genoa"

Amendment Delete the current rule and replace with:

New Rule "The Class Insignia is Letter D. Letters and numbers shall be placed on the sails in accordance with RRS 77, except that National letters and numbers shall be placed on the mainsail, but no letters or numbers have to be placed on the genoa"

Reason To ensure that National letters are placed on mainsails

Rule 10.20 Swing Test

Present Rule "Yachts first measured after 1st March 1989 or re-measured after this date according to rules 1.12 or 1.64 shall be subject to the swing test in accordance with rule 10.21"

Add At the end "except where such re-measurement takes place as a result of reinforcement being added under 2.515.2"

New Rule "Yachts first measured after 1st March 1989 or re-measured after this date according to rules 1.12 or 1.64 shall be subject to the swing test in accordance with rule 10.21, except where such re-measurement takes place as a result of reinforcement being added under 2.515.2"

Reason To resolve an inconsistency with the latter rule

Rule 11.10 Equipment required aboard whilst racing

Add at 11.10.7 "One compass"

New Rule "One Compass"

Reason For safety

Rule 11.10.3 Bilge Pumps

Present Rule "The following equipment shall be on board while racing: One bilge pump"

Amendment Delete current rule and replace with "One bilge pump" with "One manual bilge pump. An electric bilge pump may be fitted in addition"

New Rule "The following equipment shall be on board while racing:

One manual bilge pump. An electric bilge pump may be fitted in addition"

Reason For safety and to clarify those electric pumps are permitted

Rule 12.20 Prohibitions

Present Rule "Digital compasses and devices transmitting or correlating data relative to wind direction or speed or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited. Depth sounders may be permitted by the National Authority in races confined to yachts of its nationality"

Substitute "Any" for "Digital compasses and"

Reason To allow electronic compasses

Also Substitute in the last sentence "Depth sounders may be permitted by an Organizing Authority for races within its jurisdiction"

Reason To allow the use of depth sounders

New Rule "Any devices transmitting or correlating data relative to wind direction or speed or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited. Depth sounders may be permitted by an Organizing Authority for races within its jurisdiction"

Rule 13.30 Crew Weight

Present Rule "Except when excluded by the Sailing Instructions, the total weight of the crew shall not exceed 285 kg. The weight shall be taken with the crew wearing lightweight clothing. If a crew has been officially weighed immediately previous to the regatta, re-weighing during the regatta shall not take place unless there is a change of crew"

Add: In the fourth line add "in" after "weighed"

New Rule "Except when excluded by the Sailing Instructions, the total weight of the crew shall not exceed 285 kg. The weight shall be taken with the crew wearing lightweight clothing. If a crew has been officially weighed in immediately previous to the regatta, re-weighing during the regatta shall not take place unless there is a change of crew"

Reason For clarification ■

Notes from the IDA Chief Measurer

Like last year, most changes to the Class Rules were aimed at simplification and clarification of existing rules. However, during the last (Northern) sailing season, some of the smarter competitors found some little rule "gaps", which needed mending. Other alterations became necessary as a result of changes to the Racing Rules (RR), which since 2001 permitted power driven pumps.

Like always in life, those owner's, which discovered and made use of these gaps may have had at a slight advantage, because they were able to read!

However, I will explain the alterations, but only those which have an every day effect to the use of a Dragon, I will try to be short:

Rule 2.162 Deck / Sheerline

The older ones of us might remember those little toe rails running along the outside of the deck. The size or dimensions and positions of those were never specified. They are now limited to be within 50mm from the sheerline and 20mm above deck. All corners have to be rounded off. This means that the whole rail, if fitted, has to stay within those dimensions specified above. The length of those rails is free. Seats, fixed or removable, outside the cockpit coaming are prohibited. The above has been added to the existing Rule which specifies the max radius of 9mm on the sheerline.

Rule 2.192 Bulkheads / Pumps

If bulkheads are fitted, to create buoyancy tanks in the fore and aft body, and they are mandatory in Dragons constructed after 1st March 1991, a means of pumping the tanks clear of water shall be fitted. Some builder's simply fit a pump to each bulkhead. From 1st March 2003 on, it must be possible to operate those pumps, (or whatever other means to pump those tanks dry have been fitted) from the cockpit. The reason is that it is very hard to operate the forward pump and a crew may be trapped during this operation if the boat goes down. It is hardly possible to build a Dragon that cannot sink! Whatever is being fitted as means of buoyancy, it can only serve the purpose to give the crew sufficient time to leave the boat in an organised orderly manner, if it sinks. In addition, non-return valves may be fitted to each bulkhead. This will permit water, which enters those compartments, to drain in to the cockpit area, where it may be pumped out more easily.

Rule 2.32 Sheathing of Cold Moulded Dragons

The underwater coating may contain glassfibre but not more than 150g/m²

I think, this does not need explaining, it should be clear to everybody, that the "underwaterbody"

does not reach up to the sheerline. If in doubt as to its position, it can be seen on the drawings where the waterline is.

Rule 2.515.2 Reinforcement of GRP Yachts

To this rule, the word "partial" has been added, to make clear that those bulkheads may have cut outs.

Rule 9.12 Sails General

To the existing rule, which specifies polyester cloth as the material of which the sails be made of, has been added, that spinnakers may be made of woven polamide cloth. This will allow the spinnakers to be made of Nylon, which really has always been the case. Polyester is not suited for Dragon spinnakers.

Rule 9.14 Class Insignia

This rule has been made a little more clear, because it could be misunderstood.

Rule 11.10 Equipment required aboard whilst racing

From now on a **compass** is mandatory in addition to the other required equipment! This does not change much since I have never seen a Dragon without one.

Rule 11.10.3 Bilge Pumps

A bilge pump has always been mandatory equipment in a Dragon. In the last edition of the Racing Rules, Rule 52 has been slightly changed, permitting, suddenly, power driven pumps. The Dragons do not want to rely entirely on power pumps, but do not rule them out either. Consequently, the above Class Rule had to be amended, to make sure that at least **one pump** on board shall be a **manual** one. Power pumps may stay on board, however it goes without saying that the necessary battery will not be included in the weight of the boat, meaning, it has to come off, when the weight is being checked.

Rule 12.20 Prohibitions

Here the words: "**Digital Compasses**" have been dropped. This means that from 1st March 2003 onwards, a Dragon may sport an electronic or digital compass. This electronic compass may include a timing device, but is not permitted to do more than one can expect a compass to do. That is to show the direction in which the boat is, and has been pointing.

Depth Sounders

The old rule, which specified the body which may permit the use of a depth sounder, has been modified, because it did not work. Hopefully it does now!

Rule 13.20 Hiking

During the last years more and more infringements of this Class Rule have been



Gunter O Ahlers

observed, crews are using all kinds of contrivances inside the cockpit, to be able to stay aboard while hiking, and to do this a little more comfortably. There have been discussions about the current rule and crew position:

"When hiking no part of the crew's body between the middle of the thigh and feet shall be outboard the sheerline", but

there was general agreement, that this is the way the Dragon may be sailed, no less, but also no more. The pain starts when it comes to: "What do I hang on to, where am I permitted to put my feet under? From when on will it be a "contrivance" and what is not?"

Since people vary in size, it became clear to all in the discussion, there is no way that a rule can be drafted, restricting or defining the dimensions of any device inside the cockpit, which suits all. Further, Class Rule 3.20 "Cockpit" permits the arrangement and layout to be optional, which is in disagreement with CR 13.20. Furthermore, it was realised that what competitors do inside the cockpit during a race, cannot be controlled any way.

The conclusion after much discussion was, that **in future a new Rule** controlling hiking **could be as follows**, and will be discussed within the various National Dragon fleets:

"When hiking no part of the crew's body between the middle of thigh and feet shall be outboard the sheerline. Fixed handholds are only permitted on the inside face of the cockpit coaming. The use of any hiking aids which can be attached to the body are prohibited". The remaining would than be controlled by "RR" 49.1, which permits hiking straps. But again, it requires the gift to be able to read, to take advantage of this rule.

Telephones, on board Dragons: there is no chance of running away from it, on each of the Dragons participating in any regatta, there is at least one phone on board, even so it has not really been permitted up to now. It was decided to include the following in the Regatta Regulations: "Telephones may be on board but shall be switched off during the race" ■

Your Chief Measurer **Günter O. Ahlers**

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- Gunter Ahlers** Chief Measurer GER
- Mike Hayles** UK
- Lars Hendriksen** DEN
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- Bernd-Leopold Kaether** GER

List of IDA Measurers

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

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Alwyn	Jarman	Australia	MF
Andrew	Johnson	Australia	IM
Ted	Laing	Australia	MF
Norman	Longworth	Australia	IM
Ian	MacDiarmid	Australia	MS
Rob	McCluskey	Australia	MS
Richard	Smith	Australia	MS
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Claus	Hoj Jensen	Denmark	MS
Lars	Jensen	Denmark	MS
Carsten	Lauridsen	Denmark	MF
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Mogens	Pedersen	Denmark	MS
Lasse	Rosenbeck	Denmark	MS
Bo	Selko	Denmark	MS
Erkki	Hintsanen	Finland	MF
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Daniel	Petton	France	MS
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Heinz-Werner	Aping	Germany	MS
Bernd	Faber	Germany	MS
Werner	Fritz	Germany	MS
Gerd	Hoglinger	Germany	MS
Walter	Mai	Germany	IM
Barbara	Mang	Germany	MS
Hermann	Patrunky	Germany	MF
Frank	Schonfeldt	Germany	MS
Alan	Lau	Hong Kong	MS
Kieran	Jameson	Ireland	MF
Marcel	Wagenaar	Netherlands	MF
Roger	Knightly	New Zealand	MF
Allen	Smith	New Zealand	MF
Harald	Gjoertz	Norway	MF
Nuno	Reis	Portugal	IM
Antonio	Cardona Espin	Spain	MF
Matz	Brown	Sweden	MF
Lars	Stjerna	Sweden	MF
Fred	Gachter	Switzerland	MS
Oskar	Weber	Switzerland	MF
Ziya	Ergun	Turkey	MF
Geoff	Appleton	UK	MF
David	Chivers	UK	MF
Peter	Duce	UK	MF
Dennis	Ellis	UK	MF
Bernard	Fisher	UK	MS
Stuart	Jardine	UK	MS
George	Johnson	UK	MF

75th Anniversary Celebrations

In 2004 we will be celebrating 75 years of the Dragon Class, now sailed in 28 countries.

An Anniversary Regatta is planned for October 2004 at St Tropez. This will be the biggest Dragon regatta ever held. It will be a fun regatta with a full programme ashore and afloat, including an Anniversary Dinner.



National Celebrations

All National Dragon Associations are being encouraged to organise their own celebrations.

So far we have been notified of:

Sweden Norway & Denmark – A big regatta in Marstrand from 22nd-25th July - Royal Nordic Regatta

Portugal & Spain – Regattas in Cascais and Palma as part of the Iberian Championships
United Kingdom – A “Jubilee Ball” to be held in London in January 2004 (Dragons sailors from around the World are invited) and a special race during the Gold Cup which is being held in Falmouth from 11th to 17th July.

Also at the Ball, the winning ticket for the Jubilee Raffle organised by the British Dragon Association will be drawn. The prize will be a new Borresson Dragon.

Anniversary Book

A book will be published recording the history of the Class. This will be organised by Claes-Goran Nilsson, the President of the Swedish Dragon Association. If you have any interesting material for the book please contact Fredrik Jessing Email: fredrik@jessing.nu. or send it to: Fredrik Jessing, Kusttorget 6B S414 55 Goteborg, Sweden.

Provisional Programme: Sunday 10th – Saturday 16th October

Monday, Tuesday, Wednesday

Fleet (& Classics) racing - in 4 Fleets with each Fleet racing against the others.

Thursday Anniversary Race (all boats one race)

Friday Separate races for “Champions”, “Celebrities”, “Ladies”, “Over 65s”, “Juniors”, “Classics”, “Crews”.

Saturday Grand Finals & Prizegiving

Further information and pre-registration forms will be available on the IDA website by 31st May 2003, they can also be obtained from: Chris Dicker, Hill House, Ranworth, Norfolk, NR13 6AB England. Email: chd@lovewell-blake.co.uk

The first 200 registrations will be guaranteed priority entry forms. Entries will be limited to 200 boats. Entry forms may be submitted from 1st January 2004 and the closing date for entries is likely to be 30th June 2004 ■

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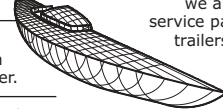
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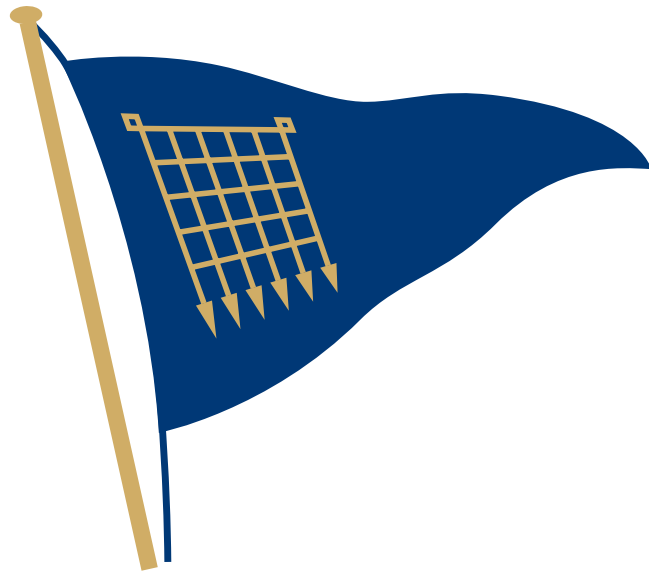
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2002 Results

- Irish Championships
1,2,3,4,5,6,7,8,9,10,11,12,13,14,15
- Danish Championships
1,2,3
- British Championships
1,2,3,4,5,6,7,8
- Dragon Derby La Baule
1,2,3
- French Championships
1,2,3,4
- Gold Cup
1,4,5,8,9,10
- Swedish Championships
1,2,3,4,5,6,7
- Cowes Week
1,2,4,5,6,7,8,9,10
- Kiel Week
1,2,3,5,6,8,9,10
- Pfingstbush Kiel
1,2,4,5,6
- German Championships
1,2,3,4
- Grand Prix Douarnenez
1,3,5,6,8,9,10,11,12,13,14,15,16,17

Dealer for Germany, Vincent Hoesch
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Email: vincent2@t-online.de

International				
10 - 16 January	Prince Philip Cup	Hobart	Australia	http://www.tasdragon.org.au
18 - 27 January	World Championship *	Hobart	Australia	http://www.tasdragon.org.au
06 - 09 March	Prince Henry Trophy * (Iberian Championship)	Cascais	Portugal	http://213.22.51.242/ver_super.asp
20 - 23 March	HM King Juan Carlos Trophy* (Iberian Championship)	Cascais	Portugal	http://213.22.51.242/ver_super.asp
28 - 30 March	Coupe de France	Saint Tropez	France	philipdestrem@hotmail.com
03 - 06 April	Mediterranean Cup (Iberian Championship)	Calanova	Spain	http://213.22.51.242/ver_super.asp
15 - 18 April	HRH Princess Sophia Trophy * (Iberian Championship)	Palma	Spain	http://213.22.51.242/ver_super.asp
03 - 05 May	The Trophée Banque Fédéral Finance	Douarnenez	France	http://www.sr-douarnenez.com
07 - 10 May	Grand Prix Petit Navire *	Douarnenez	France	http://www.sr-douarnenez.com
20 - 22 June	Championnat Open de Méditerranée	Cannes	France	http://gailles.free.fr
12 - 19 July	Gold Cup *	Medemblik	Netherlands	http://www.dragongoldcup.com/
15 - 24 August	European Championship *	Kinsale	Ireland	http://www.kyc.ie/european_champs_2003.htm
21 - 27 September	Regates Royales	Cannes	France	http://gailles.free.fr
Domestic 2003				
16 - 17 August	Drachen-Cup	Thun	Switzerland	http://www.dragon-class.ch
01 - 03 March	The New Zealand Nationals	Auckland	New Zealand	frans@pacificsurgical.co.nz
01 - 03 March	The New Zealand Championship	Auckland	New Zealand	frans@pacificsurgical.cnz
29 - 30 March	Westeinder Series	Aalsmeer	Netherlands	http://www.dragonclass.nl
05 - 06 April	Westeinder Series	Aalsmeer	Netherlands	http://www.dragonclass.nl
12 - 13 April	TDA Cup 1	Istanbul	Turkey	hulkioruz@superonline.com
18 - 19 April	Easterregatta	Thun	Switzerland	http://www.dragon-class.ch
18 - 21 April	Burnham Easter Regatta	Burnham-on- Crouch	UK	http://www.britishdragons.org
19 - 21 April	Ski Yachting	Cannes	France	http://gailles.free.fr
19 - 21 April	Westeinder Series	Aalsmeer	Netherlands	http://www.dragonclass.nl
03 - 04 May	Glarisegg Cup	Steckborn	Switzerland	http://www.dragon-class.ch
03 - 05 May	UK South Coast Championships	Cowes	UK	http://www.britishdragons.org
17 - 18 May	Spring Cup	Muiden	Netherlands	http://www.dragonclass.nl
17 - 18 May	International Jungfrautrophy	Lake Thun	Switzerland	http://www.dragon-class.ch
23 - 25 May	The St Petersburg (300 year Anniversary)and Russian YC	Saint-Petersburg	Russia	http://www.draconclass.spb.ru
24 - 25 May	International Alpen Cup (tune up)	Lake Zug	Switzerland	http://www.dragon-class.ch
24 - 25 May	Suunto Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
24 - 25 May	TDA Cup 2	Istanbul	Turkey	hulkioruz@superonline.com
24 - 26 May	UK East Coast Championships	Lowestoft	UK	http://www.britishdragons.org
28 May - 01 June	International Swiss Championship	Lake Zug	Switzerland	http://www.dragon-class.ch
30 May - 01 June	Ascension Races	Muiden	Netherlands	http://www.dragonclass.nl
31 May - 01 June	Lowestoft June Regatta	Lowestoft	UK	http://www.britishdragons.org
04 - 08 June	Derby Dragon	La Baule	France	http://www.afsid.com
07 - 09 June	Whitsuntide Races	Muiden	Netherlands	http://www.dragonclass.nl
07 - 08 June	Dragon Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
07 - 09 June	Scottish Championships	Clyde	UK	http://www.britishdragons.org
10 - 14 June	UK Edinburgh Cup (UK Nationals)	Clyde	UK	http://www.britishdragons.org
14 - 16 June	Open de Deauville	Deauville	France	http://www.dyc14.com
14 - 15 June	HTPS Annual Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
20 - 22 June	UK Northern Championships	Forth	UK	http://www.britishdragons.org
28 - 29 June	Summerregatta	Steckborn	Switzerland	http://www.dragon-class.ch
28 - 29 June	Helsinki Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
02 - 06 July	Medway Regatta	The Medway	UK	http://www.britishdragons.org
04 - 06 July	Hanko Regatta	Hanko	Finland	http://www.kolumbus.fi/dragon
06 - 08 July	Open Dutch Championship	Medemblik	Netherlands	http://www.dragongoldcup.com/
11 - 14 July	Challenge Gradion	Douarnenez	France	http://www.sr-douarnenez.com
12 - 14 July	International Drag'star 10th Edition	Cannes	France	http://gailles.free.fr

15 - 23 July	The International Baltic Regatta	Saint- Petersburg	Russia	http://www.draconclass.spb.ru
26 -27 July	Challenge Douarnenez Yachting	Douarnenez	France	http://www.sr-douarnenez.com
01 - 03 August	Open Finnish Championship	Helsinki	Finland	http://www.kolumbus.fi/dragon
02 - 09 August	Cowes Week	Cowes	UK	http://www.britishdragons.org
02,03,09,10 August	St Petersburg River YC Championship	Saint-Petersburg	Russia	http://www.draconclass.spb.ru
02 - 07 August	International Hungarian Championship for the Sonnenschein Cup	Lake Balaton	Hungary	mailto:honig@mail.matavnet.hu
09 - 10 August	Sinfonia Regatta	Lahti	Finland	http://www.kolumbus.fi/dragon
10 - 15 August	The Open Russian Championship	Saint-Petersburg	Russia	http://www.draconclass.spb.ru
10 - 16 August	Falmouth Week	Falmouth	UK	http://www.britishdragons.org
16 - 17 August	Kuivis Cup	Helsinki	Finland	http://www.kolumbus.fi/dragon
23 - 30 August	Burnham Week	Burnham-on-Crouch	UK	http://www.britishdragons.org
30 - 31 August	Zuiderzee Regatta	Muiden	Netherlands	http://www.dragonclass.nl
30 - 31 August	Musto Classic Regatta	Helsinki	Finland	http://www.kolumbus.fi/dragon
06.07,13,14 Sept	The St Petersburg Open Championship	Saint-Petersburg	Russia	http://www.draconclass.spb.ru
13 - 14 September	Autumn Cup	Muiden	Netherlands	http://www.dragonclass.nl
03 - 05 October	Open Turkish Championship	Istanbul	Turkey	mailto:hulkioruz@superonline.com
04 - 05 October	Herbstpreis	Thun	Switzerland	http://www.dragon-class.ch
06 - 11 October	International Istanbul Regatta	Istanbul	Turkey	mailto:hulkioruz@superonline.com
International 2004				
11 - 17 July	Gold Cup *	Falmouth	UK	http://www.britishdragons.org
29 Aug - 04 Sept	European Championship *	Tallinn	Estonia	mailto:ejkl@online.ee
11 - 16 October	75th Anniversary Regatta	St Tropez	France	mailto:chd@lovewell-blake.co.uk

Round up by Stavros

Whilst my round up of the Dragon Circuit is not, and I repeat not! a Peticrow Newsletter let's all acknowledge the remarkable season of a remarkable man. "The Man." Double Olympic Gold Medallist, Poul-Richard Hoj-jensen, has dominated the 2002 season despite a painful, bruising relationship with an ancient Tractor. After trying to make love (alfresco) with his beloved 'Bessie,' he had to spend many months recuperating. Most humans would have never recovered; some would have retired but not "The Man". He won almost every regatta he entered, including one with me in La Boule, that alone shows just how good he is! "But enough" I hear you cry, "What about us mere mortals".

The annual European Circuit is now fantastic. When asked by other sailors from different Classes about Dragon sailing, I compare the fixture list with that of Grand Prix Formula 1. As most main events happen at roughly the same time each year, it's possible to start in Cascais, Portugal during March. Travel over to Palma for April then onwards and upwards to Douarnenez for early May. By June, July & August most National Championships, Gold Cups, Weekly Regattas (i.e. Kiel & Cowes, etc.) and Europeans (biannual) are happening. Then during late September we can all relax in the sun in Cannes. Watch out for the mammoth 2004 regatta in St Tropez, 200 boats? Racing during October and only one 'pin end!

I want to mention some of this years' winners of main events (other than Poul-Richard's); congratulations go to Henrique Anjos for the Iberian Championship. Frank Berg for Princess Sophia & Cannes. Gus (watch out for the cigar smoke always at the pin!) de Groot for the Coupe de Bretagne. Tommy Muller at the Gold Cup in Finland, Micky Erhard in the Europeans, Lake Thun, Graham

Bailey for Cowes week & Peter Heerama for the Dutch Nationals. There are many, many others but I can only speak of events I know. The big three European events not to miss next year are certainly, Douarnenez, France; the Europeans in Kinsale, Ireland & the Gold Cup in Medemblik, Holland.

Meanwhile, in the UK, Rory "Bald-Eagle" Bowman was running rings around 40 boats at Burnham. He won the East Coast Championships in style & we all wish him and Ashley well with the imminent 'Yeah Baby!!!!'

48 Dragons took part in the Edinburgh Cup at Cowes; the fleet size alone shows the popularity and strength of the class. With 6 full-on races run by the great Ian Lallow, a superb time was had by all. Rory, Ted Sawyer, Andrew Craig & Myself pushed "The Man" to the end, but God had laid his own windward mark on the last race so the game was over!

On then to the Northerns sailed on the Clyde, next years Edinburgh Cup venue. The Race Officer onboard Will & Margaret Rudd's fine ship set brisk sharp courses and despite Julia Bailey's fine try in

'Aimee' Rory once again took the honours. This means 'Yeah Baby' with Rory and his team of Chris Pank & Duncan Grindley win the coveted Citron Trophy, well done. It is a trophy close to my heart, after holding it for 6 years I let it slip to the Irish for the last 2 years, with both Neil Heggarty & Andrew Craig worthy winners.

In closing I must just mention the fantastic strength of the Irish Fleet. So many have sailed well this year, in particular the teams from Phantom, Topaz, Chimera & Claire Hogan with her boys, plus many others. With the Europeans in Kinsale next August I am sure either a GBR or IRL boat will lift the coveted trophy & why the hell not!

Let's toast the Dragon Class this Christmas and every other Christmas, let's sail hard but fair, let's encourage new sailors both young & old into the Class and finish what "The Man" Poul-Richard has started, let's put the Dragon on the Map forever.

Higher, Faster, Longer ■

Stavros

Dragon Gold Cup 2003

The Dutch Dragon Association is pleased to give the preliminary information about the regattas held in July 2003 in Medemblik.

The Dragon Gold Cup will be held at the new International Sailing Centre at Medemblik. This will be a fantastic event with all the best competition, sportsmanship, and conditions you can imagine. Medemblik has some of the best sailing water in the world. This combined with the medieval town and her traditional pubs and exquisite restaurants proves you will have a memorable time.

The Dutch Dragon Association will host the Dragon Gold Cup 2003 and the organisation of the regatta will be in the capable hands of Margriet Pannevis of the Royal Yacht Club Hollandia and her team. Hollandia has been responsible for the X99 Worlds, the Mumm-30 Europeans in 2002 and the famous SPA Regatta which they organize each year. In 1998 Hollandia was responsible for the European Dragon Championships and they have past experiences with the Dragon Gold Cup in the years 1993, 1971 and as far back as 1965.

The Open Dutch Championships 2003 will precede the Gold Cup. This event will start on the 5th of July and sailing will take place on the 6th, 7th and 8th. This is a great opportunity to get to know the water and the winds of the IJsselmeer before the Gold Cup competition arrives. On www.zeilfoto.nl are pictures of our last Dutch Championship; here you can get a good impression of what Dragon sailing in Medemblik is all about.

Registration and measuring for the Gold Cup will take place from the 9th to the 11th of July. On the 11th a practice race will be held at 14.00 hrs, after which the lord mayor of Medemblik will open the regatta at the castle. Racing will take place from the 12th until the 17th. A more

detailed view on what will happen each day will be in a future newsletter.

DRAGON Gold Cup JULY 2003

- 5 Open Dutch Championships
- 6 Open Dutch Championships
- 7 Open Dutch Championships
- 8 Open Dutch Championships
- 9 Measuring, Registration and Practice Race
- 10 Dragon Gold Cup 2003
- 11 RACING!
- 12 RACING!
- 13 RACING!
- 14 RACING!
- 15 RACING!
- 16 RACING!
- 17 RACING!

To thoroughly enjoy these two weeks, please make sure you select accommodation nearby. The town of Medemblik has excellent hotels available, or you might prefer a luxurious apartment at one of the holiday complexes. There is a list of accommodation available on the Gold Cup website www.dragongoldcup.com. We urge you to book well in advance as July is the main tourism season and accommodation will be fully booked.

Wouter van Dis

mail: goldcup@dragonclass.nl
 phone: +31.23.532.8402
 fax: +31.23.532.8365
 address: Professor vd Waalsstraat 40
 2014EG Haarlem
 The Netherlands ■

Europeans 2003

Kinsale, Ireland 15-24 August

On behalf of Kinsale Yacht Club and all involved in organising the 2003 Dragon European Championship, I would like to welcome all participants, together with their families, to Kinsale next August.

We are actively putting the final touches to our plans, so that superb sailing combined with the very best of Irish hospitality, awaits you. As the town surrounds the harbour, it offers easy access to all amenities and makes for an ideal family holiday destination.

So, all of you out there who have qualified and those yet to, please accept our invitation to participate in an event you will remember and recall for many years.

N.B. As Kinsale is a busy tourist area it is imperative that accommodation is booked early. Refer to our advert in this Newsletter for all information and updates, or check www.kyc.ie ■

Barry Lynch Regatta Director

11 - 17 July Gold Cup 2004 Falmouth, UK

The Royal Cornwall Yacht Club in Falmouth, Cornwall looks forward to hosting the 2004 Dragon Gold Cup. Founded in 1871 the club has a history of running prestigious events.

Falmouth has the third largest natural harbour in the world with an excellent race course area protected from the prevailing South West winds. It has many different types of accommodation including hotels, bed and breakfast and self catering apartments/houses.



The town has a long maritime history and the surrounding area offers extensive holiday attractions such as the brand new Eden Project, the National Maritime Museum housing the Greenwich Maritime Museum's small boat collection. The Falmouth Maritime Museum includes the Dragon, Bluebottle, recently donated by the Duke of Edinburgh.

"Falmouth for Orders" was the message sent to ships that started the first sea mail service. It is a call that modern day ships still respond to. We warmly make the same call to Dragon sailors of the World today to visit us in July 2004.

Colin Drummond
 Commodore
 Royal Cornwall Yacht Club
 Falmouth
 United Kingdom ■

Iberian Championship 2003

The Portuguese and the Spanish Dragon Associations with the patronage of the Portuguese and the Royal Spanish Sailing Federations have reinstated in 2003 the **IBERIAN CHAMPIONSHIP** for the International Dragon Class that is to be sailed in following four Regattas:

- **Prince Henry - The Navigator Trophy - Cascais;**
- **HM King Juan Carlos Trophy - in Cascais;**
- **Mediterranean Cup - in Palma de Mayorca;**
- **HRH Princess Sophia Trophy - in Palma de Mayorca;**

Each of these events will be sailed in their traditional times of the year and each will have seven races with one discard. For the purpose of **IBERIAN CHAMPIONSHIP** all races will be considered for final scoring but seven of them may be discarded.

Rules

This Championship will be governed by the ISAF RULES OF SAILING - 2001 / 2004, the rules of International Dragon Association and those that may be presented in the Notice of Race or in the Sailing Instructions.

Eligibility

This Championship is open to any Dragon owner or skipper who is up to date with his obligations with its National Dragon Association and or National Authorities.

Entries

In order that any of the four events of this Championship is to be valid, a minimum of 10 entries will be required.

Entry fees will be established in the Notice of Race.

Schedule of Races - In relation with the Iberian Championship in 2003 the schedule will in principal be the following:

- Prince Henry - The Navigator Trophy – March 6th to 9th;
- HM King Juan Carlos Trophy – March 20th to 23rd;
- Mediterranean Cup – April 3rd to 6th;
- HRH Princess Sophia Trophy – April 15th to 18th.

Scoring System

The Low Point System will apply in all four Regattas with the discard of one race in each regatta. In the overall scoring for the Championship, up to the seven worst places may be discarded. A special scoring system is being worked out for the Championship, a kind of "grand slam system" which will be laid out in the

Notice of Race, to take into account the number of entries in each of the four regattas.

Transport

We arranged a special package with **MACS Maritime Carrier Shipping** for the transport of the Dragons and a vehicle, in 40ft High-Cube containers, from various port of Europe to Lisbon, for the price of 850 Euros including all terminal charges on both ends.

For more Information please call 00 49 40 376 73112, Mr D. Scheder-Bieschen or consult www.macship.com

For more information please contact:

José Bello (jbello@netbay.pt)
 Jorge Scheder-Bieschen
 (socargel@mail.telepac.pt)
 Michael Domecq (mld@pobox.com)

Or check the following sites

www.netbay.pt/dragopor
 or
<http://www.dragonspain.com/> ■

Coupe de France – St Tropez

In March 2003, after an interval of over a decade, the *Coupe de France* will again find itself amongst the prestigious events of the international sailing circuit. The *Yacht Club de France* and the *Fédération Française de Voile* are busy preparing for its relaunch, which is being celebrated by the introduction of an entirely new format which will see Dragons, Melges 24s and Mumm 30s all competing as National teams in three separate fleets.

History

First raced for in 1891, the *Coupe de France* was originally designed to be France's answer to the America's Cup. It was held 52 times during its first century with long interruptions during the two world wars and numerous changes taking place in the interim. The first edition, held in Brest was won by the French Yacht *Luciole*, who beat 5 other boats. Five years later, another Frenchman, Baron de Rothschild, won it before London's Royal Thames Yacht Club rose to the challenge in 1898. In a nail-biting finish following a tie between the two nations after the first two races, the English team won the Cup with a lead of barely 15 seconds.

Apart from the War years the Cup has been raced for until 1992. England, Norway, Italy and France have all won on several occasions, and famous winners have included the

Barons de Rothschild, the Norwegians 4 years running in a yacht designed by Johan Anker, teams from the Royal Thames Yacht Club (several times) and Mme Heriot (who later donated the Heriot Trophy for the Dragon European Championships).

The latest racing for the *Coupe de France* will be held from the 28th to the 30th March 2003.



This time each team will be comprised of 3 boats: a Dragon, a Melges 24 and a Mumm 30. Each team will represent their country, region or club, with a maximum of twenty teams taking part. Consequently races will be held on three different courses, one for each Class. The competition will be held off St Tropez and has been organised at a time ideally suited to the racing

calendars of all three participating Classes. With numerous Olympic medallists already showing interest, it promises to be a spectacular event.

For more information, contact:

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Europeans 2002

Lake of Thun, Switzerland

Nearly 200 sailors from 14 nations were waiting for wind and better weather conditions on the Lake of Thun to sail the Dragon-Europeans 2002.

On Tuesday afternoon and Wednesday evening, the fleet of 61 boats tried to sail a first race, but the wind was breaking down within half an hour after the start procedure – it was the result of an unfortunate mid-European weather-situation. The crews were playing cards and drinking tea in front of the fireplace in the Thunersee-Yachtclub-Clubhouse– and the race committee tried everything to make 4 races possible, which are necessary for a valid Championship. The fleet was to be ready to start on Thursday morning at 06.00 am, because the race committee did not want to lose any chance of sailing a full race.

To be or not to be on the last racing-day

On Thursday afternoon, two short races were sailed. Some hours without rain, some sun and 2 – 3 Beaufort of wind brushed up the atmosphere into the fleet of 61 dragon-crews from 14 nations. The German boat GER 968 with Crew Schattan, Hailer, and Binder won the first race. The German Yacht GER 968 with Crew Semmerow, Butzmann, and Stettler won the second race. The leader after two races was another German Yacht, GER 905 with Erhard, Erhard, Leismüller (Augsburger Segel Club). Best Swiss boat after two races was SUI 285 with Crew Wittwer, Dührsen, Wohlwend with number 13 on the ranking-list.

A sailing day after four days of waiting for wind – and the world looks better. Thursday evening, the Dragon sailors enjoyed a noble “apéro riche”, offered by the Gstaad Yacht Club, which have long and friendly connections with the organising Thunersee-Yachtclub.

Happy end with 4 races

Nice summer-weather, 1 – 3 Beaufort of wind – and two full-distance regattas with the last evening-breeze. That’s the summary of Friday



19th of July, the last racing-day of the Dragon-Europeans 2002. With 4 races, the Championship could be validated on Friday evening.

Winner of the Dragon-Europeans 2002 was the German yacht GER 905 with helmsman Michael Erhard and crew Angela Erhard and Jörg Leismüller from Augsburg Segel Club with 34,7 points. GER 962 won the silver medal with Ortwin Semmerow, Frank Butzmann and Alain Stettler, (43,7 points); number 3 of the ranking list was the German Yacht GER 968 with Michael Schattan, Martina Hailer and Mucki Binder (50.7 pts). Best Swiss boat with number 7 in the final ranking list and 71,0 points was SUI 285 with Jürg Wittwer, Thomas Dührsen and Bernhard Wohlwend

The racing committee and the Thunersee-Yachtclub are happy to communicate: It’s done. It’s also a Happy End for the about 200 participants from 14 nations, after three-and-a-half days of waiting for wind and better weather conditions. A huge Gala-Dinner on Friday-Night set the final point of this series of Dragon-Swiss- and European-Championships during the two weeks – and it was the moment to say “thank you” to all those many volunteers, who made a very good job at this time ■

Patrik Wülser

Hungarian Championship for the “Sonnenschein Cup”

Lake Balaton saw a beautiful Dragon sailing season in Hungary in 2002. The Fleet was characterized by a massive improvement: A couple of years ago there was a huge gap between Hungarian and foreign Dragons which has disappeared recently. The development was caused by the fact that Hungarian Dragons were better equipped with new sails and that we have learnt a lot from more experienced Dragon sailors coming to us.

With the participation of 7 to 10 Dragons we sailed several races this year with various conditions. Our beautiful Lake Balaton gave us light, medium and tough conditions as well, which made the season 2002 very interesting.

The peak of the sailing season was again the Hungarian Championship that took place for the first time for the Sonnenschein Cup. Our old sailor friend, Dr. Sándor Kecskés from Berlin, Germany founded this cup, and it is always awarded to the winner of the International Hungarian Championship.

In early August 2002, 15 Dragons participated in The International Hungarian Championship, including three boats from Germany, one from Holland and one from the UK. Various wind conditions and fantastic sunny weather with warm water, as well as the good Hungarian cuisine and wines, made the event very pleasant for us all. The first winner of the Sonnenschein Cup was GER-897 “Fandango”, with Andreas Haubold, Martina Klemmt and Peter Kutzlep from Berlin. The team, an old champion on Hungarian waters, has won 4 of the 7 races. NED-244 “Scylla” with Ron Klein, F. Mishima and G.v. Dijk ranked as second, and the bronze medal went to Manfred Herpolsheimer’s GER-893 “Pustebblumen” from Berlin. The founder of the “Sonnenschein Cup”, Mr. Kecskés ranked 4th, and GBR-448 with J.A.B. Taylor, D. Robinson and G. Taylor as 7th.

The Hungarian Champion was HUN-42 “Fjord” with Vilmos Náray, Gábor Ikrényi and Rudolf Andorka. Our Secretary Peter Honig finished 2nd with Signorina, and Hot-Emil skippered by Zoltan Vobeczky 3rd. Fjord participated also in the Europeans in Switzerland. This was the first Hungarian Dragon in a big International event for decades.

For 2003 we would like to welcome a lot of Dragon sailors from all over the world in Hungary again. The International Hungarian Championship for the Sonnenschein Cup is going to take place from 2-7 August 2003 ■

Vilmos Naray



We are three juniors from ÅSS who got the chance to work as measurement assistants at Dragon Gold Cup 2002. We thought that it was very fun to participate and learned to take our responsibility. We measured both boats and sails but the most fun was to measure boats because then we were near the sea and all the people. It was cool to be important persons for the sailors. In the beginning it was a bit hard but after a time we got control of the situation and then it became easy. These warm and beautiful days will be a memory for the rest of our lives.

Marika Markström 15 år, Erika Lindholm 14 år och Marcus Borenus 13 år ■

High Summer in the Baltic

HRH Prince Henrik's Dragon Baltic Cup 2002

A lead-in to the Gold Cup

Superior winners

"We were in top in all the races but didn't win any... We could still win the competition thanks to a fine series," says Vincent Hoesch from Germany, winner of this year's HRH Prince Henrik's Dragon Baltic Cup.

There were light winds for HRH Prince Henrik's Dragon Baltic Cup 2002 which was taking place off Mariehamn in the Åland islands. The average wind was 5 m/s. Vincent Hoesch and Thomas Auracher in the winning boat borrowed young locals as the third crew member- Jonathan Barck and Sophie Sanders. "We are of course satisfied with the victory but we have to improve our results. We have been leading several races but not managed to win any. We finished second in four races and fifth in the last"

Enjoying Mariehamn

The participants enjoyed Mariehamn. "It's a wonderful place. It was a long journey but definitely worth it. The only thing I wish for is better starts and maybe more winds", says Ron James, the Englishman who according to himself has the most beautiful Dragon in the competition.

Jazikov Sergey from Russia and his crew were placed in the middle of the field, but are still happy. "We are enjoying ourselves tremendously and consider this our vacation. The weather is wonderful, the people are friendly and the conditions are good, both on land and at sea".

Please Note: The Baltic Cup

This cup was donated by HRH Prince Henrik in order to promote Dragon sailing in the Baltic States. In 2003 St Petersburg will be celebrating its 300th Anniversary which is a good reason to hold the event there. This year it was a suitable lead-in for the Gold Cup ■

PBS Navision Dragon Gold Cup 2002

Conversation with the Winner

After 20 years as a Dragon sailor, he took it all and won the Gold Cup! **Thomas Müller** from Germany has been second twice, but this year he and his crew were the best. "It was a dramatic last race with difficult winds, but we managed to survive," says the happy winner.

PBS Navision Dragon Gold Cup 2002 ended with dinner and prize giving ceremonies on board the 4-masted ship Pommern in Mariehamn.

Very even in the beginning

The winner had **Mario Wagner** and **Björn Oesterreich** with him onboard. Thomas comes from Hamburg but both of the crewmen are from Rostock. The trio has sailed together for four years, but each one of them has a long sailing career. "I have sailed Dragons since 1982 and I am a proof to the new comers in this Class that you can win if you keep on trying long enough! "The winning boat sailed a very even series in the first four races, placing 5, 2, 2 and 3. The fifth race had to be abandoned due to too light winds, and in the sixth race their position was not better than 36. But all this was sufficient, and they took first place before **Fred Imhoff** from the Netherlands and **Fredrik Markelin** from Finland.

Became complicated

"The last race of today ended up becoming a very complicated race as the wind altered 180 degrees. We would have preferred to sail under normal circumstances, but we managed to survive and despite of all this, to win the whole competition" says Thomas Müller, who has now won his first Dragon Gold Cup. "This is the best we have done so far. We have encountered the best Dragon sailors of the world, so we can feel really satisfied".

Enjoyable stay at the islands

The winning crew enjoyed their stay at the Åland Islands. "Can one have it better than this? Wonderful weather and a very peaceful and beautiful island and nice people. We have truly enjoyed our stay here". Thomas also thanked **Henrik Dahlman**, the local dragon sailor, who has helped the competitors in many different ways; he has towed them to and from the

competing area and he has also helped them getting the boats to and from water. Mr. Dahlman usually places pretty high on the scores, but this time he reached a 28th place. Maybe he could not concentrate enough! He helped us others too much," says Thomas.

We have only heard praise from the participants" says Håkan Lindberg, Chairman of the Organizing Committee."

The weather during the PBS Navision Dragon Gold Cup 2002 was incredibly stable with sunshine, warmth and light winds. The first four races were sailed according to the plans, but the fifth had to be abandoned due to extremely light winds. The last race was accomplished despite wind veers that caused windward sailing on a downwind leg. "Due to the shifting winds we decided to finish the race earlier and made the course for the last race shorter than normal" says Sten Hansen, Principal Race Officer.

Satisfied sponsor

Mr Joakim Jansson, Managing Director at the IT-company PBS, is also very satisfied. He said, "The exposure has exceeded our expectations. As the title sponsor our brand has been exposed in different media in many countries."

And finally

In his report, **Staveley Roberts**, representing the Clyde Yacht Clubs' Association (donors of the Gold Cup) said that in hosting the Gold Cup "Finland had succeeded in an exemplary manner. The location, Mariehamn, proved an excellent choice providing every required facility to a high standard. They provided the best Gold Cup Regatta for at least a decade" ■

This article was written in Swedish by Helena Forsgård, and translated by Henrik Johansson and Terese Flöjt.

News from New Zealand

(home of The America's Cup)

During March we ran our Nationals over two consecutive weekends. The wind ranged from 8 to 15 knots and the sun shone every day: it was tough! Racing was close and positions changed several times, but in the end Leander VI sailed by Frans de Court with Mark Ash and Tim Hooson took the title.

Winter skiing at home was forsaken for sailing on Lake Thun, where the Swiss Nationals followed by the Europeans were held. While the wind was generally very light with 4 to 10 knots being the norm, which meant sitting around till noon every day drinking coffee and playing cards. By the end of the two weeks racing the Race Committee was well known with every Meteorological Office in Switzerland. The atmosphere, the beautiful scenery and the Thunersee Yacht Club's hospitality kind of made up for it. We truly loved the experience.

As I write we're halfway through the Challenger series of the America's Cup, which has shown us some exciting racing. In New Zealand we also experienced some unseasonal weather patterns with many days racing lost due to too little (under 8 knots) or too much (over 19 knots) wind. Some more tough competition on and off the water is sure to follow before racing is over by late February. Many overseas supporters of the racing have come to New Zealand with their yachts: i.e. Patrick de Barros and his pretty Bermudan 95 ft schooner SELJM and the 130 ft J-Class Shamrock to name but a few. From 6 to 9 February they'll be participating in the N.Z. International Classic Yacht Regatta 2003 and our local Dragons will be part of this fantastic scene.

The season's racing will be completed with our National Champs off Maraitai just to the east of Auckland early in March ■



Gold Cup 2002

News from The Netherlands

Sadly this is the last 'News from The Netherlands' by my hand. Since September I have a time consuming job, which I thought could be combined with the work for the Dutch Dragonclasse, but this turned out to be wishful thinking.

The racing season started early in March in Aalsmeer on Lake Westeinder, not less than 20 Dragons came to the starting line and with Eastern even more than 20! On Lake Westeinder we had three racing-weekends with 17 races in total (we even had the pleasure in welcoming the EST 1!). As the Lake is only 15 minutes distance from Schiphol Airport it is a very convenient place for foreign sailors.

After this series quite a lot of Dutch dragon sailors left for Douarnenez and on return we had the Muiden series (the same concept as in Aalsmeer, 3 weekends at a row), these races were very well attended. In the summer the Dutch dragon sailors roam the seas and lakes to participate in races like Gold Cup, various national championships (like we did in Hungary for the 3rd time and which was, again a marvellous event!) and European or World Championships. As usual the highlight of our national season is in September: the Open Dutch, preceded by the Tune Up. This year we had much more entries than in 2001, we even had a record for the Open Dutch: 37!

For next season we maintain the same formula as 2002, we start early in the season with the Westeinder series, then we all go to Douarnenez and we proceed our national calendar with 3 weekends in Muiden. In the summer the highlight is, of course, the GOLD CUP in Medemblik from July 11-17, preceded by the Open Dutch. For the old wooden dragons the Dutch Classic in Hellevoetsluis is on the programme this summer. This event is held every 2 years and is a must for owners of classic sailing boats.

The Club is still doing fine. The number of members keeps on growing as well as the number of boats registered (in Holland more than 150, of which 140 are registered in the Club). So, I leave a healthy and wealthy Club.

This is not a real 'goodbye' as I will see quite a lot of you during the Dragon regattas wherever in Europe, as my husband Ron will keep on sailing a Dragon and I will be present at most of the regattas.

I wish you all good sailing and a lot of fun in the forthcoming season.

Anka Klein-Knoop

Note: It is with great sadness that we say goodbye to Anka who has become a well respected and popular figure in the Class. She will be missed by us all but we look forward to seeing her on the circuit with her husband Ron ■

More notes from the IDA Chief Measurer!! – The Felka Cup

Previously, you were used to me writing about Class Rules. Not this time! This time, I want to write about one of the most prestigious Cups which can be competed for in the Dragon Class. It goes without saying, that the competition is open for Dragons complying in all respects with their Class Rules. The FELKA CUP, not as well known as the America's Cup, or Admirals Cup, but for the sailing city Kiel and the KIELER WOCHE certainly of equal importance. The cup became 90 years old in the year 2000 and here is its abbreviated history:

In 1906, two members of the then Kaiserliche Yacht Club -KYC-, Mr. Felix Simon and Mr. Carl Hagen became interested in competing for the "Coupe de France" and it was hoped that this challenge would intensify the sailing competition between France and Germany and motivate French yacht owners to come to Kieler Woche. They ordered a new yacht from Max Oertz, who was the leading Designer and Builder of those days in Germany. The yacht was named "FELCA", after the owner's first names: FEL-ix and CA-rl. FELCA won the "Coupe de France" in 1906 in Le Havre against ROSE FRANCE, but lost the cup the following year in Kiel against the new French boat ARMEN. FELCA was sold to Finland, and the competition rested for two years, this cup was transferred to the newly introduced International 10m. Rating Class. In 1910 the FELCA Syndicate challenged again the Yacht-Club de France. Again they ordered from Max Oertz a new 10m Yacht, the "FELCA II". (he was not only the leading, but also the Emperor's, Yacht designer and had been highly decorated by the Emperor Wilhelm II). The conditions for the competition were being sharpened, now five instead of the previous three races with national crews only. Up to now FELCA had been raced with an English crew. The conditions at this regatta favoured a light weather boat, rather than one for heavy weather like FELCA II, and she lost in 1910 in Le Havre against GALLIA.

The owners now sold her to Berlin and used the revenue to donate in 1912 the "FELKA" Cup, (it is not known why, but the name of the cup was spelled with a "K" instead "C" right from the beginning) which was presented to the Kaiserlicher Yacht Club, to be competed for in the grand schooner "A" class. The first winner was the schooner GERMANIA owned by Mr. Krupp, then in 1913 the Emperor's schooner METEOR IV, and 1914 the schooner HAMBURG II (ex-Westward) in the races between Kiel and Travemunde. Then in Germany the racing started

again in 1920 after WW I, the big racing schooners had ceased to exist. Now it was decided by the KYC that the then new 40 sqm Skerry-Cruiser should be the class to compete for the FELKA Cup. The aim was to intensify sailing competition between the Baltic Sea countries and Germany.

This valuable cup certainly increased the popularity of the 40 sqm "Skerrys" and the Swedish yacht designer Gustav Estlander won it in 1926 finally. It was re-donated to the KYC by the Royal Swedish Sailing-Club -KSS- in 1934. The KYC decided that now this cup should be competed for in the then Olympic 6 m. R. Class.

In 1934 the cup was won in the famous Yacht TWINS from Hamburg and 1936 by Dr.Hans Lubinus from Kiel. From 1950 the Dragon Class, recently selected for the Olympics, raced for the Cup. In 1954 Theodor (Tommy) Thomsen -KYC- finally won this cup in one of his famous GUSTELs. He donated the cup again in 1956 to the KYC.

Great battles between the grand Italians Sorrentino and Cosentino are remembered, though neither won, but in 1965 Hannes Ravenborg from Hamburg succeeded in winning. He also re-donated this cup to the KYC for the Dragon Class after two years. After the Dragon had ceased to be an Olympic Class, Klaus Oldendorff won it in 1976. 11 years later he re-donated the Cup (by this time valued at DM 60 000) to the NRV for Dragon Class Racing.

The FELKA Cup can no longer be won outright, but can be won by the Dragon crew, which accumulates the most victories in the first three races at every KIELER WOCHE. In the event of a tie, the winner will be decided by a match race.

The FELKA Cup winner in 2002 was Tommy Muller and the Cup is on show at the NRV Clubhouse. Who will be the next winner and at which Club will the Cup reside? ■



Winners of the FELKA Cup 2002

News from Russia

The Russian fleet of Dragon yachts consists of 11 boats, all of which are old wooden boats built in 1970s. Most of them require a lot of repair work and new rigging. Today the National Association of the Class is looking for the opportunities to restore the fleet and revive it in the nearest future. The Association provides both organisational and sporting activities including Russian Dragon Cup, National Championship and other club events.

From the Association's point of view one of the perspective ways of development of the National Fleet is the establishment of more close International relationships with foreign National Associations and participation in International regattas including the Gold Cup, European and World Championships and other races. Last year HRH Prince Henrik and Poul-Richard Jensen visited St Petersburg and raced at the International Baltic Regatta. This year one of our boats came to Mariehamn, Finland, to participate at the HRH Prince Henrik Baltic Regatta and the PBS Navision Gold Cup. It was the first time in the Russian history when the Russian crew was at the Gold Cup.

The Russian Association also has close relationships with the Finnish Sailing

Association and personally with its chairman Mr Timo Nurmilaukas who provided a lot of assistance for the crew during the boat restoration and preparing to the Gold Cup.

Next year the Association in co-operation with St Petersburg Sailing Union is planning



Confident Russian Crew of RUS 16 "Prometheus" Sergei Yazikov (skipper), Igor Frolov, Kirill Smirnov (President of National Association)

to organise the following events: 300th St Petersburg Anniversary Regatta, the Russian Dragon Cup, and Open Russian Championship. We invite all Dragon sailors to visit our beautiful city and participate at these events. More detailed information is available from the National

Association and St Petersburg Sailing Union.

The most important Dragon class events in the S-Petersburg:

The Saint-Petersburg 300yrs old and Russian Yacht-Club Regatta: 23-25 May 2003

The Dragon Cup class: June 2003

The International Baltic Regatta: 15-23 July 2003

Open SPRY (S. Petersburg River Yacht Club) Championship: 2,3,9,10 August 2003

The Open Russian championship: 10-15 August 2003

The S. Petersburg Open Championship: 6,7,13,14 September 2003 ■

New Chairmen in Finland

Ronnie Roos has been elected as new Chairman of the Finnish Dragon Association. Tuomas Rytikangas retired after 2 years as Vice, followed by 2 years as Chairman. Ronnie, born 1970, started in the Dragon Class with his wooden 1958 built FIN 28 Ronja, and is now owner and helmsman of his 2nd Dragon FIN 80 Dagny, a 1993 Petticrows.

Kurt Lönnqvist, 53, is new Chairman of the Finnish Yachting Association, the previous FYA Chairman Timo Nurmilaukas, an active dragon sailor as well, retired after 6 years. Kurt 'Kurre' Lönnqvist is part owner and middleman of FIN 79 Eminence, a 2002 built Börresen.

On behalf of all Finnish (we are Finnish, but not finished..) dragon sailors the FDA board - Ronnie, Jussi, Mini and Ii-Min - wishes you most welcome to race with us up here in Finland, You'll find our Race Calendar easily from our website www.kolumbus.fi/drago! ■

Les Sans Soucis de l'Amiral

Soucis N(4) *"There was more gloom in Europe, where the Ifo index of western business confidence fell for the sixth month in a row. Companies' appraisal of the present situation improved, but their expectations for the future deteriorated." Extract from The Economist.*

Here is some good news at last.

A most Valuable investment: the Dragon. (*)

In 1929, Mr Johan Anker built a small cheap sailing boat, which immediately knew eine Grosse Populaire Sukses, so terrific that the people had to use it for the Olympics and it was a Must for all the Royalties of the moment.

As this boat was built in wood and that the global surface of the woodland was diminishing très très vite, the syndicate of the Petroindustry decided on a double strategy. First they gave the Greens petrodollars so that they could lobby against cutting costly wood for Dragons and secondly they approached and convinced (una offera irresistibila), the then man in charge at the Olympic Committee, to decide that wood was out and plastic was in. Plastic is, as wir allen wissen, based on petrol. Ja! Und, the Olympic Committee, which always takes the best of the decisions, decided on the replacement of the Dragon by the Soling. The Soling was deemed to be the most popular boat around. Plus populaire, tu meurs, which it is doing.

Anyway, it happened in 1972. The Dragon was downgraded from Olympic Prima Donna to Museum Piece.

Until then the Dragon had known a continuous climb in its value curve. The crisis was brutal. From one day to the other, the Dragon was not more worth than the wood to make des allumettes. You could not even buy a Havana with it and use the mast stump to light it.

Some people abandoned their beautiful dragon in an old dampen shed, other cut it in pieces to make Modern Art garden furniture. Some unconscious people simply continued to sail the sleek boat.

In 1973, first world wide orchestrated petroleum crisis. The prices of raw materials blew sky high.

In the meantime a courageous builder had made a mold from the hull of a wooden Dragon and now he could cast plastic copies of it.

Thanks to galloping inflation and the organization of the second petroleum crisis, the value of the plastic Dragon rapidly exceeded the value of the wooden Dragon from before the crisis. There are more unconscious people around than one would think. Beginning the years 80, demand for the Dragon increased constantly. To such a point that the sole builder could not follow demand and a second builder had to



Patrick Delahaye our host at the AGM

come in the market. One could have feared an economic cartel, price fixing and other oligarchic capitalist tricks. None of it. Competition ran freely and the prices have continued to soar regularly, this to the great joy and benefit of the "petit porteurs" as they say in the Bourse of Paris.

Investors in Dragons want value for their money and they get it. To be completely correct, one must say that the Base price of the Dragon has barely moved. There are now on offer much more options (f.i.: upper limit of templates, elastic spinnaker chute retriever, helm, screws, electric pumps, etc.) than before and this enhances dramatically the value of the Dragon. The Dragon has become very Sophisticated.

In the middle of the years 90, some daring investors, applied the theory of the rigidity to increment the value of the Dragon. (Mann spricht hier über die fameuze Günther formula, where demand is in direct proportion to the ratio Ri or the rigidity of the investment).

At this moment the Greens were too much occupied with the recycling of old papers and glass bottles, so that one could again try wood as basic material. Petrol was losing value, there was much too much of it anyway and W.g.B was not yet busy with his contra-terrorizing the man of the street.

Wood regained its place as noble natural raw material and soon new wooden Dragons were marketed. It became a direct success. Prices doubled! The "small bearers" of plastic Dragons cried foul, accusing the market of double

standards and raw theft! The IDA, the watchdog of the Dragon Exchange, had to intervene to stabilize the rates and find a way to increment the value of the plastics. Since 2001 it is done. One can, by means of some simple plywood interventions, clearly improve the value of ones old plastic. Plastic is now as costly as wood.

In a world where the Stock exchanges are in full free fall, investors will be happy to note that the value of the Dragon has maintained its climb and there is more to come! Indeed we have just learned that the Australian investors have found the way to improve the value of their Dragons in old wood. By using the same simple planks glued into the plastics, they will be able to sail with units having still more Ri than the brand new wooden Dragons.

It is commonly believed that rigidified old wood is much more rigid than cold molded young wood. Agronomists, know this Seit Jahren: young wood is more flexible than old wood.

This means, that the owners of the Dragons left to rotten in their putrid sheds and the unconscious who continued to sail the sleek wooden boats, will soon see the value of their old Dragon double or even triple as demand will be soaring. We can forecast a bull market for the old woods in the coming years.

As one can see the return on investment is there to remain, and if, after having ascertained your equity, you still have some cash-flow left, then budget a participation in a race at Saint-Tropez, October 2004 where the 75th anniversary of the Dragon will be celebrated in all its glory and splendor. All the Who is Who of the Dragon world will be there. Those who do not know the real value of a race/week-end/season should abstain.

Patrick D.

Amiral de todas las Flottas, de las tres Tornados y de la klein Playa
Gran Desperado del Bolsa de Milano, del Down Jones, del EuroNextime
del Nikeiharakiri, dela Bourse ou la vie y del FrankfurterDaxwurst.

(*) This totally unsponsored article was also published in: "Oekoneunist Tagesblatt Vejle, Dk", "The Essex Investor Bulletin", "Der Starnberger Finanz Nachricht" Forthcoming soonly in the "Zuid Nederlandse Beleggings Courier"

(**) all articles on www.belgian-dragons.be ■



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