

INTERNATIONAL *DRAGON* ASSOCIATION



The International Dragon Association Newsletter

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Winter 2005/6

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2006 RESULTS

(Previous Year Dragon Topping Positions)

World Championships	1	2	3	4	5	6	8	9
European Championships	1	2	3	4	5	6	8	9
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2006 results

Dear Dragon Sailors,

This is my introductory report and you may be thinking 'is there something new in the Dragon Class?' My answer would be 'Yes and Yes'. Yes, because the Class continues to grow and attract new sailors, our Major Events attract ever larger Fleets, we can race on some of the best waters of the World throughout the year and more great venues are offering to host Dragon events in the future. And 'Yes', because I am sure that the new Management Team, whom I am so pleased to be leading, can continue to build on the excellent work done by our immediate predecessors Thomas Olrog and Louis Urvois. Thank you to both of them for their work, time and ideas during the last four years.

Two new Officers were elected at the AGM in Hamburg, and now that we have a new team on board I have asked them to oversee specific aspects of the IDA's work. Of course the day to day work of the Association will continue to be handled by the Secretary and Assistant Secretary David Dale and Jill Hayward as before, but I want to ensure that our Vice Chairman are focussed on key parts of our activity going forward:

Robert Alpe from the Northern Beaches of Sydney, Australia was elected in 2004; he will oversee the development of our Class racing around the World and ensure that the Regatta Regulations reflect any changes to the current format.

o Xavier Rouget-Luchaire lives in Paris and is President of the French Dragon Association. As a new Vice-Chairman, he will oversee the work of the Technical issues of the Class and our Rule Book together with Mike Hayles (UK) the new Chairman of the Class Technical Committee.

o Peter Warrer from Risskov in Denmark is also a new Vice-Chairman. He will concentrate on information and communication, the development of the



IDA newsletter and the Web Site. Peter will also support the National Dragon Associations to develop the Class in their regions and to stay in close contact with IDA.

With today's top-level racing, glass boats and optimised systems, we should not forget the origins of the Class, carvel-planked boats built from the design of Johan Anker of Norway. Many of those beauties are still around, well kept and lovingly cared for. Only on rare occasion's nowadays will you stumble over a 'Classic' at a Major event - their owners simply do not want to put them at risk at the busy windward mark. I always have a careful eye for our fleet of "Classic" Dragons! May they live on and on!

Details of the Officers are given on the following page of this Newsletter and also on the Website. We are accessible. We are available. We are interested. You will find our e-mail addresses, and please do not

hesitate to contact us with your ideas, suggestions, and observations.

I think we can all look forward to some great events and great racing during the coming year, but one final point I would like to make is that the gap between "optimising" and "cheating" is very small. We know that the vast majority of Dragon sailors stay well within the limits as laid out in our class rules and the ISAF racing rules because, they have internalised what the sport of yacht racing is all about. The IDA Officers will make this a discussion point over the coming months.

But let's go back to the sunny side of life. For those of you who are well below 85 kg living weight I have exciting news (the rest can, and should skip the rest of this paragraph.) From now on you are permitted to sail a Dragon as a gang of four! So, all those small but clever Mediterranean-type seamen, and those petite ladies of the sea, plus all small statured Asian sailors ... get going, Find yourself three pals (sex doesn't matter!), tame the Dragon beast and show us, that a 4-pack of brains can achieve more than a 3-pack of muscles! (Sorry, heavy guys - I told you before that you should skip this!)

This year's AGM felt allowing Dragons to race 4-up was a good way of attracting new and potentially younger people to the class. So let's try it and see where it takes us. In three years time this rule change will be re-evaluated and either kept or ... ?

I wish you all an outstanding sailing season 2006 and may the wind shift to your side when it is really important.

Rupert Fischer
(Chairman)

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IDA OFFICERS

IDA Officers

The International Dragon Class Management team consists of one Chairman, three Vice Chairmen, Treasurer, Secretary, and Assistant Secretary. Technical matters are handled by a specialist Technical Committee which has its own Chairman. The Chairman and Vice Chairmen are elected every two years, the Treasurer and Secretary every four. The Secretary and the Assistant Secretary's positions are permanent. The Officials of the IDA all have a common goal. To run the Class in the interests of Dragon sailors everywhere.

President

H.M. King Constantine

Vice-Presidents

H.R.H. Prince Henrik of Denmark
Borge Borresen
Christopher Dicker

Chairman

Rupert Fischer (Germany)
 Elected 2005

Rupert was born in 1954. He is a member of the Bavarian Yacht Club and started to sail a Dragon in 1969, before getting his own in 1996. In 2003 he was elected as Chairman of the German Association. As Chairman of the IDA he intends to focus on the healthy evolution of the Dragon Class and on the continuous development of high-standard International Regatta Events.

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Vice-Chairman

Robert Alpe (AUS)
 Racing and Regatta Regulations
 Elected 2004

Robert Alpe was born in 1948 and lives on the northern beaches of Sydney. He is a self employed with a passion for typography, the area of the IT industry his type sales and type design business competes in. He is a member of the Royal Sydney Yacht Squadron and several other yachting associations and clubs. He has sailed since the age of 6, in everything from the 6 foot 'P' Class yachts to 30 metre sloops. Robert has sailed off shore International Classic races including the Sydney/Hobart and short handed races including the Sydney/Auckland Challenge. He bought his first Dragon, "Siena"; a wooden Borresen, in 1997, and is now sailing

his newest purchase, a Tasmanian built Ridgeway named "Toogara".

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Vice Chairman

Xavier Rouget- Luchaire (French)
 Class Rules and Technical Matters
 Elected 2005

Age 59. Currently President of AFSID, Xavier is Chairman of a company specialising in sports equipment. Previously he was for 6 years the French distributor for Henri-Lloyd products. He has wide and lengthy experience of sailing, including the organisation and promotion of events, part ownership of a shipyard and the manufacture and sales of yachting products. He has sailed from an early age both competitively and cruising in dinghies, offshore racers and more recently as a Dragon owner. He lives in Paris and sails at Arcachon as well as at many of the European Dragon events.

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Vice Chairman

Peter Warrer (Danish)
 Communication and National Secretaries
 Elected 2005

Age 53. Peter is the Double World Champion in Optimist 67/68, & European Champion in 1979. He has sailed Borresen Dragons since 2000, gaining 4 top 10 places in Regattes Royales and Princess Sophia. He is Sales and Marketing Director for a Danish International eyewear company. His interests in the Dragon Class are to;

- develop the Class Internationally
- develop sponsorship opportunities
- develop ideas on Regatta formats, particularly the length of the events, number of races sailed and ways to improve racing in large fleets

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Treasurer

Andrew Craig (Ireland)
 Elected 1994 re-elected 2002

Andrew Craig was born in 1955 and lives in Dublin. He is a partner in the international accounting firm of PricewaterhouseCoopers. Andrew has been sailing competitively since he was a child and has represented Ireland at many levels. He started sailing Dragons in the early 1990's with the well known Irish Dragon sailor Mick Cotter and bought his own Dragon in 1997. He is now on his third "Chimaera" and competes regularly on the International circuit. Andrew is a member of the Royal St George Yacht Club in Dun Laoghaire and served as a member of the general committee of the Club.

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Secretary

David Dale
 Appointed 2002

David has sailed since the age of 10. After an early career in the Royal Navy he worked in Finance and Marketing with various companies in the City of London. He has sailed a Dragon based on the Medway since 1986 and has taken part in Domestic and International Regattas. He is currently part-owner and Skipper of a Petticrow 2000 - Lightning. GBR 666 based on the Solent.

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Assistant Secretary

Jill Hayward (UK)
 Website, Newsletter, Administration
 Appointed 1998

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The IDA would like to thank all the photographers for allowing us to use their photographs in this Newsletter and on the Website. Please look on the IDa Website <http://www.intdragon.org> throughout the year to see more of their work, and links to their sites

HLL World Dragon Championship 2005

Dozens of top sailors at the starting line – Schönherr New World Champion

The undisputed high point of the season for Dragon sailors was the Hanseatic Lloyd World Dragon Championship on the Baltic Sea off Neustadt in Holstein at the end of August. 73 crews from 12 nations were at the starting line. The winners and new world champions were Jorgen Schönherr, Anders Kaempe and Axel Waltersdorph from Denmark.



The fleet separates after the start signal

Photo:HeinrichHecht

Seven races were held in a wind force of around two to six Beaufort. Practically everybody who is anybody in the Dragon Class was at the starting line. The list of medalists, World and European Champions included nearly two dozen boats. From this group Harm Mueller-Spreer, Markus Wieser and Thomas Auracher (Hamburg/Starnberg/Tegernsee) had to content themselves

with second place. Bronze was won by the dragon of Hanseatic Lloyd chairman Harro Kniffka with Vincent Hoesch at the helm, Max Scheibmair and Harro Kniffka himself crewing (Rimsting/Bottighofen/Breitbrunn am Chiemsee). Ulli Libor, Gunnar Bahr and Jan Schoepe, the second crew from the HLL Dragon team, also sailed into the top 10 – with an outstanding ninth place.

A nearly perfect mix of weather conditions challenged the participants: Light wind between 7 and 10 knots during the first race were followed by two calm days when sailing a World Championship was simply not possible. Finally on Thursday 25th dark clouds and winds up to 22 knots provided real Dragon conditions, and two races could be completed. On Friday the wind remained but the sun broke through - the perfect environment for the numerous amateur and professional photographers on the water. On the way back home after two more races a thunderstorm hit the fleet. Fortunately only the small tents in front of the dragon marquee were ripped off the ground. Apart from that no damage was reported. With five races completed on Friday evening the championship was back on schedule and it was a valid one already at this point. On Saturday winds between 12 and 15 knots and allowed for a smooth race under sunny skies. After race six only two teams could bring the trophy home: Jorgen Schönherr and Harm Mueller-Spreer.

On Sunday morning the fleet sailed out into a sunny morning and a gentle breeze. The gun went off exactly at 11:00 am. "We had a poor start," explained Jorgen Schönherr after the last race. Many boats vied for a good



Her Majesty Queen Silvia of Sweden fires the start gun for the Childhood Charity Race

Photo:HeinrichHecht

MAJOR EVENTS



Heavy traffic at the spreader mark

Photo:HeinrichHecht



Kniffka/Hoesch/Scheibmair fighting for Bronze

Photo:HeinrichHecht

position right at the front on the starting line. Schönherr, who had also already won the Grand Prix in France and the Dragon Gold Cup in Sweden, did not want to risk a false start. "We caught a shift in the wind just right and caught up with Harm again," said Schönherr.

Vincent Hoesch, who won the title two year ago as sheet hand for Dieter Schoen, was extremely satisfied with third place. Title holder Dieter Schoen (with Andreas Huber and Stig Westergaard) improved up to fourth place in the course of the Championship. The Danish former champion of the Dragon class, Poul-Richard Hoj-Jensen (with Jann Neergard and Jacob Guhle), came in fifth, ahead of the youngest helmsman in the competition, Philipp Ocker from Geretsried (with Christopher Sachs and Florian Grosser).

"Those who can handle the dragon the best are up front," commented the Commodore of the German Dragon Association, Rupert Fischer. "We had

a lot of wind, average wind and little wind," he summarized the week. As a rule, the race was fair, he said. "It was a real world championship," Fischer expressed his satisfaction with the week.

For the first time in sailing history a world championship was preceded by a charity race for The World Childhood foundation. Her Majesty Queen Silvia of Sweden, who founded Childhood, honored participants and organizers with her presence and fired the starting gun. As she said later she much enjoyed herself among the Dragon family. A magnificent evening on Gut Hasselburg rounded up a perfect day for both sailing and social activities. A series of valuable items were auctioned during this evening and raised over 110.000, Euros for the charity.

The Dragon Race in support of the Charity was a great success for both.

Volker Goebner, Rupert Fischer



Day prizes

Photo:HeinrichHecht

Dragon Gold Cup 2005

The Swedish Open Championship, Prince Henrik Trophy and Dragon Gold Cup provided for the more than 80 participating Dragons and their crews 10 days of exciting and enjoyable sailing at Sandhamn, the classic sailing centre of the Royal Swedish Yacht Club in the Stockholm Archipelago.

All races during the six days of the Dragon Gold Cup with 80 participating Dragons were completed successfully. But it took about three starts each time before all the Dragons were away. The keenness by crews at the start to get away into clear air may have led to some of the Rules being 'forgotten' by some crews. But maybe the time is not far off when modern technology, which already exists, will make it possible to see who is over the line too early and who had right of way. As it was, one of the problems at the start was avoiding 'men overboard', who in dark clothing were difficult for other boats to see. Fortunately they were recovered and managed to complete the race. Very few Dragons had to give up due to technical problems during the event.

Jörgen Schönherr was very happy when he won the Dragon Gold Cup again with African Queen. He said that the competition had been very good. On the final day he was being careful not to risk his first place and finished 13th.. Crown Prince Fredrik lead the last race from start to finish where he was one and a half minutes before the next boat the Danish Dragon MY-WAY, which finished as the best classic Dragon in the Cup.

1. DEN 365	African Queen	Schönherr/Kaempe/Waldersdorph
2. DEN 336	Nanoq	HKH Frederik/Palm/Harsberg
3. GER 975		Roberto Ocker/Grosser/Davies
4. DEN 344		Marion Jensen/Tredberg/Lindeman
5. RUS 1	Godfather	Khopersky/Shternberg/Chugonov
6. DEN 368	Flawless	Bandolowski/Hvalso/Hey

The participants were very satisfied with the successful arrangements by the Royal Swedish Yacht Club which was also celebrating its' 175 years jubilee. The sailing conditions were excellent and the staff did everything to help. Among the social activities organized were the welcoming party at the summer residence of Dag Bjurström, the grill party at the island of Lökholmen and the cruise through the Stockholm Archipelago to the Regatta Dinner in the magnificent Grand Hotel, which was the very generous sponsor for the Gold Cup.

Ulf Bjurman

For a wide selection of action shots from the Gold Cup please contact Ragnar Omarsson on ragnaromarsson@telia.com



Descente sous spi

Photo: François Van Mallegheem / Pixsail.com

MAJOR EVENTS

The Swedish Open Championship and Prince Henrik Trophy

Tom "Tomba" Löfstedt won the Swedish Open Championship and Prince Henrik Trophy, but otherwise the German and above all the Danish Dragon sailors dominated. With Jörgen Schönherr at the helm, African Queen was comfortably first in the Dragon Gold Cup for the third time running. Crown Prince Fredrik of Denmark was second, winning the last race clearly with Nanoq.

The winds were lightest in the beginning of the week, becoming heavier later, but all the same most of the races took place at sea outside Sandhamn in the Baltic and not in the more sheltered Archipelago waters. This seemed to be a disadvantage to the Finnish and Swedish Dragon sailors who are more used to sheltered conditions. The large Dragon fleets were mainly from Denmark, Estonia, Finland, Germany, Russian Federation and Sweden, but we were all also happy to see a number of participants from more distant countries, in particular those from Japan, New Zealand and the United States. Even if the sun was not frequently seen, the good sailing conditions suited the sailors.

The Swedish Open Championship and Prince Henrik Trophy consisted of two days with three races each day. On the first day, all the races were on sheltered water due to the very hard winds. Tomba Löfstedt and his crew Martin Alsén and Martin Larsson in their Dragon Pilen (the arrow) had quite a challenge. The Danish Dragon MY-WAY and the German Dragons Platoon and Sinewave sailed very well, and it was only towards the end of the championship that Tomba really managed to get ahead.

- | | | |
|---------------------|-------------------------------|---------------|
| 1. SWE 331 Pilen | Löfstedt/Alsén/Larsson | KSSS 19,70,8 |
| 2. GER 950 Platoon | Müller Spreer/Wieser/Auracher | BYC 32,70,3 |
| 3. GER 996 Sinewave | Mueller/Wagner/Paschen | NRV34,70, 5,7 |

All the Dragon sailors of the Swedish East Coast Flotilla welcome you back again to Sandhamn and Stockholm.
Ulf Bjurman

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Dragon European Championships



Photo: Bertrand Duquenne

La Trinité – 21 – 26 June 2005

If you combine this with last year's event in Tallinn a total of 15 countries were represented, showing the strength in width across Europe of the class. La Trinité was an excellent base for a regatta in almost all respects, French food, plenty of accommodation, an excellent marina with space to rig the boats and a very pleasant club.

The only real problem was that the weather chose to behave like an exaggerated version of problematic conditions on the British south coast. For much of the time there was a gradient northerly of reasonable strength in the harbour and towards the mouth of the estuary while those with decent eyesight could see that there was a flat calm in the bay where the Race Committee was whistling to little effect. As a result for two of the scheduled six days the competitors waited to be dismissed by the very determined race officer, who continued to hope that the sea breeze that was known to be on the other side of the Quiberon peninsula would arrive. To no avail. The location meant that the breakdown of the Fleet was different from what we have come to expect. Eleven countries were represented, but it was very apparent that there is rapidly increasing strength in the Class in the Eastern Baltic which was represented by 6 Russians, 6 Estonian, 7 Finns and one Latvian.

The racing was dominated by Claus Hoj-Jensen sailing SUI-288, one of three boats in the Hanseatic Lloyd "team", the others being sailed by those well known Swiss Uli Libor and Vincent Hoesch. (I never knew Switzerland was taking over the EU). Though Claus didn't win a race he didn't have to count a result worse than fourth and discarded a seventh. This was achieved in conditions that were mostly light, sometimes almost windless and characterised by large shifts and streaky wind. There were only two races in which at any point were the boats fully powered up and then only for a short while, once in a thundery rain squall. Second was Poul-Richard Hoj-Jensen, to keep the result in the family, who had similar consistency but not



Photo: Bertrand Duquenne

quite as good results. Babou Pasturaud showed the opposite tendencies, winning two races, one in the wind and rain and the other in very light conditions, but having to count a seventeenth and a twenty-first. Don't ask about his discard. The other races were won by Lars Hendriksen, Vincent Hoesch, Ivan Bradbury and Jorgen Schönherr. However, none of these showed sufficient consistency to challenge Claus as the series developed.

Results:

1. SUI 288 ClausHoj-Jensen
2. GBR 705 Poul-Richard Hoj-Jensen
3. FRA 340 Babou Pasturaud
4. DEN359 Lars Hendriksen
5. FRA 300 Louis Urvois
6. GBR 656 Ivan Bradbury

Despite the unusually difficult conditions the Race Officer and his team did very well to complete the series, and frustrations on the water were well compensated for by the welcome, organisation, and social facilities provided by the sponsors Toshiba and by the staff and members of the La Trinité

Patrick Gifford



Photo: Bertrand Duquenne

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**Better
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2006 Roundup by Stavros

Hello Campers,

Yes Stavros here to roundup another action packed, fun filled year of Dragon Racing all over Europe. From Cascais to Neustadt, from Palma to Sandhamn, from Douarnenez to La Trinite' and much more....But first,

So let's start with the beautiful Cascais, Portugal. Having just lost out to Valencia to host the next America's Cup, the CNC Yacht Club in Cascais has now the most superb facilities. Alongside its Marina a new Club House is being built, completed for 2006. This will be a fantastic, future location and as Dragon Sailors to race there is an opportunity not to be missed. Poul-Richard Hoj-Jensen dominated the two regattas at the beginning of 2005, with Vincie Hoesch and David Palmer GBR 700 in hot pursuit.

Then on to Palma de Mallorca posing the question "To BB or not to BB?" Well, the new BB boats certainly performed in these two regattas. Yann Kersale in his famous Black Boat (Petticrow) won the first event. Before, Markus Weiser sailed his BB Queen to two 3rd places. Vadim Slatsenko won many Pin End starts in RUS 12 (one of the original Borresens), to finish a very creditable 2nd in the Princess Sofia. Then Lars Hendriksen followed up his 2nd place in the first regatta in BB King, with a victory in the Sofia. With many races and light to medium winds, Palma is a must!

So we then traveled up to Douarnenez to witness the beginning of Jörgen Schönherr's dominance in 2005. Sailing his new Petticrow 'African Queen'. With his good friends Axel and Anders they took the Grand Prix Trophy by 3 pts from Poul-Richard 2nd, and Vincie Hoesch 3rd. A special mention should go to Ted Sawyer (now in the twilight of his career!), helming his beautiful 'Clairvoyant' USA 310 to 10th place in this competitive 100 boat fleet. Another great regatta organised by Louis, Annie, Francios and their team.

So continuing onto the Europeans in the exquisite La Trinite'. We all saw the Father versus Son race. The Master versus the Apprentice. Only this time, God had a fight on his hands and Claus deservedly took the Gold Medal, Poul-Richard the Silver and the legendary Babboo (J. Pasturadd) the Bronze. Another special mention must go to Ivan Bradbury, sailing 'Elusive' who finished a very creditable 6th place overall, in his first full year of helming.

The Gold Cup raced on the beautiful Island of Sandhamn, saw Jörgen Schönherr take his second major title, from the ever improving



Crown Prince of Denmark, HKH Frederick (crewed by Theis and Kasper) 2nd and GER 975 Mr. Ocker 3rd. Well done to all these teams. One top tip for the future when racing in Sweden, Put your sails in the boat when traveling and fill the trailer boxes with booze!

Jorgen wins again

Lastly, the World Championships in Neustadt. Norddeutscher Regatta Verein. and our sponsor HLL did an excellent job to make us all feel welcome and provide some great racing. Fittingly enough, Jorgen and his African Queen team did it again. There is no doubt that he is the man to beat next season, a deserved World Champion. Harm Muller-Spreer regained some of his old form, managed to stay the whole week! to finish 2nd, with Vincie Hoesch an ever present 3rd place.

It's been a spectacular season; we know the Dragon is the best Class, That's why we all sail them. But, the word is out.....this year we have welcomed many new people into the Class - and far from making up the numbers it seems that at each regatta the trailer park is full of new boats. With new kit, trucks and new faces both on and off the water, and with accessories and equipment that take Dragon Racing onto another level.

'The Beautiful Game'

Finally, remember at all times that it is a sport.... If sometimes you find yourself following the fleet around the windward mark, it's how you respond that determines if you are a winner or a loser? Don't always sail for the Crane, even if you find yourself on the perfect lay line! I think it was Pele' that once described Football as 'The Beautiful Game' He obviously has not raced Dragons and looked through the Genoa on the start line of 100+ boats!

In closing, whilst I am fortunate to attend many other regattas throughout the year, it is impossible to report on them all. But, one thing is for sure.... We all sail in the best One Design Class in the World, we have the best sailors, go to the best venues, enjoy the best restaurants and have the most FUN, on and off the water. Long may it all continue.....

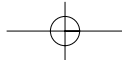
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PS

Oh and P.S. There was a Man in Cambourne that told Jethro that 'The End of the World was Nigh' He turned to Densil and asked what his friend would do if there were only 30mins left to go? Densil said he would drop his trousers and shag anything that moved! "What about you Jethro?" Densil asked back. Jethro replied "Oh Me? I would stand very, VERY STILL....."



Action at La Trinite
Photo: Bertrand Duquenne



"Les **DRAGON** de La Trinité"

Trophée
TOSHIBA

La Trinité-sur-Mer (France) - 20th / 24th June 2006



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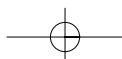
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The Annual General Meeting 2005 *A Summary of the Minutes*

The Annual General Meeting was held at at Norddeutscher Regatta Verein, Hamburg on Saturday 29 October 2005. 29 people were present with 19 countries represented.

1. Chairman's Report

Before making his report the Chairman asked the Meeting for agreement to alter the order of business by taking Item 9, Election of Officers to Item 10, and by bringing forward item 11, Major Regattas and Rota, to item 9a. In view of the contents of the Items for discussion, he felt it more appropriate that he and the current Officers led the Meeting through them. The delegates agreed with the proposed order.

He then presented his report as follows;

The Class is in good health with 80 plus boats at Gold Cup and Worlds and nearly 50 at the Europeans. In addition 100 boats at Douarnenez and Cannes and much activity during the Winter in Cannes, Cascais and Palma before the season got underway in greater Europe

We very pleased to see boats from new builder Royal Denships in the leading Group at some of these Regattas and winning at the Regattes Royale. We were also very pleased to see the participation of a number of Russian sailors during this season in both new and older boats. Their presence near the front of the Fleets particularly at the Gold Cup and Worlds is a sign of their skill and we expect future challenges from their leading sailors and many more boats afloat as their own building gets underway.

All the sailors winning these Regattas have shown a very high level of one-design racing skill, but I would particularly like to mention the superb performance of Jorgen Schonherr and his crew in 'African Queen'. They have now won three consecutive

Gold Cups and this year the World Championships and did so by sailing consistently fast in the full range of weather conditions.

Others have also made large contributions to our sport and I would like to acknowledge the very generous sponsorship of HLL at this year's Worlds enabling the Dragon Class to stamp our identity very strongly on the Baltic Week and maintain our own programme within this popular Regatta. I would also like to thank all our other sponsors and

particularly Toshiba at the Europeans, and The Grand Hotel in Stockholm at the Gold Cup.

This year the World Championships were preceded by the World Childhood Foundation Charity Race, which was followed by a very successful auction dinner in the presence of Queen Silvia of Sweden, President of the Charity. The entry fees and auction of the many valuable items donated to the Charity raised more than 100,000 Euros for the Foundation.

You will have seen from the Agenda papers that the Officers have been giving much thought to the future of these events in order to maximise the sailing time and take advantage of local conditions which may allow more races per day. Some of our suggestions may be controversial but if the Class is to progress and attract new, and younger participants, we must look to see how we can continue to make the racing attractive and challenging to a new breed of sailor.

We recognise the desire of Dragon sailors to sail in new and attractive locations and are considering Dubai for a future event during the European winter season. Similarly we also very much hope that there will be strong support for the Worlds to be held in Australia in 2009 or 2011

Off the water our builders have continued to develop and produce even better boats and the decision to permit closed-moulding last year seems to have been a successful initiative, allowing greater consistency in the moulding/laying up and much improved environmental conditions for those involved in this stage of construction.

This is my final meeting as your Chairman and I can look back on four very happy but also challenging years since I was elected in 2001. Together with my Vice-Chairmen colleagues during this time, we have tried to respond to the demands of the Class and to reconcile the sometimes differing requirements of sailors and builders, both of whom want to ensure the continuing development of our boats, but maybe at different speeds! I hope we have got the balance between progress and respect for the history and style of the Class and its wide ranging membership about right.

My sincere thanks to Louis Urvois who is also standing down at this meeting. Louis'

wide experience, his sailing and organising ability, and his infectious enthusiasm for the Dragon and everything to do with it, has been a great support to me and my colleagues during this time. Also I would like to acknowledge the significant contribution Graham Bailey has made to our technical deliberations during a time of transition in construction techniques and other 'behind the scenes' issues. I wish his successor, Mike Hayles great success in this essential post. Finally, I wish the next Chairman an enjoyable and peaceful tenure in my place and I am sure, together with the existing and new Vice-Chairmen, the Class will be in very good hands over the next few years.

Thank you all, and the many active sailors I have met during the last four years around the Regatta and Club racing scene, for such a memorable and enjoyable time both afloat and ashore.

2. Treasurer's Report

The Treasurer reported that reserves had increased by £1000 to £41,494 in line with our target figure.

Receipts were boosted by an increase in the sale of sail labels, at 1,458 the highest ever achieved. Subscription income was also ahead of the previous year, boosted by the recovery of subscriptions some of which had been outstanding for several years.

Payments were up £6,510 over the previous year and £4870 over budget. This was largely because of increased costs of monitoring new builders and measurement of prototype boats, a predicted upgrading of a computer, the higher cost of the 75th Anniversary Newsletter and the cost of a new set of templates for a new builder.

3. Budget for 2006

The Treasurer presented his budget and in doing so was glad to point out that there would be no increase in subscriptions charged to National Associations nor an increase in charges for sail labels. He was also pleased to note that the expected acceptance of Self-Certification of masts would lead to a small increase in Revenue from the sale of mast stickers to manufacturers. On the payments side he had recognised the likely continuing costs of ensuring that the monitoring of builders, particularly new

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builders, and issues of measurement of new boats would be likely to continue, and he was prepared to allocate funds to ensure the continued integrity of our new boats.

Both his Report and the Budget were accepted by the Meeting.

Following his Report, concern was expressed from the floor about the level of administrative costs which are now being incurred by the Association. The Treasurer reminded the meeting that this was predicted 5 years ago when it became clear that the amount of work and time needed to run the Association was such that an unpaid volunteer was unlikely to be found to take over from the then Secretary. The salary levels for the Secretary and Assistant Secretary were agreed at that time and had risen only very modestly since. His own observation was that as the activity of the Association had risen considerably since, he felt that the two roles were essential to maintain the professional conduct of that activity, and he personally kept close control on the level of costs, as did the two incumbents. The Chairman also added that he agreed that the work load generated by the current success of the Class fully justified the current staffing and he too had noticed that there was much more 'behind the scenes' work that he had become involved in, particularly in the last two years.

4. Technical Committee Chairman's Report

In the absence of Graham Bailey, the new Chairman, Mike Hayles summarised his Report which is available on request from the IDA info@intdragon.org.

5. Class Rule Changes

The Chairman went on to present this year's Rule Change Proposals and invited a vote on changes to Rules 1.11, 1.24, 1.55, 1.85, 6.108, 6.109, 9.11 and 9.12. These Changes were all approved with a two thirds majority of those voting.

Rule 6.108 Self Certification of masts. He explained the reason behind this proposal and it was further explained by Gunter Ahlers. (Please see the Statement for a full explanation). This was approved by the Meeting to take effect from the 1st March 2006. Proposed changes to Rules 1.52, and 1.53 which were dependant on the Self Certification approval, were also approved by the Meeting.

Rule 13.10 Number of Crew, This proposal to allow 4 crew subject to the existing 285Kg weight limit attracted arguments both in favour and against. Those against were chiefly concerned with the safety issues of overcrowded cockpits and additional safety equipment to be carried/provided and felt more time was needed to evaluate both the practicalities of sailing with 4 people on board and the level of interest in doing so among the Class generally. Those in favour stressed the non compulsory aspect of the proposal, the favourable reactions from other One-Design classes who had tried it, the opportunity to include young people and smaller lighter people among racing crews and the advantage of opening the racing experience to a new group of people, as well as giving lighter crews the opportunity, by using an extra person, to be as competitive in weight terms as the heavier 3 person crews.

An amendment to Class Rule 11.10.4 was made to ensure that boats racing with four crew have sufficient suitable lifejackets. It was agreed that this change to crew numbers would be reviewed at the 2008 AGM. In the meantime other Rule Change proposals which might arise from this change to permitted numbers of crew would not be considered until the 2008 AGM. At the vote the majority two thirds approval was achieved.

The Regatta Regulations, Notice of Races and Sailing Instructions will be amended to ensure that for any event a boat shall sail with the same number of crew throughout.

With the exception of the Self-Certification Rule all the others become effective once approved by ISAF.

6. Items for Discussion

9a Championship Rota

The Chairman explained that because of the size of Fleets and the expectation of sailors for top class facilities ashore and afloat at the premier events, they will, in future expect a more detailed bid from countries wishing to host an event.

Bids must contain;

- The proposed venue,
- The month(s) proposed with historical winds/weather patterns,
- The format for proposed for the event i.e. number of races per day,
- Probable costs for entrants if containerisation is necessary to reach the

venue.

- Confirmation that the venue has the facilities both ashore and afloat to accommodate the large numbers expected, as well as suitable access to the location by road and/or sea.

They had recently revised the Rota which they put to the Meeting as a broad proposal. After lengthy discussion this proposal was revised, and countries and venues confirmed for the next 3 years.

In addition other countries and locations were confirmed in 2009 and 2011, and they appear in the attached updated Rota of Events. Countries wishing to hold the Europeans from 2009 onwards are invited to contact the Secretary to register their interest.

9b Gold Cup 2009/10

Following the earlier initial letter sent to National Associations proposing an event in Dubai, an excellent presentation on the venue was given by Christian Boillot (France). He included information on local sailing conditions, hotels and recreational facilities, on-shore support, social opportunities, shipping times from major European and Australian ports and confirmed that the Dubai International Marine Club (DIMC) were very keen to host a prestigious Dragon event. In general discussion the meeting confirmed that Christian should continue to Plan with DIMC for such an event around the New Year of 2009/10 and try to achieve a 'package' cost of around euros 6-8000.

9c World Championships 2011

Robert Alpe gave a presentation on behalf of the Australian International Dragon Association from the Royal Brighton Yacht Club, Melbourne in a bid to hold the event. It was agreed that the bid document was excellent and facilities ashore and afloat looked highly suitable for a World Championships, but in general discussion the meeting expressed regret that neither Perth nor Sydney had been put forward as possible venues. It was strongly expressed that the International travelers would strongly support an event in either of these two places based on previous experience of conditions, particularly on the west coast, and Robert was asked to ask the AIDA at their AGM in January 2006, to reconsider the venue for the World Championships to ensure maximum support from the European and other Fleets.

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**Memories of Summer**

Photo:HeinrichHecht

9d Paper on Regatta Formats

The Chairman restated the 4 proposals from the Officers to try to achieve more races during the major events, a) to try make maximum use of time on the water, and b) in the light of recent experience of light airs to try to ensure that there is sufficient opportunity for the race organisers to recover and achieve a series if seriously affected by calms. The meeting voted in favour of adopting a structure which will allow organisers to schedule two or more races on more than one day to try to achieve this. For the Worlds this will remain 6 days with up to 8 races scheduled and for the Europeans 5 days with up to 7 races. Discards will be adjusted accordingly. The Regatta Regulations will be amended.

9e Changes to the Regatta Regulations

The Regulations will be amended to reflect the above, and other minor amendments will be made and advised via the IDA Website.

9f International Ranking System

The meeting agreed to adopt this proposal

9g Paper to Builders and Other Suppliers.

This paper was noted and the Letter will be sent to current and future Builders and Suppliers.

9h Guidelines to Builders.

The Officers recognised the increasing number of new builders applying to build Dragons, and this letter was intended to help them handle the application and licensing procedure and explain their obligations to their customers, the IDA and ISAF. Gunter Ahlers wished to amend it slightly and it will be scrutinised by the new Chairman of the Technical Committee before it is used.

7. Election of Officers

This item had been rescheduled in view of the full Agenda above.

Following the retirement of Thomas Olrog and Louis Urvois, both having completed 4 years in their respective posts, the following were elected;

To Chairman, Rupert Fisher, proposed by Thomas Olrog and seconded by Tommy Muller

To Vice Chairman, Xavier Rouget- Luchaire, proposed by Andrew Craig and seconded by Mike Hayles

To Vice-Chairman, Peter Warrer, proposed by, Lars Broen, and seconded by Louis Urvois

The New Chairman proposed a vote of thanks to Thomas and Louis which was unanimously approved.

8. Any Other Business

A short presentation was made by the Norwegian Association on the Europeans in 2008.

The Chairman thanked the Norddeutscher Regatta Verein for hosting the meeting and the excellent facilities they had provided

9. Date of Next Meeting Saturday 28th October, at the Royal Thames Yacht Club, London

RULE CHANGES

2006 Class Rule Changes

Rule 1.11 Purpose of the Class Rules

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 shall submit detailed drawings through the IDA to ISAF to obtain a ruling before attempting it. The only exception to this rule is fittings, which are governed by Class Rules 8 and 12.

Rule 1.24 Advertising

New Rule Advertising is only permitted in accordance with ISAF Advertising Code 20.3.1(a) Category A

Rule 1.52 Measurers and Measurement

New Rule Only a Measurer nominated by a National Authority and approved by the IDA shall measure a yacht, its spars, sails and equipment, and sign the declaration on the measurement form. After consultation with the National Authority however, the IDA may approve one or more individuals within a sail loft or spar maker to measure sails and spars manufactured by that manufacturer.

Rule 1.53

New Rule A Measurer shall not measure a yacht, its spars, sails or equipment owned or built by himself, or in which he is an interested party, or has a vested interest, however, measurers within a sail loft or spar maker as stated in Rule 1.52 are excluded for sail and spar measurement only

Rule 1.55

New Rule The Regulations for Hull Template procedure, Stem Template Procedure and Swing Test Procedures are part of these rules. Templates used for measurement shall be made accurately to the official plans; the table of offsets and designs supplied by ISAF shall be approved by the IDA Chief Measurer and registered with ISAF. From 01 March 2001 they shall be produced by

a manufacturer appointed by the IDA. The Measurer shall check the compliance of the templates with Plan 8c and shall report any later departure immediately to the IDA.

Rule 1.85 To obtain a Measurement Certificate

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

Rule 6.101 Spars

New Rule The mast shall be made of either one kind of wood or of aluminium alloy. Wooden spars shall be constructed only after prior approval from ISAF in accordance with Class Rules 6.30 (1989 edition) (available as a separate appendix from the ISAF). Each mast manufactured or measured after 1st March 2006 shall have permanently attached to it approx 100mm below the deck filling piece on the starboard side of the spar, an official IDA label, on which the masts particulars, in accordance with Rule 6.112 paragraph 1, shall be entered. The manufacturer shall punch or engrave his code number and the number of the spar through this label after it has been fixed to the spar to ensure that it cannot be transferred to any other spar. Labels shall be available from the IDA Assistant Secretary. The cost of the labels shall be fixed at the Class AGM.

Rule 6.108

New Rule Jumper struts made of any permitted material shall be fitted with their upper edges 6300mm \pm 15mm above the lower measurement band and shall not be less than 300mm long measured in a straight line from the side of the mast to the bearing point. They shall be connected at points within 30mm of their bearing points by a cross member of diameter not less than 4mm. A straight line between the bearing points of the jumper struts shall not be less than 30mm from the foreside of the mast.

Rule 6.109

New Rule Spreaders made of any permitted material shall be fitted with their upper edges not less than 3200mm and not more than 3615mm above the lower measurement band in a straight line from the side of the mast. They shall not be less than 450mm long measured from the side of the mast to the bearing point. The method of securing spreaders is optional but the fore and aft movement shall not exceed 10 degrees in either direction.

Rule 6.113

New Rule The heel of the mast shall not be above a point 1450mm below the upper edge of the lower measurement band. The slot in the heel of the mast shall not be more than 25mm deep

Rule 9.11 Sails

New Rule Sails shall be made and measured in accordance with the ISAF Equipment Rules of Sailing, (ERS) 2005 - 2008, except where varied herein.

Rule 9.12

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. The sizes of the reinforcements are optional. The weight of the cloth used in the construction of each sail shall be within the limits specified below, or the list of equivalent thicknesses in the Equipment Rules of Sailing

Mainsail, Headsail (formerly headsail number 1):	270g/m ₂ minimum 304g/m ₂ maximum
Genoa:	150g/m ₂ minimum 304g/m ₂ maximum
Spinnaker:	38g/m ₂ minimum

Note: A sail may be made of different cloth weights within the above limits. The weight in g/m² of the body of the sail shall be indelibly marked by the sailmaker together with his signature, stamp, or sailmaker label, and the date near the tack (in spinnakers near the head).

Rule 11.10.4

New text: A life jacket or buoyancy vest with a positive buoyancy of minimum 5Kg each, for each person on board

Rule 13.10 Crew

New Rule There shall not be more than four persons on board while racing. A boat shall compete with the same number of crew throughout an event.



Action at La Trinite
Photo: Bertrand Duquenne

Technical Committee

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Philip Ocker – Germany E-mail: p.ocker@gmx.de

Comments from the Technical Committee Chairman – Mike Hayles

Having presented the Rule Changes described in the previous pages I would only add that in the case of mast measurement, any mast not self-certified, by a recognised mast manufacturer, for example completed by an amateur builder, will need to be measured by an Authorised Measurer to obtain its 'sticker'. During the coming year the Committee will be considering changing the requirement to measure the centre of gravity of bare masts and introducing a minimum all-up rigged weight for the mast in time for the next AGM to consider.

Finally, I am delighted to welcome Marc van Bommel and Philip Ocker to the Committee. Their technical and sailing expertise will be very welcome to our future deliberations on your behalf.

Mike Hayles



Sparkling conditions at La Trinite

Photo: Bertrand Duquenne



Maximum concentration on board African Queen

Photo: Rolex

List of IDA Measurers

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

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

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GENERAL INFORMATION

COUNTRY	REGISTERED BOATS 2005
Australia	60
Austria	20
Belgium	28
Canada	20
Denmark	60
Estonia	7
Finland	34
France	88
Germany	417
Hong Kong	19
Hungary	16
Ireland	51
Italy	8
Japan	25
Netherlands	91
New Zealand	10
Norway	43
Portugal	15
Puerto Rico	3
Russia	36
Spain	7
Sweden	70
Switzerland	70
Turkey	15
UK	179
USA	20
TOTAL	1412

IDA WEBSITE:

<http://www.intdragon.org>

RULES AND PLANS:

Available from the IDA – info@intdragon.org.

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

Building Plaques Issued

30/9/2004 - 30/9/2005

Petticrows (UK)	28
Royal Denships	7
Single Builders	9
TOTAL	39

Licenced Builders

Petticrows Ltd

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

<http://www.petticrows.com>

BB Dragon - Royal Denship A/S

Balticagade 15, 8000 Aarhus C, Denmark

<http://www.bb-dragon.com/Default.aspx>

Borrensens Badebyggeri A/S

Dragevej 11, DK-7100 Vejle, Denmark

<http://www.borresen.com>

Joop Doomernik

Havendijk 22, 5017 AM-tilburg, The Netherlands

<http://www.doomernik.nl>

Markus Glas GMBH

Seeweg 3, Bootswerft, 82343 Pocking-Possenhofen, Germany

<http://www.bootswerft-glas.de>

For a complete list of licenced builders please contact the IDA – info@intdragon.org

Classic Dragons – Richard Green

We were very sorry to learn of the death of Richard Green. He died shortly after completing a race during Cowes Week in his latest Classic Aurora. Richard had raced in Dragons over the last 20 years or so, but it was Aurora, built by McGruer in 1938 which was his favourite. He re-launched her in 2004 after a long re-build. He took her to the 75th Anniversary Regatta in St Tropez and had recently moved to the Isle of Wight to sail with the Cowes Fleet. He was a happy man. We send our sympathy to his wife and family



Bouée au vent manche 7 Dragon

Photo: François Van Mallegheem / Pixsail.com

FIXTURE LIST 2006

International and National Championships 2006

* Qualifying Events for Worlds and Europeans marked with an asterisk*

06 - 14 January	2006 Australasian Championship	Adelaide	Sth Australia	mailto:brian@modapts.com
23 - 26 February	French Dragon Championship	Cannes	France	http://gales.free.fr
02 - 05 March	Prince Henry the Navigator Trophy (Iberian Championship)	Cascais	Portugal	http://www.cncascais.com
16 - 19 March	H.M. King Juan Carlos 1 Trophy (Iberian Championship)*	Cascais	Portugal	http://www.cncascais.com
30,31 March, 01,02 April	La Copa del Mediterraneo	Palma	Spain	mailto:dragon.class@telefonica.net
08 - 14 April	HRH Princess Sophia Trophy *	Palma	Spain	http://www.trofeoprincesasofia.org
03 - 06 May	Grand Prix Petit Navire *	Douarnenez	France	http://www.sr-douarnenez.com
24 - 28 May	International HLL Swiss Championship	Steckborn	Switzerland	http://www.dragon-class.ch
27 - 30 May	Edinburgh Cup	Cowes	UK	http://www.rcyc.co.uk/da/13094
03 - 09 June	The Aberdeen Dragon European Championship*	Cowes	UK	http://www.rys.org.uk/dragoneuropeans
03 - 05 June	Pfingstbusch 2006 (Baltic Cup 1)	Kiel / Baltic Sea	Germany	http://www.nrv.de
17 - 20 June	Kieler Week (Baltic Cup 2)	Kiel	Germany	http://www.kielerwoche.de
01 - 04 July	German Grand Prix 2006 (Baltic Cup 3)	Strande	Germany	http://www.kyc.de
06 - 09 July	International Danish Championship (Baltic Cup 4)	Aarhus	Denmark	http://www.dragonclass.dk
13 - 16 July	Portuguese National Championship	Porto	Portugal	http://www.cva.web.pt
27 - 30 July	Austrian National Championships	Attersee	Austria	http://www.dragonclass.at
04 - 06 August	Technogym Wellness Cup (Baltic Cup 5)	Koge	Denmark	http://www.wellnesscup.dk
04 - 09 August	Hungarian Championship	Balatonfured	Hungary	http://www.dragonclass.hu
04 - 06 August	Open Finnish Championship	Hanko	Finland	http://www.finnishdragon.org
12 - 15 August	Belgium Open Championship	Ostend	Belgium	http://www.beldragon.be
26 Aug - 01 Sept	Gold Cup *	Douarnenez	France	http://www.dragongoldcup2006.com
07 - 10 September	Open Dutch Championship	Medemblik	Netherlands	http://classoffice@dragonclass.nl
24 - 29 Sept	Regates Royales *	Cannes	France	http://www.regatesroyales.com
02 - 07 October	International German Championship	Wannsee	Germany	http://www.vswa.de

Domestic 2006

19 - 22 January	Ski Voile International	Antibes	France	http://www.club-nautique-antibes.com
03 - 05 February	Primo Cup	Monaco	Monaco	http://www.yacht-club-monaco.mc/sportAct/primoCup.html
14 - 16 April	The Mediteranean Championship	Cannes	France	http://gales.free.fr
03 - 06 March	New Zealand National Championship	Auckland	New Zealand	mailto:frans@pacificsurgical.co.nz
18 - 19 March	Triangle Olympique	Juans Les Pins	France	http://gales.free.fr
18 - 19 March	Westeinder Class Event	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
01 - 02 April	Westeinder Class Event	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
14 - 15 April	Easterregatta	Thun	Switzerland	http://www.dragon-class.ch
14 - 17 April	East Coast Championship	Burnham-on-Crouch	UK	http://www.royalcorinthian.co.uk
14 - 16 April	Ski Yachting	Cannes	France	http://gales.free.fr
15 - 17 April	Westeinder Easter Series	Aalsmeer	Netherlands	http://classoffice@dragonclass.nl
20 - 23 April	Hublo Palma Vela	Palma	Spain	http://www.palmavela.com
22 - 23 April	Glarisegg-Cup	Steckborn	Switzerland	http://www.dragon-class.ch
29 April-01/02 May	Coupe Internationale de Bretagne	Douarnenez	France	http://www.sr-douarnenez.com
06 - 07 May	1st National Trail 2	Cascais	Portugal	http://www.cncascais.com
12 - 14 May	South Coast Championship	Kinsale	Ireland	mailto:tpearson@firstmedical.ie
13 - 14 May	Jungfrautrophy	Thun	Switzerland	http://www.dragon-class.ch
20 - 21 May	PATACAS Trophy 2	Cascais	Portugal	http://www.cncascais.com
20 - 21 May	Suunto Cup	Helsinki	Finland	http://www.finnishdragon.org
03 - 05 June	Whitsuntide-Cup Grand Prix Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
03 - 04 June	T. Patrick Monteiro de Barros Trophy 2	Cascais	Portugal	http://www.cncascais.com
03 - 05 June	Whitsuntide - Cup Grand Prix Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
09 - 11 June	Estonian Championship - Kuivis Cup	Tallinn	Estonia	http://www.kjk.ee
13 - 17 June	Trophy International de Dragon de La Baule	La Baule	France	http://www.yclb.net
16 - 18 June	Bayerischer Lowe	Possenhofen	Germany	http://www.yachtclubpossenhofen.de
17 - 18 June	Summer-Cup Grand Prix Enkhuizen	Muiden	Netherlands	http://classoffice@dragonclass.nl
17 - 18 June	Speizer -Reghatta	Thun	Switzerland	http://www.dragon-class.ch
20 - 24 June	Les Dragon de la Trinite	La Trinite	France	mailto:b.desilguy@wanadoo.fr
24 - 25 June	2nd National Trail 2	Cascais/CIMAV?	Portugal	http://www.cncascais.com
24 - 25 June	Sommerregatta	Steckborn	Switzerland	http://www.dragon-class.ch
30 June - 02 July	Helsinki Regatta	Helsinki	Finland	http://www.finnishdragon.org
01 - 02 July	Grand Prix Enkhuizen Series Final 2006	Muiden	Netherlands	http://classoffice@dragonclass.nl
06 - 08 July	Hanko Regatta	Hanko	Finland	http://www.finnishdragon.org
07 - 09 July	East Coast Championship	Dun Laoghaire	Ireland	mailto:tpearson@firstmedical.ie
18 - 20 August	Alkmaar Open	Akersloot	Netherlands	http://classoffice@dragonclass.nl

FIXTURE LIST 2006/7 / FUTURE EVENTS

19 - 20 August	Dragon-Cup	Thun	Switzerland	http://www.dragon-class.ch
26 - 27 August	Desafio Quebramar-Chrysler	Cascais	Portugal	http://www.cncascais.com
26 - 27 August	Musto Classic Regatta	Helsinki	Finland	http://www.finnishdragon.org
02 - 03 September	Tune Up Open Dutch Championship	Medemblik	Netherlands	http://classoffice@dragonclass.nl
07 - 10 September	National Championship	Dun Laoghaire	Ireland	mailto:tpearson@firstmedical.ie
08 - 09 September	Trofeu Tranquilidade	Cascais	Portugal	http://www.cncascais.com
16 - 17 September	Zugersee Championship	Zug	Switzerland	http://www.dragon-class.ch
06 - 08 October	Fresh Water Regatta	Lough Derg	Ireland	mailto:tpearson@firstmedical.ie
07 - 08 October	Autumn Regatta	Thun	Switzerland	http://www.dragon-class.ch
18 - 22 October	Hans-Detmar Wagner Preis	Torbole	Italy	http://www.circolovelatorbole.com
06 - 10 December	Ciutat de Palma Trophy	Palma	Spain	mailto:dragon.class@telefonica.net
09 - 10 December	Christmas Race	Cascais	Portugal	http://www.cncascais.com

International Championships 2007

09 - 15 April (TBC)	Dragon Gold Cup	Palma	Spain	
05 - 10 August	European Championship	Hanko	Finland	http://www.dragoneuropeans.org
25 Aug - 02 Sept	World Championship	Dun Laoghaire	Ireland	mailto:tpearson@firstmedical.ie
01 - 03 August	Open Finnish Championships (Tune up Europeans)	Hanko	Finland	http://www.finnishdragon.org
05 - 10 August	European Championship	Hanko	Finland	http://www.dragoneuropeans.org
25 Aug - 02 September	World Championship	Dun Laoghaire	Ireland	mailto:tpearson@firstmedical.ie

The 2006 Aberdeen Dragon European Championship

3 to 9 June 2006

The 2006 Championship for the Coupe Virginie Heriot will be hosted by the

Royal Yacht Squadron Cowes from 3 to 9 June 2006, and raced in the challenging waters of the Solent, boats being moored in the Cowes Yacht Haven marina. Cowes as a premier yachting location has full boat servicing and repair facilities available, including sail lofts, riggers, chandlers etc.

Cowes is accessed via ferry from Portsmouth or Lymington (generally every half hour) or Southampton (generally hourly). Discounts for

competitors are being negotiated with Wightlink on the Portsmouth and Lymington routes. Further details will be sent out with the Notice of Race. Both Portsmouth and Southampton are served by motorways, as well as by ferries from France and Spain. There is a good variety of accommodation available in Cowes and details of accommodation and facilities can be found on the Royal Yacht Squadron website on <http://www.rys.org.uk/da/26730>, and <http://www.cowesonline.com> for all additional information and links. Although registration is available from Friday 2 June, launching cannot

start before 1000 on Saturday 3 June, as the Round the Island Race with over 1000 boats starts early that morning (a spectacular sight). Please do not bring your boat into Cowes before Saturday morning. Boats which do arrive early will be kept overnight in a holding area. A full social programme is planned, and a programme for supporters will be arranged, depending on demand. Competitors are welcome to use the facilities of the Royal Yacht Squadron during the regatta. Website:

<http://www.rys.org.uk/dragoneuropeans>

Dragon Gold Cup 2006

Douarnenez 26 August - 1 September 2006

Please see advertisement on p30 for further details

Website: www.dragongoldcup2006.com

For the first time, a "Dragon Grand-Prix" in Germany

World Childhood Foundation again partners a charity race and evening celebration



The new Hanseatic Lloyd, Dragon 'Grand Prix' in Germany, has now been fixed for the 30th June until July 4th 2006. Following the opening ceremony on June 30th the first starting gun will be fired on Saturday 1st July. Up to six races will be sailed between Saturday 1st and Tuesday 4th July. The race will be organized by Kieler Yacht Club and Yacht-Club Strande.

A charity event is again part of the program, (similar to the World Championships in 2005), but this time it will also include a Golf event as well as the sailing for the benefit of the World Childhood Foundation. Under the headline

"Charity Golf & Race" guests can watch the charity race on July 3rd or they can participate in a golf tournament. In the evening sailors, golfers and visitors will meet for the charity evening. Queen Silvia of Sweden has again promised to oversee the two fund raising activities, and as in 2005, she will be present in Kiel during the events.

Hanseatic Lloyd will be the title sponsor of a large International Dragon race in Germany and continue their support for the Dragon Class after the 75th anniversary in St. Tropez and the HLL World Championship 2005. The concept of combining top class sports with social events for the benefit of a premier 'World' Charity has been

proven by the success of the event last year. To sail a Dragon simply is more than just sailing...

Another new prize will be given this year for the first time: The "Dragon Baltic Cup" will be awarded to the helmsman with the best scoring in three out of five Dragon regattas in the Baltic: Goldener Pfingstbusch (Kiel), Kiel Week (Kiel), HLL Dragon Grand Prix Germany" (Kiel/Strande), the Technogym Wellness Cup (Aarhus) and the Danish Championships (Køge). The scores will be based on a formula derived from the German and Dutch ranking list system. An additional reason to sail more than one series in the Baltic Sea in 2006!

JÖRGEN SCHÖNHERR

Jorgen Schönherr – Gold Cup Winner and World Champion



One of the finest performances on the water this year has been by Jörgen Schönherr and his crew, Anders Kaempe and Axel Waltersdorph in African Queen. They took the Gold Cup for the 3rd successive time and the World Championships.

We asked Jorgen a bit about his sailing background and his current mastery of the Dragon.

Jörgen started sailing an Optimist aged 13 and has mainly helmed ever since. He first raced when he was 14 and quickly moved onto a larger dinghy, the Flipper, where he started to enjoy success. This was followed by the Trapez in which he sailed his first race out of Denmark in Sweden. He then moved into 505s and aged 21 he and Anders Kaempe aged 18 already was 3rd in the Worlds. Jörgen competed several times

again in the Europeans and Worlds and won 3 of these titles in the 505s and finished 10 times in the top 3. In between he also was sailing the FDs, where in 1985 and 1999 he won the Worlds.

Fleets at these events generally numbered in excess of 60 boats and clearly he mastered the art of a good start, getting clear air and of course, boat speed.

Jorgen did not sail a Dragon until 2002 when he raced at Palma and enjoyed it. He bought his own boat in 2003 and has been at or near the top in the Class both domestically and internationally ever since.

He says that his main experience has been as a helmsman and that he is very comfortable positioning his boat at the start and in the Fleet, he tends to call the race strategy and the boat- for- boat tactics. He and

his crew have sailed many many hours together and have total confidence in each other during all activities in the boat and on the race course. He is confident that, as in the FD and 505, the sail controls and adjustments for different wind and sea conditions are very similar, as a team they know what to do and when.

He says a well prepared and equipped boat is essential but says that the standard and quality in the latest boats is so good that additional preparation is absolutely minimal!

His basic secrets for success: Stay 100 % focused on the essentials when you race. Spend quality time on the water, time in the Dragon, time with the same crew, and time and time again on the racecourse. And most important, evaluate every time you have been on the water.

We wish him continued success next year and beyond

Ed



For more photographs of Jorgen and others in action at the Technogym Wellness Cup 2005 see www.fotom.dk

The World Champions
Photo: Manuela Libor



A close bunch approach the gate



Taken during the Technogym Wellness Cup
Photo: Mick Anderson. Kindly donated by Technogym



a dream comes true...

2005 results

- 1st. Ski Voile International, Antibes
- 2nd. Primo Cup, Monaco
- 1st. Championnat de Méditerranée, Cannes
- 2nd. Coupe Internationale de Bretagne Des Dragons, Douarnenez
- 2nd. & 3rd. Copa del Mediterraneo, Majorca
- 1st. & 3rd. Princesa Sofia, Majorca
- 5th. Grand Prix Petit Navire, Douarnenez
- 4th. Europeans, La Trinité
- 3rd. Danish Championship, Skaelskoer
- 1st. Regate Royale, Cannes 2005
- 1st. Internationale German Championship 2005

Latest news from the dragon world:
www.bb-dragon.com



ROYAL DENSHIP

BB Dragon - Royal Denship A/S | Bølticagade 15 | 8000 Århus C - Denmark | Tel.: +45 86 11 73 53 | info@bb-dragon.com

NEWS FROM AROUND THE WORLD

Winter Dragons in Australia



So what has got into this band of sailors with their sprinkling of Olympians and World Champions to bring them out of their Winter hibernation?

There is a vital resurgence of interest in the Sydney Dragons. This resurgence is also occurring in Perth, Melbourne and Hobart, the location of the other major fleets in Australia. Importantly, in the UK, across Europe and North America the Dragon fleets are flourishing and growing in numbers rapidly, confirming that the International Dragon is now the largest one design fleet/class in the world.

New boat building technology continues to improve the performance of the original Dragon design without detracting from its classical and beautiful lines.

But it is the people who race Dragons that make the Class so special and some compelling reasons for the recent upsurge in interest in the Class are:

- There are those who want to make the switch from handicap to one design racing;
- There are those from large boats with their weekly chore of attracting large crew numbers who are taking another look at the Dragon
- There are those who simply want to return to their first love, Dragon sailing.
- There are the baby boomers who find the Dragons a welcoming group.
- There is the REAL attraction that the relatively low cost of a new, or second hand Dragon buys participation in a very elite group of competitive sailing.
- There is the ever present propensity for

Dragon Sailors to willingly share their knowledge with others for the betterment of the class, and the building of competition, and

- There is enthusiasm rekindled, simply by a growing enthusiasm in the Class.

An interesting cocktail of reasons which last April brought together Richard Franklin (President of the International Dragon Association of NSW), Robert Alpe (current Vice Chairman of the world governing body International Dragon Association) and Wolf Breit, a new comer to Dragon sailing having bought Ian McDiarmid's ISIS 12 months earlier. Their challenge was to convert this growing interest in Dragon sailing into attracting more boats and sailors to compete in the main Dragon racing fleet in Spring and Summer.

The "Winter Dragons" idea resulted. Three Dragons ISIS, FLORIN and TARANUI entered in the 2005 RSYs Winter Series to provide a developmental environment for helmsmen and crew to improve their racing skills and

confidence, and to be exposed to the buzz of Dragon racing. The Winter Dragons Series was created to provide a nurturing environment for new helmsmen and crew. Four helmsmen and eight crew signed up for the experience and were rotated across the three boats over the 12 races.

Fundamental to this idea was the role of the Volunteer Mentor. And here, the willingness of our most experienced Dragon sailors to participate and pass on their knowledge was key to the success of this initiative. About twelve volunteer mentors agreed to take on the mainsheet role on each boat and help to supervise, guide and hone the skills of the helmsman and crew participants.

The result was a resounding success.

The winter sailing conditions with their variable and light westerlies, combined with courses set to test the full range of sailing skills, provided an ideal learning environment. As one would expect, where helmsmen's confidences grew, the three Dragons gave each other some keen competition.

"This is the best initiative I have seen in Dragon racing in 20 years" was a typical comment.

The success of this first Winter Dragon series has ensured the support of the IDANSW for at least three years. In 2006 we hope to enter four Winter Dragons with volunteer mentor participation, and other Dragons may be attracted to this winter venue as a way of clocking up racing hours. All good news for the International Dragons in Sydney, making a come back with a vengeance!

Finally, the next Dragon World Championship to be held in Australia is most likely to be in January of 2011, so it is not too soon to join the Class, learn the idiosyncrasies of Dragon Racing, and become a Dragon World Champion.

Wolf D Breit and Robert E Alpe



NEWS FROM AROUND THE WORLD

Denmark

2005 has been a good season in many respects, both on the National and the International level. We now have 60 registered Dragons in Denmark and 210 club members, and more will come in 2006. If we reach 70 registered Dragons, we take this opportunity to announce that our Chairman invites them to drinks.

In 2005 we had the highest number of participants at our National Championship ever. The level of competition has increased, to an almost frightening level. The results of winter training, and participation of an increasing number of Danes in races all over Europe, have brought impressive results.

The competition between boat builders has also increased. Royal Denship continues the production of the BB Dragons and has introduced a new design. We are very glad that Dragon building continues in Denmark. Historically, Denmark has been a place where boat builders compete intensively - "Win the Danish market and you win the world". This competition is vital for the development of our class and beneficial to the builders as well, - we hope. Not only the Danish Championship (2006 in Århus), but also the Wellness Cup in Køge (arranged by Jørgen Schönherr) and the Carl Bro Cup in Åbenrå, offers good sailing waters,

organisation, hospitality, sponsors and competition, attracting increasing numbers of European Dragon sailors.

In 2005, Jørgen Bonde was elected Chairman, succeeding Lars Hendriksen, who resigned after 6 years in the chair. Recently we suffered a very sad loss. Ole Hendriksen got ill and passed away far too early. Ole served as chairman, from 1994 till 1998. Ole was a very good friend to a lot of us and a major initiator in Danish yachting.

Lars Broen

National secretary
Danish Dragon Association

Finland



Tom Jungell - The five times Finnish Champion did it in Hanko again!

Photo: www.koriolys.com

The Open Finnish Champs 2005 in the sunny Hanko was won by FIN 64 Lilla Vågen: Tom Jungell at the helm and Jaakko Rantala & Patrick Lindeman crewing. This was Tomppa's fifth Championship he won in the Dragon Class since he started in the class in 1998. Let him tell by himself how it felt:

"Yep, it feels really good now when the Gold Medal is secured. This year it was a very challenging regatta until its very end. After Day 1 it looked like the Championship would be fought between Dahlman, Lampén and our team.

According to the weather forecast on the last day we could estimate only one race would be sailed. For winning the regatta we knew we had to sail this last race well, and that Henna (Dahlman) and Timi (Lampén) should not finish before us. We had a good start and were 2nd at the first windmark. The first downwind leg was not so good, we were 5th at the downwind mark and Timi was before us. The second round was real match race with Timi, now we were very close to him. The wind started to become very light as expected, it was not evident the race could be run within the time limit. At the last

downwind mark Timi was still 3 boat lengths ahead of us, but there was still a short leg left before finishing. We got then a small shift and managed to double Timi. Just after the new wind came from the west and we crossed the finishing line as Champions.

When the Championship is this exciting until the very last minute of the last race, the feeling is incredible. With my crew Jakke and Paki, we had decided the game is not over before we have crossed the finishing line, and this time it really worked!"

Congratulations Tomppa ! You seem to be an expert of the Hanko waters, what would you like to tell to the international Dragon sailors coming to Hanko for the Europeans 2007 ?

"Hanko is a lovely place to sail. I sailed my first Finnish Championship there in 1975, in the Optimist Dinghy class. The city is one of the most beautiful in Finland during the summer, and the sailing area is one of my favorites. Regattas in Hanko are well organized and the sailing conditions are usually great."

The Finnish Dragon Association together with Hanko Yacht Club HSF wishes you most welcome to race with us. The 2006 Open Finnish Champs will be sailed 4 - 6 August on the same racing area than the Europeans 2007, free of all ferry lanes, at some 5 nm from the Regatta Harbour. The Europeans 2007 are scheduled for 5 - 10 August with the Open Finnish Champs as a Tune Up 1 - 3 August 2007. Feel free to visit our new website www.finnishdragon.org and the 2007 Europeans website www.dragoneuropeans.org - any questions you may have regarding Dragon regattas in Finland, just send me a mail.

Mini Jaatinen-Genevet
mini@finnishdragon.org

NEWS FROM AROUND THE WORLD

A Dragon Fiesta in Hungary



Bright sun shine, seven races in winds between 3 and 5 Beaufort, twenty Dragons and a friendly atmosphere on shore: these were the characteristic features of the Hungarian International Championship 2005 for the Sonnenschein Cup. For the third time in the Cup's history, Andreas Haubold from Berlin won the title with a tremendous series of six 1st places. The Pannonia Dragon Cup, which has been awarded to the best of both of the Hungarian and the Austrian Championships, went to Dieter Schmid from Switzerland. Best Hungarian and Hungarian Champion 2005 is Vilmos Naray.

Kaiserwetter - it is weather for Kaisers, Mr. Sandor Kecskes, Founder of the Sonnenschein Cup said on the very first day of the series, when 20 Dragons from 5 countries went out to race in Balatonfured. Saturday, Sunday and Tuesday the racing committee managed to organize two races each, on Monday; they were afraid of a stormy but there was only one. All in all, participants could sail in optimal conditions.

After the races there were après-sail events ashore, where crews had the chance to talk about their views of the regatta. Some Hungarian wine, beers, and special Hungarian food was offered to all Dragon sailors directly

after getting to the marina. Tuesday night the whole fleet was invited by the Hungarian Dragon Association and their generous sponsor, Magyar Cukor Rt. to a dinner to the Dobo restaurant in Csopak. It was here, where the special prizes of the Pannonia Dragon Cup were awarded.

The races were dominated by GER 897 Fandango, skippered by Andreas Haubold, and crewed by Martina Klemmt and Peter Kutzleb. The second place went to SUI 289 blue note, with Dieter and Lotti Schmid and Silvia Barben. Third (and Hungarian Champion) was HUN 42 Fjord, with Vilmos Naray, Gabor Ikrenyi and Peter Wonke.

There were six Dragons that sailed both the Austrian and the Hungarian series. The results of the two championships were combined to award the Pannonia Dragon Cup. The results: 1. SUI 289, 2. HUN 42, 3. HUN 45 Ultramarine, skippered by Rudolf Andorka.

Hungarian Fleet Increasing

After years of stagnation, the Hungarian fleet started to increase in size and quality in 2005. Old wooden dragons from the 60s and 70s are being restored and quite new second hand boats have been imported from the Western part of

Europe. The latest piece of news is that even Fandango, three times winner of the Sonnenschein cup changed owner and will be sailed by a Hungarian crew from now onwards.

Pannonia Dragon Cup in 2006 again

After the successful race in 2005, the Hungarian Dragon Association has decided to organize the Pannonia Dragon Cup, i.e. a combination of the Austrian National Dragon Championship (Lake Attersee) and the Hungarian Dragon Championship (Lake Balaton) in 2006 again. The last week of July and the first week of August can be used for two wonderful races and a couple of days for experiencing Austrian and Hungarian culture, tradition, cuisine and wines. We are looking forward to meeting you!

Vilmos Naray

Secretary, Hungarian Dragon Association

The 2004 International Dragon Interport sailed in Hong Kong

The 2004 International Dragon Interport [November 3-7] was hosted by the Royal Hong Kong Yacht Club and sailed on the beautiful waters of Shelter Cove to the east of Hong Kong Harbour. The Dragon Interport is a team race series, rotated between the Dragon Fleets of Sydney [RSYS], Vancouver [RVYC], Osaka [KYC] and Hong Kong each year. All boats and sails are provided by the host Club [spinnakers excepted].

Six Dragons were used to race in teams of 3, (the Black and White fleets). Each country was to race each other country in both Fleets. The low COMBINED points score system was used for the series. Because of the differing quality of the local boats, the hosts successfully 'balanced' the fleets with 'older' sails on the newer boats.

On the morning of Race One, the Canadian and Hong Kong Teams sailed out to the flat waters of Shelter Cove in about 5-6 knots of breeze. Australia and Japan were ferried out on the spectator junk with an expectation of some interesting races ahead. As our team were weightier [portly some might say] than the other teams, unless the breeze increased we feared that our team would be less than favoured!

A short windward leeward course of not more than 1 km was set, with a Start/Finish line mid course towards the bottom mark. Two top and two bottom mark roundings with an upwind finish were required to complete a race. On the downwind legs only, all boats had to sail through the Start/Finish line. A typical mini-regatta format, with a twist. Hong Kong took Race 1 going away with a 1, 2, 4 finish.

Race 2 was Hong Kong vs. Australia and the host fleet did even better with a 1, 2, 3 finish. Not enjoying being so handsomely beaten, Norman Longworth, Gordon Ingate and Robert Alpe, the Australian skippers determined, this would NEVER happen again !!

Race 3 was Australia and Japan. The wind had increased by a knot or two so the Aussie spirits were appropriately higher. And we did race better, finally getting the old sails to set and the uncooperative spinnaker system to at least yield to our requests. Australia rounded the bottom mark for the last time 1 [Ingate], 2 [Alpe], 6 [Longworth], with 2 Japanese boats close on the heels of Alpe. Ingate went left, Alpe stayed right, One Japanese went with Ingate, the other with Alpe. We had them covered ... or so we thought! Alpe was enjoying the situation [and the sailing thank you] so much he sailed on towards the top mark for a 3rd time, only realising his blunder early enough to secure a 4th from the assured 2nd! Out of the jaws of success, we secured failure. But we sailed better!

Race 4, was between Japan and Canada. The Aussies watched from the spectator junk with lunch

and a beer giving Alpe the curry he so richly deserved. Japan won 1, 2, 4 and a protest from the Canadians was dismissed.

So at the conclusion of Day 1, Hong Kong and Japan had 2 wins, and Canada and Australia had 2 losses.

Race day 2 dawned to more wind 9-10 knots and 27degreesC. This was going to be 'our' day. Race 5 and the Aussies were first up, this time against Canada. The sail to the race area gave us time to come to terms with different boats, systems and the old sails. It paid! Australian Dragoners would have been proud of us with a 1st [Alpe making up for past misdeeds], 3rd Ingate and 6th [Longworth]. A win, and a convincing one at that with over 200 metres between 1st and 2nd.

Race 6 Hong Kong met Japan and retained their winning formula placing 1, 2 and 6 in a brilliantly tactical race. The host team was going to be hard to beat in home waters! Both Japan and Hong Kong are clever Teams racers. They obviously train hard and get prepared for a team racing series with training and technical evenings. It shows.

Race 7 saw Australia vs Japan. The wind had picked up, but the sparkling waters of Shelter Cove remained flat. Conditions favoured Australia and her weighty crews. As it turned out, this was one of the most interesting races of the series. We made the win, but only after winning a port/starboard protest hearing. There were major lead changes at all top and bottom mark roundings. Final finishings: Australia 2, 4, 5 which after protest was 1, 3, 4.

For the last race of the second day, the wind increased further, not quite Sydney Harbour conditions, but non-the-less providing very fine Dragon Racing in flat waters. Canada raced Hong Kong and took their 4th loss on the chin. Hong Kong was now almost unbeatable for a series win. But Sunday, the last race day was ANOTHER day and anything could happen.

No time for church, as we left the beautiful RHKYC club house for the race area. We realized there was even MORE wind today and still the waters remained flat and fast. PERFECT racing conditions. First up, Canada vs. Japan for Race 9.

Canada was racing better, but not quick enough to beat the Japan team who sailed a near perfect race to place 1, 2, 4 and take the win. Unfortunately this riled up the Canadians and it was Australia in the next race that felt the brunt.

Race 10, Australia vs. Canada. Great wind 11-12 knots! Great starts from all 3 Aussie boats but not great finishes. We all sailed reasonably well but just went the wrong way in the shifting airs. We should have finished 2, 3, 4 and taken the win, but in a rapidly changing race the best we managed was 2, 4, 5. One race left for us and we HAD to beat Hong Kong to gather a 2nd overall.

And so we raced number 11. Finally the Australian team got it all together. Clean starts, fast racing and good covering of the opposition gave us a 1, 2, 3 position at every rounding, but not at the finish line. Alpe crossed first 150 metres ahead of Longworth. Ingate should have crossed either 2nd or 3rd, but a mainsheet problem on the last tack effectively stopped the boat and allowed Hong Kong through for a 3rd. Australia took the win with a 1, 2, 4 placing.

The final race was sailed in perfect conditions. Hong Kong vs Japan. Potentially, Japan could win the Interport with a 1, 2, 3 placing but it was not to be. With a 1, 2, 5 result Hong Kong secured the Interport, again! But their win over Japan gave Australia 2nd place on a count back to the first race between the parties. Australia won the protest so Australia won the count-back. Final results were: Hong Kong 5 wins, Australia 3 wins, Japan 3 wins, Canada 1 win

Congratulations to all the competitors and especially to the Hong Kong Team. Our hosts were in terrific form, both on and off the water. A great series. A brilliant place to race. Fantastic social activities and the wives and partners shopped till they dropped!

Go back again in 4 years? Yes Please Sir!

Robert Alpe. RSYS

Admiral's Corner

Patrick Delahaye, past President of the Belgian Dragon Association and well known to you all for sharing the worries of the Admiral de la Clein Playa and letters from Dupont-Jones-Dupond ... via his Admiral's Corner, has written a paper entitled **The Evolution of the Dragon and the Dragoner**, an essay on the theory of Darwin applied to the Dragon and to the Dragoner. The full article is to be found on the websites of the Belgian Dragon Association <http://www.beldragon.be/bda/default.htm> and the IDA <http://www.intdragon.org>

The 2006 Aberdeen Dragon European Championship

Cowes, 3rd-9th June



Hosted by The Royal Yacht Squadron (RYS) and sponsored by global fund management group, Aberdeen Asset Management, the event is expected to attract many of Europe's top Dragon Class crews to the Isle of Wight.

The preliminary Notice of Race has been posted on the RYS website, the British Dragon Association website and the International Dragon Association website.

For further information about the event, please contact:
The Secretary, RYS, The Castle, Cowes, IW, PO31 7QT
Tel +44 (0)1983 292191 Fax +44 (0)1983 200253
Email mail@royalyachtsquadron.org / www.rys.org.uk

For further information about the sponsor please visit:
www.aberdeen-asset.com

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More action at La Trinite
Photo: Bertrand Duquenne



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NEWS FROM AROUND THE WORLD

North America

The North American Dragon Class consists of four fleets sailing from five different clubs at four venues. We have around 35 boats participating in active racing within the class, as well as several other boats in isolated areas of the region sailing in handicap fleets.

The Toronto fleet sails on Lake Ontario from both the Royal Canadian and Etobicoke yacht clubs. There are around eight boats sailing from the two clubs, with most of the sailing taking place in the summer evenings during the week.

The only active U.S. fleet at this time is based at the Edgewater YC in Cleveland, Ohio on Lake Erie. Ten or more boats sail a busy racing schedule from May until October with racing both during the week and during the larger events such as Cleveland Race Week. Well known Dragon sailor Ted Sawyer is a member of this fleet and campaigns his boat throughout Europe during the racing season.

The boats from Toronto and Cleveland travel between the two lakes and sail with each other yearly in such events as the Dragon North American Championships and the NOOD regatta sponsored by Sailing World magazine.

A second Canadian fleet is home ported at the Royal Vancouver YC. A very active racing schedule includes a weekday series sailed with other keelboats such as Stars, and the annual WAVES regatta held at the RVCYC. The Pacific Northwest Dragon fleet consists of ten boats.

The newest fleet in North America is the four boat fleet based in San Juan, Puerto Rico, and headed up by the Casellas Family. Members of this fleet have also been doing some sailing in Europe over the last couple of years and hopes to continue to build their numbers.

The 2005 sailing season saw one of the older wooden Dragons brought back into the fleet, and a couple of other restorations are rumored to have begun. Hopefully this trend will continue and we will see more of the older boats become active again. 2005 can only be considered a success for the members of the North American fleet, with what we hope will be a bright sailing future ahead.

Respectfully,
Mickey Lake USA149

Turkey



We have 15 Dragons in Turkey, and 10-12 of them are in Istanbul. The Dragons of Istanbul are in the Asian side, mostly in the Marina and a few in the local clubs.

We are a community of 40-45 sailors in the Dragon Class and we are trying to develop the Class inviting new sailors and organizing attractive races; for example transporting the Dragons to Bodrum which is lovely town in the south of Turkey. Meanwhile 2005 is the first year ever that three Turkish teams participated in a

European Championship which was in Trinité sur Mer in France. I would like to thank again the Race committee and especially to Mr Bertrand Desilguy who gave his beautiful Dragon (Karabos) to us. We are hoping to take part in future events. A. Baykal (TUR 40) and his ambitious team will be racing in the next main events in Europe including the Gold Cup, Douarnenez, Europeans and the Worlds. We as the Turkish Sailing Federation, are willing to organise a big Dragon event in the coming years in Turkey

Best Regards
Ali Doganer
Turkish Sailing federation
Dragon Secretary

Spain



We have the pleasure in offering the Dragon Class free moorings for the period of: the end of H.R.H. Princess Sofia Trophy till the beginning of the Hublot Palma Vela for all the participants interested in entering this regatta.

The variety of activities and our offer are reason enough for you to spend these 6 holidays amongst us:

Once more Hublot PalmaVela's preparation has begun for next year which will take place from the 20th to the 23rd of April, only one week after H.R.H. Princess Sofia Trophy.

PalmaVela has been the innovating sailing event in 2005 and comment was made in the Spanish specialised magazines. 200 participating boats and 1200 crew enjoyed the serious and professional execution of the 5 different racing areas and the unforgettable and wonderful social events offered after the racing program.

the Yacht Club's good organisation and facilities, the climate this Bay of Palma has to offer, the quality of the social programme, of course including our hotel accommodation facilities, Visit Mallorca and participate important regatta where we expect 300 boats and 2000 sailors in our city and from the 20th to 23rd of April, Hublot PalmaVela!



Always on top



www.fritz-segel.de

2005 Results

Worlds, Neustadt bay	2.3.4.7.8.9.
Regattes Royales, Cannes 2005	1.
Grand Prix, Douarnenez	3.5.
Princesa Sophia, Palma	1.3.
Trophee Banque Federale, Douarnenez	2.3.5.6.
Swedisch nationals, Sandhamn	2.3*.5.7.
Derby Dragon, La Boule	1.
Juan Carlos Trophy, Cascais	2.
Copa Mediterranea, Palma bay	2.3.4.5.8.

German ranking september 2005	1.2.3
Silverdragon, lake of Chiemsee	1.2.3.4.5.
Prince Franz trophy, lake of Starnberg	1.2.5.7.8.
Kieler week, bay of Kiel	1.
Drachen Humpen, lake Ammersee	1.3.4.8.9.
Ramond Sörensen, lake Starnberg	1.3.4.5.