

DragonBeat

Volume 20 2005
Newsletter of the
Australian International Dragon Association
Registered Class Association with
Yachting Australia.

President - Des Sward
desmond.sward@honeywell.com
Snr Vice-President - Tony Moody
moodooa@ozemail.com.au
Secretary - Don Blanksby
don@assocmanagement.com.au
Phone: 03 95363103 Mob: 0417 377 492

DB Editor - Leigh Edwards
16 Norwood Ave, TAROONA 7053
leighmob@bigpond.net.au

State Secretaries

NSW

Julie Clarke clarke@pnc.com.au

Victoria

Bob Boyd robertb@boydboyd.com.au

Tasmania

Robin Sims robin9620@hotmail.com

Western Australia

Geoff Black blacks@iinet.net.au

Official Measurer

Andy Johnson bill@physics.uwa.edu.au

AYF boat registration changes

Kristi Ruus kristi.ruus@yachting.org.au
The Australian International Dragon Association web site
www.dragonclass.org.au
The International Dragon Association web site
www.intdragon.org

Contents

Part A

Presidents Message.....	1
Jock Youngs' PPC Report.....	2
Getting An Old Boat Up To Boogy.....	3
Prince Philip Cup Results	5
Maccas' PPC	6
The 2004 Dragon Interport in Hong Kong	8
D AUS 191 Returns.....	9
WA Dragon State Championships 2005	11
Tasmania	11
Renovating a Timber Dragon	12

Part B

Stavros in Summer	14
Stavros in Winter	15
St. Tropez 75 th Anniversary	16
Going Out for Dinner	17
2005 AIDA AGM Minutes	20
Dragon set up - Nick Rogers style.....	24
Whats Wingnut up to?	26

PRESIDENTS REPORT

Firstly I would like to congratulate Ian MacDiarmid, John Wilson and David Baines on winning the Prince Philip Cup, from Nick Rogers and Martin Burke, in what was once again a closely fought Championship. Martin had an excellent regatta in his new Ridgeway *Riga* with six thirds and a fifth. I see Martin being a major force at the next PPC regatta in South Australia. As it was my first visit to Port Philip, I must say that I was very impressed with the facilities at RBYC and the Race Course itself.

It was decided at the last AGM that a way to promote the Class Nationally was for the Cruising Yacht Club of South Australia to host the PPC. All States will step back a year in the Rota. Given that all States have embraced this proposal it is up to each State Association to make every effort to have as many boats as possible make the journey. This is an ideal opportunity to promote the Class and re-invigorate interest in South Australia, twenty boats should be our target, any less then we are not serious.

All indications are that the World Championships will be granted to Australia for 2011, however nothing has been confirmed.

There has been quite an amount of discussion regarding the moulds in Western Australia, with the best way to keep them in storage is having a boat laid up. A suggestion has been put forward that rather than a State owning them, that AIDA manage and hire them out, with a building/ use fees distributed to the States. I ask that all States give serious thoughts to this subject and discuss it with their members, as without a set of moulds in Australia we will not have the ability to build boats. The Ridgeway moulds may not be available, as Zane Ridgeway is not prepared to sell them. It is not the AIDA role to own moulds but this suggestion would remove State management responsibility. This will be a point for discussion at the next AGM.

Thanks should also be extended to Tony Moody for his input during the last two years as National President and for his long-term involvement in the Class at both State and National levels.

I wish all members fair sailing during the coming season.

*Des Sward
AIDA President*



DragonBeat20 is produced in two parts for ease of e-mail transmission

Jock Youngs' Report of the 2005 Prince Philip Cup, Royal Brighton Yacht Club, Victoria

A late December phone call from Hugh Wardrop presented me with an enticing offer – to sail the beautiful Dragon *Leander* (AUS 185) in the Melbourne Prince Philip Cup. I quickly rang my crew on *Tahune*, Dave Vaudrey and Toby Patterson to gauge their interest. I got a qualified yes from Toby and a reluctant no from Dave. What to do? The temptation was too great even though the bank balance said don't do it. First I needed a mainsheet hand. If I didn't ask you, I must have missed someone. Then Nick (Rogers) said just go. Someone will turn up and I committed as did Toby. To cut a long story short, and having made myself unpopular with the President, I "paid" (with a loan from the TIDA) for a berth on the Spirit for Hugh to drive *Leander* to Melbourne. I had already committed to sailing one of the Elliots in Sailing South Week so that became a good preparation for Toby and I to get our sailing skills, at least, in play. The Sailing South Series was great and with the expert services of Wayne (get the spinnaker up) Wagg, we were off and running, or should I say broaching, to score an overall second in the "Trailerable" series, along the way acquiring in prizes a total of 3 trophies, a bright yellow stormy seas vest and a barometer, plus a brief case and assorted goodies.

Two days later, having gained the services of young Tasmanian Nick Griggs as mainsheet hand, we were heading out of the Royal Brighton Yacht Club to begin the first of three invitation races of the PPC. The morning was hot, and with a building sea breeze and a strange boat, I was wondering whether we would last the day. The course consisted of three windward leeward legs varying from 9 to 12 n. miles. Thirteen Dragons, made up of four boats from Sydney, seven boats from Melbourne and two from Tasmania lined up for the first start. Given that a sea breeze was forecast, I checked with Charlie Stanton (a Victorian Dragon sailor and owner of *Amazing Grace*, the ex *Karabos VI*) whether there was a favoured side to the course. He replied something along the lines of head east till you can grab a latte off Brighton Beach. Seas were short, steep with winds gusting over 20 knots. The day would have been awful had we not been in *Leander* which handled the conditions extremely well. By the end of the day we returned to port with a third and a fourth (personal bests for me in the PPC invitation series) and we were feeling very excited about the coming races.

Already exhausted, but with a little match fitness supplied by the Sailing South Week, we fronted up the next day (Sunday) and the last of the invitations and the beginning of the PPC. The day was not as

successful as the first but still equalled my previous best place of sixth in a PPC Heat. We had trouble finishing off the race dropping places on the finish line but more of that later.

Second race. Following Charlie's advice we had been targeting the pin end of the line because even though it was not particularly favoured the wind tended to veer up the course making the leeward positioned boats well placed for a port approach to the line. It soon became apparent that a tack onto port slightly above the lay-line to the top mark was an increasingly useful strategy as the race progressed. By the last turning mark we found ourselves in second place with Nick Roger and two other boats hot on our heels. The spinnaker came down about three quarters of the way into the chute. By the time we cleared it we were fifth and feeling pretty wretched as our earlier good work came undone. But fifth was fifth (another PB) and there were five races left. Following the lay day, Tuesday, which topped 39°C and gusted 30+ knots there was a return to light shifty winds on the Wednesday. After more spinnaker trouble we still managed another 5th and a fourth (a new PB) and were vying for fourth position along with *Amazing Grace* (Tony Moody and Charlie Stanton) and *Toogara* (Robert Alpe). *Imagination* (Ian McDiarmid), *Rage* (Nick Rogers) and *Riga* (Martin Burke), in that order, were clearly the front runners.

Ted Albert Series

Sail	1	2	3	Total
AUS179	1	2	2	5
AUS159	2	5	1	8
AUS200	5	1	3	9
AUS176	6	3	4	13
AUS185	3	4	7	14
AUS175	4	7	10	21
AUS180	10	6	5	21
AUS194	7	10	6	23
AUS150	11	8	8	27
AUS143	9	11	9	29
AUS165	8	12	13	33
AUS167	13	9	11	33
AUS145	12	14	12	38

Thursday came, and although light the sea breeze returned. We started the first race to leeward and when we tacked over to port the fleet was in our window. There was a growing feeling that we were actually first, which was confirmed at the top mark. Suddenly, Toby was scrambling for his bag, from which he dragged a camera. The photo would more than likely reveal the shocked expression of the helmsman as he realized we were actually leading the fleet. We maintained our position up until the last windward beat when the dreaded Nick Rogers snuck through for the final downwind. We were still

second and only by a boat length so ensued a very tense downwind run to the final leeward mark. We rounded together, Nick went west and we took a short tack to the east. We came back on port but slightly too early and Nick was able to win by the smallest of margins. Leigh Behrens suggested afterwards that had we delayed our tack another boat length we may have been able to lee bow them on the line.

After we had recovered our composure we ate our rolls and prepared for the second race of the day realizing that although we had been beaten, second was still nothing to complain about. The second race was similar to the first. We kept to the east and were again up with the front runners. An almost re-run of the first race had us turning just behind Nick for the short beat to the finish. Nick crossed the finish line but something was wrong. We were only thirty metres behind but we hadn't heard a gun. Oh dear, did that mean.... We sailed up to the finish line and saw the race officer on the starter's boat picking up a shotgun. Oh shit.... There was a loud bang corresponding to our bow crossing the finish line and we were hysterical. After the race we went round to Hugh's place, who must have been getting exasperated by now by our 'couldabeen' performances, to tell him the news. We were now only 2 points off third place overall with one race to go. Nick was tying for first so things were looking up for the Tasmanian contingent. Somehow though I knew our race was run. The incredibly consistent Martin Burke (AUS 200), who with a drop had all 3rd places was unlikely to be shifted from his position. It may have been that I went into the last race with this mindset as we never really got going and finished the last race of the series with a ninth, our worst place. I had the consolation though that the nearest boat on points to us, Tony Moody's *Amazing Grace*, insisted on carting us off the course, thus ensuring our final overall placing of fourth, which in hindsight was about right.



My thanks to the TIDA for the loan to get the boat to Melbourne, to Hugh Wardrop for his generosity in letting me sail *Leander* and to Toby Patterson and Nick Griggs for their efforts on the water. I would like to thank Nick Rogers and Leigh Behrens for their encouragement during the series and the Victorian IDA for putting on the series.

Jock Young

Getting An Old Boat Up To Boogy

by Nick Rogers

Our trip to the 2005 Prince Philip Cup at Brighton started in late November with a meeting to decide whether or not to go. We had the offer of an old Borresen all fibreglass Dragon (*Rage* AUS 159) that needed work doing to it. Phil Jackman, the owner of *Rage* so kindly said, "She's all yours, go for it". So with my trusty and number one right hand man Leigh Behrens in the middle, and Chris Keil who sailed on the boat for many years with Phil, we decided to give it a go. We were up for the challenge, "why not" we said. This would be the oldest dragon I had competed in and the first time not sailing a Ridgeway design. I still had sails left over from previous Championships and Phil had sails with *Rage*. We sat down and worked out our program. We still were not up to speed, but I was confident that a little tweaking here and there would get us on the pace.

We went right through the boat checking every thing, every shackle, block, wire, mast, boom and so on. We replaced anything that even looked a little worn, we knew that to win this National Championship we couldn't afford any gear failure at all.

After a few races in Hobart and some changes here and there we felt that the boat was on the pace, the rest was up to us.

The next thing was to get the boat to Toll Shipping, they have always been a great supporter to our team and again they looked after the freight across Bass Strait.

We decided to get to Brighton two days early so that we could set the boat up and get a feel for the conditions on Port Phillip Bay.

Well when we arrived, there was *Rage* sitting on the hard stand at Royal Brighton Yacht Club and it was blowing a gale. We were not going sailing today or the next day.

Another dilemma came to mind; that was how rough the water was out there, we had a single action bilge pump and I could see Chris in the bottom of the boat pumping all the way around the race course, not good. So while we waited for the wind to ease we fitted a new electric pump, \$100 I thought it was a good investment. Yes you guessed it!, the wind eased and the seas flattened out. The only time it blew during the series was the day we didn't sail, oh well the new pump looked good in the boat!

Charles Stanton was absolutely incredible, he picked up our boat from the wharf and towed it to the Club and had a trolley sitting there with our name on it ready to go, everything was so well organised it just made our job so much easier.

The wind eased for the start of the invitation races and we felt the sails we had chosen looked pretty good for the conditions. My plan was to use the first 3 invitation races to set up *Rage* for the PPC and our settings we had chosen did not change that much.

The PPC started and we were feeling fairly comfortable, I don't think we had anything special in speed but we had the boat going as well as the top boats, where we lacked in some areas we made up in others.

The crew work on the boat was first class and to be able to helm a boat knowing that both Leigh and Chris had every thing under control made my job so much easier.

OCS in the 6th heat

We didn't always have everything our own way but we were consistent with no worse than 2nd places, except for the OCS in the 6th heat. We have all been there, had a good start with good boat speed and then the second gun fires, some one is over before the start, was it me or who? Boats start heading back to restart, discussion in our boat felt positive that we were ok, so we continued. How many times have we gone back to a restart and found out after the race that we were all clear! Yes a lot of times.

This was our best race too, we took the lead half way through the race and picked some incredible shifts and just kept on pulling away, as we started the last work we noticed *Imagination* back in 4th place. That, on my calculations, would have given us the series, but it wasn't too be. Going across the finishing line the gun was not in the air, silence in the boat and I think I said something not worth repeating! ! !

Talking to Ian McDiarnid after the race he thought it was all over but surprise surprise! ! "He said". It just goes to show you it's not over till the fat lady sings. The last race boiled down to who beat who between *Imagination* and us, we were on equal points. Our choices were; match race Ian or just try and out sail him.

Match racing him had its dangers, the fact that we could not afford to finish any worse than 4th in the race or *Imagination* would win the series. The decision was just sail a clean race and stay out of trouble.

The final race heat 7

The last race got under way and we were in a good position, to leeward of most of the fleet, with *Imagination* just to weather of us. Our first crossing had *Imagination* just in front, we were now going right, about 20 boat lengths short of the port lay line, we had to take three big dips on starboard boats, but I wanted to get to the right hand side.

When we got to the top mark for the first time *Imagination* was in front and that is where they stayed for the rest of the race. We could not catch them.

Ian McDiarnid, John Wilson and David Baines sailed a brilliant series, their preparation and sailing skills won them the 2005 Prince Philip Cup and they well deserved the win.

I take my hat off to them, congratulations guys.

Nick Rogers

Setting up *Rage* for the 2005 Prince Philip Cup

I had the choice of two mains, both North sails, but one was the WAM good for 8 knots up and a Danish A6 soft cloth good for light air. The A6 is what we used for the PPC.

The genoa was a standard Doyle/ Fraser (which is the original Elstrom patten) and that covered all the wind ranges.

I also used a Doyle/Fraser spinnaker, and I was happy with that.

The mast was a Kiely spar which was nice and straight with a tip weight of 13.5kg. The position of the mast was short of the 'R' measurement and we were a little slow up wind, so I moved the heel back about 20mm and that brought the mast back to the aft end of the mast gate with a 'R' measurement of 185cm. That gave me the full 50mm gap in front of the mast gate allowable in the rules. The mast could now tilt forward the maximum on the runs.

Boom Position

I always sail upwind with the boom in the middle of the boat. This helps to keep pointing height, and as the wind increases I first start easing the main allowing the top of the main to twist off by spilling the wind out of the top of the sail first. This will help to keep the boat more up right and reduce weather helm, and also keep the boat high in the groove. As the wind increases further I would start easing the traveller down the track.

Shrouds

The position of the upper shrouds were level with the forward edge of the mast sighting abeam at deck level and the lower shrouds were 90mm aft of the uppers.

Rig tension using a Loos gauge

Wind speed below 8 knots

Lower shrouds = -5

Upper shrouds = 22

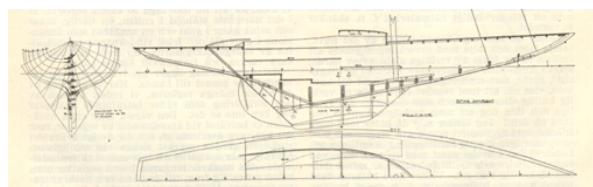
Medium wind speeds

Lower shrouds = 0

Upper shrouds = 22

Mast rake by measuring down the forestay

In the past my rake measurement has been 1195mm on Ridgeway boats, but with *Rage* I set the rake at 1180.



PRINCE PHILIP CUP

6th January - 15th January, 2005

Low-Points Scoring Results - Drop 1 Race

	Sail	Yacht	Skipper	H1	H2	H3	H4	H5	H6	H7	Total
1	179	<i>Imagination</i>	I. McDiarmid	1	2	1	1	[5]	3	1	9
2	159	<i>Rage</i>	N. Rogers	2	1	2	2	1	[14]	2	10
3	200	<i>Riga</i>	M. Burke	3	3	3	3	3	[5]	3	18
4	185	<i>Leander</i>	J. Young	6	5	4	5	2	1	[9]	23
5	176	<i>Amazing Grace</i>	T. Moody	5	6	6	4	[14]	2	7	30
6	175	<i>Toogara</i>	R Alpe	8	4	8	[10]	7	4	6	37
7	143	<i>Bermudiana II</i>	A. Mnew	7	8	5	6	[9]	7	4	37
8	180	<i>Karabos VIII</i>	N. Longworth	4	9	9	7	6	9	[14]	44
9	194	<i>Lyla</i>	A. Woodland	9	[11]	7	9	4	8	10	47
10	150	<i>Elizabeth</i>	T. Smith	10	7	[12]	11	8	6	5	47
11	145	<i>Waliki</i>	A. Merrett	11	[12]	10	8	11	11	8	59
12	167	<i>Isis</i>	I. Moray	12	10	11	12	10	[12]	11	66
13	165	<i>Beverley II</i>	D. Blanksby	13	13	13	13	12	10	[14]	74

Crew List

Yacht	Yacht	Club	State	Helmsman	Crew	Crew
AUS143	<i>Bermudiana II</i>	RBVC	Vic	Adrian Mnew	Greg Brunt	Nigel Henderson
AUS145	<i>Waliki</i>	RBVC	Vic	Andrew Merrett	Peter Gilmour	David Massey
AUS150	<i>Elizabeth</i>	OYC	NZ	Tim Smith	Peter Rechenberg	Douglas Parker
AUS159	<i>Rage</i>	RYCT	Tas	Nick Rogers	Leigh Behrens	Chris Keil
AUS165	<i>Beverley II</i>	RBVC	Vic	Don Blanksby	Paul Riley	Gary Bunyard
AUS167	<i>Isis</i>	RSYS	NSW	Iain Moray	Wolf Breit	Ben Imcani
AUS175	<i>Toogara</i>	RSYS	NSW	Robert Alpe	Richard Franklin	Bob McCluskey
AUS176	<i>Amazing Grace</i>	RBVC	Vic	Tony Moody	Charles Stanton	Darren Stanton
AUS179	<i>Imagination</i>	RSYS	NSW	Ian Macdiarmid	John Wilson	David Baines
AUS180	<i>Karabos VIII</i>	RSYS	NSW	Norman Longworth	Russell Baines	Simon Hadlow
AUS185	<i>Leander</i>	RYCT	Tas	Jock Young	Nicholas Griggs	Toby Patterson
AUS194	<i>Lyla</i>	RBVC	Vic	Arthur Woodland	Harry Schwarz	Geoff Gant
AUS200	<i>Riga</i>	HHSC	NSW	Martin Burke	Rick Hall	Clive Jones
GBR600	<i>Tarakona</i>	RBVC	Vic	Hugh Howard		



Maccas' story of the 2005 Prince Philip Cup.

Macca has been contesting the Prince Philip Cup for years. He won his first in Perth in 1999, in the Borresen/ Sims boat *Isis* DAUS 167. John Wilson won the next year in Sydney in his Ridgeway DAUS 179 *Imagination*. Then there were the two Cups won by the 'locals', Nick Chapman in the timber *Jock Robbie* on Port Phillip Bay and the late Glen Tucker sailing a Dragon for the 'first' time and winning in Perth. He was 2nd to Nick Chapman in Brighton after an OCS disqualification robbed them of a win. It took an hour or so, a drink or two in good company, before Macca was able to enjoy the rest of the evening. And *Isis* were 3rd on a count back in Perth to Tony Lynn. Sadly Ian liked Glenn very much, as a great competitor, very tough on the water and a comrade on the shore.

The Hobart 2003 PPC was the prelude to the Worlds and Nick Rogers returned to the Class from the E22s and 'borrowed' his old boat from Norm Longworth, beating all comers convincingly. Then Nick went to Ian's home waters on Sydney Harbour for the 2004 event. With another Ridgeway boat, this time Hugh Wardrops DAUS 185 *Leander*, Nick beat Ian by 3 points, but tied (on points – but won on count back) with Carl Ryves ! So with Nick having won eight PPC, it was very much up to the competition to improve to 'knock him off his perch!' The pedigree was there. It was just the opportunity that was needed.

Recent Prince Philip Cup summary

Year	Yacht	Helmsman	Boats
1989	<i>Karabos VI</i>	Nick Rogers	
1990	<i>Red Baron</i>	Tony Lynn	
1991	<i>Karabos VII</i>	Nick Rogers	
1992	<i>Karabos VII</i>	Nick Rogers	
1993	<i>Karabos VIII</i>	Nick Rogers	
1994	<i>Karabos VIII</i>	Nick Rogers	
1995	<i>Red Baron</i>	Willy Packer	
1996	<i>Karabos VIII</i>	Nick Rogers	
1997	<i>Jock Robbie</i>	Bruce Calvert	21
1998	<i>Kirribilli II</i>	David Graney	
1999	<i>Isis</i>	Ian MacDiarmid	22
2000	<i>Imagination</i>	John Wilson	
2001	<i>Jock Robbie</i>	Nick Chapman	
2002	<i>AUS 198</i>	Glen Tucker	
2003	<i>Karabos VIII</i>	Nick Rogers	23
2004	<i>Leander</i>	Nick Rogers	20
2005	<i>Imagination</i>	Ian MacDiarmid	13

For the 2005 PPC at the Royal Brighton YC, Nick chartered the well-performed Hobart Borresen Sims boat DAUS 159 *Rage*. (Nicks new Ridgeway boat DAUS 201 is still not quite ready for racing).

Whereas Ian was sailing for the third year aboard *Imagination*, with the same crew, and after having raced extensively thru' Europe with them in the months prior.



The 'villa' Jen and Iain hired in St. Tropez with the Baines.

Just on that for a minute. Ian and wife Jenny were involved in a car 'incident' a few years ago with a drunk, unlicensed driver and were lucky not to be severely injured. They made the decision then and there to enjoy life, and not to put things off that they would like to do – don't save it up – do it now before you get too old. So they travel extensively, sail a few different Classes, and enjoy. The Cannes Regatta in October 2004, followed by the 75th Anniversary Regatta in St Tropez where they were runners-up in the Silver Fleet. (Just two little mistakes; one cost them the chance to be in the Gold Fleet, and the second saw them almost miss a buoy, and the time lost going across wind to it let the chasers ahead, so a silver medal.) But the teamwork, and understanding the boat in light and bumpy conditions, and sail choice, were key factors in the 2005 PPC win.



Glorious sailing conditions on Port Phillip Bay.

So let's go forward to summer sailing in Australia. Ian sailed in the J24 Nationals in Adelaide and won strongly in an unfamiliar 20yo boat, but suffered no gear failures and had no hiccups. But the PPC started the next day! So jump in the car (with the J in tow!) and drive south till 8:45pm, stop for a meal and a sleep. (Ian never drives when he would normally be sleeping.) Then on the road again at 3am to arrive at Royal Brighton, park the car and J24 in a spot thankfully organised by the fantastic Frank Pound and walk out to the Dragon and sail the Invitation races. *Imagination* won the first race.



The Baines and MacDiarmid 'clan' toured the south of France 'neatly' with a Hire van and *Imagination*



Boyes/ Ayers Classic wooden boat winner Adrian Mnew sails Bermudiana II alongside Amazing Grace.

A consistent Ted Albert Series saw them win the pre-series. A good omen. Nick Rogers second. But it was clear to Ian that *Rage* was not as good a boat as *Imagination*. The first few days of the Brighton regatta were sailed in light airs and bumpy seas, similar to what the boys had experienced in Europe. The first Heat of the PPC proper was sailed on the Sunday afternoon. *Imagination* won by 17 seconds. Close, but controlled. And you could argue that Nick had been a little lucky with boats in front of him having some ‘challenges’ and giving up there places a bit too easily. Heat 2 on the Monday saw Nick gain an advantage he would not relinquish as much as *Imagination* tried, and *Rage* cleared away to win by a minute. The Tuesday was the lay day, and the wind was hard enough to blow a dog off the chain! Heat 3 and 4 were on the Wednesday. In the aftermath of the big blow there was only 3-4 knots of breeze and a bumpy seaway – ideal conditions for *Imagination* – and the boys just sailed as if they were still in France; loose, deep and ‘just go sailing’. Enjoy. They ‘thumped’ *Rage* by a couple of minutes in the morning race, and a minute in the afternoon. But Heats 5 & 6 on the Thursday were different. Maybe Ian was tired, maybe Nick’s standing rig trim changes on *Rage* were correct, but the regatta standing were to change. Some poor starts from *Imagination*, and some poor tactical choices on which side of the course to favour, combined with flat water and a deep luffed headsail resulted in poor placings for *Imagination* and allowed *Rage* to shine. This was the race Nick beat the gentleman Jock Young by only 5 seconds! Some thought Nick may even have been OCS. But Heat 6 was the race where Nick Rogers great starts deserted him. Were they OCS? Should they go back? *Leander* won this cliffhanger, *Imagination* were third, Nick had been pinged for the start, were OCS, and scored maximum points. And so to the last day – Heat 7 – both Nick and Ian tied on 8 points (after drops). The *Imagination* crew chose the light air jib. On a glassy smooth Port Phillip Bay, with 6-7 knots of breeze, they had a reasonable start and decided to just cover Nick, but *Imagination* had speed to spare, she was going like a blur, flying; and cruised to a second PPC victory for

Ian MacDiarmid and John Wilson, but a maiden Cup for mainsheet hand David Baines.

Ian has excused himself from *Imagination* to allow John to steer his own boat, very capably as he demonstrated in St. Tropez where he placed fifth in the world fleet for the for’ard hands race. Carl Ryves was 25th and Gunter Ahlers 69th.



John Wilson was very happy to be interviewed for local radio after the Crews Race in St. Tropez.

Ian will compete in the 80-boat J24 Worlds in September in Weymouth near Poole. He’ll be crewing for a young skipper he has great respect for - Sean Kirkjean - the skipper of the current Defender of the Sayonara Cup for RPEYC.



Sean Kirkjean steering *Imagination* during the 2004 Sydney Sayonara Cup with Ian MacDiarmid.

And he’ll spend a few days at MacDiarmid Sails, his very successful business, which makes about a hundred 16’ skiff sails a year from two lofts. They make all the 49er and 29er sails worldwide from China. And Ian will miss the NSW State Dragon Championships because he and Jen will be in Kenya. Enjoying life.



Ian, with J24, but Dragon 75th Anniversary shirt !! Loves sailing, and is the 2005 Australasian Champion.

NEW SOUTH WALES

The 2004 International Dragon Interport 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 regatta is teams racing, with rotation between the Dragon Fleets located in Sydney (RSYS), Vancouver (RVYC), Osaka (KYC) and Hong Kong each year. All boats and sails (except spinnaker, we take our own) are provided by the host Club.

All Clubs were represented with a full compliment of at least 9 sailors, and in most cases their wives and partners also, the latter to shop rather than to sail !

The format used by the RHKYC was to allow each club to select a code letter resulting in:

Australia = C, Canada = B, Japan = D, and Hong Kong = A.

Of the 6 Dragons used to race, 3 were given Black pennants and referred to as the Black fleet, the other 3 were referred to as the White fleet. Each country was to race each other country in both the Black and White Fleets. A win received 1 point, a second place 2 points, a third 3 points and so on. A Low COMBINED points score system accounted for the series.

Team Captains allocated boats to skippers and crews. Because of the wide variety in the quality of Dragons on offer, our hosts successfully balanced the fleets with old to very old and tired sails on the newer boats.

On the warm morning of Race One, the Canadian and Hong Kong Teams sailed out on flat water in about 5-6 knots to compete in Race 1. Australia and Japan were ferried out on the spectator junk with an expectation of some interesting races ahead. It was suggested by some that with winds in the light range the Australians would be less than favoured as our team were more weighty (some might say portly) than the other teams !

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. The Canadians displayed some disarray from the start line and did not get a look in.

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.

Australian fore-deck crews could be heard cursing the uncooperative spinnaker pole systems, and Bob Mc Cluskey a PhD in Mechanical Engineering who fore-decked for Norman Longworth vowed to write to the owner of the Dragon and 'show him a thing or two'.

Race 3 saw Australia and Japan have their first race. 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 system to at least yield to our requests. Australia rounded the bottom mark for the last time 1 (Ingate), 2 (Alpe), 6 (Longworth), with two 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 proceeded to sail 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 had sailed better.

Race 4, the last race for day 1 was between Japan and Canada, the Aussies watched from the spectator junk while consuming lunch and a beer and giving Alpe the curry he so richly deserved. It was in this race the term 'Kar Cover' was affectionately coined. The last Canadian boat in the race was using what seemed to be a vintage spinnaker with KC 19 markings, but had the shape and colour of a Car Cover. It was aptly dumped upon throughout the whole series by the irreverent team from RSYS. 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. The beer would taste good tonight! And so it did, but that is another story!

Race day 2 dawned with wind in the 9-10 knots range and 27°C. This was going to be our day. Race 5 and the Aussies were first up, racing this time against Canada and the Kar Cover. We sailed the Dragons from the Marina out into the race area. This gave us time to come to terms with different vessels, systems and the old sails. It paid! You 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 saw Hong Kong meet Japan and retain their winning formula, placing 1, 2 and 6 in a brilliantly tactical race. The host team were 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 teams 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 and devoid of the potentially troublesome fishing trawlers. 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 mark roundings. Final finishing order was Australia 2, 4, 5 which after protest was 1, 3, 4.

With race 8, the last race of the second day, the wind increased further, yet still not to typical Sydney Harbour proportions, but none-the-less providing very fine Dragon Racing in flat waters. Canada and their Kar Cover racing Hong Kong and took their 4th loss on the chin (or was it the Cover). 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 1 hour bus ride to the race area. It was there for all to see, but for only some of us to know, that wry smile upon the face of Gordon Ingate when he realised there was even MORE wind today. And still the waters remained flat and fast. PERFECT conditions for the International Dragon!

First up Canada vs Japan for Race 9. Canada was racing better, getting the Kar Cover to behave more like a McDiarmid spinnaker. 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 was Australia vs Canada. Great wind 11-12 knots! Great starts from all three 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. And to rub salt into the wounds, the bloody Kar Cover won!

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, good covering of each other and the opposition afforded 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 his mainsheet crew Richard Franklin, (assisting with the tailing of the Genoa sheet at the last tack,) managed to wrap the sheet around his ankle, effectively stopping the boat and allowing Hong Kong through for a 3rd. Australia took the win with a 1, 2, 4 placing.

The final race of a great sporting and social event, race 12 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 as scored with Race wins were:

Hong Kong	5
Australia	3
Japan	3
Canada	1

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 sir!

Robert Alpe

WESTERN AUSTRALIA

D AUS 191 returns to Perth after 10 years of sailing on the China Sea

In 1993 Peter Hay bought a new dragon – D AUS 191 from Endeavour Yachts in New South Wales with the goal to campaign it in the 1995 Australian & World Championships in Perth.

Peter asked me to be helmsman, as he preferred to sail in the middle with the ever reliable Geoff Wedgwood on bow. In 1993/94 we worked most weekends to rig 191 in preparation for the sailing season preceding the World Championship year. This allowed us enough time to straight line sail with my father Bun Lynn in 174 & brother Tony in 109 to review boat speeds and sail programmes.

The summer of 1994/95 was upon us before we knew it & our efforts were based upon actual results. We were no longer just hypothesising over sail shapes that might improve our speed, however our efforts over the preceding summer began to pay dividends almost immediately with the Lynn family winning the top 3 positions in the State Championships. This set a personal record and possibly a class record with myself winning the championship in 191, Bun & Mark Lynn were second in 174 & Tony third in 109.

In the lead up & during the initial championships the West Australian contingency proved to be a formidable group of yachtsmen, who generally achieved personal best results. Unfortunately in race 4 of the Australian Championships I dislocated my shoulder & was forced to retire from the campaign. It was agreed Willy Packer would be my replacement who went on to win the Prince Philip Cup & finish third in the World Championships.

Like most Classes after a regatta of this magnitude, there is a distinctly quiet period around the yacht club, a

type of unsettled period that can last for several years. It was also time for the crew of 191 to focus on business & personal lives so when the opportunity to sell 191 presented itself to Pete he made a sad but sound commercial decision. The new owner was a Japanese gentleman who shipped 191 to Tokyo immediately after the World Championship.

Experiencing Dragon sailing is a little like contracting an unmentionable social disease – a bug that you can never get rid off. A good example of catching the Dragon bug (not the social disease!) is our patriarch – Bun Lynn, who at 73, still races Dragons competitively and was pivotal to my introduction to Dragon sailing. Bun commenced his apprenticeship in Dragons in 1968 & quickly upgraded to a very smart wooden dragon, DKA 109 *Aeolus* in which he became very well known at all the popular Australian sailing regatta's.

I would describe my family as typical Dragon sailors; 'understated' and 'very social' off the water but highly competitive on the water. Buns' passion for the Class has been inherited by my brothers and me and between us (Bun, Tony, Mark & myself) we have a healthy respect for each other as competitors and a record of 5 Prince Phillip Cup victories, 15 State titles and a similar number of Club Championship titles.

Despite my hiatus, it is not surprising to find myself stepping back into the Class that has strengthened dramatically over the past 10 years with names like; Peter Bowman, Andrew Foulkes, Andrew Locke and Trish Ford who have been Dragon sailing for almost 20 years along with Geoff Totterdel, Mike Lefroy etc who have injected new blood into the Class.

With another World Championships being held in Australia in 2009/11, I started to enquire about the availability of Dragons. Petticrows were very expensive especially dealing in Australian dollars so I enquired about 191 as I still had her tuning details and assumed she would not have sailed in heavy winds since leaving the shores of Perth. I located her in Hong Kong and found it rarely being sailed by Dutchman Jens-Erik Olsen who was considering taking her to Europe. After several e-mails & some discussion we agreed on a price and I shipped 191 back to Perth after 10 years away. Now 10 years on, a marriage of 8 years to Melanie, 3 kids & a one-eyed dog, I decided it was time to resurrect my sailing career. I have unfinished business in the Class and I'm looking forward to representing the Dragon Class at a National & International level.

Richard Lynn

As the Chinese year of the Monkey moved into its final stanza the RFBYC Dragon fleet shook off their boat covers and prepared for battle. During the season a regular fleet of 10 - 15 yachts graced the start line for their fix of close, hard racing. The fleet welcomed ex-Commodore Geoff Totterdell, a graduate from Flying 15s, and welcomed back champion skipper Peter

Bowman who joined the Hay boys in *Hotspur*. Peter sat in for Kenny Stevenson who spent the summer at Karratha boot camp picking lifts and shifts.

The racing during the season was closer than ever and a true reflection on this classic craft as it moved gracefully into its 75th year. Over half the fleet posted at least one fastest time and the consistent results were almost too close to call with half a point separating the first three boats. *Hotspur* finally got the nod by half a point from the fast improving *Allegra* skippered by Geoff Totterdell with Jeff Sinton in *Solent* third on countback..

The first regatta of the season, the Swan River Championships, saw *Hotspur* comfortable winners from *Achernar*, (John Anderson) with *Maalee* (Giles Everist) third.

As the year of the Monkey morphed into the year of the Rooster the fleet began preparations for a tilt at the State Championships. After an intriguing series, Tony Lynn in *Red Baron* survived a classic tussle with Andrew Foulkes in *Snap* to etch another listing on the Sir Charles Gairdner trophy. Andrew Locke in *Solveig* recorded yet another podium finish in third place. Top wooden boat was *Aeolus* (Jennie Fitzhardinge)

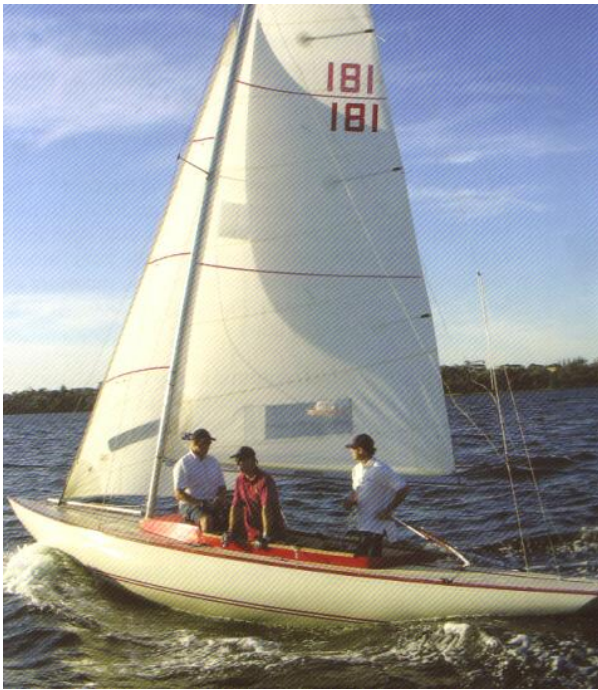
In the Salty Dog Match Racing series Sandy Anderson helmed *Solveig* to comfortable victory over *Hotspur*. To round off another great year, the Dragon team won a hard fought victory in the Tom Worsley Intra Club Regatta sailed in Foundation 36s.

While we didn't have a participant in this year's Prince Philip Cup in Melbourne, there are plans a foot for at least three local yachts to travel to Adelaide for next year's event.

As we go to press President Mark Cubitt has submitted a very comprehensive bid for the Dragon World Championships in 2009 or 2011. The huge success of the 1995 Worlds off Fremantle - still talked about in European Dragon circles - is a strong selling point in the current submission.

Exciting times certainly lie ahead for the RFBYC Dragon fleet with the Prince Philip Cup in 2006/ 07 and the real possibility of another World Championship event a few years later.

For those interested in joining this dynamic fleet there are some excellent boats for sale and some willing and experienced sailors ready to help newcomers come to grips with these thoroughbreds of one design racing Great to hear Richard Lynn will be bringing back the famous AUS 191 *Red Baron* from Hong Kong. *Red Baron* was a star of the 1995 Worlds finishing third despite some very bad luck on and off the racecourse. Having Richard and AUS 191 back in the fleet is surely a good omen for the success of our current bid to host another World title.



Winner of the WA 2005 State Championships - Red Baron

WA Dragon State Championships 2005

The standard scenario for Dragon State Championships is that the major placings are only clear after the completion of the final race. This year was no exception.

Saturday February 19th just before 5pm, saw a fleet of 15 eager Dragons jostling for positions on Melville Water ready for the start of heat one. In the world of real estate 'location, location, location' are the three cardinal rules. On the start line of a yacht race the same applies, particularly if there's a wind shift in the last minute before the gun. The shift saw the pin end favoured, *Maalee* was there... and the rest, as they say, is history. Defending Champion *Snap* was second and *Solveig*, runner-up in 2004, was third.

Heat two began in a light north-easterly with some boats stranded well behind the line. Once again the pin end was the happening place and *Aeolus* with a clean start at the right end was a clear leader at the top mark.. On the next leg the breeze moved anti-clockwise through the west and by the second mark spinnakers were being hurriedly doused as the sea breeze strengthened. At that stage starter John McQueen abandoned the race to the disappointment of the leaders and to the delight of the stragglers. The re-start in a moderate westerly saw *Red Baron* leap up the leader board with a strong win after a disappointing 11th in heat one. Consistent *Snap* was second with newcomer to the fleet Geoff Totterdell steering *Allegra* into third place.

Heat three was nearly a mirror of the second with *Red Baron* leading the pack home from *Snap* and Swan River Series winner *Hotspur* in third position. The race was a salutary reminder to some of us that nothing good ever happens on the port lay line. The windward mark on the second and third legs was like a practice day for

the Royal Show bumper cars with robust exchanges of fibreglass and the intricacies of maritime law.

The second weekend saw the *Solveig* crew put a couple of disappointing races behind them with a brace of bullets. *Snap*, consistent as ever, had a score line sounding like a sound check at a rock concert, 'two, two, two, two', before slumping to a seventh in heat five. Meanwhile *Red Baron* with a third and a sixth was hanging in there for the final showdown.

And so to the Championship decider. *Canewdon Witch* won the start and lead at the first mark with the Championship contenders back in the ruck. *Red Baron* found clear air on the second leg and improved steadily to finish second behind *Canewdon Witch* with *Hotspur* third. The other two Championship contenders *Snap* and *Solveig* were eighth and fifth respectively which meant the final places came down to discards. *Snap* finished just ahead on total points but *Red Baron* (Tony Lynn) dropping an eleventh place eased ahead on the leader board to win the title from *Snap* (Andrew Foulkes) with *Solveig* (Andrew Locke) third. Top wooden boat was *Aeolus* (Jenny Fitzhardinge).

Thanks to John McQueen, his start boat team and course layers who once again ran a great regatta despite the vagaries of weather, thieves with a penchant for breaking into start boats and stealing the flags and motors reluctant to function on the weekends.

Mike Lefroy

Red Baron ??

Peter Hays first Dragon was 181 which he named Red Baron. Pete then sold 181 and kept the name for his new Dragon 191. When 191 was sold offshore, the new owners (my brothers) of 181 decided to rename 181 Red Baron. Now 3 years on, I brought 191 back into Aus, we have a small dilemma that I'm yet to resolve, thus the reason for using sail numbers & not yacht names !

Clear as mud don't you think?

Richard

TASMANIA

The 2004/ 2005 season turned out to be quite successful in the terms of keeping boats on the water. This was brought about by the fact that the two Pennant Series conducted by the Derwent Sailing Squadron (DSS) and the Royal Yacht Club of Tasmania (RYCT) were conducted as separate series, pre Christmas and post Christmas, whereas in previous years races for each Club were conducted on alternate weeks.

By having the separation it meant that boats needed to commit to racing each weekend otherwise they would only be sailing for half a season. This format will be used again in 2005/ 2006.

As for the season itself we encountered a lot of very light and frustrating sailing which at times made for some very close racing and major changes in positions during the course of a race. One race in particular we saw David Graney "Kirribilli II" anchor some twenty meters from the finish line for approximately thirty minutes before finally getting the gun. However the old saying of "anyone can sail in a breeze it takes a great sailor to win when there is no wind" this was certainly the case on occasions.

Talking about David he was also successful in winning the RYCT Pennant from Nick Rogers "Rage" by one point with Craig Johnson "Songlines" third.

The State Championship was won by Nick Rogers from David Graney with Jock Young "Tahune" third. The racing over this weekend was also very frustrating with winds ranging from consistent breezes to all points of the compass

The DSS Pennant was won by Nick Rogers from David Graney with Jock Young once again showing his consistency with third although only by one point from Wayne Wagg "Mystere".

The Barry Calvert Match Racing series was declared a draw between Nick Rogers and David Graney as there were only two flights completed due once again to very light conditions.

As for the class itself we appear to be having the same problems as some other States, in attracting crew and buyers. This continues to frustrate our members in so much as, no matter how good a boat we believe the Dragon is, or how strong it may be in Europe, there still appears to be reluctance from other sailors to get involved to any significant degree. The big boat scene for some reason seems to be the attraction for most ages, maybe people don't like the fact that on the Dragon you have to do some physical work !!!!!.

The TIDA conducted a Sail day early last year and a Rules night, both attracting minimal numbers. Another Rules night will be organised prior to the commencement of the 2005/2006 season.

Members have embraced the idea of conducting the PPC in Adelaide and hopefully we will have four boats make the journey.

*Des Sward
President, TIDA*

VICTORIA

Renovating a Timber Dragon

By Brian Sullivan, Tom Crabb and Elizabeth Little



1. Sari alongside Avante at Royal Brighton.



2. Upon arrival at the Cruising Yacht Club of South Australia – an unusual trailer set up but successful for the 800km journey to Adelaide



3. Being lowered into her new home

Photos courtesy:

Teri Dodds Photography
P. O. Box 687
Ocean Grove
Victoria
Australia 3226
Ph; 0407 093603
Email; teridodds@iprimus.com.au



4. Deck off and checking/ replacing the deck beams.

Saving Sari, and a Birthday surprise!

After giving Jack Ayres thirty or so years of pleasure; and ending in a last hurrah Regatta for veteran skipper Ediss Boyes (John Cole-Cook sailed her to a third place in Heat2 at the 1997 PPC when Ediss was unable to sail); the beautiful Pedersen *Sari*, DAUS 125, was sold to Adelaide boat builder Mass Hanen in 2000 to be turned into a show boat. Maas had hoped to acquire the so called 'Endeavour' mould from Sydney, but this was not to be and the mould went to Perth.

Brian Sullivan then chartered the refurbished *Avante*, DAUS 129, a 1965 Barnett (which had been sold to Sydney by long time Tassie owner and former AIDA President Barbara McDougall) for the 75th Anniversary PPC in Sydney, January, 2004 and also for a Sayonara Cup Challenge on behalf of Royal Brighton against the Defenders Royal Prince Edward YC in Sydney.

Needing better sails for *Avante*, Brian recalled that *Sari* had good sails and was languishing in the hot Adelaide summers, so he purchased her and with much help from then AIDA President Tony Moody and Charles Stanton's trailer, brought her to Brighton to sit alongside her old pal *Avante* for a day or two to swap sails etc before the next stage in the logistics program of moving three Dragons to Sydney to represent Victoria in the 75th Anniversary PPC.

Avante moved on to Sydney to sail under *Sari*'s sail no. (125) and to continue in a PPC/ Sayonara Cup campaign which had the success rating of the Burke and Wills campaign to find a route from Melbourne to the Gulf of Carpentaria - a disasterDFL's in both series, generally a results listing of acronyms - DNF, DNC, RAF, DSQ, etc in the PPC and in the Sayonara the old NYC elimination result from the challenger elimination selection series - NRFFC. ('you are not required for further competition')

In all something to do with no fool like an old fool!
Anyway it was fun and lot's better than staring at the wall in retirement.

Sari on the hardstand at RBYC found herself another savior in the form of previous second generation Dragoner David Meik who took over the closing up of the seams process - tape seams, hang in water on crane for some days until the seams take up. Many passers by on the new Brighton Marina walkway gave endless

advice! It is amazing how Pedersen/ Borresen Dragons attract admirers even when they are down and out.

Then along came another savior in the shape of an Adelaide shipwright, Tom Crabb who wanted a birthday present for his fiance Lizzie, who had sailed in the RFBYC fleet in Perth with Chris McGrath on *Tangled Up in Blue*.

Brian was only too pleased to see Tom take over ownership and to follow the progress of the restoration, which was happening in Melbourne - all secret from Lizzie who was living in Adelaide and kept suggesting Tom should buy and restore an old Dragon! Tom arrived back in Adelaide with a newly beautified *Sari* in time for Lizzie's birthday in September, a surprise present to say the least!

She will hopefully be ready for racing in the 'Adelaide revival PPC' representing CYCSA - we think Jack and Ediss might be happy to see her win the Ayres - Boyes Classic Wooden Dragon trophy if such is to be.

Someone up there looks after Classic Dragons!!

Hugh Howard - GBR 600 Tarakona – and crew



Hugh moved from the UK to Melbourne and brought his refurbished Petticrow GBR 600 Tarakona with extended family and crew! (Poul Hoj-Jensen sailed Tarakona to second place in the 1995 Perth Worlds.)



The crew on Tarakone contemplates the strategy to the next mark over a bikky and cheese.

2006 AUSTRALASIAN CHAMPIONSHIP

Preliminary Notice

6th - 14th January 2006

Conducted on Gulf St. Vincent by the CRUISING YACHT CLUB of SOUTH AUSTRALIA, NORTH HAVEN

Class Rule 13.30 (Crew Weight) shall not be excluded. Total Crew Weight of 285 Kilograms shall apply.

Advertising will be designated Category C.

Competitors may be required to display event sponsors name(s)/logo(s).

Competing owners shall be current financial members of their State Dragon Association at the time of registration.

All competitors shall be current Yachting Australia Silver Membership holders.

The AYF Special Regulations – Part 1, Section 2 – Category 7 shall apply.

CYCSA contact, Paul Crawford

Racing Manager, Cruising Yacht Club of SA
PO Box 1020, North Haven SA5018

Ph 08 8248 4222 Mobile 0404 049 849

e-mail - reception@cycsa.com.au

AIDA Hon Sec Don Blanksby

e-mail - don@assocmanagement.com.au

by Friday 16th December 2005

Late entries will be accepted up to 2nd January 2006 accompanied by an additional late entry fee of \$250.

Entry fee: \$590.00

Welcome and Presentation evenings for all crew and one guest per crew are included in entry fee.

Programme of events

Event	Day	Date	Warning
Registration & Mmnt	Fri	6 th	9 – 5pm
Welcome Evening	Fri	6th	1900
Race Day (TAMS)	Sat	7 th	1055
Race Day (TAMS)	Sun	8th	1055
Race Day (PPC)	Mon	9th	1055
Lay Day	Tues	10th	
Race Day (PPC)	Wed	11th	1055
Race Day (PPC)	Thu	12th	1055
Race Day (PPC)	Fri	13th	1055
Race Day (PPC)	Sat	14th	1055
Presentation Evening	Sat	14th	1900

There will be a maximum of two (2) races per day, of approximately twelve nautical miles each.

The Organising Authority reserves the right to conduct measurement checks before, during or after any race.

Boats shall present a maximum of eight sails per boat, all previously measured at registration.

The courses to be sailed will be windward/ leeward For the Ted Albert Memorial Series, the Low Point System, RRS Appendix A will apply, with all three Races to count, modified so that a minimum of one completed race will constitute the series.

For the Prince Philip Cup, the Low Point System, RRS Appendix A, will apply: The series shall consist

of seven races, of which a yacht shall only count the points for her best six races. Where it is only possible to complete six races, the best five shall be counted. Where it is only possible to sail five races, the best four shall be counted. A minimum of five races will constitute a series.

Team leaders, coaches and other support personnel shall stay at least 200 metres outside areas where boats are racing.

Boats shall remain in the water for the entire Regatta 6th to 14th January 2006.

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keel boats. EPA regulations prevent the rubbing down of hulls in the water.

- The Prince Philip Cup will be awarded to the winner of the Australian Championship.
- The Charles E. Davies Memorial Trophy will be awarded to the winner of the last invitation race.
- The Ted Albert Memorial Trophy will be awarded to the winner of the scheduled three race series.
- The Jack Linacre Memorial Trophy will be awarded to the winner of Heat 1 of the Prince Philip Cup.
- The Jack Ayers/Ediss Boyes Perpetual Trophy will be awarded to the first wooden boat after the overall winner of the Prince Philip Cup. If a wooden boat wins the PPC this trophy is awarded to the next best-performed wooden boat.

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of Aus\$10 million.

All competitors grant the right to any image of him/her recorded during the Regatta without compensation.

Parking for competitor's vehicles and trailers will be available within the yacht club grounds.



Stavros in Summer

Yes Campers, Here we go, Another season is upon us and for many lucky Dragon Sailors, we have already had quite a few testing yet rewarding events. But first, Densil was recently stopped by the Police..... When he got out of his car the Policeman informed him that one of his Rear Brake Lights was not working, Densil looked and immediately started to cry! "Don't worry" said the Policeman, "It's only a bulb that needs to be replaced" But, Densil kept on crying..... So the Policeman said "Look Densil we won't even book you, stop at the next garage and get another bulb". But Densil kept on crying, until the Policeman said "What's wrong?" So Densil said "What the hell has happened to my Caravan !"..... But now the regatta's:

We started in Cannes with 32 boats racing at the end of Jan. With snow on the mountains and light shifting winds & with sun on the water. It was a very pleasant way to begin the season. Cold, but pleasant....Lars Hendrickson helming the new BB Borresen Boat took 1st place with Kasper and Thomas crewing in DEN 359. A great start for Peter Johansens new Dragons. 2nd Place deservedly went to Francois Brenac helming Mick Cotter's IRL 183 and in 3rd place was Gerard Blanc FRA 280. A well organised regatta and a good number of boats.

Next came the Primo Cup in Monaco. In it's first season it was good to see 16 competitive Dragons take part. Monaco has a beautiful Yacht Club and the after race entertainment was first class. So was the racing. With a strong Irish contingent, it was never going to be easy on the race course or to get near the bar! Mick Cotter (this time onboard his IRL 183), took the title from the new BB Boat by a single point. After leading the regatta in DEN 359 from the start, Lars, Peter Johansen and I thought we had the regatta in the bag. But, with a forced retirement in the last race, Mick, Simon Brien & Davy deservedly took the victory. Leaving Den 359 2nd. Yan Kersale FRA 335 3rd and Cameron Good's IRL 168 4th. Great winds, fantastic venue.

Then came Cascais 1. This first Portugal Regatta had a very generous sponsor in Portugal Telecom. All of the competitors from the 15 Dragons, received jackets and fleeces which were very welcomed. The racing was surprisingly in mainly light winds and Poul-Richard Hoj-Jensen dominated from the start. Racing GBR 705 crewed by Chris Britain and Theis Palm, they never really looked backed (well only to see the opposition)! in 2nd place was POR 43 Noni, helmed by Noni (who is now in his 70's), and crewed very well by Pedro & Alfonso. Pedro is now working for Quantum Sails and they certainly were going fast in these lights Cascais winds. In 3rd place was POR 26 Jorge Scheder, crewed by Jose' & Francisco. Louis Urvois and his reliable FRA 300 were just outside the frame in 4th.

Before I come onto Cascais 11. Densil took his wife recently to a very nice Hotel in London for their 20th Anniversary. When it was time to leave after a fun weekend, their bill came to £612 ! Densil said to the Hotel Manager " That's a hell of a lot of money? just

for one weekend?" "Well" said the Manager, "Did you not make use of the Olympic Size Swimming Pool?" "No" said Densil, "we never bloody used it" "Well" replied the Manager, "It was there"..... "Did you not make use of the Steam Room, with attached Gymnasium?" "No" said Densil " we never bloody used that either!". "Well," said the Manager, "It was there"..... "And did you not try the Bowling Green just outside on the Hotel Lawn?" "No" said Densil, "never even saw the bloody thing!" "Well" said the Manager, "It was there"..... So Densil PAID the £612 and then gave the Hotel Manager a £500 Bill.. "That's for shagging my wife" Densil said. "But, I never touched your wife" the Manager hastily replied. "Well" said Densil, "SHE WAS THERE!"...

So Cascais 11. This was a much more breezy affair, with Cascais at it's best for the 17 lucky competing Dragons. With the 7 races sailed over the four sunny days, nobody could complain about the conditions or the competition. Despite having two big hard hiking crew in Yann Neergaard and Noddy (Andrew Nordon), Poul-Richard had to fight for this title. It's a big cup, The Juan Carlos Trophy & it was in the end the Big Man PR who took the title. Close on his heels and each having their own top results were, SUI 298 Vincent Hoesch, crewed by Harrow Kniffka and Micky Lip 2nd on 20pts, followed by GBR 700 David Palmer, crewed by yours truly & David Carr, on 21pts. These three boats more or less dominated the racing, with POR 36 Patrick de Barros right in amongst it, but never quite excelling. With PR using his own sails, Vincent using Fritz and David using Norths. Just proving once again that all the sailmakers make excellent sails, it's only down to how the individuals set them up.

Lastly, Cannes saw the final early regatta, racing in the Cup Mediterranean.. Once again, the new BB Borresen Boat dominated the regatta, helmed consistently by Lars Hendrickson, crewed by Thomas Schmidt & Martin Leifelt. Following in 2nd place was GER 914 Christopher Opielok, with The Pitman of Old, Mr Don O'Donoghue 3rd in Seabird IRL 184, crewed so famously by Mark Pettit & that funny strange guy Brian Matthews. A final mention must go to GBR 671, Gavia Wilkinson-Cox, who is continuing to helm her Peticrow boat "Jerboa" to some very pleasing positions. Crewed by Mark Hart and Caroline Aisher, they had 3rd & 4th finishes to give them a creditable 10th overall. Well done.

So now it's onto Palma for the remaining two popular Iberian Championship events. With Poul-Richard in a strong lead overall, it remains for David Palmer and others to try and catch the Master in this much sought after Trophy. For those not able to travel to Mallorca, then it's sunny Burnham-on-Crouch for the ever eventful Easter Regatta and Beer Throwing Competition! Before all attention is directed towards Louis's Douarnenez Grand Prix. Higher, Faster, Longer.....Stavros.

Stavros in Winter

Yes, Yes, Yes Campers, I know, it's been a while since my last report but if I had wanted to be nagged, I'd have rung up my Mother... I just thought they were becoming too regular, also I need more time to think of some more jokes! So, by popular request, I'm back...

What a season of Dragon Racing we have had? There I was yesterday, sat quietly reading the latest BDA mag, hot off the press with some stunning photo's and great technical tips, and this blimin Irishman Jonny Ross Murphy, keeps getting more mentions than me? Can you believe it? Who does he think he is, to win the race of all races? So as I looked around me, still reading, I noticed how lovely the stars looked high above in the deep dark sky. With the odd white cloud dancing it's way gracefully across it, followed then by silence. Then suddenly, with a slight chill now surrounding me, I thought to myself? "Who the hell has stolen the roof off my Outside Loo?"

But, seriously, without going through the season, (my report in the IDA News Letter does that), well done to all Championship Winners, and more importantly, well done to all Dragon Sailors. Just to compete in this magnificent class, means you are all winners. Latest news.... Well, Both Palma and Cannes have been going strong this Winter. Cannes has had the larger fleet racing, with a big number of local boats. Jay Bourke won a regatta back in November and Gavia Wilkinson-Cox more recently in December. Well done to both teams.

In Palma, we have had a smaller fleet of about 12, but mostly top boats. With Tommy Mueller, Vincie, Uli Libor, Poul-Richard and Robin Hennesy.....just to name a few, it has not been easy to get to the front. However, Ivan Bradbury has been learning to helm well, since prizing me out of the back of his 'Elusive.' Latest off-the-water news... I went over to Aarhus, Denmark, last weekend to the launching of the new BB Borresen Dragon. One thing for sure? It's bloody cold over there! Over 200 people watched the new boat lowered through a roof in an array of smoke and lasers with the space odyssey music booming. It was quite a sight and the boat looked fantastic. With all the latest computerised technology, the biggest milling machines in the world, top class designers and a Man like Peter Johansen in charge, it will be competitive. We wait and see. Whatever happens, it has to be good for the class. It's certainly got the Borresen family smiling again.

With regard sails. Poul-Richards DM3's still remain a popular Genoa. With the fuller entry it gives a bigger groove to sail to and is very powerful in a chop. His DL6 Genoa's give pointing and speed in flatter water conditions, and are ideal, as well, for river sailing when quick tacks are crucial.

Norths continue to chase PR in the market, becoming ever more popular. Their all-round Genoa is so easy to trim in all conditions up to around 15 knots, then

you simply change up to the Heavy. Same shape, just a more durable cloth. Good quality sails.

Fritz are now becoming a contender, particularly in Europe. Obviously many Germans favour them as they are a good lake sail as well as on the open sea. Werner Fritz is working hard to continue making all-round sails, which make sail selection simple. Vincie certainly has no problems with speed in any Dragon and the likes of Tommy Mueller and co.... are following suit. Louis Urvois also used Fritz when he won Cannes this year.

The Mains are all pretty much the same. With so much Mast control available, most Mains can be set correctly with practise.

So what about 'Densil's' Sister? I ask you all cry..... Well she was in a bar getting chatted up by a group of young sailors, when she asked what ship they were due out on? "Australia" came the loud reply, to which she hugged them all and asked if she could be a stowaway, as she had always longed to travel there. They told her that she must stay deep down in the ships hull for at least 6 weeks, so that the Captain had no idea she was there. Also, they told her clearly that they would all be down from time to time to give her many Portions...over and over again....

But, she thought it would be worth it, so she agreed.... After 8 weeks, she was found wondering around up on deck by the Captain. When asked what she was doing? she replied " I'm a Stowaway, on my way to Australia" "You Silly Cow" was the Captains reply " This is the Dover to Calais Ferry" !! Lastly, if you are wondering how to start your season. Get down to Cascais, Portugal. Give the skiing a miss and try to make the February Regatta's, 10th to 13th and 24th to 27th. It's great racing, a perfect time to visit Portugal and has a fantastic Irish Bar. If you want the latest travel options call me.

Have a great Xmas wherever you are in the World. Higher, Faster, Longer.....Stavros.



Dragon 75th Anniversary Regatta

In mid-October 2004, the 'Dragon 75th Anniversary Regatta' was held in the gulf of St. Tropez - an anniversary regatta to mark the 75 years of existence of the international Dragon class. A total of 267 boats crossed the starting line in St. Tropez. Sponsored by Hanseatic Lloyd AG, Switzerland, and organised by the Société Nautique de St. Tropez (SNST), the occasion was originally intended for 150 European boats. In the end, however, the 'Anniversary Regatta' attracted 267 participants from more than 30 countries all over the world to the south of France with their boats.



During the preliminaries, twelve members of European monarchies undertook to act as patrons. Furthermore, such prominent sailors as Prince Henrik and Crown Prince Frederik of Denmark, the Greek King Constantine, Russel Coutts and many more decorated sailors assembled in full strength at the regattas on the Côte d'Azur.

The Hanseatic Lloyd boats were also crewed by top-flight sailors. Besides the main shareholder in Hanseatic Lloyd and title sponsor Harro Kniffka, top sailors Ulli Libor and Michael Lipp sailed on SUI 288.



Ulli Libor won the silver medal on the 'Flying Dutchman' in Acapulco in 1968 and the bronze medal on the same boat in Kiel in 1972; Michael Lipp is a twofold world champion. In 1985, he won the championship title on the Dragon and in 2003 on the H boat. Harro Kniffka was last year European vice-champion on the Dragon. Russel Coutts - he was

at the helm of the boat SUI 298 - won the America's Cup 2003 for the Swiss syndicate 'Alinghi'.

The third Hanseatic Lloyd boat, SUI 296, was sailed by His Majesty King Constantine of Greece, a prominent gold medal winner and Olympic champion on the Dragon. At the king's request, the sailing number of the Hanseatic Lloyd boat was changed from SUI 296 to GRE 1. That was the sail sign under which he won Olympic gold in 1960.

On six days it was possible to carry out a total of eleven regattas in the gulf of St. Tropez. The main field consisting of almost 240 boats was divided up into four groups to compete for the leading positions. More than 30 old-timer Dragons, built before 1972, formed a class of their own. The main field contested the 'Birthday Regatta' on 14th October for which all the boats were started at the same time. The regattas constituted a big challenge not only for the participants but also for the organisers.

Only a few sailing clubs are able to organise such a big and spectacular event. The Société Nautique de St. Tropez, the local sailing club, has the necessary experience thanks to its having previously organised the annual sailing weeks 'Les Voiles de Saint-Tropez' and other big events.

Jacques Rogge, the President of the International Olympic Committee (IOC), took over the helm on the Dragon SUI 288 during a regatta and, as an experienced Moth and Finn sailor, he showed corresponding toughness during the race. Even a laceration on his head, which later had to be sewn with several stitches in hospital, did not stop him from finishing the regatta. After three premature starts, however the 'black flag' precluded a valid placing. Altogether, the black flag was shown to early starters sixty-nine times. These also included King Constantine of Greece. In the 'Champions Race', the Hanseatic Lloyd boats sailed into the foremost places. Russel Coutts won this regatta; SUI 288 took 6th place.

Overall victory went to the Swede Tom Lofstedt followed by the Dane Jorgen Schönherr. Third place was taken by the Irishman John Ross Murphy. Besides the regattas, an exclusive fringe programme ensured additional highlights at this event. Great importance from the social viewpoint was attached not only to the Patrons' Party but also to the reception given by the mayor. However, indisputably the main attraction was the gala dinner, which was attended by numerous members of European royal houses. Princess Anne also honoured the dinner with her presence and represented the British monarchy.



Going out for Dinner.

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

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

That paragraph embodies my feelings of the Class. My wife Jen and I enjoyed the parties during the Hobart Worlds, and then some more in Sydney earlier this year for the Prince Philip Cup. So when we heard about this Dinner in St. Tropez, we decided to attend. Not to sail, but just to go for the parties.

We flew, trained and drove to St. Tropez, found our Hotel and strolled down to the regatta village. We tracked down event organiser Chris Dicker and registered. Hung the ornate swing tag around our necks and immediately saw '99 World Champion Claus Hoj-Jensen. He introduced me to his skipper, King Constantine of Greece. Wow. And his father Paul. Wow, again. Then Crown Prince Frederik said hello. Wow, still. And Kaspar and many of the other sailers from Hobart2003. Stavros and Andrew Craig too.



Event sponsor Hanseatic Lloyd Shipping had their yacht moored along side the 'dignatories' Dragons, Kings, Princes and World Champions.

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



A full-on rock concert was put on in the event marquee.

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



World Champion Dieter Schoen took his 84' motor home and parked her - also named Chrisco - out the front of the beer tent!

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



Wolfgang Rappel took his motor yacht to St. Tropez as accommodation and tender for his 'Bavarian Blue' Dragon.

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



Dragons line the marina in the inner harbour at St. Tropez.

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

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



St. Tropez from the sea.

It was a grey and cloudy day, with Race Officer Tony O'Gorman forced to abort four starts, before getting the fleet away under a black flag, with 69 boats being disqualified for starting offences. The 2½ kilometre line had the Committee yacht in the middle, with support yachts at each end. All the pandemonium was at the leeward end, there was lots of argy bargy, and everyone wanted to be right up there. This was a race they all wanted to win. Being in the second row with that many starters, with a short beat and only 1½ laps, was too high a penalty. The breeze was in the 12 to 15 knot range with a very short and irregular wave pattern, making it very difficult to keep the boats moving at full speed.



The 80' motor yacht we were lucky enough to be invited aboard for the 75th Anniversary Race.

Irishman John Ross-Murphy was very happy after winning the unique Dragon 75th Anniversary Race, in which 267 boats lined up on a starting line that was 2.51 kilometres long. This may well be world record. John has sailed Dragons since 1997 and praised his crew, co-owner Ailbe Millerick up front, and Ed Peel.



Two helicopters photographed the fleet on the 2.51 kilometre long line and the five starts it needed to get the 267 competitors away for the Anniversary Race, and still there were 29 over early and another 40 disqualified for transgressing the black flag etc.

Dragon 75th Anniversary Race Results

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

The results for the Anniversary Race were a little confused. With 267 competitors and five 'starts' with all the arguments about which start a competitor may have been OCS etc, two top and 'granny' marks, and then a finish line about 200 metres long with up to six boats on that finish line at any one time . . . I feel sorry for the race committee!

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

The Dinner itself was a mastery of organization. 1400 guests were treated to significant quantities of lovely French champagne and wines, and the food was spectacular and hot. Each of the 140 odd tables was served by five waiters placing the ten plates around the table as one. Wow. The presentations were appropriate and well made. The Irish had a successful day and the odd pint of Guinness etc had them very vocal, often singing 'soccer style' when another of their group went forward to accept more of the astonishingly nice trophies. A definite highlight was the acclamation given to Class doyen, Borre Borresen.



Stavros (Martin Payne) was there in full force, with pint and skipper, Ed Sawyer, winning the 'Over 65 year old Skippers' section of the Anniversary Race.

The Anniversary Regatta Prize Giving was held in the massive temporary steel framed marquee on the last afternoon of the week. The presentation table groaned under the weight of glassware and other trophies.

75th Anniversary Regatta results

GOLD FLEET

- 1 SWE 321 Tom Lofstedt/ Martin Alsén/ Martin Larsson
- 2 DEN 345 Jorgen Schönherr/ Anders Kaempe/ Axel Waltersdorph
- 3 IRL 174 John Ross-Murphy/ Ailbe Millerick/ Ed Peel
- 4 DEN 338 Valdemar Bandolowski/ Jeppe Parving/ Soren Hualso
- 5 DEN 319 Sören Pehrsson/ Jorgen Bonde/ Philip Skafta Holm
- 6 GER 816 Hans-Werner Zachariassen/ Michael KurtzPeter Eckhardt/
- 7 NED 316 Pieter Heerema/ Dolf Peet/ Hay Winters
- 8 NED 280 Cees Nater/ Mark Drontman/ Guus Nater
- 9 GER 996 Thomas Müller/ Markus Wieser/ Mario Wagner
- 10 NED 357 Roel Van Olst/ Tjacko Van Olst/ Volkert Teding Van Berkhout
- 11 USA 310 Edward L Sawyer/ Martin Payne/ Will Willett
- 12 TUR 40 Arda Baykal/ Erdil Uzaltan/ Azat Bayka
- 23 DEN 336 HRH Crown Prince of Denmark/ Carl Erik Kjearsgaard/ Kasper Harsberg
- 24 SWE 311 Thomas Olrog/ Peter Christensson/ Thomas Wilton
- 26 GRE 1 HM King Constantine/ Claus Hoj-Jensen/ Per Kloster Hanson
- 32 GER 982 Dieter Schoen/ Vincent Hoesch/ Andreas Huber
- 35 FRA 300 Louis Urvois/ Gwen Chapalain/ Louis Urvois
- 36 GBR 681 Michael Hayles/ Monique Hayles/ Duncan Grindley
- 38 FRA 323 Christian Boillot/ Gerard Le Goff/ Pierric Bourbin
- 43 DEN 346 HRH The Prince Consort/ Lars Hendriksen/ Lars Steinfeldt
- 50 USA 219 Robert Mosbacher/ George Francisco III/ George Francisco IV

SILVER FLEET

- 1 POR 36 Patrick Monteiro de Barros/ Pedro Beckert/ Paulo Bastos
- 2 AUS 179 Ian MacDiarmid/ John Wilson/ David Baines
- 3 GBR 660 Julia Bailey/ Graham Bailey/ David Heritage
- 4 DEN 342 Mogens Nielsen/ Martin Nielsen/ Jesper Riise
- 5 DEN 343 Peter Johansen/ Thomas Schmidt/ Finn Nicolajsen
- 24 HKG 38 Phyllis Chang/ Lowell Chang/ Lars Gelbjerg-Hansen
- 28 NZL 14 Nikolai Kleiman/ Ilia Ermakov/ Maxim Logutenko
- 29 GBR 649 James Mehew/ Thomas Mehew/ Will Fray
- 37 AUS 158 Martin Cooper/ Carl Ryves/ Kars Meyboom



The Australian entry from NSW, Imagination, placed fifth in the for'ard hands race with owner John Wilson (centre) helming, and they placed second overall in the Silver fleet regatta with Ian MacDiarmid (right) helming and David Baines (left) sailing mainsheet. The trophies were presented by Queen Anne-Marie, wife of the IDA President.

The haul out at the end of the regatta was understandably somewhat chaotic, but with four truck-mounted cranes, not too slow. The Europeans are used to getting large fleets out of the water and on their trailers. There was a large parking area away from the cranes where the boats could be de-rigged. The trailers had been parked away from the marina for the regatta. Event sponsor BMW supplied sufficient M5 wagons for the task.



The haul out area had four truck-mounted cranes, and was a relatively smooth process.

Overall, the trip was a huge experience. The regatta organisational aspects went off reasonably well, especially considering the language barriers and the sheer physical size of the regatta. St. Tropez excelled itself with brilliant hospitality, tho' the weather might have been better. It was at the end of the summer season, which had seen Les Voiles de Saint-Tropez (the world famous ex-Nioulargue week) completed the day before. There was even the capacity to have an overlapping 300-car Porsche Rally! The Dragon Class certainly do enjoy their parties.

Leigh Edwards

The Australian International Dragon Association Minutes of the 2005 Annual General Meeting

*Held at Royal Brighton Yacht Club Inc
Friday 7th & Saturday 8th January 2005*

1. Present: President Tony Moody, Sen. Vice Pres/ Secretary/ Treasurer Des Sward, Nick Rogers, Leigh Behrens, Chris Kiel, Don Blanksby, Charles Stanton, Robert Alpe, Hugh Wardrop, Jock Young, Nick Griggs, Hugh Howard & Toby Patterson

2. Apologies: Richard Franklin

3. Previous Minutes: Minutes of the previous meeting held in Sydney 2004 were taken as read with no alterations.

It was moved by Robert Alpe and seconded by Hugh Wardrop that the minutes of the previous AGM be accepted – Carried.

4. Matters Arising: The President congratulated Robert Alpe on his appointment to the position of IDA Vice Chairman. He also mentioned that there needs to be more input into the Class Web Site from the States, this is addressed later in the minutes.

5. Correspondence: Moved Don Blanksby and seconded by Robert Alpe that all correspondence received by the AIDA and duly circulated to the States be accepted – Carried.

6. Treasurer's Report: Since taking over the role of Secretary in August 2004 I have completed a new Financial Report for the 2003 year. It was reported at the last AGM that the Revenue for the year was \$3379 and Expenditure \$2517 leaving a surplus of \$862.

After completing Cash Book entries from Deposit Slips, Cheque Book and Bank Statements it was established that the actual Revenue for the year was \$5956.46 with Expenditure of \$3722.86 and a Surplus of \$2233.60.

As funds were in the Associations hands and banked prior to year-end there was no reason why accurate figures weren't presented to the meeting.

The 2004 year has seen a reduction in Income mainly due to there being no sail labels sold during this period. Boat numbers have remained static and the only other income was from the short term Investment (\$5800) of the Associations Funds. Expenses have been very minimal, however on completing the Cash Book it appears that the boat registrations for 2003/2004 have not been paid, this should be rectified as a matter of urgency in early 2005 along with the Fees for 2004/2005 given we have the funds available.

I will communicate with the Secretary of the IDA within the next week and forward funds prior to end of January 2005.

After discussing the exchange rate with the bank it is anticipated that the cost will be approximately \$2300 = 87 boats at 11 GBP. This would leave a surplus in the Bank of \$6420.16.

The suggested implementation of a Cash Book and Receipt Book by the Auditor has been put in place.

My daughter preferred not to conduct an Audit on the 2003 & 2004 Financial Statements as I prepared them and she felt it could be suggested there was a conflict of interest. However she is prepared to carry out an Audit if there is no objections by this committee and it is clearly documented.

Boat Registrations for the 2004/2005 season are as follows

WA 13, NSW 15, Vic 9 & Tas 7 = 44

Leigh Edwards once again produced Dragon Beat at no cost to the Association, thanks to Leigh for another good production.

*Des Sward
Secretary/Treasurer, AIDA*

Moved Robert Alpe & seconded by Don Blanksby that Treasurer's Report be accepted and that Nyree Sward (Chartered Accountant) carry out an Audit on the Associations Financial Statements – Carried. It was also Moved by Robert Alpe & seconded by Don Blanksby that \$5000 of the Associations funds be invested in a short term Investment Account in the AIDA's name – Carried.

7. Presidents Report:

Well, for those that missed attending the 2004 PPC in Sydney and the 75th Anniversary Regatta in St Tropez in September, you will have the next 25 years to think 'I missed it all'. Congratulations to all those Dragoners who did take the time and make the effort to compete in Sydney and St Tropez and celebrate 75 years of Dragon sailing. Special mention needs to be made of the effort of Ian MacDiarmid, John Wilson and David Bains who transported AUS 179, Imagination, to St Tropez to compete against nearly 300 other Dragons, with a great effort from the boys to gain a second placing, steered by owner John, in the crews race. Martin Cooper and Carl Ryves also competed in St Tropez in a charter yacht. A great time was held both on and off the water at Sydney and St Tropez. A complete coverage of the 75th Anniversary Regatta from St Tropez will be available in the 2005 Dragonbeat. For those amongst us who need something more the Jan 05 Australian Sailing and the current Tasmanian Yachtsman magazines carry excellent stories and pictures. I believe a DVD will also be available from the St Tropez event.

Congratulations to Nick Rogers, Hugh Wardrop and John Roche, sailing Leander AUS 185, on winning the 2004 Prince Philip Cup, and also to the winners of the various state/ club championships for the 2003/04 sailing season.

Thanks to all Dragoners who competed in the class during the season for without 2nd to last placing there can be no winners.

This past year was significant in Australian Dragon history with the launch by Sydneysider Martin Burke, of AUS 200, an all fibreglass version from the Ridgeway moulds in Hobart. Originally built for the 2003 Dragon Worlds, Martin purchased her incomplete from Stephen Boyes and after putting on the finishing touches, launched 'Riga' and sailed her to a memorable first up win.

In WA, Geoff Totterdell, an ex Flying Fifteen sailor purchased AUS 199 Allegra an imported Borresen and has competed well in the 'freshie' racing.

The Dragon world still awaits the arrival of 8 time PPC winner Nick Rogers' new Karabos, currently awaiting completion in a yard in Hobart.

Also, still waiting, is Hugh Howard ex Pom, now Aussie, for his beloved GBR 600, the ex Danish Blue. Somewhere on the high seas, at time of writing, and due in Melbourne for the 2005 PPC. The Brighton fleet is eagerly awaiting her arrival and hoping her presence will provide an additional boost to the Dragon Class in Victoria.

The 2004/05 sailing season has seen only 41 Dragons competing at various clubs around Australia. In Sydney 5 boats of 11 have so far shared the line honours, Hobart 2 of 7, Victoria 3 of 6 and in Perth 5 of 17. Good to see that no boat is completely dominating the racing on their home ground.

The forthcoming PPC in Melbourne will hopefully provide some excellent competition for those in attendance. Nick Rogers will be trying for another national title.....how many will be enough Nick?.....Unfortunately not all states will be represented which is very disappointing. Come on WA, you can do better! The only time we can have a truly National regatta is if all states are represented and surely there are at least 3 members in each state, in any year, who would be willing to sacrifice their time, money and effort to represent their state in the Prince Philip Cup, where ever the event may be held. At IDA level, after being nominated at last years AIDA AGM, current NSWIDA President Robert Alpe was elected a Vice Chairman IDA, 1 of 3, for the next 2 years. Congratulations to Robert on his appointment, a first for Australia on the international scene.

Members are reminded of the changes to the following class rules which come into effect from 30th March 05.

1. Rule 2.502 re Permitted Materials
2. ' 2.514 ' Deck Beams
3. ' 9.51 ' Spinnakers

In conclusion, many thanks to Des Sward who stepped up mid-year after the untimely resignation of Leigh Edwards, to carry out the duties of Hon Sec/ Treasurer of AIDA.

Tony Moody

President AIDA

Moved Charles Stanton & seconded by Hugh Wardrop that Presidents Report be accepted – Carried.

8. State Reports:

Victoria: Charles Stanton advised that there is a core of seven

Boats sailing at present, with the likelihood of two more in the near future, Hugh Howard's GB600 (when he gets it off the ship). Hugh was very disappointed, that his boat didn't arrive in time for the PPC. There is also the possibility of a boat coming from NSW plus there is another boat currently being restored.

New South Wales: Robert Alpe advised that they have had a good 2004 with the 75th Regatta which was very successful. He also stated that most of their plans noted at the last AGM have been implemented. The teaming of boats has been a success e.g. first with last etc. Isis was sold and was brought down to the PPC by the new owner who is sailing as a crew for this season.

They have had a reasonable start to this season. He also mentioned that the Gold Cup held in Sydney each year is open to all and invited anybody that was interested to enter.

Western Australia: There was no representative from WA at the meeting and no report as to what is happening in the West. This is very disappointing given that all States were given ample time to provide a written report.

Tasmania: The TIDA wishes to advise that it has had a very positive start to the 2004/2005 Season although numbers have not been at maximum, the consistency of boats on the start line has been good. This has been brought about by a change in the format of the Pennant series run by the RYCT & the DSS.

It was agreed prior to the season that the One design Classes would sail two races per day and prior to Christmas all races would count towards the DSS Pennant and post Christmas the RYCT. This concept has proven to be a success with both the J 24's and Dragon's having consistent numbers and the shorter races have produced more competitive racing, kept the fleet closer together as well as mixing up line honours.

Racing has been made even more competitive with a number of Saturdays producing very light and fickle winds which is very unusual for Hobart prior to

Christmas, high concentration levels by skippers and crews have been required.

Nick Rogers 'Rage' won the DSS pennant closely followed by David Graney 'Kirribilli II' with Jock Young in a re-painted and competitive 'Tahune' third. Apart from the racing the Association held an information evening and a sail day for interested parties prior to the season, this initiative has produced a number of people interested in crewing. We have also held a training evening conducted by Nick Rogers and all those that attended felt it to be very informative and worthwhile. A Rules night to be conducted by David Graney is planned for early February.

According to several members there are a number of big boat crews that have shown some interest in one design sailing and our Association believes this may be the market we should be targeting.

Unfortunately we do not have the representation our association was expecting, due to work and family commitments of a couple of our regular entrants.

Moved Charles Stanton and seconded by Hugh Wardrop that State reports be accepted – Carried.

9. Technical Officers Report: There was no report received.

10. Election of Office Bearers for 2005/2006:

Nominees

President: Tony Moody & Des Sward. As there were no other nominations a vote was held and Des Sward was duly elected.

Senior Vice: Tony Moody being the immediate past President was duly elected.

Vice Presidents: Richard Franklin, Charlie Stanton, Robin Sims and Mark Cubitt.

Secretary/Treasurer: Don Blanksby – Moved VIDA (by letter) seconded Robert Alpe – Carried.

Technical Officer: Andrew Johnson – It was resolved that as there were no other nominations that Andrew should continue in this position.

Hon. Publicity Officer/ Web Master: David Vaudrey – It was resolved that David should continue in this role.

Hon. Auditor: Nyree Sward – Moved Robert Alpe and Seconded by Don Blanksby – Carried.

Meeting was suspended at 5.50 pm to be reconvened at 5.30 pm 8th January 2005

11. Subscriptions: There was a suggestion that Subscriptions should be increased by the CPI on an annual basis. However as there is nothing the Association has planned to do with the funds it was moved by Nick Rogers and seconded by Don Blanksby that Subs remain at \$65 per boat for the 2005/2006 year – Carried.

12. Dragon Publications/DragonBeat: As Leigh Edwards has indicated he is prepared to continue with the production of DragonBeat, it was unanimously agreed to continue on this basis. It was however agreed that the content focuses solely on the Dragon Class in Australia and all States are to provide input.

13. IDA Vice Chairman: Robert Alpe advised that the IDA have had a very busy two years, but to this date he has only been involved in Telephone hookups with nothing of significance being discussed. He also suggested that he would provide a quarterly report to the AIDA, however after giving some thought to his proposal it may be better if he simply reports on anything he believes' should be communicated as a matter of some urgency to the States.

14. Worlds Rota: The latest Rota from the IDA has Australia tentatively pencilled in for 2009 & 2011.

Advice is that Australia's application to host the Worlds will be accepted in one of the above years. A request has been forwarded to the IDA for a time at which the date will be confirmed.

All States to have a Submission to the AIDA Secretary by the 28/02/05 for distribution to the State Associations for comment by 31/03/05.

It should be noted that the successful Host State should be in a position to present a submission to the IDA at their AGM later this year should the indication be that a decision would be made at that meeting. If 2009 were granted to Australia we would only have three years to prepare.

15. Class Web Site: Robert Alpe suggested that there is a need to change the Web Site to a generic site that extracts information from the States. This would allow each State to retain their own site if they so desired with links to and from each site. The more links you have the better it is for the main site. Nick agreed that this is the best way of advertising the Class.

Moved Robert Alpe and seconded by Hugh Wardrop that Web Site is a National Site – Carried.

Each State Association is asked to advise Robert of their State Web Site via Paul Ross
paul@fontfactory.com

16. Rota for future PPC: After much discussion it was moved by Robert Alpe and seconded by Don Blanksby that the 2006 PPC be held in Adelaide subject to the Cruising Yacht Club of South Australia, CYCSA, agreeing to host the Regatta and that each States turn in the Rota drops back one year – Carried.

Although the motion was carried by those members present it was suggested by Don Blanksby that as a

courtesy to WA the proposal should be discussed with them prior to formalising anything with SA. All State Delegates were asked to discuss the proposal with their members and report back to the Executive within one month.

Rota:

2006 South Australia
2007 Western Australia
2008 Tasmania
2009 New South Wales
2010 Victoria

17. Sayonara Cup: The following motion was put forward by the TIDA. Should the Trustees (holder of Cup) not be prepared to allow a Challenge to be sailed in conjunction with the PPC to ensure the continuity of the Sayonara Cup the following should occur. The AIDA establishes it's own Match Racing Trophy to be sailed in conjunction with the PPC. After some discussion it was agreed that the Sayonara Cup would always present a problem in as much, that the holder of the Cup and as Trustee controls the basis on which the Cup will be sailed. As the general consensus is that the Dragons should have a Match Racing Trophy which is sailed for on an annual basis in conjunction with the PPC, the motion put forward by Tasmania was seconded by Robert Alpe and unanimously carried. It was proposed by Tony Moody and agreed to by all that the Trophy should be named the Martin Graney Memorial Trophy. Robert Alpe immediately and kindly offered \$1000 towards the purchase of the Trophy, should any other person or State wish to add to this kind offer please feel free to do so. A 'Deed of Gift' is to be drafted and passed to the States for comment prior to finalisation. The establishment of this Trophy will not have any affect on Royal Yacht Clubs challenging for the Sayonara Cup in Dragons.

18. The NSWIDA submits the following motion.

That all Prince Philip Cup and other National International Dragon races be sailed under the Crew Weight Limit rule of 285 kilos or as amended and found in the International Dragon Rules of Racing, and that the line in the Rules that states 'except when excluded by the Sailing Instructions, the total weight of the crew shall not exceed 285kg' never be invoked for such races.

Robert Alpe spoke on the motion, stating that members had chosen crews prior to the season and felt that the exclusion of the Weight Rule 13.30 was grossly unfair.

Tony Moody replied stating that if noted in the Notice of Race and the Sailing Instructions the rule can be excluded. He also stated that the VIDA simply

wanted everybody wishing to sail in the PPC to have the opportunity to do so.

Hugh Howard advised the meeting that we should be very careful as to how we apply the Rule, but at the same time don't keep people wanting to sail out of the class.

As there was no seconder the motion failed.

19. The VIDA submits the following motion.

The VIDA wish to submit to the AIDA and the IDA, a change in the rules to allow foot straps and/or handholds near the gunwales.

The VIDA consider this would enhance safety and comfort of the crews. The VIDA do not envisage any changes to the body position with regard to the hiking rules.

Current Rule. 13.20 The use of any apparatus or contrivance (other than fixed hand holds on the inside face of the cockpit coaming) the purpose of which is to support or assist in supporting a member of the crew outboard or partially outboard is prohibited. When hiking no part of the crew's body between the middle of the thigh and feet shall be outboard of the sheerline.

After some discussion it was resolved, the motion be withheld for further investigation and development.

20. PPC Format.

There was concern by some members that the Race distance of twelve nautical miles may be too long and that consideration should be given to allow the Race Committee/PRO the option to reduce the distance of the Races if they believe prior to the start of any Race it was warranted.

It was resolved that this matter be referred to the States for discussion and if supported by the majority then a proposal should be forwarded to the trustee for sanctioning.

21. General Business.

Nick Rogers proposed that States hosting the PPC should provide to each State Association six measurement points to be checked at the Regatta.

Meeting closed 7.07 PM.

Des Sward
Secretary/Treasurer

Dragon set-up

Nick Rogers started sailing Dragons in 1988. He had been successful in other Classes. He finds winning is addictive. Once you experience that winning feeling, you want to do it again. And again.

One-design sailing was his penchant. Dragons are a hugely challenging Class, not a forgiving boat, and one where you can't afford to make mistakes. If your opponent can eke out a one-boat length advantage, it is very hard to catch up, much less get past and then make a one-boat length advantage before the finish line. The trick is to not only never lose a boat-length, but also be consistently faster than your opponent.

When he purchased the Ridgeway Dragon from Bob Barr he wanted to win straight away. He went to Mick Granger at Fraser Sails in Battery Point and asked him to . . . 'make me a sail to win the Prince Philip Cup.'

Nick had one of the best-built boats in Australia, and the best sails were to come. So to complete the package he needed a crew, one that was well drilled, efficient and ultimately consistently able to sail the boat faster than the competition. Nicks first Dragon crew had Bill Bourne in the middle and Phil Taylor up front.



Nick, Phil and Bill with the Seawanhaka Cup at the Royal Yacht Club, Cowes, in 1989. (Seaw_Cup)

Nick's philosophy is to divide the boat into thirds. Members of the crew are responsible for their part. And the crew must know what they are sailing to achieve. Is it just for fun, or Saturday afternoon entertainment, or winning Championships. If it's winning Championships, then there must be a process to be better than the rest. And after the boat and sails, it's time that needs to be managed.

Nick and his crew would train. Top athletes in any sporting code practice, why would sailing be any different? They would train for say two hours, twice a week – from 5:30 – 7:30. Rigging and packing up the boat included; so up to about 1¼ hour on the water.

Keep it short, ordered and efficient so the partners and crew don't find it too onerous or challenging.

Many of us heard Nick's crew last year in Sydney 2004 commenting about ABCs. Nick likes to keep it simple – just get the basics right. Consistently. Do the right

things all the time. Even when under pressure, when it's all happening, or it's not; but do the basic boat handling consistently and most times you'll be successful.



Nicks eighth PPC was with John Roche and Hugh Wardrop (PN_Leander) in Sydney 2004.

First up the Karabos crew would do laps. Short work to weather, maybe only 100 metres, tack onto starboard, bear away set, round the bottom mark –do it again. Nick would call the distances; the crew would do the string pulling – eventually automatically. The crew learnt that it costs more time to be late with a move, than to be early, prepared and accurate. After each manoeuvre the for'ard calls 'Ready-to-tack'. And that is the signal that Nick can attack. Potentially before the other guys are ready. That wins advantage. And that crucial boat length.

Then some more complex manoeuvres could be incorporated in the training regime. A couple of tacks, gybes, gybe-sets, approaching the bottom mark on starboard. Eventually it is second nature – what to do and when for optimum efficiency. Some other crews are working out how to do something – Karabos crews have done it.



Nick, Leigh and Andrew with the Seawanhaka Cup they retained in 1993. They went on to become 1995 World Champions.(Seaw 93)

Now a fast boat can only be ultimately fast in one set of weather conditions with one set of set-up. To be fast in many conditions, the crew need to be able to change gear, and not just with the running rigging, but the standing as well.

The Mast

The ideal masts are in prime condition, and Nick believes Petticrows make the best. They are optimised for weight distribution, and measure a tip weight of the regulation 13 kg. (With the boom black band position as the fulcrum, the mast tip is lifted with scales from the top black band. The weight on those scales must exceed 13 kg.) Halyard locks allow the mast to 'work' without the stress of a loaded halyard. They can be finicky, but are worth the trouble. Nick prefers the wider spreader length. The minimum is 450mm. He believes 500mm gives better lateral mast shaping capacity.

The mast must be 'straight' in the boat. The distance from a locked off halyard to the gunwale on each side must be the same. Otherwise all the trim settings will vary from tack to tack.

Nick likes to have the maximum distance from deck to bottom black band of 810mm. The mast rake is measured by swinging the forestay back to the mast. The level of the mast bottom black band should be transferred onto the forestay. When the forestay is re-attached, this mark should be 1190mm from the deck, measured along the forestay. The 'J' should be 1855mm – as big as possible. Of course, this is the initial set-up. Each crew should experiment and adapt for their hull, rig, sail, crew weight and weather conditions.

Rig Tension

Standing rigging tension should be measured with a Loows gauge, afloat, not on the hardstand. (Tensions are higher on the cradle.) There should be no lateral wind and the measurer should stand on the opposite side of the mast to 'balance' the boat. A good starting point and general tension is 20 on the caps and 0 on the lowers. This gives good flexibility and allows for fast acceleration out of tacks. For the Perth Worlds, *Karabos* had 25 & 15 – to cope with the Fremantle Doctor. A good sea-breeze in Hobart might be 22 & 5. The concept is to allow the middle of the mast to sag a little in light airs to power up the rig. In a fair breeze the mast should be straight, and in a big breeze the mast should warp a little to weather.

Jumper tensions should aim to keep the mast reasonably straight most of the time.

The mast ram should hold the mast still in the deck, and allow the mast to move forward 50mm on the runs.

Trim

With a 'Fraser' headsail, the spreader tip should be 100–150mm from the leech when close-hauled. The clew should be about 370mm in from the gunwale.

The mainsail boom should be in the middle of the boat, with the leech twist balanced to reduce boat heel. Keep the keel deep in the water. Bank the crew weight out. Sail size is maximised when the corners are out to the black-bands. To have the best speed you should change the mainsail rather than have them less than the black-bands in lighter conditions. Mainsheet and runner

tensions should both be trimmed. More runner tension will open the leech. The best boat speed is achieved when the optimum sail trim is operating for the maximum time.

Nick keeps meticulous records of the boat set-up and weather conditions experienced in each race, together with his competitor's performance and tips. He is then able to call up what set-up and course strategy has been successful in the past and re-apply them.

And Nick's last trick is to mark the halyards and sheets permanently. Find the 'sweet spot' and mark with cotton thread sown into the outer. Even different colours for wind speeds. They may not be perfect for all days, but they allow the crew to pull the rope to the same point each time on a particular day. That may be 20mm past the mark, but at any course mark the crew can pull it on to the same point as worked well in the practice session before the start, and even the first lap.



Peter Lilley, Nick and Leigh Behrens, the Hobart2003 PPC winning and silver World medallist crew (03_onBow)

Which gets us back to where we started – practice. *Karabos* gets onto the course area before the race start to sail the course, understand the variations in breeze, angle, tide, current, cloud, waves, rig tension etc etc. The more you sail, the more you feel, and as Paul Hoj-Jensen once said, '... the trick is to pull this string then that rope, to tweak this and that, and then to say, 'And now we go!' I think Nick would agree.

Leigh Edwards with Nick Rogers

Whats 'Wingnut' up to?

Last year Gordon Ingate sailed *Skagerak* to win the 5.5 Metre Gold Cup on Sydney Harbour. For the 2005 World Championships, also run from the RSYS, Gordon, Neville Wittey and Tony Header sailed *My Shout*. They placed 3rd in the first Heat, won the second, but then it went pear shaped. A DSQ, after a start-line shunt, was followed by generally top-ten finishes in the last 7 Heats (two per day) in the 27 boat fleet. Gordon finished 8th overall, a great effort in his '93 Petersen-designed, Melges-built 5.5. The 1964 built *Barranjoey* placed 2nd in the Classic sub-fleet, the very same boat Dick Sargent sailed in to the Olympic Gold medal.



The 1976 Finn Olympic Gold medallist, and 1988 & 1996 Soling Olympic Gold medallist, Jochen Schuemann won the 2005 World Championships Regatta overall. And he also won Silver at the 2000 Sydney Olympic Games, so he knew a bit about the Harbour. Oh, and he was aboard *Alinghi* in Auckland recently! And will continue for the 2007 America's Cup!

Edited from 'Bob Ross - Australian Sailing'

For Sale

Full set of Hood sails for a Dragon, only 10 races old. \$3500 will consider separating.

Also I have a second hand Zap Spar mast with new wire for \$800

Contact:

Malcolm Cooper

Ph (03) 6249 3890

Fax (03) 6233 5253

Mobile 0419 539 005

e-mail malcolm.cooper@dier.tas.gov.au