



LETTER FROM THE PRESIDENT

Dear Sailors and Friends !

I always find it rather strange to write a letter like this. The time from I write it and until you read it might be some month. What is important for me today is history when you read it. This last year the IECU board has spent a lot of time trying to promote the class for the 2008 Olympics. A lot of not exactly true rumours have been spread about our wonderful boat. The IECU board has tried to behave in a very sober way. We have not said a single word about other classes, and all we are telling is very well documented. For the ISAF meeting in Barcelona we produced a very nice leaflet. For people who had special questions about the mast we copied the documentation. During the meeting we had a brand new Europe with sail and everything standing just in front of the restaurant. To talk with people and "sell" the Europe, Oscar Claeson from Sweden was there the whole week. In June there is the ISAF Half-Year meeting in San Diego. Jorma and I will go there to promote the Europe. In San Diego the events for the 2008 Olympics will be decided. We have sent the leaflet and the mastpaper to all the ISAF Committees concerned by the election of the Europe. I think it is so clear that we have a perfect boat and organisation behind, so the Europe ought to stay as Olympic Class in 2008. I cannot see a single reason why we not must stay. The price is low, the equipment is in so high quality that it can be used for many years, the Class is worldwide. Looking forward to see you all soon. Remember to go to the AGM at the Worlds.

Best regards.

Jan Abrahamsen, IECU President



TAKE NOTE

NEW NATIONAL CLASS PRESIDENTS

AUSTRIA
Alice Fritsch
FRANCE
Jean François Guillaumin
BELGIUM
Mr Manu Struyven
NETHERLANDS
Mr M. Blom

VETERAN CUP

Lake Neusiedl (Eastern Austria)
25-29 August
all the information at:
www.byc.at

2004 IECU AGM in Cagliari, Italy

Wednesday July 14th
RACING FORUM
Tuesday July 13th
TECHNICAL FORUM
Monday July 12th

TECHNICAL CORNER

Proposals for Rule Changing in 2004.

The AGM may decide.

Proposal 1

Existing Rule:

Class Rules 2.6.1 Identification Marks: "Each boat shall have...:

(iii) its National letter(s) and sail number engraved on the IYRU plaque or, for boats with IYRU/ISAF stickers, permanently marked on a plate or sticker below the IYRU/ISAF sticker".

New Rule:

Delete this sentence (iii).

Reasons:

This Rule is not in use in the Class. The ISAF ICF sticker is perfect to identify the boat together with the Measurement Form.

Proposal 2

Existing Rule:

Class Rules 2.3.2 (iv) "The certificate shall include the following information. ISAF ICF plaque or sticker serial number, National letter(s) and sail number, Owners name, address and club, Builder and date build, Name(s) of measurer(s) and date measurement completed, Hull weight, number and weight of correctors, mass moment of Inertia, position of hull centre of gravity, date of issue and issuing authority".

New Rule:

delete: ... "mass moment of Inertia, position of hull centre of gravity"...

Reasons:

there exist practically no certificates with this information. The issuing authorities neglect this part of the rules. It is no problem to live without this information in the certificate.

Proposal 3

Existing Rule:

Class Rules 3.1.2: Tolerances on design dimensions are to accommodate small errors in construction and subsequent distortion during life of the boat. When prototype measurement is required normally half the tolerances are applied.

New Rule:

Add: When prototype measurement is required normally half **or reduced** tolerances are applied.

Add: **It is recommended that when you start to build a prototype first put down your ideas and intentions in words and drawings and discuss these with the technical administration of the Class.**

Reasons:

We learned that there are a lot of errors in understanding what is said in the rules. Sometimes there is a deficit in geometrical imagination about what happens within the zero design and applicable tolerances. We try to reduce the amount of useless prototypes and needless costs for interested builders.

Proposal 4

Existing Rule:

Class Rule 3.2.5 Fitting and equipment (iii) "Fittings and equipments not defined as fixed in Rule 3.2.5.(i) are optional except that any electronic or electrically powered fitting other than a timing device is prohibited.

New Rule: ?

I do not know if it is necessary to change this rule. I think it should be discussed by the members. I feel a certain need to follow the current technical developments.

Reasons:

Current technical development is so that you do not know what those little watch-like looking instruments can really do. So today a Rule practically not to control.

On long term we must do something, but I do not know what we should do.

I asked ISAF and the Measurement Committee if there are some papers existing or if there are some papers soon prepared.

Proposal 5

Existing Rule:

Class Rule 3.2.6(iv) : After satisfying the buoyancy test... a pressure equalizing hole, made with a nominal 2 mm drill, may be provided...

New Rule:

Delete 2 mm, **enter 1 mm**

Reasons:

For pressure equalizing, when the boats heats up in the sun or cools down in the night, a hole



of 1 mm is enough.

Actually this rule is practically not used, sailors are used to open the covers after racing and for transport.

Proposal 6

Existing Rule:

Class rule 3.2.7(iv): Corrector weights shall not be removed or changed except after reweighing of the hull by an official measurer. The measurer shall record any change on the measurement certificate and send details to the certificating authority.

New Rule:

Delete this rule and enter new rule 2.4.10: Corrector weights at **hull, mast and boom** shall not be removed or changed except after reweighing by an official measurer. The measurer shall record any change on **the measurement form and the measurement certificate (if the National Authority requires so in its forms).**

Reasons:

It is common use in the Class, at least at official measurements, when you change some corrector weights to report so in the certificate and the measurement form.

We do this for hull, mast and booms.

All other equipments does not have corrector weights. For mast and booms this is not written in the rules. Normally the certificating authority is not informed. These information's would create only a lot of not necessary work for the measurers and the certificating authorities. So not helpful and should be deleted.

Proposal 7

Existing Rule:

Class Rule 3.2.8, Weight Distribution (Swing Test) Measurement Notes, Measurement Form 2.22 (a – g)

New Rule:

Delete measurement form 2.22 (a – g), Rename: **Centre of Gravity horizontal**
Enter: **a) Distance from hull centre of gravity to AMPn Min 1500 mm**

Enter Class Rules 3.2.8.(viii): **For Prototypes and boats in doubt or under protest the procedure as described in the Hull Supplement Form Swing Test (same as today Measurement Form 2.22) should be mandatory. For hulls out of current production only horizontal position of centre of gravity is mandatory.**

Enter this drawing in Class Rules Weight Distribution Measurement Diagram

Reasons:

The bigger the boat the more of interest is the weight distribution. The Europe is a very small boat. Let me say, the figures concerning swing test are the figures in the measurement form which are not seldom erroneous and difficult to reproduce.

It would be sufficient just to look for the position of centre of gravity horizontal. This would prevent the concentration of weight in direction of the transom to create light bows. We want to stay on the procedure and description of swing test just for the case of some special build qualifiers or the special request of a race committee.

Proposal 8

Existing Rule:

Class Rule 3.5.4(i) "The mast (same is boom) shall comply with the dimensions and requirements specified on the mast design specifications and measurement diagrams and /or the measurement form.

Measurement Form 4b4(a-c) mast and page 4 drawing boom. The bands should be of min 20 mm width and in contrasting colour.

New Rule:

The limits marks shall be of min. 20 mm width and painted in a contrasting, permanent colour.

Reasons:

In use are painted bands / limit marks and taped bands with additional permanent marks. When painted the colour is sometimes not really permanent (Tipp Ex). When taped, and repaired and modified, there are often several permanent marks. Sometimes it is difficult to decide what is marked and what is just scratched. Just to make life easier for sailors and measurers.

Proposal 9

Existing Rule:

Class Rules 4.1(iv): Following equipment shall be on board:

(a) A lifejacket or buoyancy aid. Unless otherwise described in the sailing instructions the buoyancy aid or the lifejacket shall be worn. Sailing instruction may prescribe standards of approval required

New Rule:

(a) *A buoyancy aid or live jacket shall be worn, from leaving till coming back ashore. The minimum standards should be similar EN 393 with a positive buoyancy of 50 Newton.*

Notice of Race and Sailing Instructions should prescribe other or extended standards or standards of approval following national legal requirements.

Reasons:

It is a safety rule, which actually only applies when racing. The way to the race courses and back is not protected. At the racing days we should maintain safety all the time the sailors are on the water.

The minimum standards or the required legal standards should be described in the sailing instructions or notice of race.

Proposal 10

Existing Rule:

Class Rules 4.1.(iv): The following Equipment shall be on Board:

(c) A painter, of diameter not less than 6 mm and length not less than 14 m unless otherwise prescribed in the sailing instructions. The painter shall be of buoyant line having a nominal breaking strength of not less than 450 kg.

New Rule:

Add: The painter should be fixed around the mast at the deck ring, going through the painter fitting near the bow and back to the cockpit.

Reasons:

Whenever you want to help a boat and there is some confusion it is a big help to grip the painter and so secure the boat.

Proposal 11

Existing Rule:

Class Rule Centreboard Measurement Notes 5: A batten of wood or GRP, or stops of wood, rubber or plastic, not less than 5 mm high shall

be fitted to each side of the top of the board.

New Rule:

None, but enter in the Measurement Form Centreboard at item 3.5:

Is each side of the top of the board fitted with battens or stops of **minimum 5 mm height** so that no part of the board within 50 mm from the top, except within 20 mm of each edge can enter the centreboard case slot?

Reasons:

To make it easier for sailors at repairs and for measurers at first measurements to comply with the existing rule.

Proposal 12

Existing Rule:

Class Rules Boom Measurement Diagram shows width of band min 20 mm.

New Rule:

None, but add in Measurement Form Boom 4b4 (g):

Width of limit mark min. 20 mm

Add in Measurement Form Boom 4b4 (h):

Is the limit mark permanently painted and of contrasting colour Yes/No

Reasons: To remember sailors and measurers to take care of this item.

Proposal 13

Simpler Forms for masts and booms

When the actual Forms were done it was ISAF politics to be against In-house Measurement. ISAF politics now changes in favour of In-house Measurement.

So the Forms could be made simpler.

This in a way, that the producer only sign one time for his product and the figures entered in the Measurement Form.

The today needed additionally signature of an Official Measurer is only needed for those countries, where the National Authority especially ask for it.

This proposal was already entered 2002 and 2003, but the discussions about In-house Measurement were not yet precise enough at those times.

Following the recommendations of the Centreboard Boat Committee the submissions were then retired.

And delete Page 4;

Reason:

Drawings are already in the Class Rules.

Nicki Nocke

IECU Class Chief Measurer



photo given by Mikko Brummer

O'NEILL World Sailing Rankings

Europe – Women's Single Handed Dinghy Issue Date: 6 may 2004

Pos	Name	Nation	Previous Pos	Points
1	Siren SUNDBY	NORWAY	1	4780
2	Sari MULTALA	FINLAND	2	4753
3	Petra NIEMANN	GERMANY	3	4685
4	Christiane DE NIJS	GERMANY	8	4555
5	Lenka SMIDOVA	CZECH REPUBLIC	5	4535
6	Carolijn BROUWE	NETHERLANDS	4	4477
7	Signe LIVBJERG	DENMARK	7	4394
8	Sarah BLANCK	AUSTRALIA	9	4337
9	Sarah MACKY	NEW ZEALAND	10	4302
10	Meg GAILLARD	USA	12	4266
11	Trine Julie ABRAHAMSEN	DENMARK	6	4261
12	Monika BRONICKA	POLAND	13	4252
13	Maria COLEMAN	IRELAND	11	4100
14	Weronika GLINKIEWICZ	POLAND	15	4098
15	Tania ELIAS-CALLES	MEXICO	21	4032
16	Min DEZILLIE	BELGIUM	16	3997
17	Ditte JUUL CHRISTENSEN	DENMARK	14	3969
18	Neus GARRIGA-TURON	SPAIN	18	3889
19	Teja CERNE	SLOVENIA	17	3843
20	Blandine ROUILLE	FRANCE	23	3836

More results for ISAF Ranking list at: www.sailing.org/rankings



Calendar

	Date	Name/Club	Entry Address
		NO EUROPEANS 2004	
POR	22.07. 29.07.	2004 YOUTH EUROPEAN CHAMPIONSHIP Vilareal Bahia de Monte Gordo (Vila Real de Santo Antonio) +351 281511140 www.anguadiana.no.sapo.pt	anguadiana@mail.telepac.pt accomodation: viagens.laranja@ononet.pt
ITA	4.07. 9.07. 10.07 17.07	2004 OPEN WEEK & WORLD CHAMPIONSHIP Cagliari OPEN WEEK Yacht Club Cagliari (Sardinia) +39 070 374118	www.yachtclub-cagliari.com raceoffice.ycc@tiscali.it
NOR	8.08 14.08.	2005 YOUTH EUROPEAN CHAMPIONSHIP Tonsberg Toensberg Yacht Club	tonsberg.sf@online.no
FIN	...08 ...08	2005 OPEN WEEK & EUROPEAN CHAMPIONSHIP Helsinki Nylandska Jacktklubben & Esbo Segelforening - Helsinki - FINLAND Early July 2005 (dates to be confirmed) +358 9 6923194	www.njk.fi kansliet@njk.fi
CHI	...09 ...10	2005 OPEN WEEK & WORLD CHAMPIONSHIP Rizhao End August / Early September 2005 (Dates to be confirmed)	
DEN	2.07 6.07 7.07 16.07	2006 OPEN WEEK & WORLD CHAMPIONSHIP Copenhagen OPEN WEEK Skovshoved Sailing Club - Copenhagen - DENMARK www.skovshoved-sejlkklub.dk	Copenhagen WORLDS (dates to be confirmed)

2004 SPA REGATTA

26-30 May - Medemblik

63 ladies sailed in Medemblik representing 28 countries: AUT, BEL, BLR, CAN, CHN, CRO, CZE, DEN, ESP, FIN, FRA, GBR, GER, GRE, IRL, ITA, LTU, MEX, NED, NOR, NZL, POL, RUS, SLO, SUI, SWE, TUR y USA

- | | |
|------------|----------------------|
| 1. NOR 6 | Siren Sundby |
| 2. FRA 8 | Blandine Rouille |
| 3. GER 34 | Petra Nieman |
| 4. CZE 5 | Lenka Smidova |
| 5. FIN 7 | Sari Multala |
| 6. NZL 115 | Sarah Macky |
| 7. ESP 6 | Neus Garriga-Turon |
| 8. USA 112 | Meg Gaillard |
| 9. BEL 1 | Min Dezillie |
| 10. POL 9 | Weronika Glinkiewicz |



photo given by Mikko Brummer

Congratulations to the 2003 World Championship Winners:

- | | |
|-----|-----------------------|
| 1st | Fredrik Svensson |
| 2nd | Oscar Claeson |
| 3rd | Christopher Gundersen |
| 5th | Patrik Johansson |
| 6th | Arvid Claeson |
| 8th | Mathieu Derand |

NEW radial-horizontal design 2004:

- for light winds
- for smaller girls

See our web page for more details soon.



WB-Sails

Sarkiniementie 7, 00210 Helsinki, Finland
Tel +3589 621 5055, Fax +3589 621 5066
Email: Mikko@wb-sails.fi www.wb-sails.fi



BEFORE THE OLYMPIC GAMES

Unfortunately it has not been possible to reach all the ladies who are going to represent their countries in the Games, (if more answers would arrive they will be published in our web) but underneath you will find some answers to the following questions:

1. When did you first start to sail ?
3. Could you tell us how much time you dedicate to your Olympic preparation ?
4. First (or second selection) for you after Sydney Greece, how are you feeling ?
5. Is it difficult to find sponsors or economical aid to support you along that campaign ?
6. Which words would you find to support our Olympic Class to convince that our BOAT is a great boat ?

AUSTRALIA

1. Age 10
2. Yes, I sailed many boats popular in Australia, Minnow, Sabre and then Laser Radial.
3. 100% because I enjoy it. If it is not on the water, it is preparing off the water, physically & mentally. (except when I am asleep, of course).
4. I am so excited and just having great fun, enjoying the experience.
5. Yes, my biggest challenge is financial support, this is what takes up most of my time off the water.
6. Great competition, fun competition & is such a good boat as such a wide age group & size of girls can sail it, competitively. Fun downwind!

Sarah Blanck

GREAT BRITAIN

1. 1993 in a Topper at Spinnaker Lake, Ringwood. It was just fun on summer sundays for years.
2. Yes, I started sailing in a Topper age 13. I sailed my Dad's Solo in 98 age 18 and got a Laser Radial age 19 and sailed it full time on the international circuit for a year in 2000 with a company called SailCoach who charter you the boat, provide a coach & coach boat, organize accomodation and transport for a group of Laser Radial and Standard rig sailors.
3. Since I left University half way through my Biology degree in 2001, I have sailed full time. There hasn't been time for anything else, it's a full time job. I have been able to spend more and more time actually on the water as I learn to be more precifiant with my organisation and logistics. In the beginning there is so much to learn and do and getting the right kit in the first place takes a lot of time. Over this winter I sailed 6 days a week with only 2 weeks off at Christmas. But I love being on the water, It's when I am at my happiest.
4. Very excited! it's going to be a huge learning experience for me and will be great preparation for my 2008 campaign which I am fully committed too.
5. Before the ISAF Olympic Classes World Championships in Cadiz I didn't have any sponsors. After I was selected for the Olympics they came flooding in! I am sponsored by: Marlow Rope, Harken, Gill Clothing, Silva gave me a Compass, SiS-Science in Sport energy bars & drinks and most recently a Jeep to drive around in! However, in getting cash sponsorship which I am really in need of has been very difficult. I have managed only to get 3 sponsors of 1. 000 Sterling Pounds. Every little helps which is why I am appealing for donations of any size from 1 Sterling Pound to, well there is no limit! All donations will be acknowledged with Athens Olympic Cards including a signed photo. And if anyone was interested in sponsoring me then I have an attractive package to offer. For more details email: laura_383@hotmail.com
6. The Europe is a beautiful boat to sail. It reacts so sensitively to body movements and steering that you can really feel at one with the boat as it glides through the water. It's not a battle that doesn't want to be won like sailing the Laser up wind with its hard helm and tendency to want to get stuck head to wind and not to mention its mainsheet wanting to loop around

the transom whe gybed! It is also a challenge as it is a technical boat so there is lots that can be done to developpe your Europe to suit you, your weight and sailing style. What other class can a 55 kg sailor race against a 75 kg sailor on an even playing field?...

Laura Baldwin

ITALIA

1. I sailed first time with the boat of my parents! It was many years ago... I was some months old and I was like a bundle in a 9 meters cruising boat!
2. I started to sail when I was 8 years old with a wood Optimist and remain to sail Optimist till my size wasn't too big to remain inside of the hull, that is 62kg x 175 cm at 12 year old! Then I changed and I sail Laser radial where was very easy for me to win the nationals and finish at the top 5 at Europeans and Worlds. (see on the web page www.larissa.eu.org for all results).
4. I'm very relaxing, I think I'm too relaxed! The Olympic Games are very close and I have to do many things. Thank you to have waked up me now!!
5. Fortunately I had one sponsor for all 3 past years (Pacorini) and now I'm employed in the Air Force so I have a small salary every month for a normal (very low level) of life!
6. The Europe boat is good for a big range size of people (men and girls, from 52kg to 73kg are exactly competitive, and tall from 162 cm to 182 cm) which other class is so light to transport.

Larissa Nevierov

JAPAN

1. I start sailing Optimist at 10 years old.
2. I have been sailing the Optimist 5 years, and our national boat 3 years, and finally I sailed the Europe mainly 6 years.
3. 4 years! is the time I dedicated to my olympic preparation.
4. Sydney was like a bit present for me, I didn't think to go to the Olympics. But this time, I'm keen to go to Athen and I made it! Big difference!
5. Yes, it is difficult to find a sponsor because sailing in not popular enough in Japan and most of the time I have to travel a lot.

Maiko Saito

MEXICO

1. I first start to sail when I was 7 years old.
2. I sailed the Optimist for 7 years, then J24, then Laser radial until 1999, and the Europe started on March 1999.
4. I feel very happy, been training very much sacrificing lots of things for this, family, friends, school, also because I live in Mexico City the trips for regattas and trainings have to be very long.
5. Yes, very much, it has been just on the last year and half that I got support from the government in Mexico and some sponsors just came up on the last month!
6. It is a combination between Mental, Physical and a lot of level that makes the Europe class one of the most challenging sports.

Tania Ellias

NORWAY

1. In 1988, when I was turning 6.
2. Optimist dinghy - 1997.
3. It's a full time job. Besides sailing and physical training 100 hours per month, I am using a lot of time on logistics, putting goals (small and big ones), having briefings about sailing, equipment, mental training, and of course working with sponsors and the press.
4. Fantastic! At the age of 21, I am going to compete in my 2nd Olympic Games, -as a favourite! I am really looking forward to compete in Athens. I promise to fight for the gold medal, but of course if I do all I can and ends up 3rd, I will still be pleased. There are more Olympics to come...
5. It has been very difficult until now. When I say until now I mean that I do not have to use private money/work for the money besides sailing anymore. But it is hard to get big sponsors, so I end up with several small ones, and have to please many different supporters. In other words, it takes time. But one great thing I have been doing lately together with my brother, Christoffer, and his crew, Frode, in the 49er, is that we have made "Team Powersailing", www.powersailing.no That is a web-suite, our Olympic diary, organized by one it-firm, helped by a filmteam that is following us around making our diary. We are also taking our own pictures with our mobile-phones and "blogs" them directly into the "diary". On the websuite you can also find links to our partners, and two-three national newspapers have a link to our suite. This is for making us available for the press, and for deciding what to show the press and other supporters. Quite cool! We have just started it, and it may open new "doors" on the sponsor-market... We'll see.
6. It suits all different sizes, in other words, a boat with a worldwide potential.

Siren Sundby

SLOVENIA

1. I started sailing Optimist when I was 7 years old.
2. I was sailing Optimist and pleasure Keel-boat with my parents. More of that I was sailing radio controlled model yachts.
3. The average could be 5 hours per day.
4. In 1996 Vesna Dekleva was sailing europe class. I feel it very exciting. I'm proud that I can represent my country on such a big event.
5. At the beginning it was a bit difficult. When I qualified my country for the Olympics it became easier and better.
6. The Europe is a technical boat and doesn't need special body shape. It is practic for transport.

Cerne Alja.

FROM FRANCE

Traditional Spring National Cup was held in Le Havre in light conditions, which is pretty unusual at this part of the country ! That was even more difficult for the sailors trying to get a ticket for summer's championships because this place is well known for it's strong tide. Almost 100 sailors have been sailing the 5 races, and Jean Christophe Gache (Marseille) won front of Sandrine Maury, while the best girls went straight away to Hyères after Palma regatta.

The French Championship for Olympic Classes will stand in La Grande Motte (20-23 May), and for the first time, men are allowed to compete, which means two titles will be awarded for Men and Women both racing separately. We are waiting for a large numbers of entries to show the interest of our class for this new championship, especially from sailors over 20 years old who cannot compete anymore at the Youth Championship.

Olympic trials are going on and the lady who will represent France was supposed to be choosen as the best of the two international regatta held in April. Blandine Rouille was leading by more than 20 points over Solenne Brain, but Hyères could provide different weather conditions and make the result pretty uncertain !

I shouldn't forget to say that we recently got a new chairman for our class. Jean François Guillaumin, as a serious president, will now spend less time cleaning his wonderful wood boat to focus on making our class growing. We wish him the most successful time !

To conclude, I have to announce the venue of the 12 hours of CVT, this friendly event where sailors are competing on a lake the whole night ! The first prize is pretty attractive because the winning team get it's weight of french wine ! The yellow flag will stay in its box and all kind of propulsion are admitted as long as nobody can see you, which means you have to wait for the night and enjoy the darkness. For this event, we hope our webmaster Antoine Preveaux won't get asleep while sailing... that's what he did 2 years ago when the noise of the centerboard hitting the beach was the only thing to wake him up...

For more information about any of these events, check our website <<http://asso.ffv.fr/europe>> (or call the President very early in the morning !!)

Valérian Lebrun
Serguci77@hotmail.com

FROM AUSTRIA

After a long winter with lots of trainings and regattas in southern Europe, the season in Austria started at May 1st with great wind and nice weather. Under this lucky start the new board, now existing of only active sailors, is expecting a great year with lot of new-comers out of the Optimist scene, promising results of our young stars and a great season-closing with the Olympic Games.

The Austrian highlights in 2004 are:

- June 9-13 Austrian National Championship, Lake Attersee (Middle Austria) www.uycas.at
- July 1-4 Austrian Eurolymp Regatta, Lake Neusiedl (Eastern Austria) www.segelfverband.at
- August 22-27 Austrian Youth Championship, Lake Bodensee (Western Austria) www.ycb.at
- August 25-29 Veteran World Championship, Lake Neusiedl (Eastern-Austria) www.byc.at

We are mostly proud of being the promotor of the Veteran World Championship which beside the Eurolymp Regatta is a great test for us in foresight of the ISAF World Championship in 2006 at Lake Neusiedl. Likewise a great event will be the Austrian National Championship this year involving also the Laser and Finn classes. Very important for all national events is to have a lot of competitors to gain a success. Therefore I would like to thank all the Czech Europe sailors for attending the Austrian regattas that often leads to great fleets and nice challenges ! More information about the Austrian Europe Class Association can be found at www.europeclass.at. It would be great to welcome a lot of Europe sailors from abroad in Austria !

Best regards and a great season.

Alice Fritsch
AUT 124
Chairman

IECU World Ranking List for Men 2004

Best 2 results + Worlds (x2)			Régate de Noel Hyeres / FRA	Princesa Sofia Mallorca / ESP	Kiel GER	Provisional WORLD5 Cadiz/ESP	TOTAL
1	FRA 556	TAINÉ Emmanuel (M1985)	1	5	-	-	6
2	SWE 21	ALLANSSON BjÖrn (M1986)	7	24	-	-	31
3	NOR 889	Christopher Gundersen	58	1	-	-	59
5	SWE 6	Sebastian Östling	58	2	-	-	60
4	FRA 551	GACHE Jean Christoph (M1985)	2	58	-	-	60
6	ESP 250	Manuel Jimenez	58	3	-	-	61
7	FRA 5591	DERAND Mathieu (M1986)	3	58	-	-	61
9	ESP 666	Jesús Rogel Sánchez	58	4	-	-	62
8	ITA 1130	MAGNAGHI Pietro (M1985)	4	58	-	-	62
10	FRA 5311	CUTIVET Arnaud (M1981)	5	58	-	-	63
11	ESP 433	Joan Salamé	58	6	-	-	64
12	BEL 900	VAN LAER Peter (M1961)	6	58	-	-	64
13	SWE 4	Arvid Claeson	58	7	-	-	65
14	DEN 55	Michael Risor	58	8	-	-	66
15	GER 77	SCHWILL Sebastian (M1985)	8	58	-	-	66
16	DEN 7	Jesper Mathias Nielsen	58	9	-	-	67
17	FRA 5507	CAROFF Fabian (M1984)	9	58	-	-	67
18	ESP 384	Marc París	58	10	-	-	68
19	FRA 5573	FESTINO Alexandre (M1985)	10	58	-	-	68
20	NOR 349	Jørgen Beyer Strømquist	58	11	-	-	69

Please check the complete list at IECU's web site www.europeclass.org

SEMAINE OLYMPIQUE FROM ITALY FRANÇAISE 2004

Hyères - 22/30 April

Could see an impressive participation of 35 countries with a total of 90 entries:

ARG, AUS, AUT, BEL, BLR, BRA, CAN, CHN, CRO, CZE, DEN, ESP, FIN, FRA, GBR, GER, GRE, HUN, IRL, ITA, JPN, LTU, MEX, NED, NOR, NZL, POL, POR, RUS, SLO, SUI, SWE, TUR, UKR and USA.

1. NOR 6 Siren Sundby
2. FIN 7 Sari Multala
3. MEX 200 Tania Ellias Calles
4. NZL 115 Sarah Macky
5. CHN 101 Chunfeng Lu
6. GBR 383 Laura Baldwin
7. GER 34 Petra Niemann
8. AUS 57 Sarah Blanck
9. CHN 107 Xiaoying Shen
10. FRA 6 Solenne Brain

35 TROFEO PRINCESA SOFIA

Can Pastilla 3-9 April 2004

58 men entered this 35th Trofeo Princesa Sofia representing 8 countries:

DEN, ESP, FIN, FRA, NOR, POR, SUI and SWE.

1. NOR 889 Christopher Gundersen
2. SWE 6 Sebastian Östling
3. ESP 250 Manuel Jimenez
4. ESP 666 Jesús Rogel Sánchez
5. FRA 13 Emmanuel Taine
6. ESP 433 Joan Salamé
7. SWE 4 Arvid Claeson
8. DEN 55 Michael Risor
9. DEN 7 Jesper Mathias Nielsen
10. ESP 384 Marc Paris

126 entries for the ladies representing 32 countries: ARG, AUS, AUT, BEL, BLR, BRA, CAN, CRO, CZE, DEN, ESP, FIN, FRA, GBR, GER, GRE, ITA, IRL, JPN, LTU, MEX, NED, NOR, NZL, POL, POR, RUS, SUI, SWE, TUR, UKR and USA.

1. NOR 6 Siren Sundby
2. AUS 57 Sarah Blanck
3. USA 112 Meg Gaillard
4. BEL 1 Min Dezillie
5. GER 14 Christiane de Nijs
6. FIN 7 Sari Multala
7. CZE 5 Lenka Smidova
8. NZL 115 Sarah Macky
9. DEN 11 Trine Abrahamsen
10. DEN 3 Signe Livbjerg

Italy will host the 2004 World Championships and Cagliari will perform this event. Sardinia is one of the two major Italian islands and has a very attractive history. Sardinia as well as its own language even if the Italian language is spoken by everybody.

It has interesting testimony of the various civilizations which have inhabited and edified, developing a great historical patrimony from the Nuragic to the Phoenician-Punic ages, from the Roman to the Moorish invasion. A lot of Museums are the testimony of the millenary civilization. A small center of an architectonic style and medieval construction of the Romanic period, Gothic of the Spanish domination. Sardinia and Italy have a modern economical structure, but it is still possible to find a wild country in various points of the territory where a very rare fauna and intensive, surrealistic coloured plants may be found. The climate is pleasant. The people are reserved but very hospitable and generous. All along the year are celebrated a lot of cultural events and festivals.

The cookery is famous for its rustic fragrance of meat pies and especially the pork and fish or shell-fish ones. The cheese from Sardinia is beautiful and very appreciated. All these delicious foods are enriched by high class optimal wines. A liqueur, extracted from the myrtle reminds the wild taste of the Sardinian ground. The Cagliari Club is situated at the southern extreme of the island at Marina Piccola, 5 km from Cagliari and has a large tradition in organizing national and international regattas. The Yacht Club Cagliari's members are working to organize the Europe World Championships with commitment but with ease due to their large experience. The regatta site is the best of Italy. Its special constant winds and the relative deepness of the sea able an easy location's site regatta and ease the regatta's guidance. The location of the site regatta permits a good sight from on shore. With the best commitment, the organization is confident to be able to accommodate the greatest number of competitors to whom is reserved the best welcome, having at their disposition all a serie of lodging and services. The on shore reserved spaces for the sailors are spacious and functional. All the news and useful information for the competitors are available at: <http://www.yachtclub-cagliari.com>

Cagliari and the Yacht Club Cagliari will be happy to welcome sailors and friends of the Europe Class and wish to all of you a good trip, a comfortable stay and a good regatta.

Claudio Morana
Asseuropa President.

YACHT CLUB CAGLIARI



photo given by Mikko Brummer

is situated in the Marina Piccola port, very close to the beautiful Poetto beach and 5km. far from the center of the city. The Club was founded in 1964 by a group of boating and sailing enthusiasts with the intention of promoting competitive sailing, which until then had not been developed in any way in Cagliari. During the first few years, the Club concentrated mainly on regional regattas for the Flying Junior, Flying Dutchman, Panant and "S" classes. Later on, during the 70's, the 420 and 470 classes were added along with sailboards. Having now greater experience and better equipment, the Club applied to the F.I.V. (Italian Sailing Federation) and obtained permission to host their first national regattas. In the meantime the Club's own crews were increasingly competing in regattas in mainland Italy and abroad. Finally in the 80's the Club was able to prove its organizing abilities when it hosted the Flying Dutchman World Championship. The hard work carried out by the managing staff was amply rewarded in 1981-82, when the Yacht Club Cagliari gained the top place in the F.I.V. for the number and quality of competitions won by its crews. As time went on, the Yacht Club Cagliari has intensified more and more its sport activities both in the Sailing School and in the organization of important sailing events. The Yacht Cagliari received an important prize: it was in the top ten of a special classification of the best Yacht Club of Italy, drawn up by the Yacht Digest review. To-day the Yacht Club Cagliari is indeed the Sardinian leading Club both in regattas organization and in the number of competitions won by its crews through the years. The reason for this is to be found both in the capacity of the management staff and in the ideal conditions of the Poetto sea, regarded by many specialists as a really optimal stage for any kind of regatta, offering rare advantages; the wind, always present and strong, a natural position sheltered from rough weather conditions, an average depth of about 30/35 mt. facilitating any possible change of course during the races.

www.yachtclub-cagliari.com

The opinions expressed by contributors to the E-News do not necessarily reflect those of the publisher.

WinnerBoats Europe Class Results 2003



- **World Champion 2003 Women** – Siren Sundby.
- **World Champion 2003 Men** – Fredrik Svensson.
- **European Champion 2003 Women** – Siren Sundby.
- **European Champion 2003 Men** – Francisco Terrasa.

• 19 sailors on Top 20 in the ISAF World Ranking List 10/9/2003

Many unbeatable results, World Ch. consecutively 93/94/95/96/97/98/99/00/01/02

WINNER WORLD CHAMPION '03

WOMEN - Siren Sundby (NOR) is the World Champion 2003 with a Winner.

Top 10 used a Winner.

1. Siren Sundby	NOR	WINNER
2. Sari Multala	FIN	WINNER
3. Meg Gaillard	USA	WINNER
4. Trine Abrahamsen	DEN	WINNER
5. Petra Niemann	GER	WINNER

MEN - Fredrik Svensson (SWE) is the World Champion 2003 with a Winner.

1. Frederik Svensson	SWE	WINNER
2. Oscar Claeson	SWE	
3. Christopher Gundersen	NOR	

WINNER EUROPEAN CHAMPION '03

WOMEN - Siren Sundby (NOR) is the European Champion 2003 with a Winner.

9 of Top 10 used a Winner.

1. Siren Sundby	NOR	WINNER
2. Sari Multala	FIN	WINNER
3. Sarah Macky	NZL	WINNER
4. Trine Abrahamsen	DEN	WINNER
5. Christiane Petzke	GER	WINNER

MEN. Paco Terrasa (ESP) is the European Champion 2003 with a Winner.

1. Paco Terrasa	ESP	WINNER
2. Manuel Jimenez	ESP	WINNER
3. Joan Salamé	ESP	WINNER
4. Jesus Rogel	ESP	WINNER
3. Fredrik Svensson	SWE	WINNER

Eurolymp 2003 – Athens Week - GRE

1. Sari Multala	FIN	WINNER
2. Trine Abrahamsen	DEN	WINNER
3. Manon Borsi	FRA	WINNER

Barcelona Olympic Sailing Week 2003 – -ESP

1. Shen Xiaoying	CHN	WINNER
2. Lenka Smidova	CZE	WINNER
3. Lu Chunfeng	CHN	WINNER

Princess Sofia Trophy 2003 – Mallorca – ESP MEN'S FLEET

1. Fredrik Svensson	SWE	WINNER
2. Oscar Claeson	SWE	
3. Joan Salamé	ESP	WINNER

Princess Sofia Trophy 2003 – Mallorca – ESP WOMEN'S FLEET

1. Sari Multala	FIN	WINNER
2. Carolijn Brouwer	NED	WINNER
3. Siren Sundby	NOR	WINNER

Eurolymp 2003– SOF – Hyeres - FRA

1. Siren Sundby	NOR	WINNER
2. Sari Multala	FIN	WINNER
3. Sarah Macky	NZL	WINNER

Eurolymp 2003 – SPA REGATTA – NED

1. Sari Multala	FIN	WINNER
2. Wiebke Schroder	GER	WINNER
3. Siren Sundby	NOR	WINNER

Eurolymp 2003 – MEN KIEL WEEK - GER

1. Soren Johnsen	DEN	WINNER
2. Vincent Borsi	GER	WINNER
3. Sebastian Schwill	GER	WINNER

Eurolymp 2003 – WOMEN KIEL WEEK

1. Petra Niemann	GER	WINNER
2. Christian Petzke	GER	WINNER
3. Monika Bronicka	POL	WINNER

winner@retemail.es

Ph. + 34 972 315100 Fax + 34 972 315861