



DRAGON

ONE DESIGN RACING

D

2011
REVIEW
2012
PREVIEW

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Chairman's Report



**Richard
Blickman**

IDA Chairman Richard Blickman in the thick of it at Grand Prix Guyader in Douarnenez

It is a great honour for me to serve as Chairman of the IDA for the coming two years. During the last two years as Vice Chairman I have been able to understand what the IDA stands for and, under Rob Campbell's Chairmanship, I have been involved in many of the issues we have successfully accomplished. To name a few: redeveloping the IDA website, rebranding the Dragon Class, development of the International Ranking List, two World and European Championships and four Gold Cups, plus various grade one and national events. Equally important is the successful introduction of the Corinthian trophies to recognise our all-amateur teams at IDA events.

For me the most important lesson was to understand that the IDA is for all Dragon sailors, which means for owners and sailors being amateurs and professionals whereby the overwhelming majority adheres to the Corinthian spirit, which the IDA believes is where the long-term prosperity of the Class for the future lies. If one realises that for more than 80 years the Dragon has been the keelboat of choice for four generations in 31 countries there must something special about it. For me there are certain key reasons I love the Dragon and the most important is to see the joy all sailors have in all kind of events whether on a cruise, at club racing and during national and international regattas all over the world.

Since its start in 1929 the Class has held a strict policy of maintaining the one design rules and at the same time allowing new developments in a regulated way, in which the IDA over 50 years has played a vital part. Boat builders, sail makers and regatta organisers have the obligation to strictly adhere to the Class Rules in every aspect. This also means that on the water the races should give an equal chance to all competitors, which sets ever-higher standards to race managers. The IDA has the critical task to be conservative on the one hand, maintaining what we have, and on the other hand

be proactive in listening and learning about what can be improved and implemented in a way which is accepted by and affordable for everyone involved. With the availability of new materials used in other classes such as carbon spars, plus building materials for hulls and materials for sails we have much to consider and major challenges ahead. This is not new and provides opportunity for constructive debate, with owners, builders and sail makers around the world to work together to determine the future of the Class.

Another wonderful challenge is to bring younger people into the Class. We may know that the Dragon was originally designed for younger sailors and if we look around us today with all due respect we must do what we can to invite our children to the Dragon. In the end the most vital element in a class is joy, fun for all involved often in a highly competitive one design and foremost Corinthian environment. We sail because we enjoy competitive sailing and spending our time on the water with friends in an international setting respecting cultures and values

On the 2012 calendar we have two major international events scheduled, the Europeans on the Attersee in Austria and the Dragon Gold Cup on the waters of Kinsale, Ireland.

The national calendars have been decided and the grade 1 and other events will offer everyone sufficient choice. When reading this letter we are already well into 2012 and the season for some has started. I wish all Dragon sailors around the world a wonderful sailing season.

Richard Blickman

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Current Champions

World Championship (Melbourne, Australia, Jan 2011)	Alfie	Lawrie Smith Tim Tavinor Ossie Stewart
European Championship (Boltenhagen, Germany)	DEN399	Jens Christensen Kim Andersen Anders Bagger
Gold Cup (Ostend, Belgium)	Bunker Queen	Markus Wieser Sergey Pugachev Martin Pashen
Borge Borresen Memorial Trophy (Ostend, Belgium - Winner of first race Gold Cup)	Clairvoyant	Edward Sawyer Martin Payne Jamie Lea
Nations Cup (Team Race within Gold Cup)	Russian Team	Annapurna Even Better Juli
King Juan Carlos Trophy (Cascais, Portugal)	Extreme	Thomas Müller Vincent Hoesch Michael Lipp
Allianz Dragon Grand Prix (Cannes, France)	Even Better	Vasily Senatorov Alexander Myzichenko Igor Iwashintcev
Grand Prix Guyader (Douarnenez, France)	Bunker Prince	Evegney Braslavetz Sergey Timohov Alexandre Mirchuk
Prince Philip Cup (Melbourne, Australia, Jan 2011)	African Queen	Jørgen Schönherr Axel Waltersdorph Theis Palm
The Müller Trophy (Top placed sailor on the IRL)	Bunker Queen	Markus Wieser Sergey Pugachev Martin Pashen

Corinthian Trophies.

Increasingly, Corinthian Trophies are being awarded at major events . Encouraged by the IDA to uphold the Corinthian nature of our sport, Corinthian Trophies are awarded to a 1st placed, all amateur Dragon crew in the event. Event Registration will require interested crews to prove their collective Corinthian Status by the provision of an ISAF Classification 1 status. To qualify as a Corinthian Crew/Entry, each member must pass the ISAF classification. This test may be taken on the ISAF web site.

World Championship (Melbourne, Australia, Jan 2011)	My-Way	Frank Berg Søren Holm Saren Kastel
Gold Cup (Ostend, Belgium)	Aimee	Graham Bailey Julia Bailey Dylan Potter Rachel Visick
European Championship (Boltenhagen, Germany)	Bendira	Martin Pålsson Göran Alm Johan Norén

Derbigum Dragon Gold Cup 2011

Markus Wieser and Graham Bailey head the Gold Cup fleet

The Belgian Dragon Fleet welcomed sixty-nine teams from twelve nations including Japan and Hong Kong for the Derbigum Dragon Gold Cup in Ostend from 2 to 9 September 2011.

The event got underway in a south-south-westerly breeze of around 8 knots and the fleet came to the line with much anticipation. The winner of the first race is traditionally honoured with the Borge Borresen Memorial Trophy, and despite strong challenges from Anatoly Loginov, Guus de Groot, Ron James and Marcus Brennecke, it was 78 years young Ted Sawyer who became the oldest man ever to win this very special trophy.

With gales forecast the start time on day two was brought forward to 10am and the fleet headed out to the course area in a strengthening wind. Tim Tavinor initially headed the fleet with Brennecke and Hoj-Jensen in pursuit, but on the second beat three times Gold Cup winner Jørgen Schönherr demonstrated just what makes him one of the greatest heavy airs Dragon sailors in the world as he climbed past the pack to take the lead. With the wind increasing by the minute the decision was made to shorten at the second leeward mark giving Schönherr victory from Brennecke and Hoj-Jensen.

Schönherr now led the regatta by just one point, Loginov and Tavinor were tied for second with Brennecke another point behind in fourth. Graham Bailey led the Corinthian fleet and held fifth overall

ahead of Victor Bandolowski, de Groot and Markus Wieser. And that was how it stayed for three frustrating days as gales lashed Ostend. The hosts pulled out all the stops to keep the sailors entertained, but no one could appease the weather gods and it wasn't until the last day of the regatta that conditions finally abated sufficiently for the fleet to go afloat again.

With two more races needed and no discard the pressure was on for PRO Henry Antoine and the sailors alike. In race three the first victim of the pressure was Tavinor who went for the pin, got a little late on the line, had to bail out and ended up back in 40th place blowing his podium chances. Next to crash and burn were Brennecke, who found out he was OCS as he crossed the finish line, and Schönherr, who had a poor start and could only recover to 25th. For Loginov it was to be a case of nearly, but not quite as he found himself squeezed out into 16th. Meanwhile the supremely focused Wieser won the race with Victor Fogleson second and Evegney Braslavetz third.

So going into the final race Wieser had a single point lead from Loginov on 23 points, Bailey on 24 and Schönherr on 32. Schönherr sailed a textbook

Results - Gold Cup

- 1 UKR 7 -Bunker Queen – 31 pts
Markus Wieser
Sergey Pugachev
Martin Pashen
- 2 DEN 401 – African Queen – 33 pts
Jørgen Schönherr
Jan Eli Gravad
Lars Wegner
- 3 RUS 27 – Annapurna – 34 pts
Anatoly Loginov
Andrey Kirilyuk
Alexander Shalagin
- 4 GBR 720 – Aimee – 43 pts
Graham Bailey
Julia Bailey
Dylan Potter
Rachel Visick
- 5 URK 9 – Bunker Prince – 44 pts
Evegney Braslavetz
Sergey Timohov
Alexandre Mirchuk

Corinthian Winner

- 1 GBR 720 – Aimee
Graham Bailey
Julia Bailey
Dylan Potter
Rachel Visick



*The winners (L-R) Bronze Medal Alexander Shalagin and Andrey Kirilyuk
Gold Medal Markus Wieser, Sergey Pugachev and Martin Pashen
Silver Medal Jan Eli Gravad and Lars Wegner*

final race to win, all the while looking over his shoulder to see how Wieser, Loginov and Bailey were doing. For Bailey the answer was a disappointing 19th, which knocked him down to fourth overall but still gave him the Corinthian Championship. On the line Wieser crossed in 9th to become 2011 Dragon Gold Cup Champion. Loginov finished 11th putting him into third overall and ensuring a relieved Schönherr of the second podium slot.

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2011 Dragon European Championship



Jens Christensen (DEN399) on his way to European Championship victory

Boltenhagen, the traditional seaside town on the Baltic coast in the former Eastern part of Germany, made a wonderful setting for the 2011 Dragon European Championship from 3-8 July. As always the efficiency of the German host's organisation and the warmth of their hospitality was without fault. The regatta centre was located immediately across the main plaza from the marina and incorporated all the race administration and social facilities in one central location.

The opening day brought controversy as a total of eighteen boats, including defending champion Markus Wieser, Evgeny Brastlavetz, Jens Christensen, Lars Hendriksen and Jørgen Schönherr, were black-flagged and sent home. For those still racing conditions were excellent and Hans Liljeblad went on to win from Martin Pålsson with Reinier Wissenraet third.

Two races were scheduled for day two but lack of winds meant the fleet didn't get underway until 2pm and were not back ashore until after 7pm. Jan Seekamp was the delighted race two winner having successfully fended off a barrage of onslaughts from Brastlavetz, while Victor Fogelson took third and Petra Reemtsma fourth. In race three victory went to Hendriksen with Brastlavetz second again and Pålsson third. Overall Pålsson moved into the lead in both the open and Corinthian divisions and Tommy Müller now lay second with Igor Goikhberg third. Despite his two second places Brastlavetz still carried his black flag from day one so remained well down in the ranking.

Day three was another two-race day and with the discard finally coming into play it was all change on the leaderboard. Hendriksen won race four from Mikhail Muratov with Oleg Evkokimenko third and Müller fourth. In race five Olga White did the business with Wieser putting in his first podium appearance at second and Brastlavetz third. Pålsson continued to lead overall but Müller had closed up the points gap to second. Wieser and Christensen both benefitted from dropping their race one black flags and leaped up into third and fourth respectively.

Wieser went into race six with the single goal of victory and that determination paid off. Ted Sawyer followed him across the line with Brastlavetz third, Ferenc Kis-Szölygými fourth and

Christensen sixth. Wieser now took the overall lead with a cushion of two points on Pålsson, four points on Christensen and nine points on Müller. Technically any of these four boats had the ability to medal so the final race promised to be a thrilling showdown.

And what a showdown it was. Müller had a shocker finishing 55th, his worst result of the regatta, putting him out of the running. Pålsson too had an awful day with a 47th and also dropped out of overall medal contention so that left Wieser and Christensen to fight it out for top spot. Off the line Christensen took control but Wieser got it wrong and the writing was on the wall. Wieser spent the rest of the race sailing for his life but despite impressive

Results - Europeans

1	DEN 399	41 pts
	Jens Christensen Kim Andersen Anders Bagger	
2	UKR 7 – Bunker Queen	45 pts
	Markus Wieser Mattias Paschen Sergey Pugachev	
3	UKR 9 – Bunker Prince	62 pts
	Evgeny Brastlavetz Sergey Timokhov Olexandr Myrchuk	
4	GER 1096 – Sinewave	63 pts
	Thomas Müller Vincent Hoesch Michael Lipp	
5	RUS 2 – Alisa	72 pts
	Alexander Ezhkov Alexey Grigoriev Sergey Borodimov	

Corinthian Winner

1	SWE 341 – Bendira
	Martin Pålsson Göran Alm Johan Noren

speed he could not get above eighth place leaving Christensen to win the race and the 2011 Dragon European Champion. Wieser's eighth was just enough to give him the silver medal while Brastlavetz crossed the line in fourth to take bronze. Pålsson's disappointment at missing out on the overall medals was soon forgotten as he was confirmed as 2011 Corinthian Dragon European Champion.



2011 Dragon European Corinthian Champion Martin Pålsson & Crew

Meet the Dutch Fleet!

Grand Prix d'Aalsmeer 2012

Westeinder Aalsmeer WZW

March 24-25 ■ April 07-09 ■ April 14-15

Muiden Grand Prix 2012

IJsselmeer Muiden KNZ&RV

April 21-22 ■ May 12-13 ■ May 19-20

Dutch Open Championship 2012

IJsselmeer Medemblik, KZ&RV Hollandia

August 25-26 ■ Tune Up

August 30-2 ■ Dutch Open 2012

Grand Prix d'Alkmaar 2012

Alkmaardermeer Akersloot CAM

September 29-30 ■ October 6-7



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Stavros looks to ... 2012

Hello campers and fellow sailors,

What a fantastic year of Dragon racing we have had despite a worldwide recession. All the events have been very well supported, new boats have been excitedly unwrapped, older boats have been lovingly restored as more classics are seen around the race courses. We have also seen more "Young Blood" in the Class, Ronan Murphy (Ireland), Lien de Bie (Belgium) and Jono Ratnage (UK) who has wintered his "Fit Chick" in Cascais, just to mention a few. It's vital for our wonderful Class that the youngsters are encouraged wherever possible to crew, helm, help transport, set-up and enjoy learning Dragon skills.

Many of you will be reading this from one of the two main winter venues - Cannes or Cascais. What a package the IDA can now offer existing and potential Dragon sailors as no other Class can boast so many regattas at truly wonderful places around the globe.

This now brings me onto 2012 and what I consider are "musts" on this ever-busier calendar of ours. Well for those lucky enough to have their boats in Cannes, the Grand Prix (end Feb) is an event not to miss. There will be 60 boats and hopefully some wind! Whilst in Portugal the Clube Naval de Cascais is adding a new event, which just precedes the Juan Carlos Trophy in April. This is the "Spring Cup" and will give 7 days of racing prior to Easter. After that Vilamoura



will have their small event (mid April), whilst the South of France fleet will cross over into Italy for the Italian National Championship in Sanremo. And all this happens folks before the end of April - unbelievable really.

My next "must" and also a "please do" is Douarnenez. For those of us that have been every year since Louis Urvois started this unique regatta, always at the beginning of May, it's the first date we put in our Dragon diary. From the moment you arrive and park in the huge boat/rigging area, you get the sense of excitement and anticipation knowing that the organisational skills and management are second to none and that there will be probably the biggest fleet of the year competing over the next 7 days. With a three-day warm up event and a lay day to rest those aching limbs and dry clothes, the main Grand Prix has been the pinnacle regatta each year (outside of the Gold Cup, Europeans and Worlds). Louis has done such an



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...also get in touch with Pedro

Pedro Andrade is a professional sailor offering his services around the globe. He also offers Dragon road transport, service and maintenance at major events across Europe.

Contact him on Skype [prandrade1221](https://www.skype.com/user/prandrade1221), e-mail prandrade@me.com or by phone +351913620070





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Compagnia della Vela

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Cannes Dragon
International

excellent job and although he may not be sailing, I am sure he will be behind the scenes and there to greet us as he personally fights to regain his full health following a recent illness. Let's make Douarnenez really special this year by turning up in numbers to boost the entry list and make Louis proud of his superb location, countless years of hard work and dogged determination to provide the ultimate challenge followed by much deserved success. The bay of Douarnenez offers one of the "fairest" race tracks in Europe, where quite often leading boats can approach the windward mark from each side of the course "neck-n-neck" after a 2 mile beat. This means that neither side was favoured and offers exciting decisions as to which way to go. Douarnenez can also boast an extremely high race completion record, with most series finished on time with all races sailed. Congratulations Louis.

After Douarnenez most sailors will travel back home for some local events, as we must never forget our "grass roots" and support club racing whenever possible. We have to keep individual home fleets strong as well as make the effort to travel. I for one hope to join the Burnham and Medway Fleets for some club racing as well as attend Cowes Week in August - it's so important to remember where we came from and encourage new sailors into the Class. Club events are the ideal learning platform before jumping into the international arena so please support them.

One place you might like to visit is Ireland. In fact why not consider doing the "Irish Grand Slam". No campers you do not have to bring a pair of rugby boots and a whistle, but just get your boat over to Belfast at the end of June and leave it there for the summer. Their programme includes the UK Northern's and Edinburgh Cup in

July (Belfast), the Irish Nationals in July (Dublin) and the Gold Cup in September (Kinsale). What a package and a great way to see this much-loved country.

If you don't make it to Ireland then maybe some lake sailing in Austria would suit? Yes, we have the Europeans in June at Attersee. This is preceded by the Austrian Nationals, so a tidy little package can be had by all as lake sailing is fun, unpredictable and hugely entertaining.

After the Europeans there is time to travel to Germany for the 4th and final Grade 1 event of the year (others are Cannes, Cascais and Douarnenez), to Boltenhagen for the Grand Prix run by Uli and Manuela Libor at this really super location. It's a great place to take the family so give it a go.

With too many other events to mention them all, I just hope I have given you some mouthwatering ideas of the places available in 2012. With the summer season rounding off with the Regates Royales in Cannes followed by St Tropez and then onto Lake Garda, can there ever be a more exciting, more travelled, higher standard fleet in the world? I doubt it. As the owner of four Dragons now (yes four!) I for one will be enjoying 2012 whilst I never stop reminding myself how lucky I am to be sailing the best one design keelboat in the world.

Remember campers, treat every day as though it's your last - because one day, it will be.....

Higher, Faster, Longer.....
Martin "Stavros" Payne
Mobile +447788 587017

To many members of the Dragon community new IDA Vice Chairman Vasily Senatorov (RUS34 Even Better), appointed at the IDA AGM in November 2011, is still an unknown quantity. We see him on the racecourse so we know he is a good sailor, but what floats his boat, what is his professional and sailing background and how does he see the role of the IDA as we move through the second decade of the twenty-first century? To answer all these questions and more we went to the man himself:

Professionally I am still in business running my company DOUBLEV in Moscow. We are the system integrator for the graphic industries in CUS countries. I also have a publishing house. We are the number one guidebook publisher in Russian language. And I enjoy editing and publishing the YACHT Russia magazine – the leading sailing magazine in my country. My older son, who is also a Dragon sailor, is running our family printing house and some graphic design agencies. He will be 30 in 2012. The younger one is a student at St.Gallen University. He sails very seldom but I hope to sail once in a family crew. I also am a member of the board of guardians of the All-Russian Sailing Federation and take care of the national Women's Match Racing crew. And last but not least I am a Rotarian.

I was born in 1955 in Moscow and started to sail quite late at 18. My older brother Mikhael, who now also sails Dragon (RUS-31), influenced me in my choice. He started to sail at university and I followed. I tried FD, Finn and Star boat.

From Russa with Love



**New IDA Vice Chairman
Vasily Senatorov**

Later, after graduating from the university I started to sail a Quarter Tonner as a crew. It was always a stop and go process due to changes in my family and business life. My latest racing period started twelve years ago as we came back to Quarter Tonners and organised the Bank Cup regatta in Moscow. Today it is the most popular lake regatta in Russia with almost one thousand participants in a dozen classes including Star, Finn, Dragons and Mini-, Quarter-, and Half-tonners as well.

The first time I sailed a Dragon was in the 70's. At that time the Dragon had just been pulled out from the Olympic program and we had in the Soviet Union more then 500 active boats. The whole Class policy at that time was oriented on Olympic classes. But after 1972 the wooden boats stayed ashore and were mostly destroyed, burned down and written off the balances of the clubs to make way

for the new classes.

The revival of the Dragon Class started in 2003 in Pirogovo Yacht Club as Alexander Ezhkov and Arnold Sternberg bought the boats of the new generation from Borrison and later Petticrow. In 2004 I went to Saint Tropez just to watch the Jubilee Regatta and even chartered a 50' Bavaria. But as we arrived there we found out that one of the club members who had the entry for the regatta could not come. That is how my brother and me came back to the Dragon for the first time. And we were overwhelmed with emotions by starts of 270 boats and became very enthusiastic to meet so many keen sailors and in a great atmosphere. On the last day of the regatta I bought my first Dragon, a second-hand boat from a Russian owner living in New Zealand.

I believe that the proposal for me to volunteer as an Officer of the IDA came with the recognition of the achievements of the Russian Dragon sailors. We are a young fleet but have already reached some good results on the international stage with Anatoly Loginov, the Murka team, Viktor Fogelson and others. At the beginning the professional sailors hired by the owners helmed the boats. Nowadays all Russian skippers are amateurs/Corinthian. They are enthusiastic and go to almost every significant event. Their approach is very sporting: every one wants to make the best performance. At the same time they understand and share the rules of fair play and enjoy the social program of our sport. Many of us already found some good friends within the international fleet. For sure the



Vasily leads the pack on the international circuit

Russian fleet is a young one and some traditions of the IDA are not yet well known to all of my compatriots, so I see my task being to bring the Russian and Western sailors closer together.

The whole world spins quicker nowadays. We meet a lot of challenges everywhere and the IDA is no exception. What we watch is the entry of professional and semiprofessionals into our Class. That proves the attractiveness of the Dragon as the biggest one-design Class. After the Olympics of 2012 we will face even bigger pressure from the professional scene due to the decision of ISAF to withdraw all classes for "grown-ups" from the Olympic program. A question: what is the outcome for many brilliant Star sailors, or for women if there is not a single keelboat event in the Program? I believe we will adopt many of them. We see also that the climax of the TP52 development is over and the RC44 and America's Cup will not accommodate all the good sailors. The economic recession will also force some prominent big boat owners to downshift due to economic and moral reasons. They will definitely bring professionals

with them. I believe there is no reason to be afraid. We must be prepared for it and try to find a comfortable solution for preserving a healthy conservatism and preparedness for changes.

I came to the Dragon Class as a racer and want to keep this commitment to sailing. At the same time I appreciate the confidence of my colleagues who gave me the honor to be elected as Vice Chairman of the IDA. It does not matter on the water whether you are a doctor, a prince or an IDA officer. All of us must follow the ISAF rules and sailing instructions.

My plan for the coming year is to sail at most of the international events, including the Grand-Prix in France, Douarnenez, the Europeans, the Swiss International, etc. We really enjoyed winning the Allianz Grand-Prix in Cannes in February 2011 and to reach a podium place in the Europeans or the Worlds is my dream and goal. I do not want to be in the shadow of my son Mikhael, who already won the Dragon Europeans in 2008 in Oslo as a crew.

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Mr & Mrs Dragon A Winning Partnership



Husband and wife teams are not new in the Dragon, but in recent years one particular couple has come to the fore. Graham and Julia Bailey of GBR720 Aimee (pictured above right with regular crew David Heritage) are one of the most successful, unassuming and entertaining married teams in the fleet and claimed Corinthian victory at the 2012 Derbigum Dragon Gold Cup.

Professionally they are both lawyers. Julia became a solicitor after Oxford and specialised in aviation finance and leasing at a large London law firm for 30 years. Graham took a slower route into law, but following a very well misspent youth on the sailing circuit he too became a solicitor. They now run their own legal firm.

On the sailing front, Graham is one of the most admired British sailors of his generation. His success in dinghy classes is legendary and he went on to victories in a wide range of boats from Etchells to Admiral's Cuppers.

Julia has also sailed since childhood, crewing her father in day and keelboats and racing dinghies at University. In 1999, recently divorced and keen to find something to occupy her weekends, she and her brother Steve Richardson brought a 1988 Borresen Dragon to club race at Cowes in the UK.

Steve then met Graham and arranged for an end of season "masterclass" in the Dragon with David "H" Heritage (Graham's keelboat crew). It was to be the start of something truly wonderful.

Julia takes up the story. "I had entered the Dragon for the Martinique Worlds thinking it was in 2000 and was placed on a waiting list. I was notified in October that a place had come up for December 1999, but did not feel ready for a Worlds. A friend suggested I ask Graham to helm. G asked H to crew, who said yes thinking G was committed. G was actually undecided because of a pending trial, but H and I decided to go anyway.

"By the time December came G and I had become much more "friendly" in the preparation process and G agreed to come. We were engaged in the January!

"I had entered the team as me, H and "To Be Notified". When we arrived in Martinique they had us down as sailing with "Tobie Nomified" as they could not read my writing. I had to ask the jury for permission not to sail with the non-existent Tobie, however it took the press some time to catch up with the change and it was reported worldwide on the first day that unknown Tobie Nomified had port tacked the Worlds fleet and finished 8th.

At this stage Graham was very much the helmsman and Julia was the willing and sponge like crew: but it wasn't long before Julia was taking the helm and gaining confidence. Graham explains more about her development as a helm.

"When I started crewing for Julia I pretty much dictated

everything that went on but as she became more competitive and generally faster, it reached the point where H said to me that Julia was sailing better without me on board. I encouraged her to sail with different teams and one of her biggest steps was taking on the singlehanded Illusion [a mini 12 metre where you sit inside pulling all the strings and steering with your feet]. She responded well to that and as a result I think we are a more balanced team now when she drives. I am probably not the easiest person to drive for but J has not only survived the process – she has become positively dangerous. If I am not on my game, she will readily nick races from me."

Julia is equally complimentary about Graham, "We never fall out on a boat as I do not question G's judgment and none of us make a fuss if things go wrong. We sail in the present and move on if there are set-backs."

"Those that have sailed with G agree that he quietly and confidently takes control. He expects the crew to feed relevant information in using a minimum of words so as to get on to the next thought. This is all distilled in the computer in his brain as he calmly executes his plan - the "silent assassin" as David Sherriff once called him.

Asked about their sailing strengths and how they combine those when racing together, their answers are very revealing.

Julia – "I organize getting to the start line with sailing instructions read and boat well supplied with fodder and water and then do as I'm told!"

Graham – "We both continually work on staying in the present. It is one of the hardest things in sailing and with both of us being mindful of that, if one of us starts to lose it, the other can compensate. As to individual strengths, Julia has such stamina and powers of concentration that I can rely on her driving at 98% for an entire 3 hour race – she is also very confident of her numbers which she can do equally well whether driving or crewing.

Julia – "GB is equally at home with fleet, team or match styles and if there is a particular strength it is not so interesting to him as his weaknesses.

Going into the Gold Cup the couple faced changes to their crew. David Heritage was not available so they had to look further afield.

Graham - "Julia had been sailing the Etchells for a few years with Dylan and Rachel from her office and it had worked well sailing 4 up. They agreed to join us in the Dragon and we were delighted with the result in their first main event.

"Julia had already won the UK Northerns and came 5th in a very competitive Edinburgh Cup so we decided I would use Cowes

Week as the build up to the Gold Cup. My first thought was that we should play the Gold Cup team in Cowes Week, but we could not get them all together so we were fortunate to get Tim Taviner and to make the weight limit we took ten year old Will Heritage. In hindsight Cowes Week with Tavs and young Will was great preparation, gave me plenty of tiller time, and Julia a corresponding amount of mid-boat time."

So with the crew selected it was off to Ostend for what was to be a very tough Gold Cup. To what do they attribute their Corinthian victory?

Graham – "Much of what we achieve is underpinned by good, solid club racing at home in Cowes. We have some terrific boats there and you have to be really on your toes to beat the likes of Owen Pay, Richard Cullen and Eric Williams. Not to mention Gavia and Buddha who have true international pace. We are lucky to have this on our doorstep and so we always have a good base to work from. In the build up Tavs did a huge amount to bring us up to speed, and then when Dylan and Rachael joined us in Ostende they brought a freshness to the boat.

"When you are with a fresh team of bright individuals determined to make the most of their regatta you have a great platform to work with. Dylan is a wonderful sailor – hard working, receptive, skilled and sensitive to every situation. Rachael is a delight to sail with and learning at the speed of light. We soon learned to trust Rachael's call in close crossing situations and she is 100% right. The Dragon is a true team boat and we had a wonderful team."

The Dragon is sometimes said to be a boat that requires considerable physical strength and weight, but Graham and Julia are both quite slight so we asked them for their view on this.

Graham – "This is answered according to whether we sail 3 or 4-up. H has been my right arm for more than 20 years. He has immense physical strength. If we don't have the luxury of H, we find it necessary to sail 4 up to get near the weight limit. At that point we may lack some top-end power but we do gain an extra pair of hands and an extra brain. Even today I still hear Dragon sailors say you can't sail with 4 on the Dragon – well you can and we would encourage others to try it.

"During Cowes Week we went to the wonderful Dragon dinner and on the invitation was printed a photograph of the Duke of Edinburgh sailing "Bluebottle" some 50 years ago with a young Prince Charles as 4th man. We didn't invent it, Dragons have sailed with 4 since long before any of the current generations were



involved. There are many ways of crewing a Dragon and we have found some extremely competitive variations on the currently accepted norm."

The Baileys are well known for welcoming young sailors into the Dragon, many of whom started as pre-teenagers. We asked what inspired them to do this and what tips they have for others sailing with young people.

Julia – "I grew up in a club where it was taken for granted that young people would go racing to learn from their elders. It now seems that parents have delegated the training of juniors to the national authorities and they all sail against each other."

Graham – "We often invite a youngster to join us as 4th man. So long as the other 3 have got the seamanship and we are confident we are meeting responsibilities toward the youngster then we really enjoy having a young person on board. They bring an extra dimension. The main thing is to get them into a comfortable hiking position and then figure out a crossing order for the tacks. Once they can do those things they are part of the team and the absorption process begins.

"Will Heritage was amazing in Cowes Week. He did foredeck all week by himself and it was a windy week – not bad for a 10 year old. He hopefully will carry some of what he absorbed forward to his dinghy sailing. I would sail with him permanently but he has to develop in the dinghy classes in his own time and in his own way. I also find I learn by teaching. One of our young team was getting a bit confused about tactics so we simplified the upwind leg into something codenamed "z-beat" and the kids rocket through the ranks using this. Actually I use it myself."

To finish our interview we asked them what attracts them to the Dragon fleet.

Julia – "The top quality racing, the friends we have made and continue to make, the venues. Also whilst the Dragon is not the fastest or gruntest of boats we sail, it has the most character."

Graham – "We appreciate the professionals in the Class. We hear arguments against the pros from time to time but if you restrict the professional element, you downgrade the Class. We sail the Dragon because it reliably provides top-level competition at home and internationally. The Corinthian Trophy is a great initiative but we would not aspire to win something where the best people were excluded. It works perfectly as a prize within an event but the ultimate goal must be to see how far we can push our team against the best there is regardless. The Dragon provides this in buckets. Not only that but what other Class has professionals capable of both winning races and providing evening cabaret Stavros style!"



New Young Blood for your Dragon!



The British Dragon Association is busy bringing new blood to the Class, including 11-year-old Will Heritage, son of boat builder and Dragon crew David Heritage. Will normally races Optimists, where he's showing great potential, but he now also sails Dragons with Julia and Graham Bailey, who regularly invite young sailors to join them. This is no token gesture, as their victory at Cowes Week 2011, sailing with Will and Dragon World Champion Tim Tavinor, proves.

Asked about sailing in general Will says, "I like the social side and how competitive it is and what a challenge. It's different and you're outside all day and having fun." At school Will loves sports, maths and art, showing a particular talent for detailed drawing. He also likes to spend time in Dad's boat yard, "If we can't find him he's at the vice with a bit of wood or splicing bits of rope together." says David.

It's clear that Will loves every aspect of the sport. "As well as sailing I like the maintenance too. I don't let Mum and Dad rig my boat! At each Optimist training camp we have a land day and learn about posture, kinetics, nutrition, hydration, fitness, tactics, boat-speed and preparation."

Comparing the Dragon and Optimist Will says, "It's very different and more complicated with all the control lines. I went out with Graham, Julia and Dad a couple of years ago and absolutely loved it, but they didn't let me do very much. Then about a year later I went out again and Graham showed me how to gybe the pole. Now I help hoist the main and do the genoa halyard while Graham does the zip. On the way out I sort out the up-haul on the pole. If it's a breezy day we're flat hiking, and I do the pole, putting it up, gybing it, putting it away again."

Cowes Week 2011 was infamously windy so we asked Will if he ever got scared. "I was a bit worried as you come out of the marina thinking, why am I doing this? But you get out and you start racing and you think this is worth it because it's so much fun. During Cowes Week we didn't have any catastrophes but afterwards I got swatted by the jib and went overboard, but I kept contact and Dylan hauled me back on so we didn't lose any places!"

Julia is impressed with how instinctively Will sails, highlighting one particular incident. "We were coming in to a leeward mark and made a last minute decision to gybe drop. Tim and I were out of position and as we rounded, I reached to grab the jib for Tim only

to find that Will had already trimmed it beautifully and was putting the sheet in Tim's hand as he hit the rail."

For Will sailing with a crew of this caliber was a dream come true. "They were awesome to sail with. Tim took me under his wing and was like my Step Dad. He taught me how to use the compass and read the shifts and understand more about what we're doing. Before I had no idea how to use the compass, but now I have one on the Optimist and it's really adding to my sailing."

Tim Tavinor responds saying, "Will and youngsters like him are the future of the Class. When they have the opportunity to sail and race a Dragon they will almost always love the experience, realising the Dragon can be enjoyed by sailors of all ages... and probably even teach the owners a few things! I sailed with my own children when they were young as sailing four up is easy and they can try every job including helming. Going into Cowes Week with such strong winds forecast I didn't know what to expect, having never sailed with Will before, but it was an absolute pleasure. He's very talented and likable and I was hugely impressed by his ability to concentrate, listen, learn and contribute to the performance of the boat. I would encourage anyone to sail with youngsters when the opportunity arises."

It's clear that Will has big ambitions declaring that his ultimate goal is "To sail a Finn in the Olympics and win a Gold Medal! like his hero Ben Ainslie. He's also keen to continue Dragon sailing. "I would really like to sail with Graham and Julia more – it would be an honour. Any chance I get I'll sail the Dragon." So watch out for his name in the future. And next time you are short of crew take a chance on a youngster – it could do your results a power of good!"

Olympic Gold Medallist Sarah Gosling (2nd right) presents prizes to Julia and Graham Bailey, Will Heritage and Tim Tavinor.



International Ranking List [IRL] Goes From Strength To Strength

The 2011 Dragon International Ranking List was a close run affair with no less than seven boats finishing within ten points at the end of the season. A total of 35 events were eligible for the 2011 Ranking with competitors counting their best six results.

Germany's Markus Wieser [pictured right] claimed overall victory and the Müller Trophy by just 5.148 points. The battle for second place was even closer with less than a point separating four contenders. Ultimately Denmark's Jørgen Schönherr snatched second place from the Ukraine's Evgeny Braslavetz with Britain's Lawrie Smith fourth and Anatoly

Loginov of Russia fifth.

One of the Ranking's key functions is to encourage competitors to race as frequently as possible at international level and so special mention must go to those crews who completed the most Ranking events during 2011. Russia's Anatoly Loginov takes the laurels in this category tucking no less than twelve events under his belt during the season, including regattas across Europe and Australia. Indeed the award for the most travelled national fleet on the Ranking goes to Russia with Dimitry Samokhin completing eleven regattas and Mikhail Muratov, Olga White and Vasily

Senatorov ten regattas apiece.

The Dragon has always been an equal opportunity Class and so it is rewarding to see that the girls are holding their own in the Ranking with both Olga White and Gavia Wilkinson-Cox making the top twenty, finishing in 13th and 17th places respectively.

For 2012 the International Dragon Ranking will once again be calculated using the results from the IDA Championships plus the Grade 1 and Grade 2 International Regattas. The 2011 Dragon International Ranking Results and the 2012 event schedule are available from www.indragon.org to help you plan your season!



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When performance counts, the choice is clear

Welcome to the heart of Europe for the 2012 Dragon European Championship

The Union Yacht Club Attersee in Austria looks forward to welcoming the Dragon sailing family for the 2012 Dragon European Championship. The club is situated in the very middle of Europe with beautiful mountains to the south and rolling green hills to the north. It is one of the oldest sailing clubs in Austria, having been founded 126 years ago. The club has a long tradition in sailing and hosting events on the Attersee. The lake has a total area of 46km² and is up to 172 meters deep. Depending on the weather conditions a constant wind of between 6 and 15 knots – known to the locals as the Rosenwind – ensures perfect condition for wind surfing and sailing.

For decades Lake Attersee is a must for the ambitious regatta sailor and of course for the well-known Rosenwind. But why Rosenwind? It was said that in former times rose gardens surrounded the castle of Schloss Kammer on the lakeshore. The scent from the roses drifted across the lake from a northeasterly direction, thus creating the famous Rosenwind, which adds an

exotic and romantic touch to the sunny weather and blue skies typical of the region in summer.

The Union Yacht Club Attersee has about 900 members (200 of them youth members) most from Austria but also from all over the world. The club organises about 30 regattas every year with around 2000 participants and 800 boats overall: from children with their Optimists to professional competitors in Olympic classes, traditional sailing with the 100 year old Sonderklassen or new technology with Contenders or skiffs like the 29er and 49er.

Join us at the Dragon European Championship from 8 to 15 June 2012 for a truly exceptional celebration of all that is best in Dragon sailing.

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Originally a medieval fishing port, there's something truly magical about Kinsale, the venue for the 2012 Dragon Gold Cup. Located on Ireland's south west coast Kinsale harbour marks the mouth of the Bandon River. It is protected from the open sea by rolling green hills making it a popular safe harbour in a stunning location.

The sailing waters off Kinsale are legendary and this will be the third International Dragon Championship held there. Kinsale Yacht Club, one of Ireland's leading clubs, provides a delightfully welcoming atmosphere with the Dragons moored on pontoons opposite the club. The racecourse is an hour's sail out between spectacular cliffs with historic forts guarding either side of the entrance and the legendary Old Head of Kinsale to the south. The race area is free of significant current and the prevailing southwesterly winds come straight in off the Atlantic to provide spectacular Dragon sailing conditions.

Back ashore the town's brightly coloured historic buildings and winding streets are home to one of Ireland's most vibrant and exciting communities. With many writers and artists calling this part of Ireland home there is a



Kinsale's winding High Street

wonderful array of art and craft galleries and bookshops to explore. Kinsale is justifiably known as the Culinary Capital of Ireland with dozens of top-notch restaurants, bars, pubs and cafes to suit every taste. Make sure you try at least one of the 12 restaurants that make up the Kinsale Good Food Circle, which honours the very best of Kinsale's culinary talent

For friends and family travelling with competitors this part of Ireland is a holidaymaker's delight. From great beaches and countryside to wonderful towns and villages there's plenty to explore. For those who like a challenge why not enjoy one of the



Marina

many courses on offer in the area. From art to archery, ceramics to canoeing and horse riding to whale and dolphin watching there are options for everyone. You could even learn some exciting new culinary skills at the world-renowned Ballymaloe Cookery School, just an hour from Kinsale. Alternatively book into one of the beautiful spa facilities in town, relax and let the stress simply float away.

As a major holiday centre Kinsale offers plentiful accommodation at all levels. From award winning hotels including the Trident, right on the Quay, and Actons, just a few steps from the yacht club and undergoing a major refurbishment this winter, to fabulous self-catering and camping there is something to suit every taste and budget.

The craic will be mighty, as the Irish say, so get organised for your visit to the 2012 Dragon Gold Cup in Kinsale from 8-14 September now! Find out more at www.dragongoldcup2012.com and www.kinsale.ie



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Dragon Sailing in Italy Linking Past and Present



It was a sunny and warm day in June this year in Naples. I stopped to look around me before descending the few steps leading to Santa Lucia harbour and to the revered Royal Yacht Club Canottieri Savoia (RYCCS) and felt intimidated. I felt I was going to have brush with history: my own personal history, the history of the Dragon and that of sailing in Italy.

To my left, Mount Vesuvio, was looming high over the south coast of the Gulf of Naples, while to my right were the Posillipo Hills with their ancient palaces abruptly descending down to the rocky shore. In front of me stood the Castel dell'Ovo with its imposing and severe mass. Just there in between, eight Dragons were gently bobbing on their mooring lines. Among them were some pieces of Italian Dragon history: Ausonia, ITA-1, Blu Mallard, ITA-2, Buriana, ITA-22, Tergeste, ITA-4, Japetus, ITA-16, and Vali, ITA- 45, just to name a few.

I sighed as my own memories came back. Then a reassuring thought flashed. Yes, indeed the Dragons were back to Naples, this time to race for the Bank Aletti Trophy and the Eduardo Pepe Gold Cup!

The summer of 1960, when the RYCCS was host to the XVII Olympic Games, I was in Naples with my father, a high-ranking navy officer. HRH Crown Prince Constantine of Greece won the Gold Medal ahead of the Silver Medalist Jorge Salas of Argentina, and the Bronze Medalist Antonio Cosentino of Italy, who was helming Venilia, ITA-19. An urban legend of that time says that when Prince Constantine jumped from his Dragon to the pier, the Greek royal family was there to greet him. After joyfully embracing and congratulating him for the splendid victory, the family sent

Prince Constantine unceremoniously for an impromptu swim! At that time as today, I felt the episode, true or not, epitomised fully the Dragon Class Corinthian spirit.

To link past and present, the RYCCS became the owner of Ausonia, ITA-1, 5th at the 1948 Olympic Games in Torquay. Built in 1948 by the Beltrami yard in Vernazzola, Ausonia has been recently fully restored in Viareggio and brought back to her original grace under the watchful eyes of Francesco Barthel, a member of our Dragon Association.

That day last June, it was also an encounter with sailing history. The RYCCS had been founded in 1893 with the name of Canottieri Sebazia. It changed its name when it obtained the patronage of the Savoia royal family two years later in 1895. King Vittorio Emanuele III became the Honorary President of the Club in 1900 a position that the King retained till his exile some 46 years later. As I look today to the list of Honorary Assignments with its illustrious names, it is like looking back to a chapter of Italian history.

After the 1972 Olympic Games, the Dragon lost its Olympic status. For more than a decade the Dragon Class in Italy went into oblivion. This decline continued till the mid-80s, when Piero Guidi, a passionate sailor was fascinated by the lines of a 1963 Pedersen and Thuesen wooden Dragon. The boat, called Buriana, ITA-22, is still owned and raced today by his daughter Susanna.

Piero could not accept nor understand why such a beautiful one-design Class boat was not raced in Italy any longer. In 1989, he then decided to found the Italian Dragon Class Association, a totally single-handed operation at that time with just a few associates if none. Piero had an impossible dream: to revive the Dragon Class in



Italy. A dream that eventually became reality years later and much after his death.

Piero contacted the IDA to become one of its members. Max Conti, owner of Ege, a fiberglass Borresen-built Dragon that was sporting ITA-32 on her mainsail, took the association helm in 1992. Max passionately went around Italy to rally Dragon owners, and rediscover old glories as Venilia, ITA-19, and Aretusa, ITA-18, 6th at the 1956 Olympic Games, which he found sunk in mud near Rome. Other owners joined later. Among them Paolo Manzoni, navigator in two America's Cups, and three times Dragon Italian Champion, and Antonio Viretti, our current Association's President. His knowledge and wisdom have been instrumental in steering the Italian Dragon Class safely to the current level.

Italian Dragon racing experienced an acceleration in growth when Beppe Zaoli, the visionary President of the Sanremo Yacht Club, took Dragon racing to Sanremo in 2007, a location that soon became a favourite stop of the International Dragon racing circuit and the venue for the Dragon European Championship in 2014. In the last three years, Italian events have been growing in quality and quantity. Welcome additions were the Alassio Dragon Week, the Viareggio Dragon Cup, the Founders Cup in Civitanova Marche on the Adriatic Sea, and finally the Partnership and Ernesto Quaranta Trophy in Imperia. The Hans Detmar Wagner Cup, an appointment created some time ago by the German Dragon Association at Torbole on Italy's Lake Garda, has been confirming its popularity. To link past and present, the 61 year-old wooden Dragon Tergeste, ITA-4, raced there this year to finish 15th in 28 knot gusting winds! The RYCC Savoia, together with other Naples' Yacht Clubs, will again be linking past and present as it plans to organize a major international regatta from 22-24 June 2012 and thus rekindle the memories of the 1960 Olympic Games. Participants to this and the Bank Aletti Trophy for classic Dragons a week later, will enjoy RYCCS undisputed hospitality, an hospitality made of history, tradition, splendidly furnished premises, attention to detail and top quality racing.

I am sure that Piero Guidi is now smiling in heaven happy to see his dream fulfilled, as Dragon racing is back at the highest level in Italy – a dream he pushed with great determination.

By Gianni Murzi with contributions from Antonio Viretti, Francesco Barthel and Susanna Guidi



Weymouth 2013 Dragon World Championship

September 5th to 13th

On course for a great event!

The British Dragon Association and the Weymouth and Portland National Sailing Academy (WPNSA) look forward to welcoming all Dragon participants and their friends and families to the next Dragon World Championship in September 2013 to be held at Weymouth.

Our chosen venue, the WPNSA, is a world class venue for hosting major regattas. It is blessed with the lowest tidal range in the UK and benefits from sheltered conditions but reliable winds. The water is deep and any currents tend to be constant across the race course. The facility is set in the centre of the Jurassic coast of Dorset, the only Natural World Heritage Site on the UK mainland. It's certainly worth thinking about taking a few days to explore the wonderful Dorset coast and countryside with its traditional villages, thatched cottages and inviting pubs.

The WPNSA is the venue for the sailing competition of the London 2012 Olympic and Paralympic Games and is also the major English training facility for aspiring Olympians. Facilities are superb for our Dragon fleet. There is a dedicated marina for up to 125 keelboats, plus marina facilities for RIBs, support boats and large yachts. It has three dedicated cranes and acres (even hectares!) of space for trailers and vehicles. Inside the centre, there are plenty of rooms for administration, the Jury and covered space for measurement.

"We extend a warm welcome to the International Dragon fleet to our award winning venue. During the event in 2013 all guests will have full use of our facilities both on and off the water. Weymouth Bay and Portland Harbour are amongst some of the best racing destinations on this planet and the WPNSA venue is ideal for spectators to enjoy the atmosphere, whilst looking out on stunning views and sampling the local fresh food that Dorset is renowned for world wide". Comments John Tweed, Chief Executive, WPNSA.

The WPNSA is located between Weymouth and the Isle of Portland (in fact connected to the mainland by the Chesil Beach). Weymouth Bay offers plenty of open water for setting courses appropriate for the Dragon Worlds. Portland itself is famous for the quality of its stone, used to build many Victorian public buildings in London and for its harbour built for the Royal Navy centuries ago. Weymouth is a popular holiday destination, enjoying a long sandy beach and sunny weather (September often brings some of the best weather of the English summer). There is a wide range of accommodation to suit all budgets, plus the marina can host large yachts so bringing your own accommodation is a viable option.

Getting to Weymouth will be straight forward. Its a three hour drive from London, four hours from Dover and less than two hours

from Southampton. The Worlds will take place a few weeks after the Gold Cup to be held in Douarnenez so it will be quite straight forward to transport your Dragon to Weymouth from Brittany. Ferry services are currently available from Roscoff to Plymouth, St Malo to Weymouth and Cherbourg to Poole. There is also a 10% discount available with Condor Ferries for guests of the WPNSA. There are regional airports nearby at Bournemouth and Southampton as well as Gatwick and Heathrow. Rail services are available direct to Weymouth from London.

Our ambition is to give the Dragon Class first class racing and the best of welcomes for these World Championships. We believe these Dragon Worlds will be a superb event for hosting guest activities and will generate a notable level of publicity for the Class. I very much hope that within the Dragon Class itself there are owners and friends of owners who will consider sponsorship opportunities for their businesses in support of these Worlds. Please call me for a chat!

Martin Makey - Vice Chairman British Dragon Association
martin@themakeys.co.uk - +44 7860 729804



World Championship 2013

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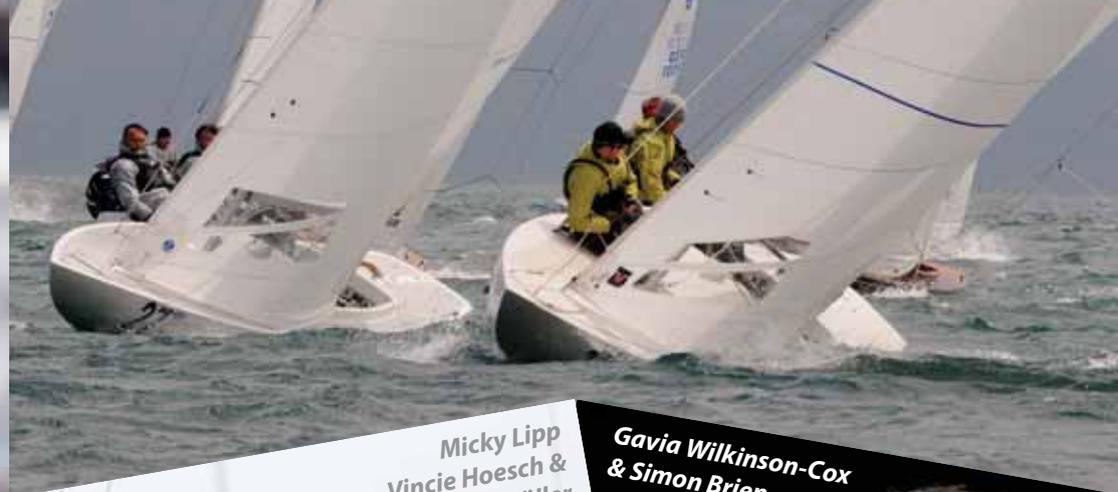


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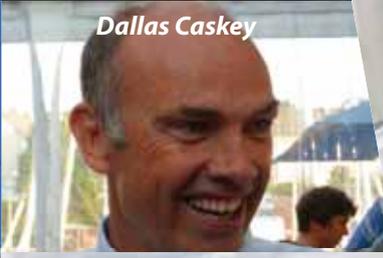


Markus Wieser



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Vincie Hoesch &
Tommy Müller**

**Gavia Wilkinson-Cox
& Simon Brien**



Dallas Caskey



**Rob Campbell &
Peter De Gryse**



**Irish National
Champions**

**Pedro Andrade
Martin Byrne &
Adam Winklemann**

Rogues Gallery



**Jean Guillard &
Gwen Chaplain**



Juliette ten Wolde [Wolly]



David Seaton - AUS



The Making of a Great Dragon Championship

Whenever you ask Dragon sailors to name the best organised events on the International Dragon Circuit the German Grand Prix and its associated World CHILDHOOD Foundation charity event is always mentioned. To find out more about what goes into creating a regatta of this magnitude we spoke with Manuela Libor, who leads the team behind both the German Grand Prix and the successful 2011 Dragon European Championship in Boltenhagen.

IDA - Manuela, you and your team have developed an impressive reputation for the quality of your events both afloat and ashore. What would you say are the key elements that must be brought together to create a successful regatta?

ML - In my opinion, there are key elements for a successful regatta. First of all, the most important thing is the really good cooperation with the German Dragon Class organisation, as the Dragon Grand Prix is an event created by the Class and not by a yacht club. The German Dragon Association is host and is glad to welcome the national and international sailors. Our central guideline is that the individual sailor is cordially welcomed, from their arrival to their departure we take care of them.

On the other hand it is essential that there is a long experience in organising Dragon events. From the 75th Anniversary 2004 and the World Championship 2005 to the Europeans 2011 I was involved in operating eight high-class Dragon

regattas. You can learn from each event and improve things, this would not be possible if you only organise one event at a time.

A great attention to detail is another key element, for example a pleasant atmosphere with flowers and decoration, preparing snacks and drinks after the races and some sweets before the race. The Dragon sailor should enjoy his valuable time.

IDA - How far in advance do you begin working on each event?

ML - Experts say: As one event closes so the next one begins. Therefore, this year I have started nearly 12 months before the beginning of the Dragon Grand Prix 2012, however, when planning a stand alone event you may need to start as far as three years in advance.

IDA - What are the secrets to securing and keeping good sponsors?

ML - To be honest, the major sponsorship contributions for the Grand Prix came from two Dragon sailors involving their companies. This is an ideal situation, the individual sailor is committed and decisions from the sponsor relating to the event are made quickly and usually sympathetically

For branded companies from other sectors the target group of the Dragon sailor is, unfortunately, very small.

After the events all our sponsors and partners get individual photo books and gifts with a personal thank-you letter. Over the year all my sponsors are regularly updated about the event and I make a point of keeping an individual relationship with every sponsor.

To combine high class sailing with supporting the World CHILDHOOD Foundation is one of the most important key elements for opening the doors to sponsors. Our idea "Sailing for the good purpose" attracts sponsors of all categories. Their contributions allow the very high standard of the event in total, including media response.

IDA - Choosing the right venue is also essential. What do you take into consideration when assessing a potential venue?

ML - We organised four Dragon Grand Prix in Kiel, but the costs for this venue with a really expensive reconfiguration were unacceptable in the long term. Therefore, upon careful examination and coordination we went for Boltenhagen.

Boltenhagen's Weiße Wiek is like a "sailing arena", as some of the Dragon sailors enthused. The marina offers a dedicated jetty for the Dragons with a floating stage for drinks and snacks, a completely equipped event hall is available, four individual restaurants, bars and cafés.

It has top class accommodation and is also a really great holiday location for partners and families as well.

IDA - What are your criteria when identifying your race management team and in particular the Race Officer?

ML - First of all you do not look for a renowned 'diva' as PRO, you rather try to find a well-rehearsed group with good equipment – as a minimum they need to have two fully equipped RIBs to lay marks. The principal race officer has to listen to the sailors and to some extent he has to



resolve issues; therefore he has to have qualities as a moderator. The behaviour of the fleet (e.g. during the last minutes of the start procedure) can provide valuable insights for the race committee. Therefore it helps tremendously if on each RC-vessel there are team members who know the Class and can match sail numbers and 'names'.

IDA - How do you ensure that you have all the necessary race management equipment, boats and personnel in place?

ML - First the organising club and we agree on the PRO and his core team. During the preparation phase we stay in close contact with the PRO to make sure that everything will be in place according to our requirements. Finally upon arrival we check the status of the equipment and do an extensive briefing session with the team.

The shore management team looking after registration, front desk, media and results are also vitally important to the success of the regatta.

IDA - What are your key considerations when planning for these roles and facilities?

ML - My team has been virtually the same for many years. We all know the Dragon sailors personally and give them a cordial welcome. For the results we developed some years ago a

"results' scoreboard", which is big and easy to see, instead of small paper lists, where you can't make out your own performance - a pleasant service for the sailors.

IDA - For events at this level an International Jury is typically required. What is involved in securing the jury and what facilities are needed for them?

ML - It helps a lot if at least two jury members are very familiar with the Class. So usually we try to find and hire the head of the jury nine months ahead of the event. Bearing in mind how many nations (and languages) will gather for a Dragon Grade 1 regatta it is a good idea that the race committee resembles a good mix of the important languages (English, French, German, Russian).

IDA - How do you ensure good advance promotion and good media coverage during and after the event?

ML - To be honest, sailing cannot be compared with soccer or car racing. As far as media coverage is concerned the sailing magazines are informed regularly with press releases and the regional newspapers and TV stations are reporting in detail. In addition we encourage informal media action around the dockside with interviews, features, photos, such as those Stav does so well as the sailors come ashore

With the participation of Her Majesty Queen Silvia of Sweden at five CHILDHOOD Races as the opening regatta of the Dragon Grand Prix, the media coverage went sky high. Sailing and the Dragon Class were a key point in reports of printed media and TV.

IDA - How important is a good social programme to the success of a regatta and what format do you feel it should take?

ML - A good social programme is essential to the success of a regatta, - the Dragon Class is a really special Class where sailing and social activity sit comfortably together.

The After Race Buffets are enjoyed by all sailors, the food must be of good quality, healthy and diversified. For the evening programme, I would say, it is important that there are not formal gala dinners, but get-togethers where you can meet and talk to each other and have food and drinks.

IDA - Do the same basic principles apply when running smaller National and local level regattas and how can organisers adapt your lessons to meet their own needs?

ML - With less than about 40 boats it's an easier task. Every additional five boats over 40 adds to the time needed for organising and the costs increase accordingly

IDA - You have many years of professional experience as an event manager. What is the best advice or tip you can pass on to those who are looking to run their first major regatta?

ML - Firstly it needs a huge amount of passion to be perfect in every detail. This job has so many different aspects and every year it's a new challenge and excitement. Secondly I have learned that for a major regatta, changing venue every year cannot have a lasting effect. To organise an event first time at a location is more or less very difficult and time consuming. The second time it gets better and the third time it comes close to my expectations of how I see a perfect event in all aspects.

Our thanks to Manuela for sharing her trade secrets. To find out more about the German Grand Prix please visit www.dragon-grand-prix.de



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Irish Grand Slam 2012

2012 IS THE "YEAR OF THE DRAGON" IN IRELAND

Ireland is hosting two of the most prestigious events on the Dragon calendar:

The Gold Cup - at Kinsale Yacht Club, Kinsale and
The Edinburgh Cup - at Royal North of Ireland Yacht Club, Cultra



The Irish Grand Slam 2012, sponsored by Brewin Dolphin, will be won by the boat with the best overall results in a series comprising the Brewin Dolphin Gold Cup, the Edinburgh Cup, and one other event in the Grand Slam series (listed below).

The complete Grand Slam Rules will be published at the same time as the Notice of Race for the first event, the UK Northern Area Championships.

UK Northern Area Championships

1st July to 3rd July - Royal North of Ireland Yacht Club, Cultra

Edinburgh Cup

4th to 7th July - Royal North of Ireland Yacht Club, Cultra

Irish Championships

26th to 29th July - Royal St. George Yacht Club, Dun Laoghaire

Irish South Coast Championships

1st & 2nd September - Kinsale Yacht Club, Co.Cork

Gold Cup

8th to 14th September - Kinsale Yacht Club, Co.Cork



The Details

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For Further Details refer to:

www.dragonclass.ie

Or Contact:

Tim Pearson

timotheyperson@gmail.com

Simon Brien

sbrien@btwcairns.com

Cameron Good

cameron@henrygood.ie

- Three events to count.
- The Gold Cup and the Edinburgh Cup and are both compulsory events for the Irish Grand Slam. (These events will be weighted in terms of significance and number of competitors as per IDA International Ranking List rules).
- The Irish Grand Slam Series is a Corinthian Series and there will be a magnificent perpetual trophy and prizes for the first 6 Corinthian boats.

Other prize categories include:

- First 'professional' boat
- First wooden boat
- First pre 2000 boat
- Discounted ferry routes have been negotiated



BREWIN DOLPHIN
Investment Management and Financial Planning

America [USA & Canada]

It's been a stable year for Dragons in North America, with encouraging upticks of activity in a couple of areas. We have 28 registered Dragons in the US and 15 in Canada, although we know of at least twice that many that are active (in the water and either cruising or club racing with a handicap). There are active one design racing fleets in Vancouver, Toronto and Cleveland as well as the beginnings of fleets (two or three) in Alabama and the Okanagan valley in British Columbia. And there are continued queries about buying Dragons from all over the continent.

On the racing scene, 2011 had some of the best turnouts in a while. In Vancouver, there is a year-round series of races (yes we race in the winter – it's called the Hot Rum series, for obvious reasons). We've had seven Dragons on the line in most regattas, and we have a number of new owners who joined the fleet this year (with a couple more in 2012). Now our biggest problem is space on the dock for dry sailing. In the Great Lakes, there were six Dragons racing in Cleveland Race Week and four at the Founders Regatta in Toronto. And we continue to have a couple of members race overseas.

On the communications side, we've updated the website (www.nadragons.org), added social networking to the mix with a couple of Facebook groups (North American Dragon Sailors and Cleveland Dragon Sailing) and enhanced the historical Registers for the US and Canada.

One of our biggest

National Reports - 2011



The 70 boat fleet gets underway at the 2011 Dragon Worlds in Melbourne

challenges here in North America is the availability of boats for new members to the Class. For the first time in a while, we had a Dragon imported from the UK to Vancouver, which has provided stimulus to the fleet there (lots of new sails this year, plus updates of rigging). It's important to get some good used Dragons into the pipeline, so we're not just restoring old woodies and shifting the existing racing Dragons around the continent. Ultimately, if the Class is to become what it once was here, we will need a builder.

Our other big challenge is geography. With fleets over 3000 miles apart, it's difficult to hold an inclusive National or North American Championship. In the past, National or Continental events were rotated between the East and the West, but the reality is, the events were dominated by local sailors and were more like regional events than National Championships. So, we've dusted off our Class trophies (Nationals and North Americans) and are discussing options. One option would be an Interport type of event, where crews fly into a venue and race by rotating among local boats, for fairness. The short-term goal is to start holding National and Continental Championships again. And the long-term goal is to host a World Championship in North America again (we seem to have fallen off the IDA rotation).

Finally, we'd like to say thanks to Mickey Lake, who has decided to take a break from being the National Secretary for the US and sail his Dragon. Mickey has been a tireless promoter of Dragons in North America and he will be missed. But I think he summed it up well in his farewell letter, "A fleet is only ever as strong as it's people, and the Dragon Class has some great people as members here in North America." Spread the word.

www.nadragons.org

Australia

The 2010-2011 summer season has been one of the best in Australian Dragon racing history.

The Royal Brighton Yacht Club in Melbourne hosted the largest Dragon regatta ever held in the Southern Hemisphere with 65 boats entered in the Prince Philip Cup and 70 in the World Championship. In the World Championship there were 39 international entries and 31 entries from Australia. One of many highlights was the entry of the Swedish Galejan II, the gold medal winner of the 1956 Olympics returning to the waters of her wonderful victory over half a century ago.

The Race Officials lead by the Wilson brothers, Kevin and Ross, received universal acclaim whilst the Royal Brighton Yacht Club team of volunteers worked tirelessly throughout the regatta to ensure all ran



Lawrie Smith, Tim Tavinor and Ossie Stewart celebrate their World Championship win with IDA Chairman Rob Campbell



smoothly. Behind this the World Championship Committee and our Australian sailing ambassadors travelled to multiple international regattas working for six years to bring it all to fruition.

We were particularly fortunate to enjoy great support from Robert Campbell, Tommy Müller, David Dale, Olga White and Mikhail Mouratov who visited Australia on multiple occasions and helped to promote the Melbourne Worlds Regatta to the heart of the International Dragon community.

Worthy winners of the World Championship were Lawrie Smith, Tim Tavinor and Ossie Stewart. The Atkinson World Corinthian Trophy was won in fine style by Frank Berg, Søren Holm and Saren Kastrel whilst the regatta was led off with a brilliant win in the Prince Philip Cup by Jørgen Schönherr, Axel Walterdorff and Theis Palm. A detailed report of the racing appears in DragonBeat, the AIDA magazine, and on the website. Congratulations and deepest thanks to all.

In NSW, Western Australia and Tasmania fleets have bloomed with the increasing size of fleets and the quality of both craft and competition. The new and near new boats coming in from Petticrows, Ridgeway and Doomernik have brought glamour and prestige to our racing. It is particularly exciting to see Zane Ridgeway back in production in Australia building a boat which is the equal of the best international products.

The new Winter Regatta on Botany Bay was a success. With the increased mobility of the fleet we look forward to the development of this regatta as part of the National Australian Dragon Circuit.

The Register of Australian Dragons will be published on the new AIDA website. Thanks for this must go in particular to Leigh Edwards, Brian Sullivan and our passionate AIDA former President Tony Moody who have assisted greatly in its development.

AIDA itself is evolving with incorporation becoming a short-term requirement in this increasingly regulated and legalistic environment. The debate for the new AIDA constitution will prove interesting!

The NSWIDA has taken the initiative in overhauling the national website www.dragonclass.org.au to a world standard. It is anticipated that the various state association websites will amalgamate to bring this as the focus of communication and

promotion of the Dragon Class on the Australian continent.

The Australian Champs for Prince Philip Cup (PPC) has been granted Grade 1 status by the IDA. This honour and responsibility reflects the increasing standard of racing and integration of the Australian Dragon scene into the wider international circuit. AIDA will continue to encourage and facilitate entry for international competitors to sail for the PPC and other major regattas. On January 5th the Royal Yacht Club of Tasmania in Hobart is host to the 2012 PPC as the first major regatta of the 2012 international circuit.

All Dragon sailors are invited to compete in the PPC held in January each year on rotation through the major Dragon fleets in Australia. Please see the AIDA website for details.

www.dragonclass.org.au



Belgium

Belgian Dragon Association Attracts New Blood

The Belgian Dragon Class Association looks back on an explosive year. "The Belgian Dragon Association found itself in the middle of an impressive transformation." President Peter de Gryse says. "We focused on the Derbigum Dragon Gold Cup, following seamlessly the most successful Belgian Championship in years. We learned a lot and found new Dragon sailors."

With about 70 members and 20 Dragon owners, the Belgian Association reflects perfectly the nautical situation in Belgium. First: no other keelboat Class is as strong in Belgium as the Dragons. Second: with only 65 kilometers of coastline, Belgium has a limited sailing culture compared to other North Sea countries.

Last year's most thrilling moment was the organisation of the Derbigum Dragon Gold Cup in Ostend. De Gryse: "Already the Belgian Championship illustrated what the impact the Dragon Class has on its surroundings. It also became clear that the Belgian sailors are quite competitive. Ben van Cauwenbergh (Blackout, Bel 80)

Alex Helsen (Prinses Sofie, Bel 79) and Thomas De Schrijver (Yapa l' Feu, Bel 78) represent the new generation of Dragon sailors. Their results do tell a lot. Together with some other teams, our countrymen sailed all over Europe and scored well in the Dragon Europeans. This shows the transformation within the Belgian fleet. More than the arrival of new boats, we are happy to welcome young, talented sailors."

The board of the Belgian association aimed fully on the rejuvenation in a genuine Corinthian spirit. De Gryse: "One of the key strategies was communication in its widest perspective. Thanks to our own stand at the Belgian Boat Show we were able to inform a wider public. It generated extra visibility for the sponsor and presented a bonus event to our members. We also launched a "Dragon Wild Card Rookies" action. As far as I know: for the first time in the history of the Dragon. The De Bie brothers and their sister demonstrated the top sailing level in the Gold Cup that they already achieved in former one design racing. This approach was a creative manner of introducing and convincing a new generation of Dragon Sailors. Please notice the lack of silver streaks their hair! We understand that the Kinsale organisers of the next Dragon Gold Cup have already included this formula in their program."

The Derbigum Dragon Gold Cup was an impressive effort for the board, the sailors, for the sponsor and for a team of volunteers, which can never be rewarded enough, De Gryse says. "We wanted to deliver an

event of the highest standards. It was a challenge to lift the organisation on the water to perfection, certainly with the awful weather conditions. It boosted our organisation confidence. We will motivate present (and future) Dragon sailors to participate next year in regattas in the four countries that surround Belgium. And offer them the best race quality in Ostend."

De Gryse: "Our own perfectly branded promotional stand will be present again at the Belgian Boat Show in February 12. The BDA will be more active on Facebook. Social media being a bonus tool next to the website. And we'll even be able to offer technical and logistic support to our members. The aim is to bring more Belgian Dragons to the regattas in France, Holland, Germany and the UK and of course our own country. The next Belgian Dragons will reflect the best elements we kept from the past Derbigum Dragon Gold Cup. We invite every Dragon to join our fleet for our Nationals next August from 15 until 19 in Ostend."

"We really hope to meet the friends of the other Dragons from every other country on the European waters, next season. We'll be stronger and better prepared, so beware." Peter De Gryse concludes.

www.beldragon.be

France

2011 ended well for the French Association as we built up a record of our development with 109 registered Dragons: a record!

We are also seeing more and more Dragons regroup into new water areas such as La Grande

Motte, the Gulf of Morbihan, the Bay of Rance (Dinard, Saint-Malo).

Our program of sailing, already well established and well known by all national and international competitors, has acquired two new events: the Open Dragon of Morbihan in Le Crouesty (southern Brittany) and the Pyramids Cup organised by the Yacht Club La Grand Motte (Mediterranean). In both cases, they were positioned on the road of our major events: at the end of "l'Hiver de Dragon" on the way to Grand Prix Guyader (Douarnenez) for La Grande Motte, and just before the "Régates Royales" (Cannes) for the Open Dragon of Morbihan, making it easy to attend for our British and Irish friends.

In either case, here are two new regattas where the welcome and friendliness are the norm.

For 2012, we will continue our usual program with the French National Championship to be held in August in Douarnenez, ie at the same time as the Gold Cup 2013: a great opportunity for you to find your way about!

Racing in France, enjoys a unique program on different sailing areas with five competitions graded by the IDA:

- Grade 1: Cannes and Douarnenez,
- Grade 2: Championship of France, Cazaux and Deauville.

For next year, our goals are to strength the existing races, completely renew our website to make it more user friendly, more attractive and open to further enhance our members.

Target 2012: 115 registered French Dragons.

Greece

On 21 and 22 May 2011 the Dragon Class and the Yacht Club of Greece celebrated the 50 years of Olympic medals in sailing that started in 1960 at the Rome Olympics, with the Dragon GRE 3. By the opportunity all the Greek Olympic winners were honored.

The Dragon Class in Greece counts twelve boats and it is expected that will exceed the fifteen by the end of next year.

A large number of young sailors/members have already started sailing with the Dragons. They are all very enthusiastic and participate at the races.

The Class is now to a final stage of negotiations with the Olympic Premises State Company to take over the ex-Olympic sailing facilities, which are really unique in the world, in order to organize an International Winter Sailing Center. This will accommodate only Dragons from all over the world at no cost and the athletes will enjoy a large amount of benefits at cost (hotels, ferries, car rental etc). Our Class will shortly consider a cooperation or joint venture with other National Classes.

www.hdca.gr



Hong Kong

2011 has been a fantastic growth year in Hong Kong (for the Dragon, not necessarily for the economy!) with two new boats delivered from Europe taking the fleet to a total of 21 Dragons. Out of these, 17 attended the Nationals - an all time record for the Hong Kong fleet which had the opportunity to welcome professional Dragon sailor Martin "Stavros" Payne for individual team clinics and a fleet classroom session around the event. It was also the first time the event had sponsors (Slam, Nepa Shipping and Northrop & Johnson) who supported the event with prizes, gear for the participants and coverage through a professional photographer and a cameraman.

The Class this year started to race all year long with a fantastic Summer Saturday Series. Summer Dragon sailing used to only mean fun sailing to seafood restaurants or training as a number of Dragon sailors are overseas for holiday. This time we alternated those with races in the fantastic landscape of Port Shelter in the New Territories region of Hong Kong and had the opportunity to welcome a dozen new enthusiastic crews and potential owners.

So now it's official: anyone taking a flight through Hong Kong has to make a stop and race with the Hong Kong fleet - there is a good chance there will be a race and a pair of shorts is all that is needed to join!

Our members who usually race (always gently of course) against each other every Saturday in Hong Kong travelled to Cowes in April and teamed up to compete in the Prince Henrik Cup against the Royal Yacht Squadron, le Cercle Voile d'Arcachon and the Royal Danish Yacht Club. The Brits not only showed how competent they are in team racing but more importantly how they know to elegantly welcome their guests! A Hong Kong delegation also took the opportunity of this UK trip to pay a visit to Burnham on Crouch where they experienced yet again great hospitality from the local fleet and from Petticrows (on a Sunday morning!).

2011 was a great year of dynamism for the fleet. We hope to keep the momentum going for this year to come. No reason why not. In the lunar calendar, 2012 is the year of the... Dragon!

www.rhkyc.org.hk



Hungary

The year after the successful Europeans in Balatonkenese brought, as usual, some changes in the Hungarian Dragon Fleet. Some owners gave up regatta sailing, some boats have been sold and we won some new Dragon fans. The Hungarian Championship was organized in Tihany, at the wonderful peninsula in the center of Balaton. In June 2011 the Sonnenschein Cup was won in a fierce competition among 16 boats by Ákos Lukáts and his team.

Hungarians were also active internationally, mostly thanks to two teams. Ferenc Kis-Szölgyémi started Dragon sailing in the spring with the help of Stavros in Cascais, and he was very active, sailing in Douarnenez, the Europeans in Boltenhagen and the Austrian Championship. As a result of much sailing and better and better performance he finished 3rd in the highly appreciated Garda Lake regatta in October. The other Hungarian boat with Lóránd Gömbös sailed primarily in the Mediterraneans, Their top achievement was to win in Imperia, Italy.

Next year, the Detre brothers, former Olympic bronze-medaille winners in FD will also join the Hungarian fleet which becomes stronger and stronger.

In 2012 the Hungarian Championship will be held again in Balatonkenese in the early days of September. Those who prefer to sail in June, could take the opportunity for a warm-up at the Dragon Fleet Championship in the wonderful town of Balatonfüred a week before the Europeans in Austria.

www.dragonclass.hu

Italy

At the beginning of 2011, we were thinking that the year would be just a year of consolidation for the Italian fleet. Instead, as we look back at this past twelve months, it has been a year of challenges with steady progress and a year that witnessed new activities and renewed interest.

First and foremost, we were happy to see this year's Italian Dragon Champion, Giuseppe "Beppe" Duca, winning both the Régates Royales, and the Dragon St Tropez at the helm of his Cloud, ITA 56, a 2004 Petticrows. Beppe and his crew demonstrated that they have reached a form that prepares them for greater successes at international level.

Second, we were very satisfied to see a steady international presence at Italian regattas like the International Dragon Cup and Italian Open Championship in Sanremo with 56 boats and 14 nations represented, or the Alassio Dragon Week, with a growing presence of 18 boats and 7 nations, or the Hans Detmar Wagner Cup in Torbole, Lake Garda, with a record of 40 boats in the water and 10 nations represented, including an Australian boat.

Third, we witnessed a revival of older "classic" Dragons that culminated in a new regatta, the Eduardo Pepe Gold Cup, magnificently organised by the historical Reale Yacht Club Canottieri Savoia in the splendid waters of Naples, surrounded by the Vesuvius to the south, the island of Capri to the west and Posillipo hills to the north. Several Italian Dragons built during its Olympic years were



taken from their storage to go through a total refitting to bring back their original beauty and glow. Among these, Tergeste, ITA 4, built 61 years ago, which after being given a modern rigging and sail wardrobe, went to win the Eduardo Pepe Gold Cup and later in the year braved winds gusting up 28 knots and placed 15th in Torbole waters during this year Hans Detmar Wagner Cup.

As Italian Dragon Class Association we have been focusing on expanding the Italian fleet over the next five years through a combination of strategies. These comprise

increasing the Dragon Class visibility through the use of all possible media, including the use of new media, such as Twitter and Facebook, focusing on club racing to gain more Dragon owners, supporting the efforts of classic Dragon owners by nominating an Association's delegate responsible for this particular aspect, while working closely with Yacht Clubs to bid for the 2014 European Championship and further improve the quality of services provided to Dragon sailors.

At the same time, we have witnessed the expansion of Dragon regattas, like the City of Viareggio Dragon Cup held in Tuscany last May, and the Partnership Trophy and Ernesto Quaranta Memorial in Imperia, on the Italian Riviera. These are events that promise to attract more Dragon sailors while at the same time spurred a renewed interest of some dedicated sailmakers to produce limited series of Dragon sails. The Association provided required support to interested owners and sailmakers by having a few sail measurers, already recognised by the Italian Sailing Federation, FIV, registered with the IDA, a list that will further increase in 2012.

To sum up, we believe 2011 has been a challenging and positive.

As we give the last touches to the 2012 racing calendar, we want to say to all the readers and Dragon sailors and lovers alike that we do expect you in Italy in 2012 in greater number to appreciate Italian sailing history while savouring Italian hospitality, food and wines!

www.assodragone.it



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Netherlands

Dutch Dragon Class going strong!

The Dutch Dragon Class is more than alive, given the numbers of races and the number of entries in 2011. We have had 11 series with 59 starts in total, which added up to a total of 1070 'starters'. We have noticed a further interest in Dragon sailing amongst younger, more experienced regatta sailors. And that is, of course good news. Ask them why, and you'll get answers that we already know: Dragon racing is very close racing, very dynamic handling, never a dull moment, and a very strong fleet. In other words: Dragon Racing is just cool!

We have had various serious competitors from abroad on our courses, which made racing even more compelling. The Dutch Open in June on the IJsselmeer at Medemblik was again the very pinnacle of our season. High quality race management, drove the world's best sailors to their maximum. Poul-Ricard Hoj Jensen's team took victory, just a few points ahead of Pieter Heerema's team and the rest of the fleet of 34 competitors. Speaking after racing Poul commented "Also on behalf of my crew, I would like to thank you very much for running such an excellent race in Medemblik. Not only was the racing excellent, the atmosphere ashore was great. I very much look forward to coming back to race with you next year. All the best."

As we have noticed that our neighbour fleets in Germany and Belgium love to come to Dutch series, we have decided to

offer something extra to those who travel from far to race with the Dutch fleet: for the Westeinder Grand Prix, the Muiden Grand Prix and the Grand Prix d'Alkmaar, all foreign competitors will get a 50% discount on entry fees!

The Dutch Open 2012 will be from August 30th to September 2nd on the IJsselmeer at Medemblik, the venue of the successful World's in 2009. It will also be the venue of the Dragon Cold Cup in 2014. In our humble opinion, the combination of the World's best race management and the open fresh water IJsselmeer is the very best setting to race Dragons. Just experience it, and you will be convinced! You are all very, very welcome!

www.dragonclass.nl



New Zealand

Kia Ora from New Zealand, now home of the Rugby World Cup! As you can imagine, the country has been rather distracted by land-based, rather than water-based sports, over the past six months. However as summer arrives, and winter's boat maintenance programmes are completed, Auckland is fulfilling its reputation as the 'City of Sails' once again.

Given Auckland's obsession with the water (one in three Auckland households own a boat), it is surprising that the Dragon Class is so small here. We have 14 Dragons spread across New Zealand – from the far north to the far south – but only 5 Dragons in Auckland, and they are located in 3 different marinas! So whilst there is significant interest whenever the Dragons are on the water, we have a real challenge in creating the necessary impact to grow the Dragon Class. As with many countries, there is also significant competition across the spectrum of yacht racing and cruising and a number of specialist New Zealand one design fleets.

Despite these challenges, we are very optimistic for the future of the Dragons in New Zealand for a number of reasons

- I. Significant development of Auckland's waterfront is underway including plans for a classic yacht marina that could potentially be a critical base for the Dragons. Our newly elected President, Tim Hooson, is making representation on behalf of the Class with the key decision makers.
- II. We are delighted to have

a new sponsor for the New Zealand Dragon Class - Waiwera Water who will generously support our National Regatta providing valuable assistance with the development of the Class.

- III. Two of our fleet are back racing in Auckland. Leander VI (owned by John and Tom Darby) has returned to Auckland from Queenstown and Windfall has new owners Al Hood and Tony Fish. Tony developed a love of the Dragon Class during his time on the Isle of Wight and is now back in New Zealand working for the Super Yacht company, Alloy Yachts International. Tony will head our Race Committee.
- IV. We continue to receive strong support from existing and past owners; the Classic Yacht Association that is going through a renaissance; and the Royal New Zealand Yacht Squadron.

2011 kicked off with our National Champion, Scott Palmer and his crew (Fraser Beer and Kim McDell) on Kotuku competing in the World Championships in Melbourne. Shortly after their return our Annual Regatta was held in the idyllic waters of Pine Harbour (15th – 17th April 2011). The Kotuku crew again took out all races in great style to win the Johan Anker Trophy. Aotearoa and Waiwera tied for second place with Waiwera taking the Bluebottle prize on points count back.

Waiwera Water kindly sponsored the Regatta and the superyacht Thalia provided a spectacular backdrop to the often closely fought competition! We are also very grateful to the support of Will Calver of Ocean Photography (www.oceanphotography.co.nz).

Several of the Auckland Dragons are competing in the Classic Yacht Association Harbor Race Series with the Auckland Anniversary Regatta and the Classic Yacht Regatta kicking off the season in the new year.

A programme of mid-week racing will be held in the build up to the 2012 National Regatta, which will be held at the beautiful Kawau Island north of Auckland (2nd - 4th March 2012). The Royal New Zealand Yacht Squadron property, Lidgard House in Bon Accord Harbour, will be our base. It would be our pleasure to host any International Dragon sailors who happened to be in the region at that time.

www.dragonclass.org.nz

Portugal

Once again we are proud to have maintained a strong activity throughout the year 2011 with more than 80 races performed from North to South of Portugal - Porto, Cascais and Vilamoura (Algarve). Local fleets are increasing and so are the number of international sailors joining us.

More than 80% of the races scheduled were raced. This is very hard to beat!!! For the first time we had the Stavros Match Cup, a Martin Payne initiative, sponsored by the Portuguese Dragon Class. It brought together ten strong teams to match race in the waters of Cascais. Four Petticrows boats were supplied for the event by Martin Payne, Vincent Hoesch and Vicente Pinheiro, and some of the International Dragon's best sailors joined us such as

Tim Tavinor, Vincent Hoesch, Martin Payne and Anatoly Loginov to battle against the top Portuguese teams. Local sailor, Henrique Anjos, was the winner after beating Vincent Hoesch in the finals. Next year the event will be back in Cascais, in March.



Once again, together with Clube Naval Cascais, we organised the 2010/2011 Winter Series, already a reference point of the International Dragon Calendar. With boats being shipped to and from Australia, due to the Worlds, we were happy that the 2010/2011 Winters Series, in comparison to previous years, saw an increase in the number of participants. From October until April, we have sailed once a month for a three-day event, topping around 36 boats from seven countries.

Spring started in Cascais with the IDA Grade one event, the sixteenth HM King Juan Carlos Trophy, and the last regatta of the 2010/2011 Winter Series with 33 boats participating. This event was marked by a strong international attendance. The race took place over four days and once again the race committee in Cascais was up to the standards for a Grade 1 event. The winner of this Trophy and also of the 2010/2011 Winter Series was our good friend Vincent Hoesch.

As in 2010 the Prince Henry the Navigator Trophy was sailed in the waters of Vilamoura (Algarve). The event was held together with the Amadeus Cup and the Dom Pedro Cup, having the classifications of both regattas counted for the Prince Henry. Portuguese and international crews sailed together the Prince Henry Trophy.

The Dragon family could enjoy excellent conditions at sea and on land. In just four days, the pleasant temperature was accompanied by mild wind conditions that tested the courage of the sailors in almost every possible scenario. The first day was presented with little wind but due to the race committee's professionalism, the day ran as scheduled. The next day the wind blew stronger and in the last two days reached a challenging 25 knots. On shore the sailors were greeted with cocktails on the pontoon and dinners provided by local sponsors. Next year the race will be held between 21 and 24 of April.

Dragon Activity in the North of Portugal is starting to grow and it already counts a fleet of five boats and more are to come. The first Dragon event in Oporto, the Nespresso Sailing Cup, was organised with great success by the Yacht Club Porto. The regatta joins the festivities of the city, which celebrate the June 24th feast day of St. John, Oporto's patron saint. The event was great throughout accompanied by an excellent organisation at sea. On land, the evenings were always spent with great animation on the terrace of the host club. For 2012 the event is scheduled for June 23rd and 24th.

There is an excellent accessibility to Cascais, Vilamoura and Oporto whether by road or plane. Portugal offers a mild climate most of the year with excellent sailing conditions and race courses located less than 20 minutes from marinas/clubs. All the marinas and clubs are equipped with restaurants and bars and there are agreements with various hotels with very friendly prices and

locations. In Portugal, you can also find good technical support services and transportation for your boats. Alternatively boats are available for charter. If you need some help please contact the Portuguese Dragon Association (dragopor@yahoo.com) or our local Peticrows agent, Vicente Pinheiro. (vicente@marmasters.com).

Also in June, we had our Portuguese National Championship in Cascais. The big winner was Henrique Anjos / Miguel Pinto and Pedro Costa Alemão

At the time I am writing this review, the 2011/2012 Winter Series has already started. Most of the normal foreign sailors are back again and more have promised to come. The programme is divided into monthly three-day weekend events during the months of October, November, December, February March and April. Cascais offers some excellent weather and navigation throughout the winter, which is why many foreigners choose to leave their boats here during this time. During the Winter Series, on land sailors can find good hospitality while enjoying moments of gathering to discuss ideas or just relax after a sailing day. More entries are still possible!!

Why not join us? The Clube Naval de Cascais have created a very interesting package, which allows all sailors to leave their boats there during the winter under very good conditions. Regarding accommodation, competitive rates for hotels and apart-hotels are available.

For more information please contact the Portuguese Dragon Association (dragopor@yahoo.com) or the Clube Naval de Cascais bsantos@cncascais.com.

After two successful Gold Cups in Portugal (1998 & 2008) we will host in Cascais the Europeans in 2013 and hopefully this will increase the number of participations in the future Winter Series.

To conclude, I would like to thank the IDA, the Clube Naval de Cascais, the CIMAV, the Yacht Club do Porto and mainly all the Dragon sailors for all their support.

www.dragopor.com

Sweden

2011 was another good year for the Swedish Dragon Association with five Swedish Dragons starting in January in Melbourne and active participation also in the other championships and Grade I regattas. The most successful Dragon and therefore honoured with the World's Best Swedish Dragon prize in 2011 was SWE 341 Bendira with Martin Pålsson at the helm and Johan Norén and Göran Alm in the crew.

At home the Audi Dragon Cup has been a success with increasing participation and numbers of regattas, from three regattas and 29 Dragons in 2010 to four regattas and 52 participants in 2011. In all,

there are about 70 Dragons competing in different races each year in Sweden. We now plan to have five Grand Prix Regattas in 2012, and there are ambitions for continuation and extension. Through the partnership with Audi and other supplementary partners, we are able to provide high quality regattas in different locations and have had very good press coverage. The 2011 Audi Dragon Cup was won after a very exciting final by SWE 369 Lumme with Olle Jo Johansson, Staffan Salén and Patrik Salén onboard.

The 2011 Swedish Dragon Championships were held in Båstad in the SW of Sweden, only a little more than an hour from Copenhagen by road or rail, and not as has been the tradition in Marstrand and Sandhamn or Saltsjöbaden in the Stockholm area. This proved to be a splendid initiative. Båstad on the Northern side of the Bjärö Peninsular has in the last century developed gradually into a fantastic summer holiday/recreation area with the Swedish Tennis Championships, several attractive golf courses, beautiful gardens due to the fine climate conditions and a magnificent landscape. In recent years, Båstad has also become a growing centre for sailing regattas. It has a good harbour, racing services and organisation and racing area visible just outside the harbour.

In 2012, the Swedish National Dragon Championships will be the "Grand Finale" of the Olympic 100 year Anniversary Regatta weeks in Nynäshamn on the coast near Stockholm. These weeks start with classic sailing races including the classes represented a hundred years ago and end with the Dragons. There are plans for re-established Nordic Dragon Championships in Båstad, which will also be the venue for the Europeans in 2015, and ambitions to develop the collaboration in general in the Northern part of the Baltic, starting with the 2012 Russian Championships in Saint Petersburg.

www.segladrake.se

Switzerland

Vicent Hoesch, crewed by Peter Liebner and Thomas Mayer can add the Swiss National Championship Title to his endless number of victories, after two final days of no wind in Morges. Despite the fantastic on-shore efforts of an excellent set of volunteers and helpers, the Club Nautique Morgien could not conjure up enough wind to complete the nine race schedule. However, six races were sailed over the Thursday and Friday on Lake Geneva and so the title was well justified.

Runner up in this 47 boat, nine nation fleet was RUS 76 helmed by Yury Bozhedomov, crewed by Alex Bushuer and Swiss volunteer Jean Bernard Luther (who certainly helped with local tactics). In third place was RUS 34 Vasily Senatorov, crewed by Igor Ivanuintsov and Alex Myzichenko. Sailing his Petticrow "Even Better" and better!

Although the six races were only sailed over the first two days the Yacht Club helpers and volunteers were fantastic with their Swiss precision timing, excellent evening entertainment which saw a well attended visit to the local Castle of Morges to sample some of the wines of the region. Then a final gala dinner at the Olympic Museum in Lausanne, which was opened in 1993 overlooking Lake Geneva. It was a classic way to end this well organised and fun event set in the



most picturesque surroundings.

The 2012 Open Swiss National Championship will take place from 16 to 20 May at Uberlingen, Bodensee. We look forward to welcoming International Dragon sailing friends to join us.

www.dragon-class.ch

United Kingdom

It seems a while since Lawrie Smith became the first truly British sailor to win the Dragon World Championship. He, Ossie Stewart and Tim Tavinor won an extremely close event at the end of the last race. We are delighted that we have a sailor of Lawrie's quality in the Class, giving us all something to aim at. Many congratulations. British sail numbers had won the previous Worlds as well in the hands of Poul-Richard Hoj-Jensen, Theis Palm and Lars Jensen. I'm not sure whether to make GBR sail numbers very widely available or to remind them that the days of Danegeld ended some time ago.

Many British boats competed internationally in 2011 and there were several other notable achievements. The only outright winners were Graham Bailey who won the Gold Cup Corinthian Trophy by finishing fourth in the event and Tim Tavinor who won the immediately preceding Belgian Championship. Graham

maintained the stranglehold of British mixed-sex four person crews on the Corinthian event - a rather surprising and encouraging fact for the advocates of diversity in the Class. Otherwise the most successful British sailors abroad were Lawrie Smith, Klaus Diederichs and Poul-Richard again. I think we must use sail numbers for nationality even if Ukraine achieves world domination.

Domestically the Edinburgh Cup was held at Abersoch and continued the trend of rising participation in the event although there were not quite so many countries represented as there had been in Cowes in 2010. The Irish went away with the prizes. Martin Byrne won the Edinburgh Cup on count-back from Misha Muratov with Klaus Diederichs in third place. Simon Brien won the Corinthian Trophy finishing fourth overall. On a personal level I was delighted to win a race in the event for the first time since 1968.

The East Coast Championship was held at Burnham-on-Crouch. Jørgen Schönherr returned to defend his title in an even smaller estuary and won convincingly, including a race-win that involved a lot of short tacking up the Roach, which isn't a normal manoeuvre in Denmark. The Northerns were won by Julia Bailey and Andrew



Though they may never meet, the gulf is much bigger than exists in any local keelboat class.

2012 will take us all to Cultra in Northern Ireland for the Edinburgh Cup and Northern. Although it may look rather remote on the map I strongly urge anyone with an interest both in competitive sailing and enjoyment ashore to come. Simon Brien, who is very well known internationally, is working very hard to make sure that this is an excellent event. The East Coasts will return to Levington thus ensuring that all the British qualifiers for the 2013 Worlds are held on open water and the South Coasts will be in Cowes. We look forward to an excellent year and as much international participation as possible.

www.britishdragons.org

Craig paid Cowes a visit to win the South Coasts very convincingly to emphasise a good year for Irish conquest.

The club-racing scene is very varied. It is strong on the East Coast and in Abersoch but suffers from high costs in the Solent. The Class has the strength that it offers sailing at a wide variety of skill levels and cost but it may suffer from the size of the gap that exists between the club sailor at, say, Aldeburgh and the top international helmsmen.

The British Dragon Association
invites you to

South Coast Championship
Cowes – 6-7 May 2012

East Coast Championship
Levington – 25-27 May 2012

Northern Championship & Edinburgh Cup
supported by Belfast Harbour,
Belfast Lough – 1-7 July 2012

Come and join us!

For further information visit
www.britishdragons.org

2012 Dragon Regatta Schedule

Regattas	RL_F	M	Date_Start	Date_End	Venue	Country	Contact
IDA Championship							This list is regularly updated at www.intdragon.org
European Championship 2012	1.25	2	8/06/12	15/06/12	Attersee	Austria	www.dragoneuropeans.at
Dragon Gold Cup 2012	1.3	2	8/09/12	14/09/12	Kinsale	Ireland	www.dragongoldcup2012.com
Grade 1							This list is regularly updated at www.intdragon.org
Prince Philip Cup (Australasian Championship)	1.2	2	8/01/12	13/01/12	Hobart, Tasmania	Australia	www.ryct.org.au
Cannes Dragon Grand Prix	1.2	2	29/02/12	3/03/12	Cannes	France	www.yachtclubdecannes.com
H.M. King Juan Carlos I Trophy, Winter Series 2011/2012 6th	1.2	2	4/04/12	7/04/12	Cascais	Portugal	/www.cncascais.com
Grand Prix Guyader 2012	1.2	2	2/05/12	5/05/12	Douarnenez	France	www.grandprixguyader.com
Dragon Grand Prix Germany	1.2	2	30/06/12	4/07/12	Boltenhagen, Baltic Sea	Germany	www.dragon-grand-prix.de
Grade 2							This list is regularly updated at www.intdragon.org
Hong Kong National Championships	1.1	1	4/02/12	5/02/12	Hong Kong	Hong Kong	www.rhkyc.org.hk
Dragon Cup, Italian Open National Championship	1.1	1	22/03/12	25/03/12	Sanremo	Italy	www.yachtclubsanremo.it
Grand Prix Enkhuizen, Opening	1	1	21/04/12	22/04/12	Muiden	Netherlands	www.dragonclass.nl
Alpencup - Stader Pokalregatta	1	1	12/05/12	13/05/12	Staad, Lake Constance	Switzerland	www.dragon-class.ch
International Swiss Championship	1.1	1	16/05/12	20/05/12	Uberlingen, Bodensee (GER)	Switzerland	www.dragon-class.ch
Danish Nationals (DM)	1.1	1	18/05/12	20/05/12	Hellerup	Denmark	www.dragonclass.dk
Open International de Deauville	1	1	24/05/12	27/05/12	Deauville	France	www.dyc14.com
East Coast Championship	1	1	25/05/12	27/05/12	Dunlaoghaire	Ireland	www.dragonclass.ie
International Hungarian Fleet Championship	1	1	1/06/12	3/06/12	Balatonfured	Hungary	www.dragonclass.hu
Edinburgh Cup	1.1	1	4/07/12	7/07/12	Belfast Lough, Northern Ireland	UK	www.britishdragons.org
Entenpokal	1	1	21/07/12	22/07/12	Attersee	Austria	www.dragonclass.at
International Austrian Championship	1.1	1	26/07/12	29/07/12	Attersee	Austria	www.dragonclass.at
Irish Open Championship	1.1	1	26/07/12	29/07/12	Dunlaoghaire	Ireland	www.dragonclass.ie
Intern. German Championship 2012	1.1	1	1/08/12	5/08/12	Berlin, Wannsee	Germany	www.vsaw.de

2012 Dragon Regatta Schedule continued

Grade 2 continued

This list is regularly updated at www.intdragon.org

Regattas	RL_F	M	Date_Start	End_Date	Venue	Country	Contact
Open Swedish Championships (Audi Dragon Cup series 3)	1.1	1	3/08/12	5/08/12	Nynashamn	Sweden	www.segladrake.se
Belgian Open Championship	1.1	1	11/08/12	14/08/12	TBA	Belgium	www.beldragon.be
Russian Open Championship†	1.1	1	15/08/12	19/08/12	Saint-Petersburg	Russia	russiandragon.ru
Open International de France - French National Championship	1.1	1	21/08/12	25/08/12	Douarnenez	France	www.sr-douarnenez.com
Open Dutch Championship	1.1	1	30/08/12	2/09/12	Medemblik	Netherlands	www.dragonclass.nl
Norwegian Championship	1.1	1	31/08/12	2/09/12	Christiansand	Norway	www.nordragon.com
International Hungarian Dragon Championship	1.1	1	5/09/12	9/09/12	Balatonkenese	Hungary	www.dragonclass.hu
Hans-Detmar Wagner Cup	1	1	18/10/12	20/10/12	Torbole, Garda Lake	Italy	www.circolovelatorbole.com
Drag's Cup	1	1	1/11/12	4/11/12	Cazaux	France	www.cercle-de-voile-cazaux-lac.com

Non-Graded

This list is regularly updated at www.intdragon.org

Ted Albert Memorial Trophy (Tune Up to Prince Philip Cup)			5/01/12	7/01/12	Hobart, Tasmania	Australia	www.ryct.org.au
Charles E Davies Memorial Trophy			7/01/12		Hobart, Tasmania	Australia	www.ryct.org.au
Commodore Series			7/01/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Martin Graney Memorial Match Racing			14/01/12		Hobart, Tasmania	Australia	www.ryct.org.au
Tomes Cup Pursuit Race			14/01/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Ski Voile International			20/01/12	22/01/12	Antibes	France	cna.antibes.free.fr
Primo Cup - TrophÉe CrÉdit Suisse			3/02/12	5/02/12	Monaco	Monaco	www.yacht-club-monaco.mc
Cascais Winter Series 2011/2012 4th			10/02/12	12/02/12	Cascais	Portugal	www.cncascais.com
Hong Kong Open Class Regatta			11/02/12	12/02/12	Hong Kong	Hong Kong	www.rhkyc.org.hk
Moonraker Serie			18/02/12	3/03/12	Hong Kong	Hong Kong	www.rhkyc.org.hk
HKRNV R Pursuit Race			10/03/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Stavros Match Racing			10/03/12	12/03/12	Cascais	Portugal	www.cncascais.com
Nation's Cup			11/03/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Cascais Winter Series 2011/2012 5th			16/03/12	18/03/12	Cascais	Portugal	www.cncascais.com
Single-Handed Race			17/03/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Alternative 7's Series			24/03/12		Hong Kong	Hong Kong	www.rhkyc.org.hk
Sneeuwruimen			24/03/12	25/03/12	Aalsmeer	Netherlands	www.dragonclass.nl
Drachen Training			31/03/12	1/04/12	Thun	Switzerland	www.dragon-class.ch
Cascais Spring Cup (warm up to King Trophy)			1/04/12	3/04/12	Cascais	Portugal	www.cncascais.com
Osterregatta			6/04/12	7/04/12	Thun	Switzerland	www.dragon-class.ch
Paashazen			7/04/12	9/04/12	Aalsmeer	Netherlands	www.dragonclass.nl
Coupe des Pyramides			13/04/12	15/04/12	La Grande Motte	France	www.ycgm.fr
Phylloong Series			14/04/12	28/04/12	Hong Kong	Hong Kong	www.rhkyc.org.hk
Finale			14/04/12	15/04/12	Aalsmeer	Netherlands	www.dragonclass.nl
Alassio Dragon Week			20/04/12	22/04/12	Alassio	Italy	www.cnamalassio.it
Amadeus trophy			21/04/12	24/04/12	Vilamoura	Portugal	www.dragopor.com
Coupe de Bretagne			28/04/12	30/04/12	Douarnenez	France	www.grandprixguyader.com
Dom Pedro Trophy			28/04/12	30/04/12	Vilamoura	Portugal	www.dragopor.com
Glarisegg-Cup			28/04/12	29/04/12	Steckborn	Switzerland	www.dragon-class.ch
Spring Regatta			5/05/12	6/05/12	Hong Kong	Hong Kong	www.rhkyc.org.hk
South Coast Championships			5/05/12	7/05/12	Cowes	UK	www.britishdragons.org
Silberdrachen Chiemsee			11/05/12	13/05/12	Chiemsee	Germany	www.cyc-prien.de
Grand Prix Enkhuizen, Springtime			12/05/12	13/05/12	Muiden	Netherlands	www.dragonclass.nl
City of Viareggio Dragon Cup			19/05/12	20/05/12	Viareggio	Italy	www.cnv-viareggio.it
Grand Prix Enkhuizen, Halfweg			19/05/12	20/05/12	Muiden	Netherlands	www.dragonclass.nl
Nort Sea Regatta			25/05/12	27/05/12	Scheveningen	Netherlands	www.nsr.nl
Grand Prix Enkhuizen, Training			25/05/12	27/05/12	Muiden	Netherlands	www.dragonclass.nl
East Coast Championships			25/05/12	27/05/12	Levington	UK	www.britishdragons.org
Särö BK Regatta			26/05/12	27/05/12	Särö	Sweden	www.segladrake.se
Saltsjöbaden Regatta			26/05/12	27/05/12	Saltsjöbaden	Sweden	www.segladrake.se
Litzlwurm - Pre event to the EC 2012			2/06/12	3/06/12	Attersee	Austria	www.dragonclass.at
Aker Brygge Cup			2/06/12	3/06/12	Oslo	Norway	www.nordragon.com

<i>Regattas</i>	<i>RL_F</i>	<i>M</i>	<i>Date_Start</i>	<i>End_Date</i>	<i>Venue</i>	<i>Country</i>	<i>Contact</i>
Pelle Gedda Cup (Audi Dragon Cup series 1)			2/06/12	3/06/12	Saltsjobaden	Sweden	www.segladrake.se
Bayerischer Loewe			8/06/12	10/06/12	Starnberger See	Germany	www.yachtclubpossenhofen.de
100 jaar KWVL			8/06/12	10/06/12	Loosdrecht	Netherlands	www.kwvl.nl
Derby Dragon			12/06/12	15/06/12	La Baule	France	www.yclub.net
Marstrand Cup (Audi Dragon Cup series 2)			16/06/12	17/06/12	Marstrand	Sweden	www.segladrake.se
Regate Internazionali di Napoli			22/06/12	24/06/12	Napoli	Italy	www.assodragone.it
Grand Prix Enkhuizen, Finale			23/06/12	24/06/12	Muiden	Netherlands	www.dragonclass.nl
2st. PAN			23/06/12	24/06/12	Oporto	Portugal	www.dragopor.com
Sommerregatta			23/06/12	24/06/12	Steckborn	Switzerland	www.dragon-class.ch
Schwerpunktregatta			30/06/12	1/07/12	Mattsee	Austria	www.dragonclass.at
Championnat du LÈman (to be confirmed)			30/06/12	1/07/12	Morges - Lake Geneva	Switzerland	www.dragon-class.ch
Northern Areas Championships			30/06/12	3/07/12	Belfast Lough, Northern Ireland	UK	www.britishdragons.org
Hankoe Race Week			5/07/12	8/07/12	Hankoe	Norway	www.nordragon.com
Vintage Yachting Games			7/07/12	15/07/12	Lake Como	Italy	www.vintageyachtinggames.org
TBA			28/07/12	29/07/12	TBA	Belgium	www.beldragon.be
Marstrand Regatta			28/07/12	29/07/12	Marstrand	Sweden	www.segladrake.se
TBA			4/08/12	5/08/12	TBA	Belgium	www.beldragon.be
The Founders Cup			4/08/12	5/08/12	Civitanova Marche, Adriatic Sea	Italy	www.clubvelaportocivitanova.com
Silberdrachen Tegernsee			11/08/12	12/08/12	Tegernsee	Germany	www.ycat.de
Drachencup			11/08/12	12/08/12	Thun	Switzerland	www.dragon-class.ch
Cowes Week			11/08/12	17/08/12	Cowes	UK	www.britishdragons.org
Aldeburgh Week 12-17 August			12/08/12	17/08/12	Aldeburgh	UK	www.britishdragons.org
Alkmaar Open			17/08/12	19/08/12	Alkmaar	Netherlands	www.alkmaardermeer.nl
Nordic Championships (Audi Dragon Cup series 4)			25/08/12	26/08/12	Bastad	Sweden	www.segladrake.se
Tune Up to Open Dutch			25/08/12	26/08/12	Medemblik	Netherlands	www.dragonclass.nl
Ängö Classic (TBD)			25/08/12		Ängö, Stockholm	Sweden	www.segladrake.se
Burnham Week			25/08/12	1/09/12	Burnham-on-Crouch	UK	www.britishdragons.org
Drachen Humpen			30/08/12	1/09/12	Ammersee	Germany	www.asc-utting.de
South Coast Championship			1/09/12	2/09/12	Kinsale	Ireland	www.dragonclass.ie
Autumn Dragon (TBD)			1/09/12	30/09/12	Stenungssund	Sweden	www.segladrake.se
Open de Dragon du Morbihan			7/09/12	9/09/12	Le Crouesty Arzon	France	www.ycca.net
Prinz-Franz-Preis			7/09/12	9/09/12	Starnberger See	Germany	www.byc.de
Traunseedrachen			8/09/12	9/09/12	Traunsee	Austria	www.dragonclass.at
Autumn Cup (Audi Dragon Cup series 5)			22/09/12	23/09/12	Saltsjobaden	Sweden	www.segladrake.se
RÈgates Royales			24/09/12	28/09/12	Cannes	France	www.regatesroyales.com
Wijnmaand			29/09/12	30/09/12	Alkmaar	Netherlands	www.alkmaardermeer.nl
Regenbogen en Draken			6/10/12	7/10/12	Alkmaar	Netherlands	www.alkmaardermeer.nl
Jack Craig Memorial Trophy			12/10/12	14/10/12	Lough Derg	Ireland	www.dragonclass.ie
Herbstpreis			13/10/12	14/10/12	Thun	Switzerland	www.dragon-class.ch
Dragon Saint Tropez			17/10/12	20/10/12	Saint Tropez	France	www.snst.org
Championnat de MÈditerranÈe (Armistice Cup)			9/11/12	11/11/12	Cannes	France	www.yachtclubdecannes.com
Trofeo Ernesto Quaranta e Partnership Trophy			22/11/12	25/11/12	Imperia	Italy	portomaurizioyc.wordpress.com
Dragon Classic (Tregor Classique)			22/06/12	24/06/12	Trebeurden	France	yctrebeurden.free.fr
Trofeo Banca Aletti - Coppa Eduardo Pepe (Dragons built before 1972)			27/06/12	1/07/12	Napoli	Italy	www.ryccsavoia.it
International Dragon Classics			13/08/12	18/08/12	Lake Thun	Switzerland	www.dragon-class.ch

IDA Championships 2013

This list is regularly updated at www.intdragon.org

European Championship 2013	1.25	2	06/04/12	12/04/13	Cascais	Portugal	www.intdragon.org
Gold Cup 2013	1.3	2	16/08/13	24/08/13	Douarnenez	France	www.intdragon.org
World Championship 2013	1.3	2	05/09/13	13/09/13	Weymouth	UK	www.intdragon.org

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www.royal-dragon.dk

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Available from the IDA – info@intdragon.org
Plans 1-7 + Johan Anker Original Drawings
via e-mail £60
Plan 8 hard copy £130
Plan 8 on disk £300
Prices are approximate and subject to change

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TOTAL 1377



Welcome to Sweden!

For the third consecutive year, the Swedish Dragon Association, in cooperation with Whyshore Yachting & Marketing, has the great privilege to present the Audi Dragon Cup 2012.

In 2011 a total of 52 boats from four countries competed in at least one of the four Grand Prix races. As one of the four GP's, the Swedish Championship attracted 44 boats from three countries.

In 2012 the Audi Dragon Cup is extended with one additional GP and in coordination with the Nordic Dragon Associations, we will re-introduce the Nordic Championship. The Swedish Championship will be part of the 100-year celebration of Stockholm as an Olympic city (1912).

Welcome to some superb dragon racing! Great prizes, large fleets, and a great social agenda!

2012

Grand Prix Agenda

Grand Prix 1, 2-3 June
Pelle Gedda Cup
Saltsjöbaden, Stockholm

Grand Prix 2, 16-17 June
Marstrand Cup
Gothenburg

Grand Prix 3, 3-5 August
Swedish Championship
Nynäshamn, near Stockholm

Grand Prix 4, 25-26 August
Nordic Championship
Båstad

Grand Prix 5, 22-23 September
Cup Finals
Stockholm

Read more on:

www.audidragoncup.se
www.segladrake.se

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