

# DRAGON

ONE DESIGN RACING



2010  
REVIEW  
2011  
PREVIEW

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This year the IDA celebrates its 50th anniversary. Founded in 1961, at a Gold Cup on the Clyde, the inaugural meeting was held in a pub and attended by our current President, King Constantine of Greece. He reminded us of this when he spoke to the IDA last October at a dinner celebrating 50 years since he won his Olympic Gold Medal in Dragons, aged 21, in Italy in 1960.

The Dragon Class has, at last, agreed a cohesive Branding Identity to be used for all applications and right across the world. This will create better awareness of who we are and, over time, will definitely help to further strengthen our international franchise. We need enthusiastic participation by all National Associations. A full report is in this magazine, pages 28 & 29, and the guidelines for implementation are covered in Class Regulations (Part IV) available on our website.

The rules for the World and European Championships have been amended. As I reported last year, these were needed to clarify entry qualifications and to avoid over-subscription to these prestigious events. Full detail is available on the website.

2010 has been another successful year for the Class. Championship events were held on Lake Balaton (Europeans, Hungary) and at Marstrand (Gold Cup, Sweden). Balaton was particularly successful, being the first time the IDA has held a Championship in Hungary. I am also pleased that the IDA Financial Accounts recovered from last year, showing a small but satisfactory surplus. During 2010, South Korea joined the

## Chairman's Report



**Rob Campbell**

Class, our 30th National Association – we welcome them as a further step for our Class in the eastern hemisphere. With increasing worldwide penetration, we have decided to offer an article each year in this magazine concentrating on one National Association and are starting this year with Hungary, see page 18 & 19. I hope you enjoy it and it might even encourage you to attend a regatta there!

Technically we have had another quiet year and I would like to thank Mike Hayles (Chairman, Technical Committee) and Marcel Wagenaar (Chief Measurer) for their contributions. Mike is retiring this year and Philip Dohse will become the new Chairman.

Robert Alpe has retired as Vice Chairman and has been

replaced by Reemt Reemtsma from Germany. An article in this magazine will give you some personal background on Reemt and your Officers are pleased to again have a representative from Germany, our single largest fleet by far. Phyllis Chang has completed 2 years as Vice Chairman and has agreed to stand for a further 2 years. David Dale and Jill Hayward have again done sterling work to support us and, on your behalf, I thank them.

By the time you read this, we will already have completed the 2011 World Championships in Melbourne, Australia. In Australia, the Class is growing strongly. The Worlds, with around 75 boats, was by far the biggest Dragon fleet ever gathered in the Southern Hemisphere. Our thanks go to Andrew Merrett and his team at the Royal Brighton Yacht Club for such an amazing achievement. The rest of the 2011 circuit will, I am sure, have plenty for everyone. The calendar is very full of events for all Dragon sailors at whatever level they choose to race. This will be my last annual message as Chairman, and I would like to finish this report by emphasising that the backbone of our class remains the local club racing and the enthusiastic amateur participation. I believe the class should keep this point very clearly at the forefront of its considerations.

*Rob Campbell*

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# Current Champions



<b>World Championship</b> (Melbourne, Australia, Jan 2011)	<b>Alfie</b>	<b>Lawrie Smith</b> Timothy Tavinor Ossie Stewart
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<b>European Championship</b> (Lake Balaton, Hungary)	<b>Bunker Queen</b>	<b>Markus Weiser</b> Sergey Pugachev Matti Paschen
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<b>Gold Cup</b> (Marstrand, Sweden)	<b>Annapurna</b>	<b>Anatoly Loginov</b> Andrey Kirilyuk Alexander Shalagin
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<b>Borge Borresen Memorial Trophy</b> (Marstrand, Sweden)	<b>Kleine Brise</b>	<b>Helmut Schmidt</b> Peter Leibner Andreas List
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<b>Nations Cup</b> (Team Race within Gold Cup)	<b>Russian Team</b>	<b>Annapurna</b> <b>Murka 8</b> <b>Versiya</b>
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<b>X King Juan Carlos Trophy</b> (Cascais, Portugal)	<b>Annapurna</b>	<b>Anatoly Loginov</b> Andrey Kirilyuk Alexander Shalagin
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<b>Trofeo SAR Princess Sophia</b> (Palma de Majorca, Spain)	<b>Annapurna</b>	<b>Anatoly Loginov</b> Andrey Kirilyuk Alexander Shalagin
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<b>Grand Prix Douarnenez</b> (Douarnenez, France)	<b>Sinewave</b>	<b>Tommy Müller</b> Vincie Hoesch Michael Lipp
--	-----------------	--



<b>Dragon Grande Prix Germany</b> (Keil, Germany)	<b>Bunker Queen</b>	<b>Markus Weiser</b> Sergey Pugachev Matti Paschen
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<b>Prince Philip Cup</b> (Perth, Australia, Jan 2011)	<b>African Queen</b>	<b>Joergen Schoenherr</b> Axel Waltersdorff Theis Palm
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<b>The Müller Trophy</b> (Top placed sailor on the IRL)	<b>Annapurna</b>	<b>Anatoly Loginov</b> Andrey Kirilyuk Alexander Shalagin
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## 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. For full details, please see Corinthian article on page 16.



<b>World Championship</b> (Melbourne, Australia, Jan 2011)	<b>My-Way</b>	<b>Frank Berg</b> Søren Holm Saren Kastel
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<b>Gold Cup</b> (Marstrand, Sweden)	<b>Nereid</b>	<b>Patrick Gifford</b> Michael Gifford Harry Pynn Charlotte Savage
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# BMW Dragon Gold Cup



*by Mrs. Kerstin Holmberg - Chairman, Race Committee.*

BMW Dragon Gold Cup 2010 at Marstrand island in Sweden was impressive in many ways. Partly because there were 103 participants from 17 different nations and partly because of the large number of sailors who were Olympic and World Championship medalists, some coming from the Dragon class, but also from many other classes.

It was the 10th time that the Royal Gothenburg Yacht Club (GKSS) arranged a Dragon Gold Cup and also the club's 150 anniversary, therefore the opportunity was taken to celebrate this together with the event.

The first day's sailing was a wet story of rain, light winds and strong currents. Three attempts were made to start the first race, then black flag was shown, finally a successful start was launched. Ninety-six boats were started on an impressive starting-line, 1.2km long, with the race committee boat at the center. The best crew to choose between the wind advantage on one hand and on the other hand the advantage for strong current, was the German boat GER 1071 with Helmut Schmidt / Peter Liebner / Andreas List, which won ahead of Ukraine UKR 9 Werner Fritz.

Germany and Denmark have always been the dominant nations among the Dragons, raising the question of was Ukraine's second place in the first race maybe beginner's luck, but it turned out later that this was not the case.

In number of boats per nation Sweden was at the top with 13 participating boats, which maybe is not that strange, but second nation in number of participating boats was Russia with 6 boats.

Monday's second day of sailing offered weather with sunshine

and blue skies, but with a wind force of nearly 12 m/s and a wave height of up to three meters. You had to be a skilled sailor to manage this situation, some crew members actually fell from their boats in the rough sea. The most skilled crew was the Ukrainian boat UKR 8 with a Danish helmsman, Lars Hendriksen. Lars Hendriksen already had two overall wins in the Dragon Gold Cup, in 1999 and 2007. It was a Danish crew in second place with Frank Berg and the Crown Prince Frederik of Denmark ended up in seventh place.

After two races the Ukrainian boat UKR 9 with Werner Fritz as helmsman was in the lead, at second place was Germany with one of the favorites, namely helmsman Thomas Müller, third was Lars Hendriksen with UKR 8 and fourth the Russian boat RUS 27 with Anatoly Logi-

nov as helmsman.

The third day was a lay day, which was much needed since many sailors had minor injuries to take care of and many boats had to be repaired.

The third race started with a nice breeze at 5 m/s, but after the first upwind leg the wind almost died completely and the rain just poured down. But despite this, the overall leading boats was the first to cross the finishing line. In this case it was Lars Hendriksen in UKR 8 who won and in second place was the Russian boat RUS 27 with Anatoly Loginov. Those boats also held the first and second place overall following three races.

On August the 12th a Regatta dinner was held with more than five hundred participating guests. The dinner guests not only included the gilded splendor of the Royal Prince Henrik and Crown Prince Frederik of Denmark attending, both who participated in the race but also the King and Queen of Sweden.

On the final race day, the battle for victory was between the Russian boat RUS 27 and the Ukrainian boat UKR 8. It started well for Lars Hendriksen in UKR 8 and he rounded the first weather mark in sixth place. He also did an incredibly good downwind leg and rounded the first leeward mark in third place and with this the victory seemed to be secured. But now the wind dropped down and turned 15-20 degrees during the two remaining windward legs. Lars Hendriksen lost places and finally finished 12th in this race.

Instead the Russian boat RUS 27 with crew members



Anatoly Loginov, Andrey Kirlyuk and Alexander Shalagin, got a fourth place in this final race and become the overall winner of the BMW Dragon Gold Cup 2010. In second place was Ukrainian team UKR 8 with Lars Hendriksen, Igor Sidorov and Georgiy Leonchuk and in third place came Portuguese crew in POR 58 with Filipe Silva, Henrique Costa e Silva and Miguel Pinto.

The Nations Cup Trophy was won by the Russian team ( RUS 27 Anatoly Loginov, Andrey Kirlyuk and Alexander Shalagin, RUS 69 Olga White/ Vadim Statzenko / Martin Leifelt and RUS 25 Anatoly Karachinskiy / Alexey Kirilyuk / Vladislav Kapitonov) with 246 points.

The new Corinthian Trophy, founded by Jacob Wallenberg, was won by Great Britain and Patrick Gifford, Michael Gifford, Charlotte Savage & Harry Pynn.

### **Results - Gold Cup**

- 1 RUS27 – Annapurna - 29 pts  
Anatoly Loginov  
Andrey Kirilyuk  
Alexander Shalagin
- 2 UKR8 – Bunker Queen - 33 pts  
Lars Hendriksen  
Igor Sidorov  
Georgiy Leonchuk
- 3 POR58 – Xalet - 33 pts  
Filipe Silva  
Henrique Costa e Silva  
Miguel Pinto
- 4 UKR9 – Bunker Prince - 39 pts  
Werner Fritz  
Igor Matvienko  
Roman Sadchikov
- 5 GER996 – Sinewave - 48 pts  
Thomas Müller  
Vincent Hoesch  
Michael Lipp

### **Corinthian Winner**

GBR717 – Nereid  
Patrick Gifford, Michael Gifford,  
Charlotte Savage, Harry Pynn



Photo: [www.fionabrown.com](http://www.fionabrown.com)



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When performance counts, the choice is clear

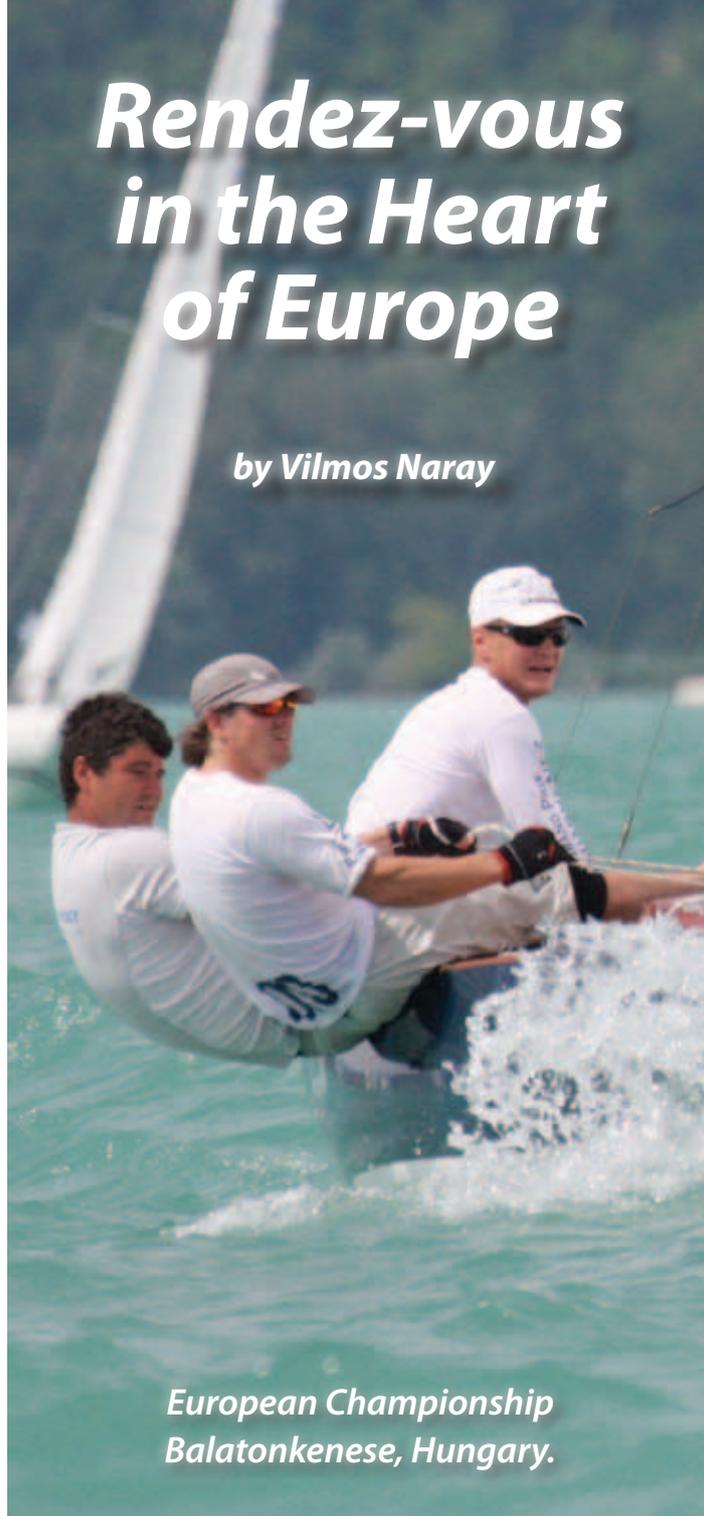
Balaton, the largest surface lake in Central Europe proved to all participants of the Dragon Europeans in Hungary last June, that she is a female one. More than 40 Dragoneers coming from all over Europe from Cornwall to Moscow, from Denmark to Switzerland and even from the United States experienced that Balaton can display a hundred faces. Just like a woman.

She began her flirtation with the Dragon fleet showing a light air on June 1st, the first day of the the Hungarian Championship, the tune up for the Europeans. 39 Dragons made use of the possibility to learn the venue, a fleet that a Hungarian Championship had never seen before. The first race had to be abandoned because the wind had been slowing down to 3 knots. After the second start a northerly breeze of about 6 knots made the first race possible. In a shortened race the Russian boat with helmsman Anatoly Mikhaylin adapted the best to the varying conditions and won the race. The second race was started at 4 pm when PRO Gert Schmidleitner and local race officer Farkas Litkey sent the fleet out in a North-erly breeze of 10 to 12 knots. After two races, the German boat with Dirk Oldenburg, 1972 Olympic medaillist Ulli Libor and Uwe Mares led in front of Vinciee Hoesch, the most experienced 'Balaton-expert' among the top Dragon sailors who had won the Hungarian Championship 2008 and 2009 in the same venue.

Yes, the venue: Balatonkenese, a tiny town on the Eastern shore of Balaton which made huge efforts to accomodate the International Dragon fleet. Their

# *Rendez-vous in the Heart of Europe*

*by Vilmos Naray*



*European Championship  
Balatonkenese, Hungary.*

host, Kenese Marina-Port proved to be a superb facility: a complete pier for 70 Dragons had been made empty to accommodate the Dragons. Craning went smoothly, there has been plenty of parking places and those who chose Hotel Marina-Port to be accomodated, made a right decision: they were separated only 100 metres from their boats.

Günter Ahlers, the Chief Measurer and his aide, Bence Toronyi made all possible efforts to get the measurement checks running smoothly. The Race Office, led by PRO Gert Schmiedleitner and Chief Organizer Vilmos N aray spoke every language from Russian to German and English and worked all around the clock to solve every possible unique problem and to fulfil all wishes.

Back to sailing: the third and fourth race of the Hungarian Championship saw a reduced fleet after Balaton turned to show her angry face: a North-erly breeze gusting up to 30 knots with an

average of 25 knots welcomed the participants on Friday morning. The unpleasant choppy water and the gusting rough conditions were mastered best by the Russian boat with Anatoliy Mikhailin at the helm. They were leading after four races, 15 points ahead of Vincie Hoesch whose mast bent in the first race of the day. At this point no one could have thought that the next week will never bring North-erly winds any more.

On Saturday Balaton came back with a light-wind 5th race. At about 11.00 a.m. Gert Schmidleitner sent the field off in a light, 6-7 knots West-North-West which slowed down to 4 knots after 1.5 hrs. The right decision was to shorten, so the field finished after the second downwind leg. Vincie succeeded in getting around FRA 323 in the last leg and won the race which ensured him his third back-to-back Hungarian Championship title. Two points behind Vincie the second place went to RUS 27, Anatoly Mikhailin, Andrey Kirilyuk and Alexander Shalagin. They mastered the second day's heavy wind very well and sailed – even in the absence of their helmsman Anatoly Loginov – a fantastic race. Third place went to GER 1014 with Dirk Oldenburg, Uwe Mares and Ulli Libor who sailed a perfect first day.

The Championship finished with a 'fun' race, where the guests of Erste Private Banking, the major sponsor of the two regattas and the Hungarian Dragon fleet, were taken on board of 16 dragons and sailed a short light-wind course. The luckiest bank client was sailing with Vincie's team who finished even in this race first again. As

all the other participants had arrived and made their last preparations, the participants of the Hungarian Championship enjoyed a superb grill party together with Erste Bank's guests, who spent their whole day in the marina.

Sunday should have started with a test race which was called off as the wind went on weekend holiday. Instead of sailing the participants enjoyed a friendly welcome at the opening ceremony in the public park of Balatonkenese where school children held the national flags of participating nations. On the melody of the Hungarian national anthem three old wooden dragons hoisted their mainsails. The young dancing group and the local choir entertained about 300 guests. IDA Chairman Rob Campbell thanked everyone for the welcome in his opening speech and said 'I have been fantastically impressed by the wonderful open water here'.

But the water remained calm for the next two days. Instead of exciting races there were exciting shore programs. On Monday the local bakery 'Katica' invited the participants for some glasses of 'pálinka' and to have a look inside the bakery

where a special bread had been made for them. After some glasses the local choir taught everyone the traditional song 'Széles a Balaton vize' (The water of Balaton is wide) in Hungarian! Results of high ranking IDA officers to make huge efforts in learning the song can be seen on YouTube.



Finally, on Wednesday the Weather God was merciful and the real race started. At about 12.30 the long expected Southerly breeze arrived. PRO Gert Schmidleitner managed to start the first race – after one general recall with black flag – at 13.50. Markus Wieser proved to be calmest. At the first mark he was 12th, at the gate already 3rd, and after a duel with Evgeniy Braslavets he won the race.

The breeze of about 8 to 9 knots held on the whole afternoon. The race management

decided to start right from the finish line, which enabled two more races for the day (the sailing instructions have been amended accordingly). The titleholder mastered the second race even better. He made a good start, and came up to mark one as second behind leader Ron James. Surpris-

ingly, Ron James lead the fleet. However, at the gate, Bunker Queen's German ace was already first and managed to lead the fleet into the finish.

The race was won by RUS 90 with Dmitry Berezkin who, with that victory, moved up to second in the overall ranking. Third went to Anatoly Loginov, who worked himself up to place 13 in the 7th race. But the most important thing was that defending European Champion Markus Wieser won the title again, as he sailed to the first mark as second and kept calm throughout the whole race. In the end he finished as third and won the Championship, resulting in a wave of applause from all supporting boats on the finish line.

The fleet was welcomed back in the harbour by a perfectly organized craning-out process. During not more than 3 hours all boats were on their trailers thanks to the work of Peter Wonke and all his team of volunteers.

The prize giving ceremony was held in the framework of an outstanding Hungarian dinner where a Hungarian Gipsy Band made a fantastic atmosphere. The applause of the day went to Jenny Green who in spite of her Motor Neurone Disease sailed all races.

The king of the day was of course new-old European Champion Markus Wieser who thanked the organizers and congratulated his opponents, especially to the even better Eastern European teams. The peak of the evening was Markus's 'Chardas' dance with major sponsor Marinepool's marketing lady, Oli Repaja.

After some calm days in the beginning the Dragon Europeans in Hungary proved to be a perfect regatta with 7 races. The Hungarian Dragon Association sees the event as a proof for being able to organise large Dragon events on Balaton and confirmed its intention to invite the fleet again soon.

## Results - Europeans

- 1 UKR7 – Bunker Queen – 27 pts  
Markus Wiser  
Sergey Pugachev  
Matti Paschen
- 2 RUS90 – Zenith – 38 pts  
Dimitry Berezkin  
Anatoly Kudritskiy  
Aleskey Bushuev
- 3 RUS27 – Annapurna – 45 pts  
Anatoly Loginov  
Andrey Kirilyuk  
Alexander Shalagin
- 4 UKR8 – Bunker Team – 47 pts  
Lars Hendriksen  
Igor Sidorov  
Georgiy Leonchuk
- 5 GER1036 – Dragon Holly – 52 pts  
Stephan Link  
Frank Butzmann  
Michael Obermaier



# British take 2011 Dragon World Championship!

It had been eight years since a Dragon World Championship was held in the southern hemisphere (Hobart, 2003) so when the Australians were awarded the right to host the 2011 event they went all out to ensure a great turnout and a great event. With 70 boats from a dozen nations travelling to Melbourne to compete they certainly got a great turnout and, despite the challenges of often-atypical weather, it also proved to be a great championship.

The Prince Philip Cup, for the Australian National Championship, preceded the Worlds and was raced on the same course providing an excellent pre-worlds regatta. After seven hotly contested races Denmark's Joergen Schoenherr, crewed by Axel Waltersdorph and Theis Palm, snatched victory by just two points from Germany's Tommy Müller with Anatoly Loginov of Russia third.

The Opening Ceremony for the Worlds and the Prize Giving for the Prince Philip Cup were held at the Queen's Hall Parliament House, one of Australia's oldest public buildings, and the crews enjoyed an evening of traditional Aussie hospitality.

With warm-up, registration and formalities completed the Worlds got underway. For the opening PRO Kevin Wilson laid his line in 16-18 knots in front of the Royal Brighton Yacht Club. Many of the 'form' boats worked the starboard side of the first beat including Britain's Lawrie Smith, who was in a tight group at the first rounding with Tommy Müller, Denmark's Stig Lassen and Germany's Markus Wieser sailing for the Ukraine. For the second beat the leaders worked the shifts up the middle resulting in some place changing, but on the last beat those who went right made the gains and were led into the finish by Smith with Jens Christensen of Denmark second and Anatoly Loginov third.

Predicted 25 knot winds for day two went through earlier than expected and the second race got underway in around 6 knots. A general recall was followed by a clean start on a long line and many fighting for space at the committee boat end. Meanwhile from the pin a handful of boats including the beautiful varnished 'Galejan II' of Sweden's Johan Palmquist, which sailed in the Olympics in Melbourne in 1956, and the equally beautiful brand new 'Wolly' of Wouter ten Wolde from Holland, sailed serenely up the left hand side of the course and arrived first and second at the weather mark!

The first run was difficult with the fleet splitting, the lead pair were overtaken by a clutch of boats, and with a course change at the bottom the left hand lane on the next beat was the way to go. Australia's Wolf Breit led at the second top mark and on the long slow frustrating second run, but then the course was shortened and Willie Packer, from Perth, overhauled him right on the line. Rus-

sia's Mikahil Apukhtin was third and Wouter ten Wolde fourth.

With two days gone and only two races completed day three was all-important. It dawned with no wind, and the AP hung from the masthead all morning until around 2.30pm when the fleet was ordered to sea. The PRO got the race away in around 10 knots after two general recalls and with the Black Flag in play. Middle was the place to be and the 'names' were back in charge as Müller, Smith and Evgeniy Braslavets of Ukraine led down the first run. There were plenty of incidents at the gate, as the bulk of the fleet blanketed those turning



ahead, but generally the top ten boats hung on to their places. On the second beat the right paid and there were changes at the front but Braslavets still led from Dirk David from Germany followed by Denmark's Lars Hendriksen sailing for the Ukraine. The final positions were Braslavets first, David second and Wieser third.

And that was it for the day! Three days gone and three races in the can, Markus Wieser

leading, Martin Pallson of Sweden second and Evgeniy Braslavets third, with two more races needed to make a series and three to allow for a discard!

With the lay-day ahead, that evening all the competitors were treated to a "European" night, where the German teams generously sponsored food and copious amount of alcohol throughout the evening. Hendrick's Gin proved to be the most popular drink of the party, which saw 84 year old Australian Olympian Gordon Ingate dancing the night away with 16 year old competitor Juliette ten Wolde – a combined age of exactly 100 years. There seems to be no end to Gordon's stamina - or was it the Hendrick's Gin?

Thursday dawned with torrential rain and 25 knots, which abated as the day wore on. Following a recall the Black Flag got the fleet away clean, with the pin end looking good. Tasmanian star Nick Rogers picked this end, as did Danish legend Frank Berg. They both sailed right in to the beach then out to the mark to arrive first and fourth, meeting Igor Goihberg of Russia and Markus Wieser coming in on starboard in second and third places.

The lead group got away and the separation continued down the run. At the bottom Berg was ahead but Steven Shields of Tasmania had taken second from Goihberg with Rogers fourth. At the top Berg was stretching his lead, Goihberg was back to second and Willie Packer had arrived into third. The course was shortened on the run and at the finish Berg and Goihberg held their position but Rogers had retaken third

Race five followed on in

10 knots and persistent light rain. The committee boat end was favoured leading to heavy congestion, some boats escaped and tacked off right but it was middle and left which paid, with a big procession coming into the mark on port led by Jacob Wallenberg of Sweden, Frank Berg and Joergen Schoenherr. At the first gate it was Schoenherr from Müller and Wallenberg, but up the next beat it was Müller who hit the gas, got into first place and stayed there until the finish. Berg was second and Wallenberg third.

During all these races 30 all-amateur crews were also racing for the new Corinthian Trophy presented by the late David Atkinson a previous Commodore of the Royal Brighton Yacht Club and initially the Chairman of the Organising Committee. A number of the Corinthian boats had been sailing consistently near the front of the fleet, among them William Packer, Nick Rogers, Frank Berg and Dirk David. Going into the final race Frank Berg was leading Corinthian as well as posing a big threat to the overall leaders. For many crews it was 'all to play for' on the final day, especially with the prospect of the discard coming into play.

Saturday dawned sunny and clear and the boats lined up for the final start in 6-8 knots on a Black Flag. Many were surprised not to see Markus Wieser "all over Lawrie Smith like a rash" as by stopping Smith from having a good start, Wieser could have guaran-

to finish in sixth or higher, as Wieser got swallowed up in this highly competitive fleet, and that was never going to be easy. With the pin end boats easily able to cross the fleet Mikhail Mauratov lead Frank Berg around the top mark, closely followed by Nick Rogers. Smith rounded just inside the top ten so the experienced British team knew exactly what they had to do, PASS THREE MORE BOATS!

It took every ounce of helming technique; crewing skills and sail trimming for Smith to slowly climb up to seventh place on the final run. But with the race leaders all having their own private battles which included some heavy "cover tacks", Smith and crew had to brave

Tavinor and Ossie Stewart.

In the Corinthian competition Frank Berg, Søren Holm and Saren Kaestel's final race win confirmed their Corinthian victory from David Dirk with Willie Packer third.

It was a tense week for competitors and Race Officers alike, the weather threw a lot at both, but in the end a series with a drop was achieved, the winners were very happy with their Trophies, the sun was shining and the Melbourne hospitality reached its peak at the Presentation Dinner.

Congratulations to the winners, the runners up, the Royal Brighton Yacht Club and their army of volunteers for running a great World Championship.



teed victory. But such was the respect that the German sailor has for his British counterpart that the predicted engagement never emerged. "He never came at us" Smith was later heard to say, so the start got away fairly with the two boats quite close together towards the pin end.

For the first time there seemed to be a strong current which assisted the leeward boats and a massive separation started to take affect as the fleet got up to speed in the light wind. Boats that started right could see that by holding onto their first starboard tack, they were making a considerable gain over the rest of the fleet. In fact it was the boats that started just below Smith and Wieser that were doing the best and so Smith was able to pull out an advantage over Wieser who was slightly to windward.

This was the first part of the winning strategy, now Smith had

the bad air caused by such antics and pray they could hold onto their essential position as the finish line beckoned. On crossing the finish line with a last ditch roll tack the British trio took sixth place by a whisker which put them on 30pts, equal with Wieser who crossed the line in 25th place. On count-back, because Smith had won a race and Wieser had not, the World Championship Title went to Lawrie Smith crewed by Tim

## **Results - 2011 World Championship**

- 1 GBR751 – Alfie – 30 pts  
Lawrie Smith  
Timothy Tavinor  
Ossie Stewart
- 2 UKR7– Bunker Queen – 30 pts  
Markus Wieser  
Sergey Pugachev  
Matti Paschen
- 3 DEN266 – My-Way – 39pts  
Frank Berg  
Søren Holm  
Saren Kastel
- 4 UKR9 – Bunker Prince – 44pts  
Yevgen Braslavez  
Sergey Timokhov  
Evegeniy Kuschienko
- 5 UKR8 – Bunker Boys – 48pts  
Lars Hendriksen  
Goergiy Leonchuk  
Kushchiyenko Yevgen

## **Corinthian Winner**

DEN266 – My-Way – 39pts  
Frank Berg  
Søren Holm  
Saren Kastel

New Year's Greetings Campers.... As you may know I normally give an end-of-season roundup at this time to help you all keep up to date with the winners and the individual success stories I witness through the year, bringing hopefully a smile to your faces as I look back over yet another season of Dragon Racing at the highest of levels... However, due to the new "Blog" format offered by our exciting and ever changing IDA Web Site, the past has been noted, it's the future you require!

So looking ahead to 2011 the Melbourne Worlds are already upon us and by the time this article is out in circulation a new World Champion will have been crowned... With over 80 boats registered, many from Europe making the long journey down under, I am sure it will have been exciting, challenging, rewarding and extremely hard fought at the highest level of sailing any class can offer. I will be there to take part and witness how the races unfold, as a betting man myself, I'll put my money on either Markus Wieser or Lars Hendriksen winning, with Tommy Müller in the top three! The following names to be in the frame and possible race winners, Richard Lynn, Nick Rogers, Andrew Craig, Jorgen Schoenherr and Lawrie Smith. With my wild card wager of Klaus Diederichs being in the mix. Whoever lifts the trophy at the end of the week, it will have been probably the toughest and highest standard of any Dragon Worlds..

Then in Feb/March/April we will all have the delightful opportunity of sailing in the South of France, Portugal or Italy, as

## Stavros on 2011



winter racing will be in full flow at Cascais, Cannes, Vilamoura, San Remo and Monaco. What a way to brush away those dusty cobwebs and get the magic "feel" back in those steady hands and set the blood rushing through those overstrained veins filled with the Xmas & New Year festivities. In May it's our ever-faithful Douarnenez regattas, where Louis, Gwen and Annie put together the BIGGEST FLEET event of the year.

Incidentally, the "Flintstones" are not liked in Afghanistan, but the people of Abu Dhabi Do :) (sorry about that one Densil...)

So onto the other major events of 2011, Boltenhagen will host the Europeans in early July, where Ulli and Manuela Libor will hope to combine the German Grand Prix, the Child-

hood Charity Race and the European Championship all into one fantastic event. I tell you if anyone can pull it off, it's the Libors. With Ulli rushing around like a madman of half his age and Manuela organising everything behind the scenes, it's an event not to be missed. Boltenhagen has wonderful beaches to relax on after some refreshing racing on the Baltic Sea. It's new Marina is surrounded by superb hotel facilities and apartments, which complement the short sailing distance to the race course. If you have ever thought of doing a Europeans, DO THIS ONE, it will be family friendly with many "off the water" activities and superbly organised. Some travelling boats may take the opportunity to move onto the German National Championships in Kuehlungsborn which starts a week later. I have been assured by the great Tommy Müller that this will be an extremely well attended event. So why not spend a week touring the sights of Hamburg after the Europeans and then try your hand against the biggest National Dragon Fleet in the World!

Belgium will then have the privilege of hosting the Gold Cup in September. As the 2010 Belgian National Champion, I can tell you a great deal about Ostend. It's Yacht Club is one of the most friendly you will ever visit and the town has endless golden sandy beaches that will keep the most active of young family members busy. Meanwhile on the water, the North Sea tides offer a most challenging race course, with sand banks, tidal changes and different sea conditions that will keep the most experienced of our sailing fleet on their guard to the very end of every race.... Thinking back I'm sure many of you will recall the last Gold Cup held there in 2001, which saw some boats stranded, fighting an increasing tide. But please don't let that put you off travelling to Belgium, for the last nine years we have had the most excellent racing organised by some of the best Race Officer's in the World and with the Belgian Nationals preceding the Gold Cup, a better warm-up event could not be planned. Be There!

And so finally Camper's keep your eyes glued to the IDA web site Blog where I will bring you regular updates from the events I attend throughout the coming season. Try to get your own Dragon down to any of the early winter series (or contact me for boat charter possibilities). Make dates in your diaries to attend and support your own National Championships throughout the year, as well as travel whenever you can. It's great to see the International events well attended, but never forget the grass roots of the class where the local clubs still need every support.... Remember to encourage "New Blood" into the class whenever possible, we need younger sailors learning the skills from the experienced racers in order to keep our precious fleet at the very top of it's game. Then lastly and very finally, raise a glass to our class legend, Poul-Richard Hoj-Jensen, who no doubt is relaxing at his new home in Antigua, trying to sneak another beer from the fridge, as his watchful guardian angel searches for another home improvement task for him under the blue and cloudless sky.....

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Stavros

# GRAND PRIX DOUARNENEZ

2011 APRIL 30 - MAY 7  
SIZHUN PENN AR BED - DOUARNENEZ

[www.grandprix-douarnenez.com](http://www.grandprix-douarnenez.com)

COUPE DE BRETAGNE : APRIL 30 - MAY 2  
GRAND PRIX : MAY 3 - MAY 7



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Société des Régates de Douarnenez  
[www.sr-douarnenez.com](http://www.sr-douarnenez.com)



# Interview IDA Vice Chairman Reemt Reemtsma

At the 2010 International Dragon Association AGM in London, top German Dragon sailor Reemt Reemtsma was elected as Vice Chairman of the IDA. Born in 1960 in Hamburg but now based in Berlin, Reemt is a lifelong sailor whose sailing experience is both extensive and extremely varied. A lawyer by profession he sails regularly with his wife Petra and their small daughter and also enjoys scuba diving, skiing and travelling.

As well as being an enthusiastic sailor Reemt has also dedicated a lot of his spare time to the administration of our sport and brings a wealth of class and regatta management experience to his new role including previous involvement with the IDA on technical matters. We caught up with Reemt to find out more about his background and what he feels he can bring to the IDA.

**IDA – How long have you been sailing Dragons and what brought you to the class in the first place?**

RR - I bought my first Dragon GER 851 in 1994 from Andreas and Joh von Eicken, well known and successful Dragon sailors, who had sailed her only for a few races. We are now sailing my third Dragon GER 1067 (built 2009).

When I moved to Berlin I was looking for keelboat class for leisure sailing and racing on the local lake, with a competitive local fleet. The class also had to offer the opportunity to go racing at other venues in Germany and may be once or twice a year abroad. At that time there were not many classes which would have fulfilled these requirements. I choose a Dragon although I had never sailed one before.

Luckily I consulted Achim Kadelbach, the only Dragon owner I knew in those days, before I bought my first Dragon. As result of his advice I spent a multiple of my initial budget but that was well-spent money, because I had from the beginning a very competitive boat and I was immediately fascinated by Dragon racing. Since then I have against my initial intention never used my Dragons other than for racing.

**IDA - Tell us a little about your sailing background, achievements and goals.**

RR - I started sailing as a kid with my parents. During school time me and my friends spent almost all of our spare time at or around the yacht club. The classes I raced: included Pirat, Laser, OK-Dinghy, Finn and Admiral's Cup yachts. Beside that I made some extended journeys with cruising yachts including some ocean crossings and a journey to Spitzbergen. Some of you may know that I gave up my job in 2001 and sailed our X-482 with my wife and our little daughter in the Baltic Sea, crossed the Atlantic



Ocean, spent two seasons in the Caribbean and sailed her back to Europe.

When it comes to achievements its hard to tell, may be a 2nd place in an OK-Dinghy World Championship at Medemblik, may be the experiences I made during some of our cruises. For example during one ocean crossing our yacht almost fall apart and we were really worried to keep her afloat, or when we were heading for Jan Mayen (a small Island in the middle of the Arctic Ocean) coming from northern Norway the mast broke and we had to rig the spinnaker pole as a mast to reach the coast where we rigged an old telegraph pole as mast and sailed all the way back to Germany! I think such experiences are much more important than winning races or championships.

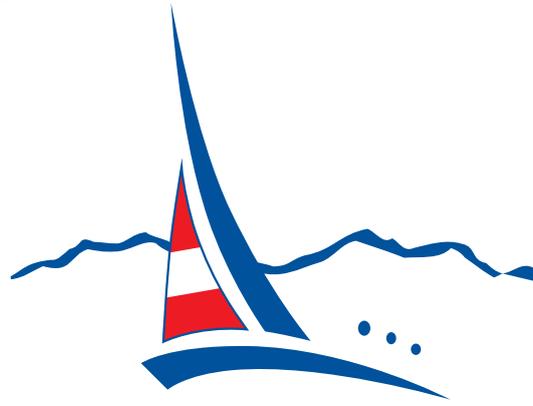
**IDA - You have been involved with top-level race management for a number of years now. What do you see as the key factors in achieving good event and race management for the IDA?**

RR - I think it is basically simple: These days Dragon sailors appreciate good races and one or two beers in the marina, they do not travel and race for caps, T-shirts or social events. Therefore the IDA and every hosting club needs to concentrate on what is essential for a nice day on the water and good racing, i. e. a venue with reliable sailing conditions, an experienced Race Committee with reliable equipment to run races, a suitable marina and short ways to the race course. The IDA provides a set of recommendations for hosting a successful event and if everybody involved in hosting an event tries as hard as possible to follow this recommendation we are on a good path.

**IDA - You are a lawyer. How do you think this might inform your work for the IDA?**



PROUDLY PRESENTS



## Dragon European Championship 2012 Austria UYC Attersee

Freitag, 8.6. – Freitag, 15.6.2012

RR - A lot of the IDA's responsibility has in one way or another to do with rules and regulations. Because they required technical and administrative experience it does help if you are able to read, draft and revise rules and regulations precisely, that is what lawyers do every day, so that may be or is helpful.

*IDA – What type of legal work are you involved in?*

RR - My work does cover the whole range of real estate transactions including financing, from simple sale and purchase of flats and houses to complex structured international transactions including financing.

*IDA – Coming back to the IDA, what do you see as the key tasks and objectives for the IDA and the Dragon Class in the coming five years?*

RR - If the IDA can continue its successful work, the steady development of the class it is all we can do. We have to observe technical and other developments and consider constantly if and how we shall react, to keep the Dragon as attractive as it is and has been for the last decades.

*IDA - What prompted you to become involved with the IDA Class management again and what do you feel you can bring to the class in your new role?*

RR - When Robert Alpe's term expired, Rob Campbell [IDA Chairman] felt that Germany with the largest fleet worldwide should be represented in the Committee, as nobody else raised his or her hand I did!

**World  
Championship  
2013**

**Weymouth, UK  
5 - 13 September 2013**

**More information –  
[www.britishdragons.org](http://www.britishdragons.org)  
or e-mail [martin@themakeys.co.uk](mailto:martin@themakeys.co.uk)**

The poster features a background image of several dragon boats racing on the water. The text is overlaid in orange and white. A large blue 'IDA' logo is positioned on the right side.

# Calling all Corinthians

An innovation this year to two of the major IDA events has been the inclusion of Corinthian trophies open to all non-professional crews. The aim of the Corinthian trophies is to provide recognition to the many fully amateur crews who race at the international events alongside the semi and fully professional teams. The Corinthian teams sail within the main fleet but their Corinthian results are scored separately.

Long time supporters of the Class have generously donated magnificent trophies for the Corinthian Division. The Royal Swedish Yacht Club donated the Corinthian Gold Cup Trophy, and the late David Atkinson from Australia donated the Corinthian World Championship Trophy. They are both 'perpetual' trophies and will be competed for in future at these events. They are also extremely attractive trophies and a great addition to any trophy cabinet.



It is early days for this innovation and it was a little disappointing that only 50 boats at the Gold Cup and 30 at the Worlds entered for the Corinthian competition although many more crews were potentially eligible. Our aim now is to promote greater awareness of the Corinthian Championships and to encourage as many teams as possible to take part.

As an ISAF International Class the Dragon uses the ISAF Sailor Classification system to identify which sailors are truly amateur (Classification 1) and which are professional (Classification 3).

The first step to qualifying as a Corinthian team is to get all of your crew to obtain their Sailor Classification 1 from ISAF. This is a simple two-step process that takes only a few minutes to complete online. Go to [www.sailing.org](http://www.sailing.org) and select the "Sailors" link from the main navigation window. Then select Sailor Classification in the left nav menu followed by First Application. This takes you to the form to request an ISAF ID (you will also need this for the IRL and NRL Rankings of which more on page 28). You've now completed step 1 (and you will be able to see that you are logged into the ISAF website). You will receive an e-mail from ISAF confirming your ISAF ID number (for example mine is GBRFB – GBR indicated nationality is British, and FB is the initials and 3 shows that this is the third British

person to register with the initials FB) and you can use this with your chosen password to log into the ISAF system again in the future. Make sure you record your ID and password in a safe place.

Once you have submitted your ID application the system will give you the option to continue with your ISAF Classification Application. Click Next and then from the left side nav menu select Request New Classification. This will bring up the form to request your Classification. Answer all of the questions carefully and submit. Some applications are processed immediately by the system and in this case you will see the confirmation on screen and be offered the opportunity to view your Certificate. We recommend you view and print out a copy then keep it with your regatta boat papers so it is ready to present when needed. In some cases your classification request may be placed under review and then the ISAF Sailor Classification Commission will contact you via the e-mail you used to register requesting further information. Please ensure you correctly follow the response procedure given to ensure your application is processed promptly.

An ISAF Classification is valid for up to two years from the date of issue, however, if at any time there is a change in your situation that might affect your Classification it is your responsibility to renew your Classification giving details of your new position. When your Classification expires you will need to log back into the ISAF site using your ID and your password and renew your Classification.

So now you and your crew are ready to race Corinthian and the next thing is to ensure that you correctly declare this when you make your entry to events. The Organising Authority will include a separate Corinthian entry form with the entry papers and there is no extra cost. To prove that you all correctly qualify as Corinthians you must supply the ISAF ID number for each crew member, you must confirm that all are ISAF Classification 1 and you must give the expiry date for each Classification (note all classifications must be valid until at least the last date of the event).

The completed Corinthian entry form with details of all crewmembers must be sent to the Organising Authority by the advertised last date of entry. They will be checked by the OA and by ISAF. ISAF may also send a representative of the ISAF Sailor Classification Commission to the event to conduct sailor interviews during the on site registration period. In this case a list of crews required to attend for interview will be published on the official notice board and sailors must attend. Failure to do so will result in disqualification from the Corinthian Division.

#### **To summarise this procedure:**

- **Get your ISAF ID**
- **Get your ISAF Classification (and make sure it has not expired)**
- **Complete the Corinthian entry form and submit by closing entry date.**

It couldn't be simpler, and if you're good enough, will give you one more beautiful trophy to take home!!



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# From the minister's lover

# ... to the Europeans on Balaton

## The story of Dragon sailing in Hungary

### The early years

We are in 1955, one year before the Hungarian revolution. Stalin is dead, the popularity of the communist party is decreasing day by day in Hungary. Yachting is seen as a heritage of the past, a sport made by enemies of the 'people's democracy'. Still: no matter what they say, the new rulers in the communist government know exactly, how to enjoy life. And the Minister for Transport, Lajos Bebits, decides to have a sailing boat on Lake Balaton, the 'Hungarian sea'. However, he would be despised by his comrades for owning a yacht himself. That is, why the newly built boat was given to his girlfriend, Olga.

This is the start of Dragon sailing in Hungary. Olga's boat with iron frames is being built in Siófok, the biggest town on the southern shoreline of the 80 kilometre long lake. When owned by the Minister's lover 'Gordius', was called Vitu, meaning 'We two'. (Bebits used to live in the USA as a leader of the communist party's Hungarian section there in the 20s, so he spoke English). The couple had been sailing with the boat six years long, and Bebits must have been very proud of it, as at the end of the 50s he was Hungarian Ambassador to Sweden, Norway and Iceland – where he saw a large bunch of Dragons at that time.

Gordius/Vitu is registered

with the Hungarian Dragon Association as Nr. 2. Unfortunately we have not seen her lately but she still exists. The Dragon fleet is, however, very proud of still having its Nr. 1 – Triton. She was built earlier, some sources say 1953, some others 1955 in Budapest. She has recently been refurbished again and sails quite regularly with her proud owners, Balázs Barts and István Lukáts.

### The Golden Era

But the story did not stop with the lover of the Minister. The sixties brought the Golden Era of the Dragon class in Hungary. In Balatonfüred, the key yachting centre at the Lake, and Siófok, about 25 boats had been built in the yards. The shipbuilders used all types of wood that was available these times, when Hungary was quite isolated from 'capitalist' import sources. Mahogany, okume, oak, cedar and a series of other types of timber were used for the construction.



Unfortunately, in some years copper nails had been unavailable, so the builders used quite often iron nails. This resulted in an erosion of the wooden parts of the boats, forcing the owners to sell these boats at a very low-price in the 80s and 90s.

The last wave of the development of wooden Dragons took place in the early 70s, when five new boats (Nr. 30 to 34) were built for competing in international regattas. They sailed in the Bavarian lakes and even at the Kiel Week. For one or another reason, however, a Hungarian Dragon never sailed at the Olympics, and these dreams vanished with banning the class from the Olympics after 1972. The most successful Hungarian Dragon, Yorikke, built in 1969, won the Hungarian Championship 17 times and after her last refit in 2006 even sailed in the European Championship in Balatonkenese, 2010.



### Rebirth and development until 2010

From the late 70s until the mid 90s the Hungarian fleet did not change much. The Dragon degraded to an 'old sailor's boat', young sailors tended to choose more interesting classes. A new development was first heralded in when two Hungarian boatbuilders tried to build new GRP Dragons and some quality second-hand boats were imported in the late 90s.

Suddenly, Dragon gained an appeal for the sailors. As regattas became more and more interesting, talented sailors came into the class again. Some enthusiasts started to go abroad and sailed in Switzerland, Germany, Austria. After decades of being away from the international Dragon circuit, Hungary attended the Europeans on Lake Thun, Switzerland. This was the basis for building up an organized association again.

We received much support from Germany, where Sándor Keskés, an exiled Hungarian, succeeded in persuading his fellow Dragon sailors to come and compete in the Hungarian Dragon Championships on Balaton. Sailors from Germany, Switzerland and Austria,



as well as some others from the States and the UK regularly came to the Hungarian Championship in Balatonfüred. The international links made the class even more attractive which helped us reorganizing the Hungarian Dragon Association from 2005 onwards. We set the objectives that within five years we should have at least 30 boats in the fleet of which 20 regularly participate in regattas.

Some enthusiasts within the Dragon sailors' circle saw a good

in 2010 was held in Balatonkenese, Hungary and we received much applause from the participants.

#### ***The reasons behind our success***

It was clear for us from the very beginning that Dragon is a two-fold boat: competitive and social at the same time. We put much emphasis on both: created family-type events to make the class attractive for passionate sailors who just did not want



chance to develop a modern, open and international class for Hungarian sailors who wanted to enjoy one-design racing instead of fighting against the clock in handicap-systems. They went to look for sponsors and decided to bring a grand international event to Hungary. We were lucky to find Erste Private Banking, whose management was aware that the Dragon image is very similar to that what they see to be important values. They supported us in our efforts to build our class. We ended up with Nr. 55 in 2010 – with 15 to 20 participants in large Hungarian events and up to 3 to 4 boats regularly attending events abroad.

And, what we are really proud of: the European Championship

to leave their children at home. At the same time, ranking list regattas were very competitive and we hired the best Hungarian sailors to be Race Officers.

We paid much attention to the classic fleet. As the most of them have no real chance to be in the top 5 at the regattas, we usually have extra prizes and an extra ranking list for them. Their enthusiasm is a core element of the success of the fleet.

There is, of course, some set-back in Dragon popularity in Hungary after the Europeans. All in all we think that we have achieved a unique development in Hungarian sailing and the Dragon class has a stable basis for the future.



***Article by  
Vilmos Naray***



## European Championship

### Dragon Grand Prix

July 3<sup>rd</sup> - July 8<sup>th</sup>, 2011  
Weiße Wiek Boltenhagen

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# 2011 European Championship in Boltenhagen, Germany

BMW to be key partner for the Dragon class

BMW AG will support, as the automobile co-partner of the Dragon class, the 2011 European Championship of the International Dragon, which takes place in Germany for the first time in more than 20 years. The European Dragon Championship will be hosted by the hotel and marina complex "Weisse Wiek" ('White Bay') at Boltenhagen on the Baltic coast of the state of Mecklenburg-Western Pomerania.

As presenting sponsor the Transbunker Group will support the event. Transbunker is a privately owned international oil trading, oil storage and bunkering company whose founder and principal shareholder is a dedicated sailor and also the owner of the currently leading three Dragon crews worldwide.

The "Weisse Wiek" hotel and marina complex hosted successfully in 2010 the Dragon Grand Prix Germany, the fifth time it was held in Germany and the first time in Boltenhagen. It was a highly successful prelude to the 2011 European Championship and established the "Weisse Wiek" hotel and marina complex as one of the outstanding new sailing venues worldwide. As a result, the International Dragon Association assigned the European Championship to the Marina Boltenhagen from 3 – 8 July 2011.

The world-elite of the Dragon sailors is expected for the 2011 European Championship. The reigning European Champion, Markus Wieser, who is also an ambassador on behalf of BMW and a member of the prolific Transbunker sailing team, will defend his European Championship title for the fourth time in succession.

The world-wide number one ranked Dragon sailor, Anatoly Loginov from Russia, as well as the vice-world champion, Lars Hendriksen from Denmark, will also be at the starting line.

The Dragon class is often referred to as the royal class, because King Constantine of Greece won the first gold medal for Greece in sailing in the Dragon class in 1960 and a number of other European royal family members are actively involved in the Dragon class. The level of competition in this class is extremely high: more than 40 of the current competitors are winners of Olympic medals, World-and European champion titles.

The Dragon class supports a major charitable foundation. For the 7th time in succession and as a prelude to the European Championship the CHILDHOOD Race will be sailed, on Sunday, 3rd of July

2011, in support of the World Childhood Foundation, founded by her Majesty Queen Silvia of Sweden.

Close to 1 million Euros have been raised in the past with the help of the CHILDHOOD races for the World CHILDHOOD Foundation - under the motto "top Dragon class sailing for children in need".

Further information:  
[www.dragon-grand-prix.de](http://www.dragon-grand-prix.de)

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# Classic Dragons Enjoying A Revival



When the first Dragon appeared in Gothenburg in 1929 nobody thought it was a classic. It was simply a cheap and cheerful Johan Anker one design to the 20sq.metre Rule. Indeed so anonymous was the Dragon that they simply had a "20" as their insignia.

Over the ensuing eighty-one years the Dragon has become a "classic" in two different ways. The first applies to the whole class. Its sheer good looks and retro style make it a classic whatever material it is made of and however old the boat in question. They turn heads in a way that most modern boats do not. The second way is that with the change to GRP construction in about 1973 a closed group of wooden carvel-planked Dragons was effectively created. Though it remained legal and possible, very few more carvel wooden boats were built and, of course, those original boats got older and acquired a classic veneer even if some of them were still being raced just as hard as their GRP competitors.

It is very hard to know how many of the "classic" wooden Dragons still exist. The IDA thinks that about 3,000 Dragons have been built. We know that there are about 1,450 boats registered with National Associations which must be largely GRP and cold-moulded boats. At a wild guess perhaps 200 of these are classic carvel-planked boats. So, somewhere out there are potentially another 1,750 classic Dragons. It is a lot of boats!

So what has happened to them? Undoubtedly a number of them are no more. Some have died in accidents, mostly at sea but occasionally on the road. Others have simply rotted away from lack of maintenance, often in the back area of a boyard. But there are still a lot of classics around and fortunately there is also a growing group of sailors interested in rescuing and restoring them.

The "classics" fall into four different categories, the top flight racing boats, club racing boats, elegant day-sailers and projects. There are a number of classics taking part very successfully in the class's major regattas. Indeed Eva, a 1957 Pedersen and Thuesen boat, won the Gold Cup in 2007. Most of these boats have all had a great deal of work and love lavished on them and are almost as new and fully capable of taking the loads imposed by modern rigs. It is a real

tribute to the quality of the original building that approximately 50 years on they can still compete at this level. There are, of course, more of these boats that could be brought up to the same standard and the challenge is to find a supply of top flight sailors with the time, money and desire to combine sailing at this level with an unusually beautiful boat.

At the next level there are club-racing boats, often owned by the same people for many years, which still perform very well. The success of the Classic Championship staged by the Swiss last year demonstrated that this constituency within the class is alive and well. A recent enquiry revealed that there is a nascent circuit for classic Dragons in Europe, a development worth watching.

Many Dragons have become elegant day-sailers. The British fleet of wooden boats was largely exported to Europe for this purpose and many can now be found in the Netherlands for example. The same has happened on the European lakes, where the generally light sailing conditions also have the advantage of being easy on the older boats. The revival in the class in North America is based on this use as well as racing. A wooden Dragon is much more individual than any GRP boat can be, providing an extra source of pleasure.

This also explains our final category, the projects, details of which frequently appear in my e-mail inbox. At any given moment there are a number of dedicated amateur and professional boat builders working on restoring Dragons, encouraged by the beauty of the boat, even in unfinished form.

The classic Dragon therefore offers the enthusiast a variety of ways to enjoy themselves. They range from top flight racing through to the satisfaction of re-creating a beautiful object. The good news is that there are still plenty of opportunities to enter this part of the class and many people willing to help if needed.

If you would like more information about locating, restoring and sailing classic Dragons please contact me at E-mail [Patrick@gifford97.fsnet.co.uk](mailto:Patrick@gifford97.fsnet.co.uk).

Patrick Gifford | IDA Classic Boat Coordinator



The Belgian Dragon Association and the Royal North Sea Yacht Club are very proud to welcome you to the Dragon Gold Cup 2011 from Friday 2nd to Friday 9th September 2011 in Ostend.

Ostend, the queen of beaches near the North Sea, is the ultimate location for excellent racing and has outstanding facilities for you, your crew and of course for your Dragon. Marina, craning, clubhouse... all are located in the heart of the city. Hotels, pubs, and a bubbling nightlife are within walking distance. Stay overnight in cosy hotels, taste great food, meet with old and new friends in Ostend.

The unique sensations of sailing the North Sea with its tides and salty waters makes this championship one of the highlights of the international Dragon circuit and should not be missed in your agenda.

Ostend – the City by the Sea with about 70.000 inhabitants – offers the advantages of a modern cosmopolitan city and is situated in the Flemish province of West-Flanders. It has undergone a real metamorphosis through several renovations during the past few years. It is also a city with a rich historical past. All of this in combination with the advantages of a seaside resort.

Explore the 9 km of sandy beaches, inviting you to sun-bath or to take a plunge in the North Sea. Moreover, there is a harbor, a marina and an airport. Ostend also offers rich gastronomic choices. In the restaurants at the Visserskaai, on the Albert I-Promenade and in the city centre you can taste all the delicacies the sea has to offer. Window-shopping in Ostend is really fun. Branches of most of the big department stores are



# 2011 Gold Cup in Ostend Belgium

established in the centre in the famous Kapellestraat or for a more stylish look you can pay a visit to the more exclusive boutiques in the Adolf Buylstraat and adjacent streets.

Tourism Oostende offers you a free accommodation booking service and will coordinate all your bookings for the Dragon Gold Cup. If you have any questions, don't hesitate to contact Tourism Oostende on T. +32(0)59 25 53 17 – [trade@toerisme-oostende.be](mailto:trade@toerisme-oostende.be) – [www.toerisme-oostende.be](http://www.toerisme-oostende.be)

Ostend is perfectly accessible and closer than you think (less than an hour from Brussels and Calais, three hours from Cologne or Paris and four from Amsterdam). The motorway ends in Ostend, so your car will take you straight into our underground car park. Coming from Britain, once you cross the Channel through the Chunnel or with one of the ferry compa-

nies to Calais or Dunkerque, it is only an hour's drive to Ostend.

Those who want to tune up for the Gold Cup are invited to take part in the Belgian Open Championship, which takes place from Sunday 28th August to Thursday 1st September with racing on the championship race area.

The Dragon Gold Cup 2011, incorporating the Corinthian Dragon Gold Cup will definitely be one to remember. In the coming months, the website will be regularly updated with more information and news. Please keep checking [www.goldcup2011.be](http://www.goldcup2011.be) on a regular basis. We are looking forward to meeting you in Ostend!



# Introducing the New IDA Chief Measurer



**Marcel  
Wagenaar**

At International Dragon Championships the IDA Chief Measurer is the man in charge of ensuring that all necessary technical, measurement and limitation checks are correctly conducted on the competing boats and crews. Following his appointment at the 2010 IDA AGM we spoke to new IDA Chief Measurer Marcel Wagenaar to find out more about his role and what makes him the perfect man for the job.

**IDA - You were appointed as Chief Measurer For The IDA in 2010. What is your history with the class and how did you progress to become Chief Measurer?**

MW - When Doornik built his first Dragon there was a need for a new Dragon measurer in the Netherlands. I was already measurer of several Dutch classes. Also at that time I was the Chief Measurer of the Koninkrijk Netherlands Watersport Verbond [the Dutch National Sailing Federation – Ed] and they asked me to become the Dutch Dragon measurer.

Being Chief Measurer for several years of all Dutch handicap classes such as IMS and ORC I attended the international meetings and joined the technical committee for several years.

I also attend as a measurer for some local and major events for handicap classes and Dragons, ie the Gold Cup Oostende, Dutch Open Medemblik, European Cup Medemblik.

To become Chief Measurer I think it is necessary to have the practical experience in measuring different classes and have a technical background, I am a naval architect.

**IDA - What is the role of the Chief Measurer? What responsibilities do you have?**

MW - The role of the Chief Measurer is to assist, advise and train the other measurers and the class about rule and measurement items.

With good trained measures there is no room for different interpretations of the rules. This keeps the class quiet, no rumours.

**IDA - You are part of the IDA Technical Committee. Tell us a little about how that committee works and what your role within the committee is.**

MW – As members of the Technical Committee it is our task to get our finger on loopholes and interpretations of the Class Rules. The Committee also deals with rule changes, new innovations and the synchronisation of our Class Rules with ISAF Rules & Regulations. I have not attended yet a Technical Meeting as Chief Measurer but my role will be to act as an adviser in rule changes, etc. I am also responsible for maintaining a record of the rule changes made by ISAF regarding the class rules.

**IDA - What are your priorities coming into the role? What are the key technical/measurement issues facing the class at the current time and what do you feel needs to be done to address these issues.**

MW - I do not know the exact subjects the Technical Committee is now dealing with. But synchronisation of the Class Rules and measurement system with the ISAF is one of the items to deal with. Also the use of new materials and electronic devices must be dealt with.

**IDA - Are you a sailor yourself? If so tell us a little about your own sailing background and experience.**

MW – I am a sailor myself, I got my first sailing boat from my Dad, a tiny little dingy on my 7th birthday and have been racing ever since, step by step in a larger boat. As a student of naval architecture I had the time to go for offshore racing to England, Ireland, Portugal and Norway (IOR/IMS) and in the weekends left I did racing in Dutch local classes. I have a family now and we are sailing on a 37 foot cruiser.

**IDA - How did you first become involved in boat measurement and the technical side of the sport?**

MW - As a sailor I became measurer of the class I was racing in "Vrijheid", which means freedom. From one class there came more and in 1998 I was ask to be Chief Measurer of all handicap classes in the Netherlands.

Until 2006 I was the Chief Measurer member of the Measurement Committee of the Ocean Racing Club. Due to changes in the handicaps systems in the Netherlands I stopped in 2006 as Chief Measurer and went further with my own company. At this moment I occasionally measure IRC, IMS or local classes beside the Dragons.

**IDA - Do you work full time as a measurer or do you have other business interests/work?**

MW - In 2000 my wife (also a naval architect) and I started our own engineering company in naval architecture. We are designing

and calculating strength and stability of all kind of ships. The smallest one is a 2.5 meter rowing dingy of composite steel and the largest is a conversion study of a 350 meter tanker. Most of the time I am busy as a mechanical engineer with FE-models, cranes on heavy lift, heliplatforms on offshore platforms, cranes on yachts, etc.

**IDA - Tell us a little about your personal background - your family, interests, hobbies, etc.**

MW – I was born in 1966 in IJsselmuiden, the Netherland. I grew up in Den Helder, later on we moved to Lelystad. After my study first for mechanical engineer and thereafter for navel architecture I started working at an engineering bureau in Rotterdam. After 6 years I left and jointed the yachting world of measurers and became the Director of Marac.

In the mean time we moved from Rotterdam to the Northeast polder at Kraggenburg near to Vollenhove. Here is where we started our own company Annmar Engineering. I still live there with my wife and three kids, two boys and a girl 4, 7 and 9 years old. And I still sail with my wife and family on the IJssel Lake.

**IDA - What do you think is the enduring appeal of the Dragon Class?**

MW - I think the gratitude of an old lady with an upgraded modern look! The Class goes with the time flow, I think that's the enduring appeal.



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# The NEW Ranking Lists ...



Effective 2011, National Dragon Associations [NDAs] have the option of adding their own National Ranking List [NRL] to the International Ranking List [IRL]. Even if National Associations use a pre-existing Ranking List systems, the new NRL will significantly benefit their sailors as the NRL is fully integrated into the IRL, accessed through it, and calculates results in an identical manner. Further, each NRL annual result has the significant benefit of being treated as a single Regatta Result with a Multiple of 2 and a RL factor of 1.2 in the IRL.

## **The goals and purposes of the IRL are:**

- Rank all registered Dragon helmsmen internationally corresponding to their relative performance within the last 12 months.
- Use the current ranking information to fill up groups for an event with group starts.
- Extend the current concept of 'International qualification' to World and European championship: The best 25 helmsmen of the International Ranking List of the previous year are qualified for the World and European Championships of the ongoing year.
- Build-up a database with the results of all major Dragon events which can be accessed via the internet.

## **The goals and purposes of each NRLs are:**

- Domestically rank all interested helmsmen corresponding to their relative performance within the last 12 months.
- Use the annual ranking of

each NRL to populate the IRL as a single Regatta entry.

- Extend the current concept of 'National qualification' to International Championships.
- Build a strong database with the results of all major Dragon events which can be accessed via the internet.

Helmsmen and crew wishing to be included in the IRL must be registered with ISAF. The ISAF Sailor ID shall be included in all entry forms for IRL ranking events.

## **How we calculate the IDA-IRL results?**

The IDA determines and the AGM agrees on a list of events to be included in the calculation from a list of Championship, Grade 1 and Grade 2 events. The following events are included in the IDA-IRL:

- The Gold Cup and the World Championship with a ranking-list factor (RLfactor) of 1.30 and a multiplier of 2.
- The European Championship with an RL-factor of 1.25. and a multiplier of 2
- The 'Grade 1' Dragon regattas with an RL-factor of 1.20 and a multiplier of 2.
- Each Domestic Ranking List\* functioning from Rankinglist.org software (Grade 2) with a RL-factor of 1.20 and a multiplier of 2.
- Each national championship (Grade 2) with a RL-factor of 1.10 and a multiplier of 2.
- In each country with a National Dragon Association, one more event (Grade 2) with an RL-factor of 1.00 and a multiplier of 1.

Not more than 3 events in

each Dragon country per year shall be counted with the exception of France. Because of the large geographical distribution France (Atlantic coast and Mediterranean) is allowed to contribute 4 events in regular years and 5 in a year where one of the three IDA Championship events will be held in France. Not more than 2 events (3 in a year with an IDA Championship) may be located in one of the major areas (Atlantic, Mediterranean).

Australasia is regarded as a continent (not as country), the IDA Regulations under 4. and 7. apply.

There is NO minimum number of entries into any regatta.

### How we calculate each NRL result?

The NDA agrees on the domestic events to be included in their Ranking List by October 1, each year for the regattas in the following November 1 to October 31 year.

The following events are to be included in each NRL:

- National Championship with RL-factor of 1.20 and a multiplier of 2
- One specified Regatta or Series over the sailing period with RL-factor of 1.10 and a multiplier of 2
- One specified Regatta or Series over the sailing period with RL-factor of 1.10 and a multiplier of 1
- Any number of Regatta or Series raced over the sailing period with RL-factor of 1.00 and a multiplier of 1

There is NO minimum number of entries into any regatta.

### How do we obtain individual RL-points for an event?

The individual points will be calculated using the final position in the event by the following formula of the standard RL-system:

$$[NoOfParticipants+1] - FinalPosition$$

$$RLPts = \frac{[NoOfParticipants+1] - FinalPosition}{NoOfParticipants} * 100.0 * RLFactorOfEvent$$

In all Ranked Regatta with 20 or more entries this formula awards the equivalent of 100\*RL-Factor points to the winner of a series and distributes all other participants evenly according to their final position.

2010 IRL top 20 Results				
Rank	Points	Last Name	First Name	Country
1	123.512	LOGINOV	Anatoly	Russia
2	120.237	MÜLLER	Thomas	Germany
3	117.316	HENDRIKSEN	Lars	Denmark
4	112.567	WHITE	Olga	Russia
5	112.303	MURATOV	Mikhail	Russia
6	111.695	URVOIS SNR	Louis	France
7	108.864	LILJEBLAD	Hans	Sweden
8	106.899	TAVINOR	Tim	United Kingdom
9	106.331	LINK	Stephan	Germany
10	103.880	LYNN	Richard	Australia
11	103.413	APUKHTIN	Mikhail	Russia
12	101.861	WILKINSON-COX	Gavia	United Kingdom
13	100.250	BOILLOT	Christian	France
14	95.707	DIEDERICHS	Klaus	United Kingdom
15	93.118	WINBERG	Stefan	Sweden
16	92.544	SENATOROV	Vasily	Russia
17	91.785	MATOSO	José S.M.	Portugal
18	90.975	FOGELSON	Victor	Russia
19	90.471	EVDOKIMENKO	Oleg	Russia
20	90.310	SCHÖNHERR	Jørgen	Denmark

The following sample result table shows the distribution of RL-points for an event with 28 participants and a RL-factor of 1.20:

1.	120,000	2.	115,714	3.	111,429
4.	72,857	5.	68,571	6.	64,286
27.	8,571	28.	4,286		

RL-points are awarded to the helmsman and the crew in the same way, but they are counted for the corresponding ranking list only.

In all Ranked Regatta with 19 or fewer entries a scaling factor is applied to the winner of a series and distributes all other participants evenly according to their final position. The following shows the distribution of the scaling factor for regatta with 19 and fewer entries.

Entrants >= 20	scale factor 1.00
Entrants >= 15 & <= 19	scale factor 0.85
Entrants >= 10 & <= 14	scale factor 0.75
Entrants >= 5 & <= 9	scale factor 0.65
Entrants < 5	scale factor 0.55

An example: the winner of a 15 entrant regatta with a multiplier of 1 and ranking list points of 1.0 would get  $1 * 1.0 * 0.85 * 1.0 = 85$  points.

The scaling back of RL points for regatta with 19 or fewer boats acknowledges the achievement in proportion to the same positions achieved in larger fleets. Again RL-points are awarded to the helmsman and the crew in the same way, but they are counted for the corresponding ranking list only.

Finally, the multiplier 'M' of an event determines how often the RL-points for a series can be used: If a series has a multiplier of 2 then the obtained RL-points may be used twice for the overall score, if it has a multiplier of 1 then the obtained RL-points may be used only once. The total ranking list points of a period are calculated as the average of the best six results of a sailor (i.e. sum of the best 6 results divided by 6). A minimum of 5 results is needed. If less than 5 results are available for a particular sailor then the total ranking list points are set to 0. If five results are listed then the 6th result is set to 0 but the average is still calculated by dividing by 6.

The multiplier 'M' gives a different weight to the events: The three IDA regattas (Gold Cup, World and European Championship), the major regattas, each domestic national championship and each domestic ranking list count twice whereas all other championships and regattas count only once. The maximum points can be achieved by participating in the IDA championships and one or two of the other major series, a national championship and a domestic Ranking List. However, it is possible to be present in the ranking list by sailing for example one major event, two national championships and two other regattas. Under most circumstances it will NOT be necessary to travel abroad to be listed in the IDA IRL.

[www.intdragon.org](http://www.intdragon.org) or [www.rankinglist.org](http://www.rankinglist.org)

The NEW NRL's are accessed from the IRL home page.

For as long as I have raced Dragons, I have felt the Class had no real identity, nothing that bound us together as a worldwide class, nothing that said 'premium quality' beyond our beautiful hull shape and elegant sail plan, nothing that usefully leaned on our proud 80 year history, nothing that underpinned our incredible 'One Design' success, nothing that was common to all Dragon racing nations other than a 'D' on our sail. Even then the 'D' varied from sail to sail compliments of the wide variety of sail makers around the world.

Between March 2008 and October 2009 I began to engage our illustrious IDA Chairman in discussions about the need to seriously address this issue. A cautious and intelligent man, Rob acknowledged the issue of a blurred Class Identity existed but would be exceedingly complex and difficult to correct. Imagine Rob's challenge ... getting 30 National Dragon Associations, 3 Officers, a President, 2 Vice Presidents, the Technical Committee, our Treasurer and both Class Secretaries to actually agree on something so emotive. It was a challenge of huge proportions. Moreover the IDA had once tried to secure a formal identity package, but for many and varied reasons was unsuccessful with the attempt.

Austria's representative Christoph Schindler posed an 'out of the blue' question at the 2009 AGM in Paris. "Is there something the class can do to present a global class identity. We are currently 29 countries that race the same boat, but each present our class differently?" To which Chairman Campbell said, "The Officers agree and undertake to

# A Genesis The new Dragon Class Identity

by Robert Alpe

develop a proposal for the 2010 AGM in London to consider." To the sceptics amongst you, I did not set Christoph up to ask the question, although I applaud his observations and the question.

I had invited Rob to Perth to helm my boat in the Prince Philip Cup in early January 2010 and to make the 5,000 klm road trip from Perth to Sydney over a 10 day period. This required we cross the Nullabour Desert, a solid 48 hour drive with ample stops for food, rest and expensive petrol. We used this crossing to develop the brief for a new Class Identity. As a designer, I have provided quality solutions for as many as 20 Corporate Identity briefs, so I had sufficient experience to know what was required to complete a quality brief. Rob had managed a number of successful businesses over the years, so he too had a

good grasp of how to get to the nub of the problem. By the time we arrived in Adelaide, we had developed 4 foundation cornerstones and my creative brief:

## 1 A Class Vision Statement

"By pursuing the Corinthian principles of careful worldwide Class stewardship, honourable, competitive One-Design racing, evolutionary modernisation of the boat, upholding Class traditions, supporting ISAF, and enjoying the fellowship of our global sailing fraternity ... the International Dragon shall be the World's pre-eminent One-Design keelboat Class."

## 2 Communication Objectives

The International Dragon Class needs a new graphic identity that communicates the strengths of the class throughout the whole sailing community including current Dragon sailors and potential Dragon sailors. The Dragon should be aligned to other premium brands for the purposes of attracting and retaining international and domestic sponsorship, and for the better presentation of the class with that of the sponsor at major Regattas.

## 3 Specific Class Strengths

a. International. We are very proud of our global reach. Meeting sailors from other countries makes one feel part of a very special global family,

transposing political, cultural and other differences. Regattas are available throughout the world, offering a unique opportunity to meet this diverse range of sailors.

b. The Boat. Its classic lines and tight one design make the Dragon a unique racing experience. The design and sailing characteristics are akin to the metre classes and, unlike the metre classes, they are affordable to a reasonably wide audience. The boat is long lasting with less depreciation than almost any other modern boat.

c. The People. The number of committed Dragon sailors and ex Dragon sailors must be greater than any other class. Owners ages tend to be 40+ but crews are of all ages from 25 upwards.

d. Competition. The class has a wide range of top sailors, any major regatta including a number of competitors with Olympic and other Championship medals. Very tight one design reinforces the intensity of the competition. Dragon races are highly competitive. Many sailors who have won championships in dinghy classes move to the Dragon in their 40's where they can experience the level of competition they desire with somewhat less physical agility required.

This project will be successful only if the broad spectrum of the Dragon family buys into the new identity. To be successful it had to be embraced enthusiastically across the whole of the Dragon world. It also had to be long lasting without further change.



**4 New Identity must meet the following objectives:**

- a. Be unified and cohesive across all forms of communication including:
  - The sails
  - The boat
  - NDA & IDA Letterheads
  - Literature. Promo, NOR, SIs
  - Media. Web, Publications
  - Clothing. Ties, shirts, belts
  - Jewelry. Pins, cuff links, brooches, necklaces
  - Stickers. Cars, trailers, signs
- b. Communicate the broad international reach of the class
- c. Reinforce the unique nature of the Dragon family to all current and past Dragon sailors. The family operates on 2 tiers, firstly nationally and second internationally.
- d. Communicate the benefits of the class to potential Dragon sailors. The most important characteristics for this target audience are the high level of competition, the international spread and the tight one design, classic metre style of the boat.
- e. The Dragon identity should also include a unique symbol capable of independent registration to protect its franchise

So that was my creative brief and direction to which I added:

Our non-Branding has come about by the class being totally Corinthian in its approach to development. It has allowed the class to present as a vibrant, diverse, competitive, amateur, amorphous entity that has, unsurprisingly, tended to borrow branding from its heroes like Borresen and Hoj Jensen and associated brands like Borresen, Petticrows and Norths. This has given the class personality rather than a specific branding. Per-

sonalities vary, the perception of 'things Dragon' varies also.

Unlike the Melges for example who are well branded, the Dragon has a 'D' only at its centre, and girth. Unlike the Melges however, the Dragon has a long and colourful history to draw from in the creation of a Dragon Brand. We are well served by our past, by the personalities, and by the sheer beauty of the hull design and sail shapes.

Our branding should be, strong, clean, universal, international, modern, and most importantly, applied to EVERYTHING in a consistent manner. It must be a brand for the IDA, the National Dragon Associations, the events we compete in and the Dragon herself. Fortunately we have a start in the recognisable hull shape and sail shapes themselves. This Dragon imagery is innate, intrinsic and better left unstated in the branding, if only to leave the purities of the mix, floating at the top. Plus, in one design racing, the International Dragon is at the pinnacle of its category. It has a long and proud history from which it draws constant sustenance and acclaim. It has a Royal heritage, and an Olympic heritage and maintains its category pinnacle with authority and to a delightful degree, humility also.

The new branding needed to respect its long and proud history and build on it.

The 8 Metre Class grew out of the 1907 First International Rule. This allowed One Design as we know it to be established and gave them an early entrée into the Olympics. The Second International Rule came into effect in 1914. Thankfully, this introduced greater rationality to the optimizing of metre boat designs

and began the move to a fairer One Design culture.

After designing and building literally dozens of metre boats, it was not until the late 1920's that Johan Anker settled on a balance between beam and length that optimized water speed and boat handling. Anker's long and successful metre boat design and production experience led him to design the smallest metre boat ... the Dragon! In combination with its perfectly balanced sail plan the Dragon became the most successful One Design metre boat ever launched. The Dragon is not known as a metre boat today, but that is very much her DNA.



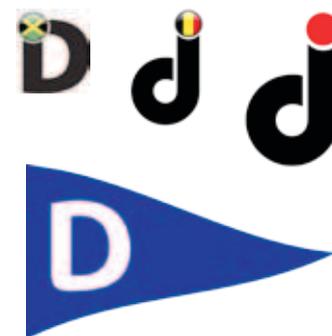
From the beginning of metre boat racing, their sails displayed a class number or letter with a solid line beneath. The vessel's sail number was under the solid line per ...

**J 6 8 12 D**  
**11 12 16 10 19**

And yes, the Dragon was also identified this way ... that too, is an integral part of the Dragon class history.

Together with our fellow Officers, we worked on several solutions. Phyllis Chang wished to hold on to remnants of the existing 'D'. Richard Blickman called for more acknowledgement of

our metre history. So after discarding several creative directions ...



the Officers settled on a '**from the past, for the future**' universal class identity for use on our sails, stationery, and merchandise; in publications, Notices of Race, Sailing Instructions; at regattas etc ... in fact everywhere we 'show the Dragon' face around the world.

The following designs were approved at the 2010 IDA AGM in London in October.

**Class Logo:** For use by the IDA and National Dragon Associations.



**Sails & Merchandise Insignia:** For use by the IDA and Sail Makers.



**Presenting 'ONE IDENTITY' to the world.**

There is more ... the reader may download Class Identity Guidelines from the IDA Web Site. They are part of the IDA Regulations.

# National Reports

## Austria

The European Championship in 1912 on lake Attersee brought the expected big impact to the Austrian Dragon Fleet. As only eight boats will have a guaranteed starting place, we expect an exciting regatta among the 30 regatta sailors interested to reach the qualification limit.

Thirty-three boats attended the Austrian Championship in 2010 and we have been able to stop the declining trend. The Austrian Dragon scene has been reinforced by numerous good sailors, including Christian Scheinecker, the European champion of 1970, who after a long break decided to come back to the Dragon class again.

Qualification for the European Championship is planned so that 50% of the ranking list points of 2010 will be added to the ranking list 2011. This

should give a bonus to all frequent Dragon sailors.

In 2010, Austrian sailors have been visiting 13 destinations outside Austria. For 2011 this number will further increase. Also for the five Austrian regattas we expect a large participation. Many foreign crews have announced that they are coming to get familiar with the situation on Lake Attersee. More than 40 boats at the Austrian Championship will be realistic.

The Union-Yacht-Club Attersee is well prepared to host the Europeans. 125 years of experience in organizing regattas and hosting guests should be a guarantee for good sailing and staying. We look forward to welcoming the International Dragon Fleet in Austria.

Austrian Dragon Association.  
[www.dragonclass.at](http://www.dragonclass.at)

## France

Once again, the French fleet showed strong activity in the wake of previous years.

Firstly, the winter circuit organized in the Mediterranean Sea around the Cannes fleet now comprises seven regattas between October and March, with each time between 32 and 62 boats and more than 10 countries.



Moreover, we have now in northern France a summer tour starting in May with the Grand Prix of Douarnenez, then the Dragon Derby in La Baule, the Deauville Open in June and ending with the Open du Morbihan in September.

All fleets have been very active and start moving more and more abroad as several teams have participated in the championships of United Kingdom, Italy, Germany and Belgium but also in the Gold Cup in Sweden and the European Championship in Hungary.

The report on the 2010 season would be incomplete if we did not include mention of the Silver Cup, a competition created by HRH Prince Henrik of Denmark, but hosted this year by the fleet of Arcachon. De-



spite their knowledge of the current, the French team ended up second behind the Royal Yacht Squadron, but before the Royal Danish YC and the Royal Hong Kong Y.C. The other event was the Défi des Clubs Alliés du Yacht Club de France. Indeed, this prestigious club chooses our class for its annual regatta open to all clubs affiliated to it: 17 different yacht clubs were presents.



2011 looks good for France! First, the Semaine Internationale de Cannes was classified Grade 1 by IDA, two new races will be added to the usual program: Coupe des Pyramides in La Grande Motte (Mediterranean coast) and Trégor Classic (Brittany) mainly focused on the classic Dragons.

This year, the Championship of France will be held in Deauville from 19 to 22 May 2010. French Dragon Association [www.afsid.org](http://www.afsid.org)



## Hong Kong

If you like to race in heavy wet weather gear around icebergs, then Hong Kong is not the place to be. But if you enjoy sailing in shorts (usually) and in flat, warm waters at any time of the year, then this is be place to be, and you are cordially invited to join us. Although we sail the year-round, our racing season starts in September and ends in May each year, under the organization of the Royal Hong Kong Yacht Club, our home base since the 1930's. In the winter we are fairly busy racing and if you in Europe are having race withdrawals, then it is the ideal time to visit Hong Kong. Many times we hear that you have stopped in Hong Kong on your way to xxxxx. Next time, you should contact us if you have time to sail on the weekend.

During the 2009-2010 racing season, the usual culprit, Karl Grebstad, with his co-conspirators, Rick Herbst and Greg Jarzabkowski, won the Dragon of the Year even though Phyllis Chang, Marc Castagnet and Lars Stenfeldt won the Nationals, after which event Marc immediately bought himself his own Petticrow. Apparently he had enough of women telling him what to do (he has a wife, two daughters, and numerous female housekeepers).

In the 2010-2011 racing season, half of it has already passed, but there are plenty of races coming up until May 2011. The races are listed in the Regatta Schedule elsewhere in this magazine, but some of the more interesting ones are the second half of the Nationals on 15-16th January 2011, Class Regatta on 12-13th February 2011, and Spring Regatta, a two-day event on 14-15th May 2011.

In the last Saturday of March, which is always during an unbelievably popular competition staged in Hong Kong commonly known as Rugby 7-a-side, a sport involving a ball of some shape and played feverishly on a football pitch. If you need a break from the rugby scene and want to relax a little before the rugby finals on Sunday, join us for the Alternative 7's when we sail several races, until we can take no more. It is actually fun and is becoming more and more active as the years progress.

Another well-attended one-day race in Hong Kong is the Around the Island, attracting 200-220 competitors every year. Not all in Dragons, though. It is a pursuit race and an exciting, if not beautiful, event to enter. We see competitors from all over the World coming to join every year, including Dragon sailor, Lorand Gombos from Hungary.

In September every year, we also have Autumn Regatta, a two-day event. This year a team from Japan came to join. If you are thinking of coming to Hong Kong and would like to join as a helm or crew, or come with a team, please let us know in advance and we are sure to get what you want in the Dragon class. The Autumn Regatta, the Around the Island Race, and other races starting from September 2011 will be posted from August 2011 on the website of the Yacht Club at [www.rhkyc.org.hk](http://www.rhkyc.org.hk). You may always contact us through the RHKYC who knows how to connect with us.

Hong Kong Dragon Association  
[www.rhkyc.org.hk](http://www.rhkyc.org.hk)



# National Reports

## Greece

The Hellenic Dragon Class Association has made good progress over the last four years. It now counts ten Dragons and may be another two will join the Class before the end of this year.

The Class requested from the Ministry of Culture of Greece a part of the Athens 2004 sailing premises and a positive final decision is now pending. If so, the Class will create in Athens a Permanent Winter Dragon Center where the Dragon owners will receive privileged prices to move the boats by ferry to Greece, will not pay any dues throughout the year, while the main activities will be between October to April, and will have all other facilities (storage, parking etc) for free. At the same place the Yacht Club of Greece will offer high-class hub and recreational services.

With the cooperation of Dragon champions a permanent line of seminars will be scheduled and three major races in the winter will take place, so that the athletes combine training, racing and a good time with relaxing and cultural events at no cost. The athletes and their friends will only cover their traveling and hotel accommodation expenses, for which the NDA has already obtained a 50% discount for the other NDA members.

The full program and presentation will be projected soon and will really favour the Dragon owners greatly.

Greek Dragon Association  
[www.hdca.gr](http://www.hdca.gr)

## Ireland

The Irish Dragon Fleet was active at home as always this season with Championships in Dublin, Belfast, Kinsale and Lough Derg. In 2010 we had only two Dragons representing the Irish fleet at the international events on a regular basis while a number of others travelled occasionally. While attendances at Club level were weak everyone here was satisfied with the competitive aspect of the Championship events which were well supported.

Special mention must go to Olaf Sorrenson who together with Martin (Stavros) Payne & Shawn Kingston sailing "Christianna" have been diligently representing the Irish Dragon Fleet & Kinsale Yacht Club at the international events in France and Italy over the last few seasons. They are not just making up the numbers either, as they regularly finish on the podium and occasionally take the odd title.

Our season opened in May at the Royal St George Yacht Club in Dun Laoghaire for the

East Coast Championships. The event was mostly sailed in very light conditions on Dublin Bay but nevertheless the full complement of six races was completed. Former National Champions Neil Hegarty, Peter Bowring & Dave Williams sailing "Phantom" led from start to finish with a consistent set of results in the top three. However notice was served by Andrew Craig, Brian Matthews & Mark Pettit sailing "Chimaera" that they intended to return to the front of the fleet. An OCS in their results ensured that they were to finish second overall this time, however they looked to be a very fast team. Defending East Coast Champions, Martin Byrne, Adam Winkelmann & Ronan Murphy sailing "Jaguar" were slow to start this event and eventually finished a distant third overall.

The highlight of the season was the return of the Irish Dragon fleet to Belfast Lough for the first time in over ten years. Royal North of Ireland Yacht Club hosted a magnificent Irish National Championship which was sponsored by Belfast Harbour Commissioners. The Irish fleet was supplemented by a number of visitors from the British Dragon Association fleets in Abersoch, Aldeburgh and Cowes. Simon Brien and his dedicated team of volunteers ensured that the fun ashore was at least as exhausting as the racing afloat. Martin Byrne and his team in "Jaguar" returned to winning ways when they regained the title of National Champions for the second time in three seasons. Martin, who was joined by Pedro Andrade & Adam Winkelmann, won comfortably with a consistent set of



results all in the top four including three bullits. However the competition for second overall was intense and was not decided until the final leg of the final race. Don O'Donoghue sailing "Seabird" eventually overtook Andrew Craig in "Chimaera" to take second overall by just one point. This left the 2010 Edinburgh Cup holder, Claus Diedrichs sailing his beautiful new Dragon "Fever" in fourth overall.



closely followed by Cameron Good in "Little Fella".

In September we made our way to Kinsale Yacht Club for the South Coast Championships. This was to be our only windy event of the season and the fleet enjoyed spectacular sailing conditions with some decent waves to challenge us. As expected the local fleet were enjoying their home waters and it was Kinsale's Cameron Good sailing his new Dragon "Little Fella" who made the podium for the first time this season to finish in third overall. However it was Andrew Craig in "Chimaera" and Martin Byrne in "Jaguar" who fought a close battle over the six races at the front of the fleet. Despite winning three races "Jaguar" could only finish second overall to "Chimaera". Andrew took the title with a superb result sheet that read 2,2,2,1,1,2.

Traditionally the Irish Dragon Fleet completes their season in October with a freshwater regatta at Lough Derg on the River Shannon in the centre of Ireland where we race for the Jack Craig Memorial Bell. This was to be "Jaguar's" event where Martin was joined by Paul Maguire and John Simms. They won the event with four 1sts, a 2nd and a 3rd. Richard Goodbody with Ric & Rob Johnson sailing their new "Diva" were second overall

There are a number of events that many of us in the Irish Dragon Fleet are particularly looking forward to. These include the 2011 and 2012 Edinburgh Cups in Abersoch & Belfast Lough together with Gold Cup 2012 in Kinsale. Four Irish Dragons travelled just across the Irish Sea to Abersoch in 2010 for the British Northern Championships. While we were anxious to support our neighbours and their developing fleet in Abersoch, secretly some of us would own up to checking out the racing waters there in anticipation of a return visit for Edinburgh Cup 2011. After the success of our National Championships in Belfast Lough, Royal North of Ireland Yacht Club was quick to retain the sponsorship from Belfast Harbour Commissioners to secure the Edinburgh Cup 2012. In addition 2012 sees the Gold Cup return to our shores, this time to Kinsale, where the organising team are already hard at work preparing to welcome the International Dragons with a traditional Irish welcome. So, all in all, it was a good 2010 season with much to look forward to in our Dragons in 2011 and 2012.

Irish Dragon Association  
www.dragonclass.ie

## Italy

New Dragon owners have joined the growing Dragon Italian fleet. Their motivation is multifaceted. Firstly Dragons regattas are part of an extremely interesting circuit. Some big boat owners see in the Dragon a way to keep up their desire to race at the highest level of competitiveness, often in rather crowded races, but with a smaller crew and lower expenses. Second, the class, both nationally and internationally is buoyant and extremely well managed. Last but not least the sensuous lines of the Dragon, the gleaming of her paint or of her cabin's varnished mahogany, all combined with the state-of-the art rig and deck layout, seem to increasingly appeal to boat lovers. Big boat owners had a chance to test a Dragon in Sanremo waters during the past IRC/ORC winter championship, an initiative that has borne fruits.

A Dragon flotilla is taking shape in Viareggio, a sea side city half way between Pisa to the south and Genoa to the north, famous for its boat yards and sand beaches. Classic Dragons are coming back to Naples some fifty years after the XVII Olympic Games when Prince Constantine of Greece won the gold medal and Italian Nino Cosentino at the helm of his Dragon Venilia had to settle for the bronze medal. This far, eleven classic Dragons are kept in sailing conditions or had a major refit. Among them a Borresen, a Pedersen and Thuesen, and a 1936 Johansson. It is expected that classic Dragons will race in an event that the Royal Yacht Club "Canottieri" of Na-

ples is planning to organize in June 2011.

This past year has seen the strengthening of the already strong cooperation existing between Cannes Dragon International and the Italian Dragon Association. Two Italian events have been included in the winter series organized by the Cannes Dragon International called "L'hiver des Dragons", the Dragons' Winter. This last October, the Alassio Dragon Week opened successfully the series that will end in Sanremo with the Italian Championship in March 2011. A rich series of seven events in seven months. Alassio and the Circolo Nautico al Mare proved their mettle with steady breezes, a good racing area, a perfect race organization and social events that were even more pleasurable for the discovery of local gastronomy. Fifteen boats representing six nations were in the water in front of Alassio - a very promising beginning.

Sanremo has seen an ever increasing success as a growing number of North Europeans participated in the event last March with a total of 57 boats racing in strong and sustained winds. Sanremo and the organizer Yacht Club Sanremo-Compagnia della Vela, proved once again to be the main centre for Dragon activities in Italy.

Portofino was host to the Alberti Dragon Cup, a prestigious trophy presented by the Alberti



# National Reports

family. Good international presence for this classic of the Italian Dragon calendar organized by the Italian Yacht Club. Down south, the Maremma Dragon Cup was held in May 2010. While both events were organized extremely well, entries were lower than expected. We hope that Dragon sailors will come down in 2011 attracted by the hospitality of both Portofino and Castiglione della Pescaia, the latter surrounded by the wild yet attractive scenery of the thick maritime pine forest that stretches along the Tuscan coast.

The Hans-Detmar Cup has confirmed its appeal to many German and increasingly non-German sailors. Thirty one boats representing seven nationalities, with some of the best internationally recognized helmsman, fought for the cup during three days and seven races in a cordial yet very competitive atmosphere. The event location, Torbole, is graced by fantastic scenery and blessed by a mild climate with predictable and sometimes strong breezes. The "Circolo Vela Torbole" pampered the participants with rich after race buffets and plenty of terrific local wines.

2010 has been a very positive year for the Dragon class in Italy. We believe that we will grow further in 2011 with the continued good cooperation of the Cannes Dragon International and the support of IDA.

Dear Dragon sailors we then expect to welcome you in even greater numbers at Dragon events in Italy. Please contact Tonino Viretti at [dragone.ita44@free.fr](mailto:dragone.ita44@free.fr) or Ezio Gianni Murzi at [eziogianni@gmail.com](mailto:eziogianni@gmail.com).

[www.assodragone.it](http://www.assodragone.it)

## Netherlands

It was expected to be a rather quiet season after the Worlds in Medemblik the very busy previous year. It can be reported however that we had the best participation ever this season. Some new faces and familiar faces returning to the class refreshing the fleet led to good racing.



Traditionally the season started at the Westeinder Lake with 2 weekends and the Easter series. Apart from the races also the dinner at the club was well attended by over 100 people.

From the Lakes the fleet moved to Muiden to occupy the Dragon Sailing Centre again to sail 4 series on the Southern part of the IJsselmeer. The series were shortly interrupted by the North Regatta in Scheveningen, our only salt water and tidal racing of the season.

After Muiden the fleet headed North to Medemblik for the Tune-up series and the Open Nationals. With a fleet of 35 Dragons including foreign entries from Germany, Belgium and the UK sailing for the title, once again Medemblik provided excellent racing circumstances. Exciting to the end, the NED 227 (1987 Borressen Dragon) of Joep Kuhwilm proved that sailing regularly in a series pays off and without winning one race he took the title home. His previous title was in 1989. As is traditional the class dinner was held in the Castle Radbout and well attended by 135 people.

The last Dutch series was sailed at the lake near Alkmaar in October. A growing local fleet and more boats coming to race provided a grand finale to the season.

Overall winner of the season was the NED 311 of Bram de Wilde.

For 2011 the racing calendar is slightly different to our regular season in order to give room the the Gold Cup in Oostende in early September. Our Nationals will now be held in late June. We are looking forward to the coming season and of course invite all Dragons to join us for the races.

Marc van Bommel.

Dutch Dragon Association

[www.dragonclass.nl](http://www.dragonclass.nl)



DRAGON-ONE DESIGN COMPETITION



## Norway

In Norway where the summer is beautiful but short, our regattas are arranged in the months of June-September. As nearly all competing Dragons are situated in the Oslo area, the regattas are arranged somewhere on the Oslo fjord. This is of course very comfortable for many of us that leave our Dragons on the water during the entire season. Normally we sail to the race course from our home harbor, and back again Sunday evening.

Maybe the fact that we all are so comfortably situated in our beautiful fjord and that we live and sail on the northern top of Europe is why Norway sometimes are underrepresented in many international regattas.

In the 2010 season we had two Norwegian boats in the Marstand Gold Cup, and a couple of other Swedish Regattas, but I would love to see more Norwegian boats in both Europeans and World Championships in the future. Hopefully we can increase our international participation in the years

ahead and this way we might even get more international Dragon sailors to visit us here in Oslo. (Despite the steep beer price)

We are working hard to continue the class growth in Norway, and we're currently trying to bring some recruitment boats from abroad. We'd like to let new teams try out the Dragon for a season, and let the boat convince them that the Dragon is their vessel for the future. This way we hope to be able to grow with both younger and more experienced sailors in the class. Time will show, but I sure believe in active recruitment to the class.

The Norwegian Championship 2010 was sailed from 3-5th of September and Eivind Melby won the event again, as he did in 2008, congratulations.

We are currently looking forward to a new season and hopefully we will meet some new Dragon sailors beyond the border of our own safe haven.

Tore Hovda  
Norwegian Dragon Association  
[www.nordragon.com](http://www.nordragon.com)

## Portugal

2010 was a very special year for the Portuguese fleet. It was the first year of the King Juan Carlos Trophy as a grade 1 event and the number of participants is increasing in the Cascais Winter Series which is becoming more popular amongst International Dragon sailors, who are attracted by the fantastic conditions we have in Cascais.

We restarted our activity in Vilamoura, Algarve, with 3 regattas - the Amadeu's Cup, the D. Pedro Cup and I PAN. We hope in the near future to have also a big fleet of International Dragon sailors sailing with us in the Algarve. There they also have very good conditions to offer

The Portuguese fleet activity remains very strong, with more than 80 races per year.

Regarding the Winter Series, Cascais has proven over many years to have some of the best conditions for sail racing anywhere in Europe. Different ranges of wind, from light to strong and from varied quarters, are normal over the Winter Series. Less than half an hour is needed to reach either of the two usual racing areas offering different sailing conditions, with flat water and shifting winds closer inshore in the bay and larger ocean swells with more stable wind patterns further out west. Weather normally presents large sunny spells with air temperature ranging from a minimum 12/15 ° C in winter to as much as above 20° C in the fall and early spring (March/April).

In 2010, 5 of the Dragons that winter trained in Cascais were top 10 in the Douarnenez Grand Prix and 8 in Coupe de Bretagne!!!

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. Lisbon airport is just 30 minutes by car and has direct connections, including low budget airlines to major European Cities. The Cascais Municipal airport, just 15 minutes by car from CNC, can accommodate private jets and commuter planes. If you are interested in any more information, please contact CNC ([www.cncascais.com](http://www.cncascais.com)) or the Portuguese Dragon Association ([Dragopor@yahoo.com](mailto:Dragopor@yahoo.com)).



In the 2010 Cascais Winter Series we had 36 participants from 6 different countries. The winner was POR 55 José Matoso, followed by POR 50 Pedro Mendes Leal both from Portugal and Rus 34 Vasily Senaratov from Russia. We look forward to welcoming more international teams for the 2011 series.

To conclude, I would like to thank the IDA and all the Dragon sailors for all their support.

Looking forward to seeing you on the race course in Portugal

Mário Quina – President Associação da Classe Internacional Dragão de Portugal

[www.dragopor.com](http://www.dragopor.com)



## Sweden

For the Swedish Dragon Association 2010 was a remarkable year, with 96 boats starting in the Dragon Gold Cup in Marstrand, proceeded by the Swedish Championships. Both regattas formed a part of the celebrations of the 150th anniversary of the GKSS. In 1929, GKSS took the initiative which created and introduced the Dragon. Also this year, a new Audi Dragon Cup Regatta, consisting of three events, two on the East Coast and one on the West Coast, was successfully organized by the Swedish Dragon Association. Our ambition is to make this an annual event. The number of Dragons participating in nearly all the different national regattas was on a very satisfactory level.

There has furthermore been a considerable increase this year in the number of members in the Association and six new Dragons have arrived. Unfortunately, not all the boats which were replaced stayed in Sweden. A number of Swedish Dragons are participating actively internationally with quite good results. Participation in international regattas is encouraged by the Swedish Dragon Association and for this purpose a prize has been set up. At each Annual Meeting the "World's Best Swedish Dragon" is honoured with this prize. The 2009 winner was SWE 338 Linnea with Stefan Winberg at the helm and crewed by Peter Cassö and Bo Ahlström. This year's winner has not yet been nominated.

The plans for the 2011 season are already well under way with the same regular events as in previous years. We will however have the 2011 Swedish Championships in Båstad, which is a very popular summer holiday town on the Kattegat in the north-west corner of the Southern County of Skåne, close to Denmark. Båstad is well known for hosting the annual summer Swedish tennis championships, having one of the oldest golf courses in Sweden and providing beautiful surroundings. We are also applying for the 2015 Europeans to be sailed in Båstad. There are Dragon fleets recovering in two areas in the South of Sweden and therefore the Båstad initiative is now being taken to promote active Dragon sailing again outside the Gothenburg and Stockholm regions. This venue should also stimulate closer regular collaboration with our Danish Dragon friends but hopefully also Norwegian and German Dragon sailors. Ulf Bjurman • Swedish National Secretary

[www.segladrake.se](http://www.segladrake.se)



## Switzerland

During the Ascension Day weekend from 11-15 May 2010, the weather on Lake Thun was less than idyllic for the Swiss Championship. As in the rest of Switzerland, it was cold and wet. 31 teams spent the entire Wednesday sporting their rain gear while anxiously waiting to sail. First-time visitors to the Bernese "Oberland" – such as potential winner, Gavia Wilkinson-Cox from the UK – could never view the renowned "Eiger, Mönch and Jungfrau" alps during the entire Swiss championship.

Dieter Schmid, President of the Swiss Dragon Association and member of the organisational committee for the Lake Thun Yacht Club viewed the

Thursday and Friday. Nail-Biting Showdown

The interim results promised an exciting seventh race. Wilkinson-Cox was 10 points away from sixth place. Starting for Switzerland, former Olympian Odd Lofteröd (Norway) and Ull Libor (Germany) were in second and fourth place, respectively. Local sailing veterans Dieter Schmid and Beat Aebischer also had a good chance of winning, having placed second and fifth in the previous races.

"While completing the first one and a half race legs, I felt like a virtual Swiss champion," said Schmid, alluding to the challenging winds of force 4-5. One glance at the rankings told him otherwise: he had risked too much with a false-start and fell back to sixth place. "Old



championship as having been a positive experience, "We were able to offer everything besides sunshine." He also praised the efforts of members of the yacht club who lent a helping hand throughout the event. From the second day onward, the wind finally found its way back to the 80-year-old Dragon Class on Lake Thun – resulting in three fair races between 2-5 on the Beaufort scale on both

hats" Lofteröd and Libor fought for their own chance at winning the championship. Lofteröd, the Norwegian starting for the Zug Yacht Club, ousted British leader, Wilkinson-Cox, and once again placed first. Ulli Libor (Germany) had a leg up on Schmid after the latter's OCS and finished in third place. Beat Aebischer won fourth place.

Raoul Rudin

[www.dragon-class.ch](http://www.dragon-class.ch)

## United Kingdom

The optimism in last year's British Dragon report that devaluation would bring overseas visitors to the Edinburgh Cup in Cowes turned out to be justified, even if cause and effect were unclear. Ten visitors came from countries as far away as Japan, Australia, Portugal and Russia. As a result entries were well up on the previous year. The event was sponsored again by Aberdeen Asset Management and provided an excellent week of sailing, with lovely weather, dominated by two now-resident arrivals in Britain. Poul-Richard Hoj-Jensen won the South Coast Championship very easily and then narrowly lost a very tight battle for the Edinburgh Cup to Klaus Diedrichs, a new face in the class excellently supported by Simon Fry and Andy Beadsworth.

Visitors also won both the East Coasts and the Northerns. Joergen Schoenherr made an unexpected appearance on the Medway. He was resisted until the last race by Patrick Gifford but proved too strong despite being a newcomer to tidal estuaries. Abersoch's new Dragon fleet ran the Northerns in preparation for next year's Edinburgh Cup but failed to stop Tim Tavinor from Essex who won narrowly from Martin Byrne and Patrick Gifford.

The British class has now introduced Corinthian trophies at all its events which we hope will become valued in their own right rather than being viewed as consolation prizes. These were won by Simon Brien (Edinburgh Cup), Mark Wade (South Coasts), Patrick Gifford (East Coasts) and Martin Byrne

(Northerns). We are still experiencing some difficulties in getting participants to understand the significance of ISAF IDs and classifications [see article page 16]. These are easy to get on the internet and we hope that this is just a teething problem.

British boats travelled to many different events abroad in 2010. The only actual regatta successes were that Martin Payne (Stavros to most of you) won the Belgian Championship in Ostend, warming up for next year's Gold Cup and Lawrie Smith won the second Cascais Winter Series. This was the first Dragon event that Lawrie has been able to add to the very long list of victories in other classes. Patrick Gifford was rather surprised to win the Corinthian Trophy at the Gold Cup despite only finishing 17th overall. Otherwise we had three of the first 6 at both the French



Championships and in Ostend as well as the second (Ivan Bradbury) and the third (Lawrie Smith) at the Regates Royales in Cannes.

Club racing remains a problem area, though the Dragon is not unique in this respect. We

are considering ways in which we can make the class more accessible to anyone interested in it. It isn't just a question of money. Perceived complexity has to be overcome as does the need to put crew together who have a good understanding of which rope to pull!

For 2011 we are looking forward to an excellent season the highlight of which will be the Edinburgh Cup in Abersoch, home of our newest Dragon fleet. Looking further ahead, we have been awarded the World Championship in 2013, which will be held at the 2012 Olympic site in Weymouth/Portland. This will provide an excellent purpose-built venue and a large almost tideless bay in which to sail. We are very optimistic that the prospect of such a high-profile event, particularly in a "dead" year for the Olympics will enable the Dragon class to advance in Britain.

Patrick Gifford – Chairman  
British Dragon Association  
[www.britishdragons.org](http://www.britishdragons.org)

**The British Dragon Association  
& Aberdeen Asset Management**

invite you to **Abersoch**  
from **9 – 16 July 2011**  
for the **Northern Championship  
& Edinburgh Cup**

**Come and join us!**

For further information visit [www.britishdragons.org](http://www.britishdragons.org)  
or e-mail  
[patrick@gifford97.fsnet.co.uk](mailto:patrick@gifford97.fsnet.co.uk) or [rob.riddell@hotmail.co.uk](mailto:rob.riddell@hotmail.co.uk)

# 2011 Dragon Regatta Schedule

Regattas	RL_F	M	Date_Start	Date_End	Venue	Country	Contact
<b>IDA Championships 2011</b>							
European Championship	1.25	2	03/07/11	08/07/11	Boltenhagen / Baltic Sea	Germany	<a href="http://www.dragon-grand-prix.de/index.html">http://www.dragon-grand-prix.de/index.html</a>
Gold Cup	1.3	2	02/09/11	10/09/11	Ostend	Belgium	<a href="http://www.beldragon.be">http://www.beldragon.be</a>
<b>Grade 1 Events</b>							
Allianz Dragon Grand Prix	1.2	2	23/02/11	26/02/11	Cannes	France	<a href="http://www.yachtclubdecannes.com">http://www.yachtclubdecannes.com</a>
XVI H.M. King Juan Carlos I Trophy	1.2	2	31/03/11	03/04/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Grand Prix Guyader 2011, Douarnenez	1.2	2	04/05/11	07/05/11	Douarnenez	France	<a href="http://www.grandprix-douarnenez.com/">http://www.grandprix-douarnenez.com/</a>
<b>Grade 2 Events</b>							
Italian Dragon Cup & Open Championship	1.1	1	24/03/11	27/03/11	Sanremo	Italy	<a href="http://www.yachtclubsanremo.it">http://www.yachtclubsanremo.it</a>
Grand Prix Enkhuizen, Paashazen, Opening	1	1	23/04/11	25/04/11	Muiden	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Greece Championship - 1st part	1.1	1	14/05/11	15/05/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>
French Championship / Open Int de Deauville	1.1	1	19/05/11	22/05/11	Deauville	France	<a href="http://www.dyc14.com">http://www.dyc14.com</a>
East Coast Championship	1	1	27/05/11	29/05/11	Royal Irish Yacht Club	Ireland	<a href="http://www.dragonclass.ie">http://www.dragonclass.ie</a>
Tune up Race (Alpencup)	1	1	28/05/11	29/05/11	Morges, Lake Geneva	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Hungarian Dragon Championship	1.1	1	01/06/11	05/06/11	Tihany, Lake Balaton	Hungary	<a href="http://www.dragonclass.hu">http://www.dragonclass.hu</a>
International Swiss Chamionship	1.1	1	01/06/11	05/06/11	Morges, Lake Geneva	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Derby dragon	1	1	08/06/11	12/06/11	La Baule	France	<a href="http://www.yclb.net">http://www.yclb.net</a>
Portuguese National Championship	1.1	1	10/06/11	13/06/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Open Dutch Championship	1.1	1	23/06/11	26/06/11	Medemblik	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Edinburgh Cup	1.1	1	13/07/11	16/07/11	Abersoch	UK	<a href="http://www.britishdragons.org/">http://www.britishdragons.org/</a>
International German Championships 2011	1.1	1	16/07/11	20/07/11	Kuehlungsborn, Baltic Sea	Germany	<a href="http://www.drachen-idm-2011.de">http://www.drachen-idm-2011.de</a>
Entenpokal	1	1	30/07/11	31/07/11	Attersee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
Russian Open Championship†	1.1	1	03/08/11	07/08/11	Saint-Petersburg	Russia	<a href="http://russiandragon.ru/">http://russiandragon.ru/</a>
Swedish Championship	1.1	1	04/08/11	06/08/11	Båstad	Sweden	<a href="http://www.segladrake.se">http://www.segladrake.se</a>
Irish Open Championship	1.1	1	11/08/11	14/08/11	Kinsale Yacht Club	Ireland	<a href="http://www.dragonclass.ie">http://www.dragonclass.ie</a>
Danish National Championship	1.1	1	18/08/11	21/08/11	Hornbaek	Denmark	<a href="http://www.dragonclass.dk/">http://www.dragonclass.dk/</a>
Austrian Championship	1.1	1	25/08/11	28/08/11	Attersee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
Open Belgian Championship	1.1	1	28/08/11	01/09/11	Ostend	Belgium	<a href="http://www.beldragon.be">http://www.beldragon.be</a>
Norwegian Championship	1.1	1	02/09/11	04/09/11	Oslo	Norway	<a href="http://www.nordragon.com/">http://www.nordragon.com/</a>
Hungarian Fleett Championship	1	1	02/09/11	04/09/11	Csopak	Hungary	<a href="http://www.dragonclass.hu/">http://www.dragonclass.hu/</a>
Hans-Detmar Wagner Cup	1	1	13/10/11	16/10/11	Torbole, Garda Lake	Italy	<a href="http://www.dracheklasse.de/home.php4">http://www.dracheklasse.de/home.php4</a>
Drag's Cup	1	1	29/10/11	01/11/11	Cazaux	France	<a href="http://www.cercle-de-voile-cazaux-lac.com">http://www.cercle-de-voile-cazaux-lac.com</a>
Greece Championship - 2nd part	1.1	1	12/11/11	13/11/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>
<b>Non-Graded Events</b>							
Lipton Cup Pursuit Race			19/02/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Commodores Series			26/02/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Moonraker Series			12/03/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Cascais Dragon Winter Series 2010/2011 5th			18/03/11	20/03/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Moonraker Series			19/03/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Alternative 7's Series			26/03/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Moonraker Series			02/04/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Alassio Dragon Week			08/04/11	10/04/11	Alassio	Italy	<a href="http://www.primazona.org/Dragone_home.htm">http://www.primazona.org/Dragone_home.htm</a>
HKRNVR Pursuit Race			09/04/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Maritime Cup			16/04/11	17/04/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>
Drachen Training			16/04/11	17/04/11	Thun	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Finale			16/04/11	17/04/11	Aalsmeer	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Phyloong Series			16/04/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Easterregatta			22/04/11	23/04/11	Thun	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Coupe de Bretagne			30/04/11	02/05/11	Douarnenez	France	<a href="http://www.grandprixpetitnavire.com">http://www.grandprixpetitnavire.com</a>

<i>Regattas</i>	<i>RL_F</i>	<i>M</i>	<i>Date_Start</i>	<i>Date_End</i>	<i>Venue</i>	<i>Country</i>	<i>Contact</i>
Glarisegg-Cup			07/05/11	08/05/11	Steckborn	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Phyloong Series			07/05/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Passage Race			08/05/11		Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Alberti Cup, Portofino Rolex Trophy			13/05/11	15/05/11	Portofino	Italy	<a href="http://www.yachtclubitaliano.it/">http://www.yachtclubitaliano.it/</a>
Spring Regatta			14/05/11	15/05/11	Hong Kong	Hong Kong	<a href="http://www.rhkyc.org.hk">http://www.rhkyc.org.hk</a>
Schwerpunkt			21/05/11	22/05/11	Mattsee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
Jungfrautrophy			21/05/11	22/05/11	Thun	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Grand Prix Enkhuizen, Finale			21/05/11	22/05/11	Muiden	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Coupe Drakkar			02/06/11	04/06/11	Deauville	France	<a href="http://www.dyc14.com">http://www.dyc14.com</a>
Il Prova Apuramento Nacional			04/06/11	05/06/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Pelle Gedda Cup			04/06/11	05/06/11	Saltsjobaden	Sweden	<a href="http://www.segladrake.se">http://www.segladrake.se</a>
North Sea Regatta			10/06/11	13/06/11	Scheveningen	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Litzlwurmpreis			18/06/11	19/06/11	Attersee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
Tune Up to Open Dutch			18/06/11	19/06/11	Medemblik	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Marstrand Cup			18/06/11	19/06/11	Marstrand	Sweden	<a href="http://www.segladrake.se">http://www.segladrake.se</a>
Sommerregatta			25/06/11	26/06/11	Steckborn	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Gold Cup Edoardo Pepe, (classic Dragons only)			29/06/11	03/07/11	Napoli	Italy	<a href="http://www.ryccasavoia.it/">http://www.ryccasavoia.it/</a>
Troféu Patrick Monteiro de Barros			02/07/11	03/07/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Sandhamn Race Week			02/07/11	04/07/11	Sandhamn	Sweden	<a href="http://www.segladrake.se">http://www.segladrake.se</a>
Dunlaoghaire Combined Clubs Regatta			08/07/11	10/07/11	Dunlaoghaire Clubs	Ireland	<a href="http://www.dragonclass.ie">http://www.dragonclass.ie</a>
Northern Areas			10/07/11	12/07/11	Abersoch	UK	<a href="http://www.britishdragons.org/">http://www.britishdragons.org/</a>
Drachencup			06/08/11	07/08/11	Thun	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
South Coast Championship			02/09/11	04/09/11	Glandore	Ireland	<a href="http://www.dragonclass.ie">http://www.dragonclass.ie</a>
Open Dragon du Morbihan			07/09/11	11/09/11	Port du Crouesty Arzon	France	<a href="http://www.ycca.net">http://www.ycca.net</a>
Traunseedrachen			10/09/11	11/09/11	Traunsee	Austria	<a href="http://www.dragonclass.at">http://www.dragonclass.at</a>
Troféu Patacas			17/09/11	18/09/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Piraeus Trophy			17/09/11	18/09/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>
Régates Royales			19/09/11	24/09/11	Cannes	France	<a href="http://www.yachtclubdecannes.com">http://www.yachtclubdecannes.com</a>
Benaki Cup			24/09/11	25/09/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>
Zugerseemeisterschaft			24/09/11	25/09/11	Zug	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Dragon Saint Tropez			07/10/11	09/10/11	Saint Tropez	France	<a href="http://www.snst.org">http://www.snst.org</a>
Regenbogen en Draken			08/10/11	09/10/11	Alkmaar	Netherlands	<a href="http://www.dragonclass.nl">http://www.dragonclass.nl</a>
Jack Craig Memorial Trophy			14/10/11	16/10/11	Lough Derg	Ireland	<a href="http://www.dragonclass.ie">http://www.dragonclass.ie</a>
Herbstpreis and GYC Teamtrophy			15/10/11	16/10/11	Thun	Switzerland	<a href="http://www.dragon-class.ch/">http://www.dragon-class.ch/</a>
Cascais Dragon Winter Series 2011/2012 1st			21/10/11	23/10/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Commodore Series			05/11/11		Seoul	Korea	ra_esq@hotmail.com
Armistice Cup - Championnat de Méditerranée			11/11/11	13/11/11	Cannes	France	<a href="http://www.yachtclubdecannes.com">http://www.yachtclubdecannes.com</a>
Cascais Dragon Winter Series 2011/2012 2nd			18/11/11	20/11/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Cascais Dragon Winter Series 2011/2012 3rd			02/12/11	04/12/11	Cascais	Portugal	<a href="http://www.cncascais.com">http://www.cncascais.com</a>
Coupe d'Hiver			03/12/11	04/12/11	Cannes	France	<a href="http://www.yachtclubdecannes.com">http://www.yachtclubdecannes.com</a>
Cup of Greece			17/12/11	18/12/11	Athens	Greece	<a href="http://www.hdca.gr">http://www.hdca.gr</a>

#### IDA Championships 2012

<b>2012</b> European Championship	1.25	2	08/06/12	15/06/12	Attersee	Austria	<a href="http://www.intdragon.org">http://www.intdragon.org</a>
<b>2012</b> Dragon Gold Cup	1.3	2	08/09/12	16/09/12	Kinsale	Ireland	<a href="http://www.intdragon.org">http://www.intdragon.org</a>

#### INTERNATIONAL DRAGON RULES & PLANS

Available from the IDA – [info@intdragon.org](mailto: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

#### BUILDER PLAQUES - 30/9/2009 to 30/9/2010

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[www.fionabrown.com](http://www.fionabrown.com)

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[www.petticrows.com](http://www.petticrows.com)

##### Hungarian Dragon Association

[www.dragonclass.hu](http://www.dragonclass.hu)

##### Swiss Dragon Association

[www.dragon-class.ch](http://www.dragon-class.ch)

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[www.royal-dragon.dk](http://www.royal-dragon.dk)

##### Austrian Dragon Association

[www.dragonclass.at](http://www.dragonclass.at)

The IDA and all National Dragon Associations acknowledge the support of photographers who have generously contributed images to this issue .....

For a complete list of licensed builders please e-mail [info@indragon.org](mailto:info@indragon.org)

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Ukraine	Evgeniy Braslavets	Home: + 380562365183 Mobile: + 380979632054 Fax: + 380562365183	ebraslavets@hotmail.com	7
USA	Mickey Lake	Home: + 12519881718 Office: + 12514433418	www.usdragons.org BLake84530@aol.com	26

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## LOGISTIC

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- Transport : Regional & International
- Full Management: transport & preparation

## TECHNICAL : BOATS & TRAILERS

- Repair
- Maintenance
- Upgrade

## DISTRIBUTION

- |                  |                              |
|------------------|------------------------------|
| - Barton,        | boom kickers                 |
| - Borresen,      | spars                        |
| - Fritz,         | sails (exclusive for France) |
| - Harbeck,       | trailers                     |
| - Harken,        | fittings                     |
| - Hawk & Windex  | wind indicators              |
| - Julbo,         | sunglasses                   |
| - Liros,         | ropes                        |
| - Marine Pool,   | technical clothing           |
| - Navicom,       | VHF radios                   |
| - Petticrows,    | spars & spare parts          |
| - Royal Dragon,  | boats (exclusive for France) |
| - Tactik-Suunto, | compasses, watches           |
| - Dreher         | covers                       |

## TRANSACTIONS

- Second hand boats & equipment

## DRAGON RENTAL

## TRAINING

- Beginner
- Intermediate
- Expert



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