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Message from the Chairman

Dear Dragon sailors,

In October 2015 at the AGM in Paris I was unanimously elected as the IDA Chairman. That is a huge honour and a very great privilege for me. At the same time, to be entrusted with this role is a very big responsibility.

We are all proud of our beloved class, which is represented in 31 countries around the world. It has a long and honourable history. The Dragon events calendar is one of the toughest in the sailing world and the class continues to attract sailors both at the club and at international level. There is a sound balance between Corinthian and professional sailors in the fleet, and the continual efforts of the IDA to ensure that this balance continues are bearing fruit. In recent years we have seen new builders of the Dragon come to the market and the IDA keeps a watchful eye on the Class Rules and Regulations, making minor changes as necessary to provide more fair play for the competitors.

At the same time, our class exists and develops within a very competitive sailing environment. We are watching the development of more and more new classes of keelboats such as the J80, J70, Melges 20, Melges 24 and 32, together with the continuing existence of former Olympic classes like 5.5, Soling, Yngling and Star to mention just a few. Younger sailors, in particular, seem to be very interested in the new foiling hulls.

The impact of Olympic and professional sailing demands more visibility, more speed and more appeal from regattas. TV and internet play an increasingly aggressive role in recruiting newcomers to the foiling classes.

The sailors themselves are demanding more efforts from the organisers to provide first class race management and exciting onshore programmes. This is simply a reflection

of the fact that there are increasingly more and more demands on our time, and we need to spend our leisure time well.

We watch with concern some other trends in the Dragon class, such as the decline in orders for new boats and sails, an apparent reluctance by many to travel long distances to regattas, even within Europe, and a very slow influx of new young sailors to our class.

How can we detect and understand these trends in good time to counteract them? How should we react to these challenges? Will we simply keep things as they are, and worship the good old days, or will we develop some new ideas?

I believe that the strength of our class is based on a strong commitment to tradition on the one hand, but also on the openness to new challenges on the other. We can't stop time, but we can adapt to it with a plan. The target is very simple: we want to ensure that the Dragon remains the most popular, elegant, attractive and ever-young monotype class in the world.

The discussion of a plan started earlier last year as the sailors were confronted with the unique situation of a choice between two candidates for Chairman. That possibility opened the gate to many discussions, and this

was a very healthy process. The Owners' Meeting at the Gold Cup included many discussions around onshore activities at the different events and the International Dragon Forum on Facebook made the entire fleet more proactive regarding its future.

The overriding view from these discussions was: do not change anything just for the sake of change. At the same time we also received some very interesting proposals about better communication with sailors outside the Dragon class, and about placing more emphasis on different groups and categories of sailors (such as youth, seniors, women, Corinthians etc) within the fleet.

It is very clear to me that the class wants to remain united and not to allow itself to be split into separate interest groups. The fleet wants first class race management but also does not want to become a professional circuit for very ambitious sailors. The sailors welcome sponsors and partners in the class but do not want them to affect or control the format and the spirit of the existing events. And the fleet wants to sail in a wide variety of different venues, which are accessible with affordable accommodation and good logistics and do not take up too much time and expense in travel.

Of course, there are other more controversial wishes and demands from sailors depending on their background, age, skills, nationality and so on. How can we satisfy all these expectations? I believe the only way is by combining our strong democratic process through the National Associations with responsible decision-making by the IDA leadership.

I believe that the current composition of the Executive

Committee of the IDA is one of the strongest in the history of the class. We work as a team relying on each other and respect the experience and opinion each of us brings to the table. All officers are active sailors both at their clubs and on the international level and understand the variety of views and cultures.

I undertake, on my own behalf and on behalf of the team, that we will do our very best to meet members' expectations and to develop solutions to our challenges. I urge you to be active - follow the IDA website, speak to us at the numerous events and help us to develop the class!

I believe that the Dragon provides more than just the means for our recreation; at a time of great turmoil in the world, the Dragon provides an emotional and existential support that transcends national interests. We are not just a group of competitors but more a family of associates with common interests and a world view.

That is the Dragon's real strength!

Vasily Senatorov

Chairman



Current Champions 2015

World Championship (2015)

La Rochelle, France

Bunker Boys

Yevgen Braslavets

Aleksander Mirchuk
Sergiy Timokhov

Gold Cup

Kühlungsborn, Germany

Alfie

Lawrie Smith

Tim Tavinor
Joost Houwelling

European Championship

Båstad, Sweden

Bunker Boys

Yevgen Braslavets

Sergey Pugachev
George Leonchuk

Borge Borresen Memorial Trophy

(Winner of first race Gold Cup)

Even Better

Vasily Senatorov

Alex Muzichenko
Igor Ivashintsov

Nations Cup

(Team Race within Gold Cup)

United Arab Emirates

Bunker Prince

Desert Eagle
Bunker Queen

Prince Philip Cup

Brighton, Australia

Whimsical

Gordon Ingate

Brad Sheridan
David Giles

Cannes Dragon Grand Prix

Cannes, France

Dragon Holly

Stephan Link

Frank Butzmann
Michael Lipp

XVI HM King Juan Carlos I Trophy

Cascais, Portugal

Desert Eagle

Hendrik Witzmann

Markus Koy
Henrique Anjos

Grand Prix Guyader

Douarnenez, France

Desert Eagle

Hendrik Witzmann

Markus Koy
Henrique Anjos

BMW Dragon Grand Prix Germany

Kühlungsborn, Germany

Bunker Queen

Markus Wieser

Sergey Pugachev
Matti Paschen

The Müller Trophy

(Top placed sailor on the IRL)

Bunker Boys

Yevgen Braslavets

Aleksander Mirchuk
Sergey Pugachev
Sergiy Timokhov
George Leonchuk

Corinthian Trophies

World Championship (2015)

La Rochelle, France

Dragonfly

William Packer

Julian Harding
Denis Cullity

Gold Cup

Kühlungsborn, Germany

Puck IV

Philip Dohse

Christian Möller
Oliver Mose

European Championship

Båstad, Sweden

Pagale

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Pacific Dragon Interport



Photographs in this article courtesy Dale Northey

This past September, visiting teams from the Royal Sydney Yacht Squadron, the Royal Hong Kong Yacht Club and the Kansai Yacht Club battled each other on English Bay, near downtown Vancouver, in the 2015 Pacific Dragon Interport. This year's Dragon Team Racing regatta was hosted by the Royal Vancouver Yacht Club. Teams of three Dragons completed three round robins for a total of 18 matches over the first two days. Matches were raced on a short box course with teams rotating boats, which were provided by the Vancouver Dragon Fleet owners. The weather was perfect for Dragon sailing, with westerly winds between 10 and 15 knots, with occasional gusts up to 20 knots. Winds were much stronger on the third and last day (22-25 knots gusting up to 35 knots), so racing was abandoned. Congratulations to the Royal Vancouver on becoming the latest Pacific Dragon Interport Champions. Interestingly, two out of three helms on the Vancouver team

were women. Well done ladies! The next Interport will be held in Hong Kong in November 2016.

After more than 25 years the Dragon team racing Interport concept has stood the test of time!

While most Dragon racing is fleet racing, the Pacific Dragon Interport is a bit different. Teams of three Dragons race against each other in a round robin event featuring many short races. Because teams rotate through the boats to ensure fairness, everyone is on the water as either a spectator or a participant, providing almost continuous action for racers and spectators. Although team racing encourages aggressive use of the rules, confrontations on the race course are settled on the water by umpires who make quick rulings immediately after each race. It's an all Corinthian event, although there are no restrictions on entrants. There is a trophy for the winning team, but the tradition is to bring gifts for all competitors.

Prior to the event the Vancouver Fleet checked over the boats to make sure they were as equivalent as possible (weight checks and equipment checks). One of the most interesting things about a Team Racing Interport, is it gets people out of their comfort zone – you sail with different people on someone else's Dragon. And for the visitors, you are in an unfamiliar venue. Talk about a level playing field!

So how did this event get started? The original event began in the 1950s as a competition in Dragons between the Royal Hong Kong Yacht Club and the Manila Yacht Club. Due to declining



interest in Dragons in Manila (they were constantly being damaged by typhoons), this particular form of the Interport died out towards the end of the 1970s. Iain Moray, who had been part of the Manila team, returned to Australia at the end of the 70s, and contacted Nick Burns with a plan to recreate the Interport between Sydney and Hong Kong.

The first of the new series of Interports was held in Hong Kong in November 1982. Participants say that, unusually, for November, it rained all weekend and blew dogs off chains. Hong Kong beat Australia in three straight races, and then Australia crewed for Hong Kong (and said they learned an enormous amount). At that time all the RHKYC fleet was wooden with some boats having survived WW2 - their owners had scuttled them to prevent them being used by invading forces and refloated them after the war. Amazingly some Dragons still had pop top cuddies - as in the original design in 1928 by Johan Anker - with bunks and stoves still aboard. They were all kept in the smelly waters of the typhoon shelter at Causeway Bay alongside sampans & small junks. The locals with their knowledge of tides and the exotic habits of harbour traffic put up a good fight. However, RSYS won the first Interport, much to the consternation of the locals who had rarely lost on their own waters. Boats were raced as found, then rotated daily with the opponents. The emphasis in Interports was always on crews and tactics rather than the gear, although in later years, teams have been allowed to take their own spinnakers with them. The Governor of Hong Kong presented the RSYS, as inaugural winners, the Interport Trophy but as usual, mementos were given to all participants; this emphasis on everyone contributing is the spirit of the event. In team racing, points for the team can be



gained just as importantly by the skipper near the back of the fleet sailing two rivals away from the mark, thus allowing a fellow team member to improve the team score.

When Hong Kong came for the next Interport in Sydney in 1983 the Hong Kong team were vastly impressed by the quality of the fleet, having so many fibreglass boats. The racing was again dominated by RSYS. After seeing the new fibreglass boats, the Changs commenced building fibreglass boats in Hong Kong, which in turn has contributed to the longevity of Dragons in Hong Kong - another positive influence caused by the establishment of the Interport regatta.

The following year sailors from Australia went to the 1983 Worlds in Vancouver and met the Vancouver Dragon sailors, who were unbelievably good sailors and incredible hosts. The Aussies persuaded Vancouver to join them for the next Interport that autumn in Hong Kong. Vancouver arrived with a strong team, headed by Bob Burgess, who had just won the Worlds. The weather was kind with crystal clear days, and a north wind. Vancouver and Sydney, with much stronger teams, spent all their time covering each other, and on the last race were on equal points. They covered so closely that both teams followed Bob to the wrong mark in Kowloon bay, leaving RHKYC with a most undeserved victory. All great fun.

The Interport continued as a three-way event for several years and Lowell then introduced the Japan fleet to the game.

The Interport could not exist without the generosity and willingness of boat owners to make their yachts available at no charge for the Interport. The team racing format gets people to sail other boats with other crew in new places and is a great way to make friends and learn new things. This disorientation further adds to the satisfaction you get from jumping cold into another owner's boat, not adjusting the standing rigging, using older sails and then combining (hopefully successfully) with your team mates and often on foreign waters.

While it is not a common kind of Dragon event, there is one other Dragon Interport between the Royal Yacht Squadron, the Royal Danish Yacht Club and Cercle de la Voile d'Arcachon. And in 2015 there was a 2 by 2 team racing event held in Vencie. And, the North American Dragons are hoping to hold an East-West Dragon Interport in 2016.

After more than 25 years the Dragon team racing Interport concept has stood the test of time!



Playing It By The Rules

Sailing is a complex sport, with multiple rules and regulations on and off the water. But there are a number of rules or parts of rules specific to the Dragon Class that crew really need to be aware of when racing. In this article we focus on four areas of the Class rules that may not be understood or which have been the subject of recent discussions. Please note this practical advice is not an official interpretation of the Rule and cannot be relied upon in the Jury Room.

1 Hiking – crew position

The rule states

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

The rule in practice:

Looking at the second part of the rule involving the position of the crew, what does this mean in practice? Of course in heavy airs we all accept it is important to get your weight over the side of the boat. So how far can you go? Well looking at the rule, the first point to agree is – what is the sheerline referring to. In practical terms we are concerned with the point where the top of the outside edge of the hull meets the deck or the deck's extension.

So to comply with the rule, 50% of the crew's thigh must not be outside this point – again that will mean where the underside of the crew's thigh when seated touches the point at which deck and hull meet.

So if your knees are close to the side of the boat it is highly unlikely that you are complying.

2 The use of mobile phones on board



The class rules covering this issue are:

11.11. The following equipment may be on board while racing:

1. VHF Radio which shall only be used in an emergency. The Notice of Race or Sailing Instructions may define additional use (e.g. race management communication) and make the item mandatory onboard.

2. *Mobile phones or similar devices permitting the receiving of any outside information may only be used in an emergency. At all other times during racing the device shall be turned off.*

12. PROHIBITIONS

12.20. *Any devices transmitting or correlating data relative to rig tension or wind direction or speed or boat speed and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic are prohibited. Depth sounders may be permitted by an Organising Authority for races within its jurisdiction*

In practical terms what does this mean for mobile phones?

The rules are clear, basic mobile phones and similar

devices like smartphones can be carried for emergency use but must be turned off whilst racing. But what does turned off mean and what is the situation with watches with GPS function and tablets, etc? Are they illegal under rule 12.20?

The rule requires that:

i) *to turn off the phone, if it is a simple mobile phone or a smartphone whilst racing. Do not only use the 'flight mode' function, and*

ii) *to leave any other devices with a GPS function such as watches, tablets etc on land as they are not 'mobile phones' and therefore are prohibited.*

3. Mast movement at deck level

The IDA clarified the situation regarding mast movement at deck level last year and new rules have come into force to ensure that regardless of what mast ram system your boat is fitted with, the ability of the mast to move a deck level is now controlled by the measurements of the hole where the mast goes through the deck.

The new rule states

6.103. A mark (made from metal or plastic plate) 50mm measured fore and aft and 20mm athwartships shall be fixed on the deck on each side of the mast opening, in such a position that the foreside of the mast shall not be outside nor be capable of being moved outside the limits of these marks. (see diagram on page 22).

Movement of the mast within these limits shall be restricted by filling pieces or bolts fixed in such a way that they cannot be removed while racing.

Athwartship clearance of more than 10mm each side is prohibited. Any filling pieces limiting athwartship movement to 10mm shall be fixed such that they cannot be removed with the mast in place. (Note: Any other filling pieces or chocks do not have to be fixed).

What does this mean in practice?

This means that all owners of boats need to modify the area where the mast goes through the deck so it is not possible for the mast to move more forward or aft other than within the 50mm metal or plastic plate irrespective of any mast ram or other similar device. Of course this does not apply for new boats which are already fitted out with the filling pieces or bolts required from March 1, 2016.

4 Crew Weight

The rule states

13.30. The total weight of the crew wearing lightweight clothing shall not exceed 285 kg. If a crew has been officially weighed in at the regatta, re-weighing during the regatta shall not take place unless there is a change of crew. The Notice of Race may amend this rule at events other than the World Championships, European Championships, Gold Cups and IDA Grade I regattas.



As the class rule stands the total weight of the crew whilst racing should not exceed 285 kg at any point, regardless of the level of competition, unless:

i) *the requirement to comply with class rule 13.30 has been specifically removed in the issued Notice of Race for that event. If the removal of rule 13.30 is*

not mentioned in the Notice of Race then the weight limit applies at all times even if you are not weighed in at the regatta, or

ii) *the Crew have been officially weighed in at the regatta (required for IDA Championships and Grade 1 regattas). In this instance they will not be reweighed during the event.*



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Updating an older Dragon

by Patrick Gifford

You've just bought an older Dragon, probably a GRP boat built between 1973 and 2000, and you want to sail it competitively but you realise that the rig and equipment in it is probably no longer state of the art and wonder whether this will be a problem. This article attempts to de-mystify what is required. The first step is to read the Class Rules, which are available on the IDA website. In particular note Rule 1.63 if you have major work in mind. Then the content of this article is divided into the hull, the rig and the fittings. There is, however, one consideration common to everything which is that every piece of equipment should work easily and perform its allotted function. Do check this because there is nothing more irritating than pulling hard on a rope to no effect.

Hull:

Dragons have almost all been built to a very high standard. So long as your boat was built by one of the main builders and hasn't been involved in collisions, strandings or road accidents there shouldn't be any major problem. However, it is well worth thinking about:

Hull smoothness: Is there a buildup of rough antifouling or paint? If there is, it is well worth removing it to get down to a good, smooth base.

Correctors: The certificate, and measurement form if you have it, should state whether the boat originally had correctors. If it did, and they are still there, it is worth weighing the boat. It is highly likely that they can be removed. Most boats gain a little weight as they age.

Bulkheads: Boats built before March 1991 don't have bulkheads unless they have been retro-fitted. It is worth considering fitting them but it depends

on where you are sailing, especially the depth of water and the amount of support and other traffic around. It is a trade-off between extra weight and some inconvenience from loss of usable space and safety. Dragons without bulkheads sink very quickly.

Cockpit height: Most older boats have lower cockpit floors than the most modern boats. This is a nuisance because it makes crewing rather more difficult and also makes it harder to lead control lines back to a mainsheet beam or barney post. However, any changes are likely to be difficult to implement in a GRP boat and certainly require attention to Rules 1.63 and 2.505 to 2.508. My recommendation is don't bother.

Rig:

Genoa roller: All the commercial mechanisms I have come across work well below deck whether they are positively driven or operate through a drum so long as the bearings are greased. However, it is undoubtedly better to have the halliard come from a slider on the forestay which has bearings for the genoa and the halliard and then down the mast rather than back down the forestay inside the luff zip as in older Borresen boats.

Jumpers: The simplest answer of all is to have fixed jumpers. Adjust them so that the mast is straight sideways and the back of the mast is slightly inverted. Make any final adjustments to fit your mainsail.

If you like adjustment there are various systems for adjustment under way. The most common ones adjust both jumpers simultaneously and normally give power of about 8 to 1. I suggest that it isn't worth having the ones that adjust each jumper wire individually. In theory it is interesting but over complicated in my view.

Mast gate: The rules changed in 1991 to permit 50mm of movement for the mast at the deck rather than 20mm. This made it essential to have a mast ram. If your boat hasn't been modified for this rule change you should go ahead now. This will probably mean enlarging the mast hole in the deck and making a hole for the rigging screw connecting the



mast to the ram in the coach roof. Most rams have a single line which provides a positive movement in either direction though an alternative is to use powerful shockcord to pull the mast forward.

Runners: On some older boats the runners come to the side of the deck near the back of the coach roof. They should be moved to the stern and turning blocks fastened to the internal reinforcement either on the stern or on the side. This gives a better angle and less compression though they do have to be tacked.

Equipment:

Spinnaker chute or not: This has been a contentious subject for many years. Most boats use a chute and this is more reliable than hoisting and recovering from the cockpit unless you have very well trained and regular



crew. The alternative of sending the foredeck hand to the bow as you approach the windward mark to clip on a bag with the spinnaker in it isn't recommended though it used to be commonplace.

Spinnaker pole gear: There is a choice between the system which has the pole lying on the deck attached to the spinnaker and a track on the mast and the system which stows the pole along the boom. The first requires



more practice to get right and has the disadvantage of the pole's weight on the deck. It does, however, give a faster hoist from a standing start. I've used both and think it is fairly evenly balanced.

Genoa sheeting: Several different systems have been tried. They should position the clew close to the cockpit coaming and be capable of easy adjustment, preferably from both sides of the boat, to raise or lower the sheet angle. Some also enable one to move the lead block sideways but this is less important. It doesn't really matter which system you have so long as it is capable of easy adjustment and delivers the desired position.



It is almost essential to be able to adjust the genoa sheeting from the windward side of the boat. Usually this is done by the foredeck hand using a tackle led through the coachroof. Many older boats have winches. If yours does, you have a choice between putting the turning block on a tackle led through the deck or removing the winches and bringing the genoa sheet to a cleat on a traveller on a track mounted under the side deck controlled by the windward sheeting tackle. In my view the only reason to remove the winches is weight. Otherwise it is as easy to do the initial sheeting in on a winch as it is on the traveller. The winch is arguably more foolproof for inexperienced crews. The power of the fine tune should be 8 to 1. If there is no winch the tackle should be double-ended to permit adjustment from the leeward side.

Runner tackle: Modern genoas are designed to work with a 12 to 1 power on the runners. If you don't



have this the forestay sag may be greater than the sail is designed for if there is much wind. The winches and levers that many older boats have do not give this much power and it is worth replacing them. The normal arrangement is a 2 to 1 coarse tackle which cleats on the mainsheet horse or barney post and then a 6 to 1 tackle coming to a point close by. It is important that both are easily accessible from the windward rail. The fine tune has to be tacked upwind and the coarse may need to be let off if you want to bear away to duck another boat. So don't put the coarse under the side deck where it can only be operated from within the cockpit.

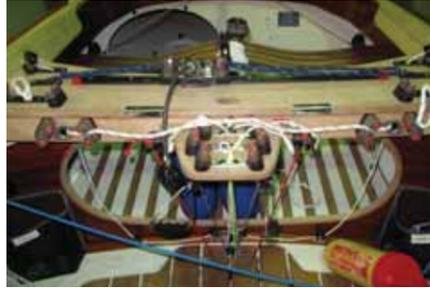
Cockpit and controls layout:

Barney post vs mainsheet horse. I personally prefer the horse. Above all, in very light airs I can more easily get the boom on the centre line without much mainsheet tension. I'm prepared to put up with being in an exclusion zone as a helmsman as a result. Whichever system is chosen it needs to be capable of taking a reasonable number of controls and they must come to hand easily.





Control positioning: Controls will basically be either on a beam under the coachroof or on the mainsheet horse. It is very much a matter of choice what goes where though it will be influenced by the ability to run ropes under the cabin and cockpit floors. However, some are more obvious than others:



Runners: Mainsheet horse.

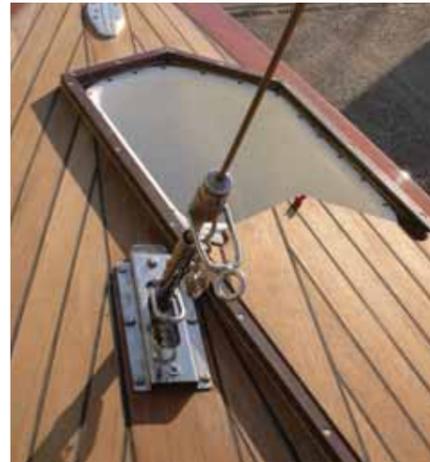
Kicking strap (vang): Mainsheet horse or close. This is essential so that the middleman can let it off in a hurry to avoid broaching.

Genoa luff tension: Coach roof beam.

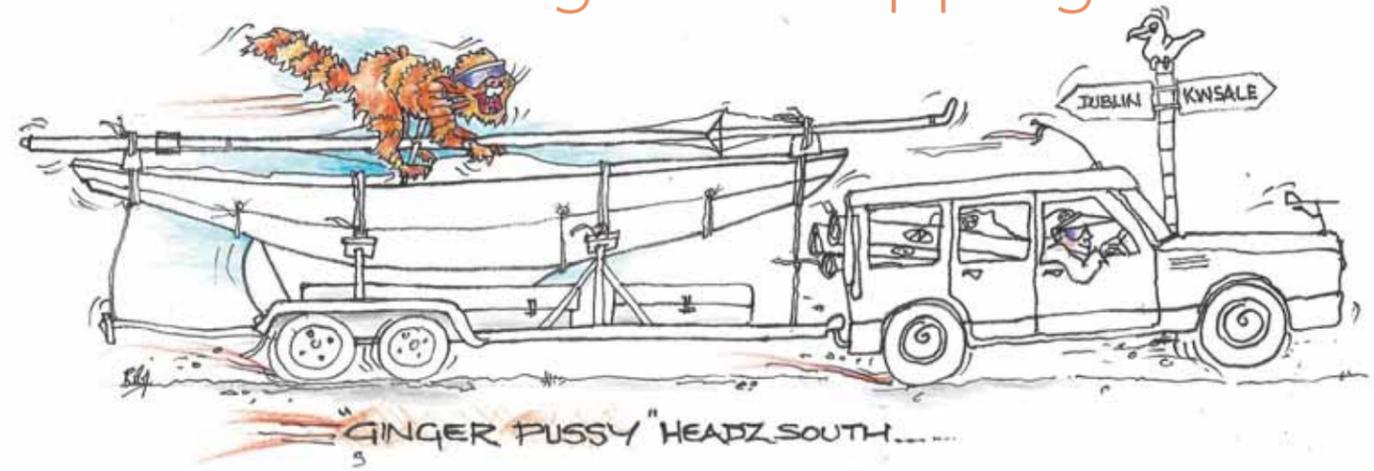
Jibroller: Probably coach roof beam but may depend on system.

Genoa lead block control: Probably through coachroof

Others by personal preference or, more likely, by them staying where they already are.



Tiger kidnapping



The Royal Saint George Yacht Club in Dun Laoghaire has a large number of Dragons. Among their number is Martin Byrne's Dragon, Jaguar, in which he has won several National titles and an Edinburgh Cup. Last September Martin had packed up the boat one evening, and it was parked on the club forecourt, ready to be towed to Kinsale for the South Coast Championship the following morning.

Now the Royal St George Yacht Club has a resident cat, a very large ginger tom called Reggie. When he's not gorging himself on the leftover prawns and smoked salmon from the kitchen, Reggie likes nothing better than to curl up on a soft boat cover in the sun. Martin arrived in the club, hitched up his Dragon without a care in the world, and headed for the motorway. It wasn't until he had gone some miles and was waiting at a set of traffic lights before entering the slip road to the

motorway that a man pulled up alongside him and inquired, "Hey Mister, is that your mascot?"

Having inspected his passenger, Martin wisely decided that it would be dangerous to try to remove him from the boat and he gently headed back to the club, and returned poor Reggie to his natural habitat before once more heading for Kinsale.

By the time Martin arrived in Kinsale social media had gone into meltdown and he and his crew had to endure a weekend of inevitable jokes about 'Martin's ginger pussy', 'losing by a whisker', 'cat fights on the water', and so on.

At the Championship Dinner Martin was presented with this cartoon drawn by local sailor and yacht designer Rob Jacob.



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The Story of *Eragon*

How learning to sail and buying a classic Dragon revolutionised the lives of
Tamas Domokos and his family

We took up sailing five years ago. One of our best friends, Imre Szabó, a ship-builder and sailing instructor, invited us to spend our vacation at Lake Balaton. We met every weather situation during the week spent there with him: mostly comfortable sailing-weather, but some time there was no wind, and once it happened that we had to sail home in a serious storm. The holiday was great – we learned a lot in that week from him, and we felt fantastic. The boat we sailed with, a Balaton 25, is an ideal novice boat for a forty-year-old student, like me.

Between our tours, when we docked somewhere, we walked through the ports, and Imre explained a lot about ships. In Balatonfüzfő we got to know *Stella Maris* in the port – a classic Dragon. The ship was charming. Wooden body, wooden mast – feeling like an elegant British race car. We met a wonderful couple there, they owned the ship. It turned out that Imre taught them to sail, too.

“Does one of you want to go to sail?” they asked, and of course we said yes.

The force 2 wind provided ideal conditions, the boat was fabulous. It was love at first sight.

After the holiday my youngest son burst into tears - such a fantastic holiday we have not had before, why had it finished?

I did, what a good father does in these circumstances. I sat down at the computer and began to search. After two months I found *Ariadne*. She was in Switzerland, on the Thunersee. The owner sold her for an absolute affordable price. After a few letters were exchanged, we were off to Switzerland.

In the meantime, we met the Bruckner family. They professionally refurbish classic boats in Balatonfüred. In advance we showed the pictures of the ship to them, and they counseled: let's do it. *Ariadne* was in Hungary by Christmas.

The first meeting was much more encouraging than the photos. The planks were opened only in some places, the ribs and spine were in acceptable condition. We thought that the ship will be on the water in the next summer. But the renovation of a classic Dragon is not as simple and rapid a process as we have thought. All together it has lasted two years to finish it. 4000 workhours, 1,7 m³ mahogany, 0,6 m³ teak, kilograms of rivet, epoxy and varnish were used, by the time the boat had achieved her present form.

In the meantime, we met the Dragon-community in Hungary. Loving, generous, good-humored company we found among them. Conceived in us: not only for the excitement, but also for the company we want to participate the competitions. The active fleet racing (12-16 ships) included four classic boats at that time, but there are at least ten wooden Dragon sailing on Lake Balaton from year to year.

A good example of the helpfulness and generosity of the Dragon-community is, that during the renovation a friend of ours, András Simon lent his boat to us for the summer. Always when we could, we were on the lake.

Kalliopé is also a classic Dragon, so the personal experiences we have gained during the few months could also be used for the renovation of *Ariadne*. It was important for us that the main components of her remained intact, but we could decide ourselves where the various fittings would go to make boat-handling easy. Following structural reinforcement we wanted to be sure that the new rig could handle even the most extreme conditions. We renamed the boat because we thought the name *Ariadne* too gentle for a racing boat. We named her *Eragon* after the fantasy novel by Christopher Paolini about a Dragon and her rider: Saphira and *Eragon*.

They know each others thoughts, words, and feelings, so we thought the name *Eragon* ideal.

The ship became beautiful. The deck has got new teak cover. The planks, which were opened, received a seal with epoxy. The spine was corrected, the two ribs, which rotted, were replaced. The wooden mast was in very good condition, so a finish-grinding was enough. Where it was possible, we kept the old mountings. So every part of the ship complies with the IDA classic Dragon rules. A new, survey control certifies this.

In April 2014, *Eragon* was on the water. The 'T.H.E.' port on Tihany Peninsula, which is near Balatonfüred, the capital of the northern coast of Balaton, is an ideal place for us: we can reach both basins of the lake. The harbor is protected even in big storms, too.

I am in a fortunate position, my wife and our three children make my sailing team. The girls are welcome to come out on the water, if the weather is pleasant. My wife, Zsófi says she is confident up to force 3! My daughter Luca (12) loves to jump from the boat to swim and enjoy the water, when we moor in the middle of the lake to have a good swim and just enjoy the summer. The boys, Bence (18) and Gergő (16) are real tough young people who can handle rougher conditions. Thus we form a real racing team with them. We try to participate in all the competitions we can, on Lake Balaton, whether fleet Championship or Cup Classic. With this 52-year-old boat and our two years of experience in racing, the big results are far away. Nevertheless if on a race we can catch a plastic Dragon, our sense of achievement is indescribable. It is a beautiful thing that after a nice result, or an exciting race our opponents are happy with us. Since we only recently started to compete, we are happy when they help us, or give us their advice, which often they do. I think they are proud that one more classic boat has been added to the fleet on the lake.

The sailing is my relaxation. My work is about being available around the clock, so if I'm on the boat, during a weekend regatta it is a real gift for me. Lake Balaton is wonderful. Europe's largest lake, but the average depth is only 3 meters. The short waves, gusty winds, which are often influenced by the coast, the terrain, always present new challenges for a sailor. The coast's infrastructure is perfect, ports are convenient and people are warm and friendly, so if you wish to take a trip, you can explore the entire lake.

Wherever we end up, there are always some admirers of *Eragon*. The mahogany, pine and teak received new life under the hands of the craftsmen. We are rightly proud of it: for us *Eragon* is the most beautiful Dragon on Lake Balaton.



It's The Little Things That Make The Difference

The game moves on... more tips from Stavros

There are any number of ways to improve team-work, which in turn, will not only make your racing more enjoyable, but also enhance the performance of the boat. This can lead to more confident manoeuvres which will gain you places on the racecourse.

Here are a few 'suggestions' to help club and less experienced Dragon sailors get the most out of their time spent on the water.

In last year's magazine I wrote about the 'Little Things that make the Difference', as it is seldom just one adjustment that changes 'gear' to improve boat speed, or can change the rig to ease the 'weather' helm on the tiller to help with the steering. No, it's usually a number of sequences that have to happen before the boat feels 'alive' again and is back up to speed.

Let me explain. One of the most common questions I get asked is 'Stavros, what's the best thing to do when the boat starts to be over-powered?' Good question, simple answer, Hike Harder :-). However, by just hiking, the boat will still probably heel giving the helm more pressure on the rudder as the hull slips sideways. Meanwhile the 'slick' and well drilled teams will have already made their changes to the rig and coped with the increased wind pressure as though it never happened...



So what did they do?

- 1). Letting the mast bend at deck level by releasing the mast ram is a quick way to flatten the lower part of the mainsail which will immediately relieve the pressure on the helm.
- 2). More wind is usually a signal for more runner. This will pull the top half of the mast back and open the leaches of both the main and genoa. It will also harden the forestay.
- 3). With the leaches now more open both sails need to be



trimmed in, this will help to maintain pointing.

4). With the increased mainsheet tension the traveller can now be lowered down the track, just enough to keep the boom on the centre-line of the boat.

If the wind decreases then everything must be quickly and more importantly automatically reversed to power up the boat. So four quick but very necessary changes that teams need to make as soon as the boat becomes over-powered.

Another question often asked is 'Stavros, We just stopped today in the choppy water, it was as though we simply 'parked up!' So what to do? Well choppy seas can arrive through any number of reasons, wind against tide, powerboat wash, fellow competitors' wash or just an increase in wind strength will do it, so try these simple adjustments to maintain boat speed.

- 1). Ease runner tension, this will allow the genoa to become more powerful which in turn will help to drive through the chop.
- 2). If you ease the runner, you must automatically ease the sails because by easing just the runner the leaches will be too closed.
- 3). The boom will now be below the centre-line, so that needs to be pulled up on the traveller.
- 4). Helm should put the bow down, this will keep the boat moving, even in the most difficult wave conditions. Try to resist 'pinching' this will just stop the boat.

Of course there also needs to be a few other considerations. Do all crew need to be on the windward side? Should one crew go into the middle of the boat? Is the genoa leach the correct distance from the spreader? If not, then the barber needs to be adjusted. Are we still going the right way? But by getting the 'basics' right as soon as a change is required it makes everything so much less stressful.



The Perfect Tack

Lets just now analyse how to improve tacking, a simple manoeuvre yet so much can be gained or lost on every tack! Let's assume there is sufficient wind for all 3 or 4 crew to be sat on the windward side. The helm then initiates the tack by pushing the tiller away, but only slightly and never outside the coaming (unless of course avoiding another boat). Once the genoa starts to back the boat will continue to turn through the wind, but all crew should remain in position. Depending on which 'release' system you have for the genoa, will decide how soon the crew responsible for tacking the course sheet has to enter the boat. However, the genoa must not be un-cleated until the boom crosses the centre-line. Released too soon and the genoa will get trapped between the mast and the shrouds, released too late and the boat spins away from the wind. So the timing of the genoa release is critical and also will help with the pulling in of the new



sheet. Meanwhile the helm and other crew should be crossing the boat together with all the team hitting the windward side of the boat 'together'. If the helm also centres the tiller when

the boom crosses, this will keep the boat at the perfect angle coming out of the tack. It will also prevent any counter-steering required to bring the boat back on course. If the tiller is centred too late it will create drag and show an 'S' in the boat's wake (easy to check/view after each tack). Practiced enough times by a dedicated team, time after time, this will eventually produce the 'Perfect Tack'.

A Nice Gybe

When to gybe downwind is as important as choosing when to tack upwind, the whole reason we now sail windward/leeward courses is to keep the race 'alive' at all times. No time to sit back, open up the snack boxes and take out the sandwiches! No, you need to sail in the most pressure and best course to the next mark/gate. So gybing should be practiced as much as tacking, so let's assume we have a decent wind and we are sailing deep with the pole aft and the spinnaker flying away nicely.

Having the boat heeled slightly to windward will minimise the drag on the rudder and also help to sail even deeper, with crew weight forward, including the helm we are now ready to perfect a nice gybe. As with the tack, the helm initiates the manoeuvre only this time by pulling the helm. This need only change the course by between 5 to 10 degrees, (less wind steer bigger angle).

As the boat rolls slightly to windward either the helm or middle crew can pull the main across (making sure the runner is released). Meanwhile the spinnaker trimmer should be giving the sail more ease so that the crew changing the pole has the freedom to detach the pole without fighting against each other. If the helm keeps the boat on course it becomes very easy to maintain a full spinnaker throughout the manoeuvre. Problems only arise if the boat is over or under-steered, sometimes a little pole down-haul has to be eased to allow an easier re-setting. As soon as the pole is clipped on it should be pulled back to enable the spinnaker to fly away from the pole end. Remember, always ease the spinnaker, don't over-sheet or make sudden moves.

In closing this article I hope that some of you try one or two things next time you go afloat. Nothing can beat time on the water, practice, practice, practice.. Take the time to arrive early at your different events in 2016, so that you don't simply rig the boat and go directly to the races. Have at least a day or half day to try out your manoeuvres so that they become second nature, to give everyone on board more confidence and inspire your team to achieve better results and more fun on the water.

Higher, Faster, Longer....

Stavros



Wool and Yachting – sustainable lifestyles

Dragon sailors have become used to increasingly high tech materials in their boats, their equipment and their clothing. However, one of the oldest materials in the world – wool – is making an impact in high performance clothing.



This article has been placed and paid for by Woolmark, the international trademark owned by Australian Wool Innovation Limited (AWI) which assures product quality and promotes the use of wool as a versatile – and sustainable – material.

The Dragon is probably one of the wettest boats to sail – in any weather – so Dragon sailors have always been keen to learn where they can find the best protective gear against cold and wet.

Wool as a warm, waterproof and protective fibre has been around for over five thousand years. In fact the Vikings used square-sails woven from wool, and using these sails they became the most widely-travelled traders of their era reaching Ireland, Greenland, Iceland, Newfoundland and the Black Sea – perhaps the first 'international' sailing class!

Fragments of Viking sails have been discovered and these show that they dyed their woollen sails blood red for a more fearsome appearance. This stratagem is still copied by Dragon sailors today!

Perhaps the most famous woollen knitted piece of fisherman's clothing is the Guernsey sweater - a thick sweater made with oiled wool yarn.

The Guernsey's origins go back to the fifteenth century but hand-knitted home industries were very much a part of sailing and fishing communities in all Northern Europe.



The Guernsey or gansey, as it is often called, has some distinguishing nautical characteristics such as the rib at the top of the sleeve that is said to represent a sailing ship's rope. The garment is knitted tightly to ensure it is shower and spray proof.

Wool played a pivotal role in the success of seventeenth, eighteenth and nineteenth century seafaring expeditions and it was available in abundance from sheep grazing on the grasslands of the coastal hinterland.

On the north coast of Brittany, the distinctive laterally striped Breton fishermen's wool sweater became something of an icon throughout France, especially after it was adopted by the French Navy as part of the ratings uniform in 1858, and it had to have 21 stripes, one for each of Napoleon's victories. This is where the term 'crew neck' originated!

Over the past five years wool has seen something of a reversal of fortune as more and more discerning consumers ask searching questions about the provenance, performance and environmental responsibility in fashion and lifestyle. In 2010, HRH The Prince of Wales started his Campaign for Wool, expressly to inform consumers about the ecological excellence of wool as a totally sustainable fibre.



HRH The Prince of Wales started the campaign for Wool in 2010. The Campaign is funded and supported by the world's major wool producing countries, Australia, South Africa, New Zealand and the United Kingdom.

Wool's high profile role in the world of renewable resource enjoys the enthusiastic support of leading brands in the sporting world. Craig Vanderloef, Senior Director, Running Apparel and Customization of Adidas, addressing a conference recently in China, summed up the current mood saying, "My company has been searching for sixty years to find a suitably sustainable fibre until we recently realised wool had been staring us in the face all along".

The production of wool involves far lower carbon emissions than man-made fibres, and unlike many man-made materials, wool naturally biodegrades at the end of its useful life.

Wool as a cool, breathable and comfortable next-to-skin garment to be worn in the humid heat of the tropics is still something of a novel idea, although science tells us this should not be so. That a sheep is as comfortable in the freezing Nordic winter when temperatures plummet as it is in the searing summer heat of the Australian Outback,

goes a long way to illustrate the unique thermal management attributes of wool as an all season solution, not just for sailing but for all outdoor sports.

Kasper Harsberg, Treasurer of the International Dragon Association (IDA) is a recent convert to base layer Merino after he and his Danish Dragon team trialled the long sleeve ZMerino T-shirt produced by the Australian high performance sailing wear company Zhik. "We paid a bit more for the Merino option but the 'feel good' factor of the T-shirt was impressive. We are investigating further Merino options for the coming seasons," said Harsberg recently in Copenhagen.

Other brands featuring Merino wool in base layers for next-to-skin comfort include Musto, UnderArmour, Armadillo Merino, Z Zegna TechMerino, Helly Hansen and Ortovox.

Current production of nautical style knitwear by prestigious fashion brands such as Paul and Shark, Nautica, Tricots St James and Henri Lloyd are now frequently made



you look for the Woolmark.

Top: Musto's Merino Wool Crewneck Top
Right: Zhik Merino T-Shirt

from the finest yarns made from fine micron Australian Merino.

"There's some serious synergy between the worlds of active high performance sportswear and fashion sportswear and this is very much to the benefit of Merino in the active sector," said Stuart McCullough, CEO of The Woolmark Company in Sydney, Australia.

Next time you need to upgrade your sailing gear – make sure



The oldest racing Dragon?



Don Street and his beloved Dragon Gypsy are almost the same age – and still going strong! At 85, Don reckons he is the oldest Dragon skipper, but is open to challenge!

Gypsy is an Anker and Jensen Dragon built in 1933. Don was born in 1930 and says, "We are both planning on celebrating our 100th together!"

Gypsy has been racing competitively in the Glandore Harbour Ireland Dragon fleet for many years and Don is looking forward to even more competition in 2016.

"The Glandore fleet is on a roll with an active 11 boats and we are looking for more Dragons for sale at 'Glandore prices'," he says. They are confident of further expanding the fleet if they can find fibreglass dragons built in the 70s and 80s that can be refurbished. If you have an old hull contact Don at streetolaire@hotmail.com.

With its low cost approach Glandore defies the image of Dragons as expensive boats to sail and is attracting young sailors to the class. "With our set-up it is cheaper to race a Dragon than campaign an Optimist," says Don.

Don Street is a famous sailing author of instructional books and magazine articles plus popular Caribbean yachting guides and charts. Until his recent retirement, he had been sailing the Caribbean since 1953 aboard his engineless 45 foot yawl, lolaire.



The tide is going out – in the glasses too!



The International Secretary on patrol off the east coast of Ireland with family and friends



I think we invited too many Jury members



Proper attire for racing



Now that's what I call a flag



He must be over the height limit for Dragon sailors!



Hello Sailors!



"It's OK – we missed his transom."



Never again, I swear ...



"No, you're wrong. I can definitely confirm that the hull is dark blue, not black"

Dragon Fun and Faces 2015



Isn't that Conor McGregor? Stay well away from him



I love those old winches – none of your girly jib cars for me!



Would you take the shot for goodness sake – this hiking malarkey hurts



If he asks me one more time to 'hike harder' I'm jumping overboard



The winners of the balancing the ball on your head competition are ...



Why is there so much string on a Dragon?



The jury prefer to remain anonymous on the water



It's true the boat really does go faster if you stick your tongue out, and it's quite legal



OK. Stand by. It'll be easier to climb over the side after we tack



Downwind Strategy – Enjoying A More Successful Run

by Ron Rosenberg,
25+ year Dragon Class enthusiast

I love the Dragon Class and the Dragon Family made up of the many wonderful people who choose to race them. You push yourselves to continually improve. You enjoy excellent competition, and you savour your well-earned victories. You are a strong community of friends who know what it takes to succeed both on the water and off. Without a doubt, the Dragon is still my favorite class to sail and coach... and I coach many. I was recently asked about coaching Dragons on the strategy behind a successful downwind run. This is a complex topic, but I promised to try to keep it simple and to the point. So I have listed here what I believe are the key points to sailing a successful run and I have broken them down into 3 parts – the beginning, the middle and the end of the run... with the clear goal of a happy ending for all.

The beginning – setting up for a successful run

Prior to rounding the mark to begin your run you should have a clear initial game plan and everyone onboard should be aware of this plan in order to execute smoothly. Using all of your collective knowledge (all prior research including the beat you just sailed) select your preferred side of the run, and consider your degree of confidence in that side of the run. If highly confident, then work aggressively to protect that side of the run right away. If only marginally confident, consider sailing down the middle of the course in an open lane, using every opportunity to hedge to your preferred side. This can help to buy your tactician some more time down the run to make a good decision in case they weren't so sure at the start of the run. This decision becomes easier every minute you sail down the run, but at the same time the longer you wait to commit, the less the reward in the form of boat lengths gained.

When making this important decision, prioritise known local conditions including underwater tidal or current factors and the wind pressure and direction you see on the water. The beat you just sailed will also help you to consider the wind direction phase you're starting your run on. If you're not sure which side to position toward, consider setting up on the headed gybe (the longer gybe), aiming closer to the leeward mark whenever possible. Once the important strategic decision of which side of the run you want is made, then there is the separate matter of execution of that plan. Easier said than done, however this is where a bit more additional planning may prove helpful.

Please consider the fact that statistically, each side of the run has its advantages and disadvantages. When I think back over my 25+ years of Dragon racing it seems to me that on a typical run, on average approximately 70% of the fleet continues on starboard and only about 30% of the fleet gybes onto port within 2 minutes of the start of the run.

If you want to gybe right away in order to aggressively sail down the left side of the run (left looking downwind) then you'll likely enjoy more open lanes as you'll have fewer boats to contend with for free air and you'll generally sail faster a higher percentage of the entire run. However you'll have to factor in the ever-present cone of turbulent air you'll have to contend with due to the disturbed air from the Dragons reaching along the offset leg, and the bad air due to traffic congestion at the windward mark. I believe that if there are fewer than 30 boats behind you, and if they are spread out a bit, and if you have more than 12 knots of wind then this is a safe bet. Of course you'll also have the starboard advantage when both sides reconvene further down the run. If you prefer to continue on starboard gybe to sail down the right side of the run (right looking downwind) you can avoid the cone of bad air, but you will have far more traffic to contend with when trying to sail in an open lane as you can expect that 70% of the fleet will continue on starboard on a

typical first run. Worse yet, we often sacrifice many boat lengths here as boats on starboard will often sail extra distance on a higher course trying to find clear air. This habit has a significant VMG cost and should always be factored into your decision.

Generally speaking, in light air I'll work hard to position my team toward the edge of my preferred side of the run as early as possible as I'll want to be the first to benefit from those high value puffs of wind from the side (while apparent wind is further forward) and sail in the clearest lane possible and then I'll be able to enjoy my freedom for the entire long, light air run. In more than 12 knots of wind I prefer a higher percentage move that minimizes both sailing in turbulent wind and sailing extra distance. In this case I like to sail as low as possible on starboard

for the first minute or two of the run and then quickly flip onto port gybe once I can identify a nice open lane of fresh wind.

The middle – the freedom factor

The middle of the run may seem boring to some, but this is where the big gains are realised. This is where the strong teams always appear the fastest, and I contend that the reason they often appear the fastest is that they're often sailing in the best wind pressure, they are consistently working harder at positioning themselves in clearer lanes, and they're not being slowed by sailing among large packs of boats struggling for clear air. I call this The Freedom Factor, and successful teams make this a high



priority. To do so requires excellent communication between the person looking back upwind managing the lanes of clear air relative to the boats behind, and the helm. Sure speed helps, but it does no good if you're not in a clear lane and good wind pressure and able to put that speed to good use.

This is a good time to recall that 70% of the fleet is fighting for clear lanes on one half of the course while 30% are enjoying the entire other half of the course on the run.



Ron Rosenberg – Remote Coach with 25+ years experience in Dragons

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Your Remote Coach morning email includes your daily race-day briefing with a focus on tidal flow, current effects and wind predictions for your day with coaching recommendations and visual telltale signs to observe. Optional post-race debrief via phone or SKYPE is also offered.

To learn more please email Ron Rosenberg at tbpmg@msn.com, and ask about your FREE one-day Remote Coach Trial in Cascais in 2016.

About halfway down the run is also the time to determine which side of the next beat you prefer, so you can decide which gate you wish to round and you still have enough time to position your team in a clear lane ideally on the inside lane of the leeward mark rounding of your choice.

Consider that in over 12 knots the Dragon can sail quite deep, making downwind laylines very narrow. Most teams fail to make these important proactive decisions in time and they end up being forced to round the only mark that they can sail to on a VMG course. Yes, this is why on any relatively even race track, more than 60% of the traffic will round the right hand gate mark (right looking downwind).

The ending – plan ahead to ensure a happy ending!

Prior to selecting which gate mark you want to round, you'll want to decide which side of the next beat you prefer. By now you've done your research, you've sailed an entire first beat and part of a run so you should have a clear game plan for the next beat in place by now. Due to the large area of turbulent air and choppy water that a large Dragon fleet will stir up at the bottom of a run, you'll want to consider rounding the gate mark that will allow you to sail to your preferred side of the course without having to tack



and cross the turbulent zone at the bottom of the course.

So, be clear and concise with the call for which side of the next beat you want to position your team on, and then perform

a quick traffic check to determine if the gate mark you want to round to get to that preferred side is acceptable or if it looks like a traffic jam waiting to happen. Getting caught up in a traffic jam at the leeward gate mark can easily cost more than 10 boat lengths, AND it could set you up for a disastrous next beat. If traffic looks OK, then check to see which gate mark is favored, or is placed further upwind. Typically one mark or the other will be positioned 1-2 boat lengths favored (that's a total of 2-4 lengths gain or loss counting distance downwind and upwind), so I do not feel this is a critically important factor, especially given the importance of heading toward your preferred side of the course with a nice rounding on the inside and a clear lane going forward. After all... a happy ending keeps everyone coming back for more, and isn't that our real goal?

International Dragon Corinthian Cup

The British Dragon Association is delighted to announce that it will host the 2016 International Dragon Corinthian Cup. The regatta will take place in Cowes under the burgee of the Royal London Yacht Club from Wednesday 20 to Saturday 23 July 2016.

Open to all category 1 helms and crew this is the third annual Corinthian cup and the first to be held in the UK.

Timed to coincide with Paneria British Classic Week, Dragon sailors and their shore crew will be able to enjoy the spectacle of 70+ classic yachts gathering in the Solent at the height of summer. This will be a festival of historic boats with much gleaming woodwork and brass on show.

There will be two winward/leeward races per day in the Central Solent. The regatta will include a varied social programme to allow visitors to enjoy the many aspects of Cowes, the home of keelboat sailing.

For travellers who would like to prolong their visit and enjoy the Cowes racing scene the British South Coast Championships will take place directly before the regatta

over the weekend of 16-17 July.

Consider extending your stay further! Charles Stanley Cowes Classic Week runs from 11-15 July, and Cowes Week is from 6-3 August.

The Edinburgh Cup will take place in Abersoch from the 5-9 July so visitors to the UK will have plenty of time to travel from Wales to the Isle of Wight in order to enjoy both events, finishing on the south coast with an easy ferry journey to continental Europe from Portsmouth.

The local fleet look forward to welcoming racers for some keen sailing in the open waters of the Solent. For guests there is plenty to enjoy on our beautiful temperate island, from historic buildings such as Osborne House, the home of Queen Victoria, to the wonderful beaches, resorts, cycle ways and walks that attract holiday makers every year.

Notice of race will be made available via www.britishdragons.org. For further information and advice on visiting Cowes contact Owen Pay on Owen_pay@yahoo.co.uk.





St Petersburg invites you to the Dragon European Championship 2016

ONE OF THE WORLD'S MOST BEAUTIFUL CITIES, St Petersburg has all the ingredients for an unforgettable travel experience: high art, lavish culture, wild nightlife, an extraordinary history and rich cultural traditions that have inspired and nurtured some of the modern world's greatest literature, music and visual art. The city has also played host to numerous major sailing regattas in recent years, including the 2014 SB20 World Championship and the 2014 and 2015 Extreme Sailing Series, plus the city hosted the finish of the 2009 Volvo Ocean Race.



The 2016 Dragon European Championship will be hosted by the St Petersburg Yacht Club from the Hercules Marina located 23km south of the city centre, ferry port and airport. This modern marina offers full facilities including a newly-built club building with bar and restaurant. There is plentiful parking for both cars and trailers and each boat will have its own space on the dock.

There are two hotels close to the venue, the Sibur Arena Hotel and the Park Hotel Krestovski, which are popular with visiting sailors and a 15 to 20-minute drive from the venue. The organisers are also recommending the five star Moika 22 Kempinski hotel which lies in the heart of St Petersburg and is a 30-minute drive to the marina. All of the hotels are easily accessible from the water making RIB transfers a possibility. There are hundreds of other hotels to choose from and the event's official travel partner, Daily Business SPb is on hand to help you find and book a hotel to your liking as well as providing you with the voucher needed for your visa application.

The regatta programme will open with the 2016 Russian Dragon Open Championship for which registration is on 11 July, with racing from 12 to 14 July. Registration for the 2016 Dragon European Championship will take place from 15-17 July with a prize giving for the Russian Dragon Open and the European Championship Official Opening Ceremony and Gala Dinner taking place on 17 July. The racing will run from 18 to 22 July and the regatta will conclude that afternoon with the Prize Giving Ceremony.

The Race Committee will be led by Race Officer Vladimir Komel, one of Russia's most experienced race officers who has officiated at the Russian Dragon Open since 2010 and was named Race Officer of the Year in 2013, while Yves Leglise will head the International Jury.

The racing area is located immediately outside the harbour and is subject to very little current. Daytime temperatures of between 17 and 25°C can be expected with winds typically in the 10-20 knot range and this is the time of year for the Russian white nights when there are only a few short hours of darkness.

There are two options for transporting the boats to St Petersburg. The first is to tow the boat yourself using the 'Attended Transport' option via ferry to Helsinki and then driving the 365km to St Petersburg. The second is the Unattended Delivery By Ferry in which your boat can be shipped from Denmark, Germany, France or England direct to St Petersburg with the assistance of a customs and logistics broker. There are considerable formalities to be dealt with in both cases and a detailed explanation including examples of the necessary forms is given at the event website www.dragoneuro2016.ru.

To visit the Russian Federation you are likely to require a visa and should check your local website of the Embassy of Russian Federation for details. You will require a formal invitation letter from the organisers and visas can take several weeks to process so should be applied for well in advance. Again the event website gives full details of how to apply.

The Russian Dragon Fleet is waiting to welcome the International Dragon sailors to this extraordinary city for what promises to be a very special championship. Further information about the regatta can be found at www.dragoneuro2016.ru



Saint Petersburg 🇷🇺 Russia



Russian Dragon Open – Pre-Europeans
11-14 July 2016

Dragon European Championship
15-22 July 2016

WWW.RUSSIANDRAGON.RU • +7 (925) 809 13 42

We will be happy to help you further on any matters concerning your trip to St. Petersburg.

Hamlet Dragon Gold Cup 2016

at Hornbæk, Denmark

The Hamlet Dragon Gold Cup 2016 is to be held in Hornbæk, Denmark where a highly successful World Championship was held back in 2001. Since then, the small seaside hamlet on the shores of the Kattegat has been a welcoming home to several Dragon events and now the Gold Cup.

With predominant west and northwesterlies at the southern end of the Kattegat, and currents that at times provide challenges for even the best of sailors, the small hamlet of Hornbæk at the top of Denmark's capital island of Zealand is home to a favoured stretch of water for many classes seeking a challenge, in what has become known as southern Scandinavia's Riviera.

So it was hardly surprising when back in 2012 the Danish Dragon Club (DDK), International Dragon Association (IDA) and Clyde Yacht Clubs' Association (CYCA) chose Hornbæk as venue for the 2016 Dragon Gold Cup. To be held from Aug. 26 to Sept. 2, 2016, much has already been done locally to physically accommodate one of the world's senior regattas, and a close collaboration with Denmark's two leading international competitive clubs, has secured prime conditions for the event.

"The Dragon Gold Cup is a highly professional international event that requires equally professional management – both on land and in the water. The Royal Danish Yacht Club and Hellerup Sailing Club with whom we have partnered have given us an organisational trio next to none," says Julian Isherwood, chairman of the Hornbæk Boat Club and Dragon Gold Cup 2016 Regatta Organiser.

"The sailing area outside Hornbæk is superb for the Dragons, and participants can expect great challenges in varying wind and weather conditions in the Danish late summer, which is usually warm and sunny. At the same time Hornbæk forms a perfect setting for the event, and the course area will be close to the harbour. We are proud to be partnering with Hornbæk Boat Club and Hellerup Sailing Club for this prestigious Dragon regatta," says

Lars Ive, Commodore of the Royal Danish Yacht Club.

Apart from daily sailing activities, participants in the regatta and the family members and friends they choose to bring with them, will also have the opportunity to take advantage of a wide range of social activities and locations close to the venue.

"We are looking forward to hosting the international Dragons for the event and have some surprises in store. Hornbæk is my home town and the base for my national and international activities," says Ilse Jacobsen of the Ilse Jacobsen Hornbæk fashion house. As the main sponsor for the event, Ilse Jacobsen will also be catering the gala dinner, with food from her health and relaxation spa and restaurant KURBADET, a mere stone's throw from the harbour.

Departure.com recently voted KURBADET as one of the 10 top places in the world to visit.

Other restaurants and outlets throughout the town will also be sporting the Dragon logo in a town that in wintertime only counts 4,000 souls, but grows its population to over 40,000 in the summer months, many of whom are inveterate sailing buffs.

And for those looking for more in-between race culture – 2016 is the 400th anniversary of the death of Shakespeare. Where better to celebrate that, than at seaside Kronborg Castle in Elsinore, a mere 10 kilometres away from Hornbæk and the setting for the Bard's iconic Hamlet. And a few steps away from the castle, the Maritime Museum of Denmark – built into an old dry dock and voted by the New York Times number 43 of the 100 places in the world to visit.

"First and foremost this is one of the great international sporting events of the sailing calendar and we look forward to some fantastic races. But we have also strived to make social opportunities available in between events. It will certainly be a week to remember," concludes Julian Isherwood.

300 years of organising sailing

THE ROYAL DANISH YACHT CLUB IS DENMARK'S OLDEST SAILING CLUB, was founded in 1866 and has close to 2,000 active members. Until 1965 it was Denmark's national sailing authority. During its 150th anniversary in the Dragon Gold Cup 2016 year, the club is organising some 20 regattas and remains one of the country's most active racing organisers as well as having two youth centres, schools for sailing and a match race centre.

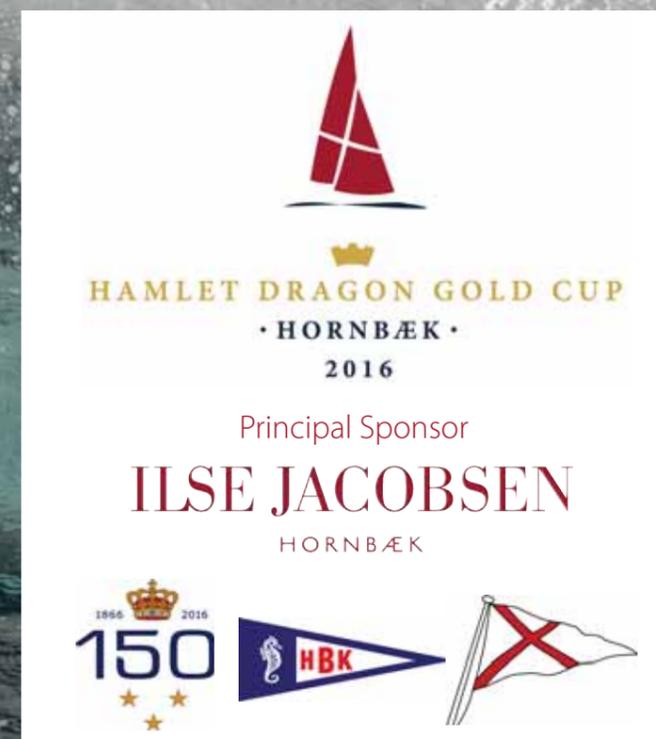
Hellerup Sailing Club is celebrating its 100th anniversary and is also one of the country's largest sailing clubs with some 900 members. The club is a highly active regatta organiser and is also known for its junior and senior schools of sailing. The club is also the club that has won most Olympic medals, including Paul Elvstrom's 4 gold medals.

Hornbæk Boat Club has just celebrated its 50th anniversary and is a popular sailing centre facing north at the top of the capital island of Zealand. Due to its position at the bottom of the Kattegat and its prevailing winds, the area is ideal for sailing, with very few windless days. The club has over 300 members, many of whom are also members of the above two clubs, as well as running a thriving youth centre and sailing school.

Hamlet Dragon Gold Cup 2016

Venue: Hornbæk, Denmark
Dates: 26 August – 2 September 2016

**For further information
contact Julian Isherwood on
julian@isherwood.dk**



From the Jury Boat with International Judge Yves L glise

Downwind Leg, Leeward Mark or Gate

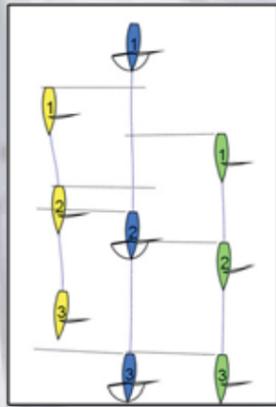
A term used as stated in the RRS 'Definitions' is shown in italic type.

Well, we were in deep trouble at the windward mark last year, but we managed to round the offset one without any further problem. What's going to happen during the downwind leg and at the gate – crucial point!

We want to be inside (that's what everybody says, so let's do it. Ah, yes! Because of *mark room*... RRS 18 something...) A tricky one, particularly if we have a gate as a leeward mark. It means that we don't want anybody between the *mark* and us when we enter the three lengths *zone*.

But this is not fully true, it's not as simple as that.

Do we exactly know what an 'overlap' is? It's a definition of the RRS: boats are overlapped when neither is *clear astern* nor *clear ahead*.



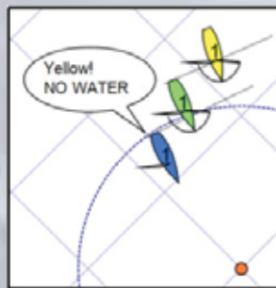
First condition: boats have to be on the same *tack* (except when RRS 18 applies: last sentence of definition).

Position 1: All boats are clear of each other. Green is *clear ahead* of Yellow and Blue, Yellow is *clear ahead* of Blue and *clear astern* of Green, Blue is *clear astern* of the two other boats.

Position 2: Things are changing, Blue is much faster than the two other boats. He's overlapped to windward with Green and to leeward with Yellow. Therefore HE CREATES AN OVERLAP BETWEEN Green and Yellow (who, without him, would have been clear ahead/astern). We MUST remember this when approaching a leeward mark. As a judge, I have too often heard 'No water' from Yellow to Green. But Yellow is forgetting Blue... (See below).

Position 3: Blue and Green are overlapped, Yellow is clear astern.

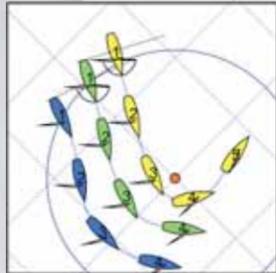
Let's go back to pos. 2 and see what happens there (*next column top*):



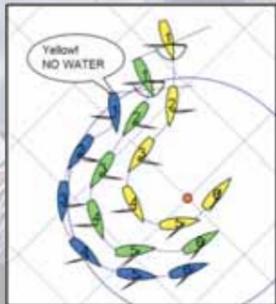
I feel very sorry for Blue (liar!!!), but yes, yellow is fully entitled to *mark room*, although Blue was *clear ahead* of Yellow when she entered the *zone*: Green, intermediate, creates an *overlap* between Blue and Yellow.

Blue, as an outside boat, always has to be very careful. No doubt here he has to give *mark room* to Green which in turn has to give *mark room* to Yellow. So, Blue is stuck.

Here Yellow, as inside overlapped boat, is only entitled to *room* to sail to the *mark* and then *room* to sail her *proper course* while at the *mark*. She has very little tactical options, there: she is entitled to *room* to round the *mark*, but not more. She has to round as close to the *mark* as possible which might not be the best solution from a tactical point of view.



Just for more fun: let's imagine that Yellow (a joker!) wants to have a tactical rounding. She can gybe and find herself on starboard *tack*. Green in turn HAS to gybe (RRS 10) and then keep clear of Yellow (RRS 11). Same situation between Green and Blue... and this is how Yellow, after a tactical rounding wide in and tight out, gets out first after the mark, with a big smile on his face, while there is a lot of shouting behind him (and remember: the louder the shouting, the slower the boat!).



Note: RRS 18.4 states that it is an obligation for Yellow to sail her *proper course* once she has gybed (positions 3-4). (This rule does not apply at a gate; we'll see why later).

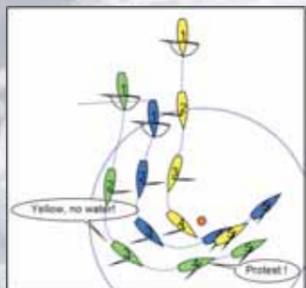
In the photo here, NED has an inside *overlap* on the boat on her starboard, and is *right of way* (RRS 10): king of the road!



Note: GER, by luffing, creates an *overlap* on the two other boats. Irrelevant here, since she'll be gone by the time the two others reach the *mark*.

Another interesting – but risky – strategy: taking *room* when you're not entitled to do so. You have to be very sure to escape without any trouble. (I feel guilty to mention this situation which might give some of you funny ideas, but it is quite frequent in jury rooms).

Position 1: Yellow is clear astern and has NO RIGHTS at all when Blue enters the *zone*.



Position 2: Blue is overlapped inside Green who has to give her *room*. Which she does all the way round. Blue is preparing a tactical rounding (wide out, tight in). Yellow, just entering the *zone*, is still *clear astern* and still has no rights.

Position 3: Green gives *room*

to Blue, and Yellow has an *overlap* on Blue because of Blue's (and Yellow's) luff. But she still has no rights under RRS 18.2(a): 18.2(b) continues to apply (since Blue was *clear ahead* when she entered the *zone*). Yellow can see the gap opening between Green and the *mark* because of Blue's tactical rounding.

Position 4: it is clear for Yellow that Blue will have rounded the *mark* when she reaches the mark, and that Green will be away from the mark (because, sailing her *proper course*, she has to give Blue *mark room*). Yellow's only concern now is not to push Blue (RRS 12).

See ISAF Case 63: *At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risks, take advantage of the space.*

I often saw Green leave the jury room very disappointed (and generally angry!). But no rule is infringed in such a situation. I nevertheless would not recommend this manoeuvre which will probably lead to an automatic disqualification of Yellow if the slightest contact occurs between boats (and if a protest is lodged, of course).

By the way, talking protests: I've often seen (and heard) competitors shout at the Jury standing in their RIB, close to an incident, asking 'why don't you show him a red flag?' with desperate gestures. Remember that the SIs generally say something like 'when a member of the Jury on the water witnesses an incident, he may blow a whistle and show a red flag etc.'

If the Jury don't act, it is because they didn't witness ALL of the incident and therefore cannot make a proper decision. It is very often the shouting between competitors which draw the Jury's attention, or bumps between hulls. So we only see the end of the incident. We have no idea of what happened before... and we can't say who's right or wrong. So we leave it to the competitors, as it always should be. **Never ever rely on a Jury to do your job in your place and fill in a protest for you. Do protest if you feel like it! If you don't, stop complaining.**

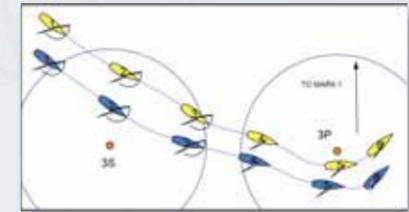
Look at the photo on the left. You just heard a lot of shouting and collisions between hulls. You turn round (because you were concentrating on another tricky situation at the other mark of the gate), and this is what you see.



Can you honestly say at once who's right (if any) and who's wrong (if any)?

Well, end of our 'protest aside' (just a little break in our downwind leg).

Let's see what happens at a gate.



Position 1: Blue is the right of way boat (RRS 11) and has an inside overlap when she enters the *zone* (RRS 18.2(a): queen of the road).

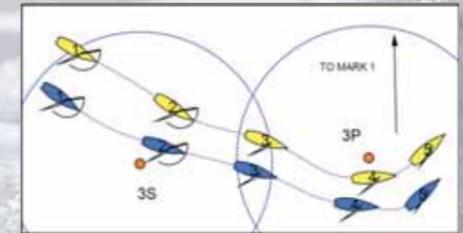
Position 2: Blue is fully entitled to *mark room* and can have a tactical rounding around 3S if she decides so.

Yellow cannot round 3S because of Blue inside. If she wants to do so, she has to stop, wait until Blue is *clear ahead* and dive behind Blue towards 3S.

Position 3: Both boats are leaving 3S's *zone*. Imagine Blue realises now that the gate is poorly laid and decides to gybe and go back to round 3S (forcing then Yellow to go and round 3P or to gybe in turn). RRS 18.4 doesn't apply at a gate, so there is no obligation for Blue to sail her *proper course* around 3S (funny, isn't it?).

Position 4: Boats are now entering 3P's *zone*. Yellow is now the inside windward (right of way RRS 11) boat: no problem for her!

Just a last one for the road: it wouldn't make much difference if 3S and 3P's *zones* were overlapping. They intersect because the marks are laid less than six hull lengths apart.



Yellow has to give *mark room* to Blue when they are in 3S's *zone*, nothing new. And they enter 3P's *zone*. At that time Blue has to give *room* to Yellow.

Yes, I can see some smart guys sitting in the last row at the back end of the room, by the radiator, ready to ask 'And what happens in exact position 3 when they are in both *zones*???'

Well, it's easy, but I'll leave you quite a while to find the answer. I'll collect your papers next year.



Interview with top Corinthian Dragon sailor Martin Pålsson



2015 marks half a century of sailing in one design classes for top Corinthian Dragon sailor Martin Pålsson who has sailed everything from Optimists, Europes, Finns, Solings and H-boats to the Dragon. To mark this milestone in his sailing career we asked Martin to tell us a little about how came to be one of our top Corinthian sailors, his thoughts on the Dragon Class and his goals for 2016.

It all started around 7 years of age, I was raised very close to the sea in Kullavik, south of Gothenburg. The Optimist was my first pick of class and I had some successful years, culminating in a 2nd and 1st at the Worlds in the early 70s. This early start in fleet racing in a one design class definitely focused my interest throughout my sailing career.

I then continued in the Europe Class with continuously good years both nationally and internationally. My next step was into the Finn at 19 years of age, aiming for the Olympics and medals. I completed two Olympic campaigns, in 1980 and 1984, and was runner up in the Swedish trials for both.

Then my interest in sailing in a team started and we moved to the Soling where I ran two campaigns in 1988 and 1992 and once again was runner up in the trials. Two of my crew members during the Soling sailing period, Klaes Mattsson and

Göran Alm, have been part of my Dragon crews through out the years.

I have been sailing the Dragon since 1993 and still enjoy it very much, mainly because it is a very challenging class, you compete against the very best sailors in the best form of sailing in good fleet races. My first period in the class was together with H-Å Book and Klaes Mattsson, which lasted until 2001. I started up again after some H-boat sailing in 2007 and am still trying to be a good competitor out on the international Dragon circuit.

As a Naprapat [a Manipulative Therapy that focuses on the evaluation and specialised treatment of neuro-musculoskeletal conditions], I studied in Stockholm in the late 80s and started a company in the health business within private medicine offering preventive care and employee care. We have 30 employees in 14 different competences, which takes a lot of my time and also makes me a true Corinthian. An interest in sport and health is a part of my life, but also that of my family – I'm married to Lisbeth and have two teenagers, Lina and Albin. We all like skiing and sports activities, often in combination with traveling. The foundation of my team is foredeck Johan Norén, who I got to know



in the H-boat and middleman Göran Alm, back in business from the Soling period. We all three started 2010 with the goal to develop our sailing skills in all dimensions, try to learn something new every day and let that lead to becoming a top ranked team in the Dragon class, not only the best Corinthians. To reach those goals has also involved a few other sailors, in 2014 I sailed with nine different crew members during the season, one of them my son Albin which was a great feeling.

I have always wanted to race against the best in the class, in the international events and especially the championships to go for the medals, and aiming for a good Dragon class ranking every year is challenging and fun. We normally try to pick the Gold Cup, Worlds, Europeans and Swedish Nationals as a first choice for the main part of our seasons. However I try to do some local/club racing and training to help build the class in our Gothenburg area.

The key factor for success is to get a good team set up. In all multi-handed classes, especially the Dragon, teamwork is very important with nice skilled guys onboard. Sometimes I feel that there is too much focus on the helmsmen, you can't sail the Dragon by yourself. Another key factor is to challenge your team and



sail internationally, go for the big events, compete against the best. Make sure that you prepare your boat and team with some practice hours, so when you leave the dock you can feel comfortable and have fun.

Sailing is health for me. When you pack up the boat and go traveling to an event your mindset/ focus must be on the sea, your crew and the races. Therefore, I have to prepare myself mentally and physically the whole year around to get as much fun out of sailing as possible. I also would like to be a good example on board for my crew, for my employees and business customers. All together it makes me motivated to enjoy a good lifestyle. The secret of the Dragon's success is complex. The history of the class, an old Olympic class that attracts very good sailors from other classes. The Dragon is both forgiving and at the same time very challenging, many different people can sail and handle the boat. Both physical and practical, it has kept its well formed one design, but at the same time there is a continual technical development that teases all kinds of sailors.

The Corinthian competitions have put an extra dimension into the class to enable us to identify those who are racing in the fleet on that basis. I even think that this should be highlighted on the International Ranking List in the Dragon class. I have been top ranked Corinthian in recent years and it drives my ambition. However, it is very important that we all race in the same fleet, I am very much against division of

Corinthians and professionals in the class, this will only end with less interest in our class among other sailors.

Nevertheless, although I want Corinthians and pros to race together, I am sad and worried over the direction we are pointing in right now. There are too many professionals working towards even more professionalism unfortunately. Many of these sailors seems to think that they are doing an Olympic campaign, and to them I would like to say, sorry it's the wrong class, you are too old, you missed that train. This mindset has also attracted crew members who are on the payroll to be big mouthed and of course walking

against those of my competitors who have practiced more or have more resources as long as we leave the harbor and meet up at the starting line without extra help what so ever. We have to take care of our class it is one of the best one design racing classes in the world my opinion.

Looking ahead to 2016 it will be interesting to follow our Swedish team SWE 354 Anders Liljebblad and some of the finish sailors, FIN 90 Von Koskull for example, but there are many more. Among others the Danes are always to be counted on. For me the overall goal is to go for the top 10 on the International Ranking, to be the best Corinthian and



in the owner's footsteps. And as a result more cheating, unfair sailing and lack of interest for the class shows up. We have to get back to situation where we have a level playing field when we are on the race course at the starting line, get rid of the coach boats right away. Get back to a more humble attitude and a much bigger amount of fair sailing. I have nothing

catch some more top three places at major events. The Swedish Nationals, Nordic Championship, Danish Nationals, Europeans and the Gold Cup are the main focus 2016 and we will also look into the Corinthian Championship and Marblehead Trophy. Looking forward to seeing all of you and more of you on the racing course in 2016.



National Class reports



A history of Dragon racing in Hong Kong

Dragon racing has long been popular in Hong Kong and effectively started in the 'A' class of boats when members agreed at the 1931 Royal Hong Kong Yacht Club AGM to build Anker designed boats at a reasonable fee. Eight new Anker Class boats were entered in the Opening Regatta of the 1932-1933 season.



Sailing activities in Hong Kong carried on normally and enthusiastically even during the start of WWII. But in December 1941, Japan invaded and later occupied Hong Kong, bringing everything to a sudden halt, including a race that had been planned for the afternoon of the first bombing.



As the war ended a small group conspired to revive sailing, supported by the British Royal Navy which shipped some Hitler Youth Star dinghies from Kiel to Hong Kong. In December 1946 it was decided that Dragons should be brought in to replace the A Class and to re-establish itself as a class. Dragons were built by the Hongkong (sic) and Whampoa Dock Company for HKD5,000 each (roughly the equivalent of GB £424 at current rates). The fleet numbered 10 in 1948-1949 and like today, the owners formed a vociferous but organised group that initiated series racing, including the Commodore's Cup, the Corinthian Cup and the Championship, each of which are still going strong. Even when the Dragons were not racing, they would cruise around Hong Kong waters as a class, occasionally stopping off for a meal along the way – a tradition they continue today. In those days, however, unlike today, the Dragons had sleeping berths fitted underneath the cabin or in the cockpit beneath a canopy and some even had space and fittings for a table top!

Racing came in different forms. In August 1948, the Dutch community having presented a racing cup to RHKYC, challenged the Club to team racing in dinghies to compete for the cup, thereby setting off the popular annual event now known as the Beatrix Cup. In 1962, Princess Beatrix visited the Club and sailed in a Dragon. For many years, Dragons were used for the event, but owners were not always amused by this since 'the strategy of the Dutch was to sabotage the Club team before the afternoon race', recounted Bill Hancock, an avid Dragon owner and

Club member, once seen clambering, not necessarily in a straight and steady line, on top of the luncheon tables where Dutch pea soup was being washed down by the competitors with copious amounts of Dutch gin because 'Dutch gin doesn't taste very nice until you have had two or three.'

The Hong Kong Dragon fleet initiated the famous interport regattas in October 1952 when RHKYC hosted the Manila Yacht Club. The interports have become one of the great Dragon success stories and you can read more about them on page 8 of this magazine.

In 1964 and 1968 Dr John Park represented Hong Kong in the Olympics, sailing in Dragons. In early 1964 Dr John Park and Bill Hancock brought in two new Borresen Dragons and the former won the selection trials, although Bill Hancock went to Tokyo with him as one of his crew members. Dr. John Park remembered that his Danish friend, Ole Berntsen, was in line for the Gold Medal but that competition was close and yet, 'The night before the race, we were up in his room drinking away and he was sitting up in bed with his yachting cap on having a ball. The next day he went out and won the Gold Medal!'

Having raced in the Dragon Worlds in Vancouver, Lowell Chang realised that the fleet built in Hong Kong in the 1940's were of a different calibre from the rest of the world and decided to take on a new hobby of building Dragons in Hong Kong. Acquiring a mould from Marty Godsil in Seattle, and recruiting the good counsel of naval architects Adrian Mnew and Richard Palmer, he began his new project in the mid-1980's. He found success in 1989 when Dane Valdemar Bandolowski bought one of his Dragons and won the Worlds with her in Geelong, Australia. Even though, according to Lowell, Valdemar's skills were so good that he could have won in a bathtub, the other Dragon builders felt threatened by this new blood. But the threat was short-lived, when they discovered that Lowell was only concerned with renewing the slowly deteriorating old fleet in Hong Kong. About half of the Chang Dragons still race in Hong Kong, and the rest are scattered around Europe and Japan.



Today the Hong Kong Dragon fleet boasts 20 boats, one of the largest classes within the Royal Hong Kong Yacht Club, with the latest addition being a beautiful 2015 Doomernik. Around 100 sailors regularly participate in what is now a year round season and the fleet is fortunate to enjoy sailing in three different areas of Hong Kong's beautiful waters – Victoria Harbour, Port Shelter near Sai Kung (where the Dragons are based) and off Lamma Island.



Fremantle, Australia – where the world comes to sail!

Ever since the late 16th century sailors from Europe have fully appreciated the sailing conditions along the coast of Western Australia. Back then the seafarers of the day ventured forth from Holland, Spain, Portugal and France in their search for riches, their sailing adventures bringing them to the edge of Australia.



In the 19th century it was the British who arrived at the mouth of the Swan River to establish the new port city of Fremantle. Even in those times the prevailing Sou-Wester, known today as the 'Fremantle Doctor' provided exciting winds on a daily basis.

Now 200 years on the world's Dragon sailors are invited to venture from all corners of the globe to come and test their sailing prowess in a location often described as... "these would have to be the best sailing conditions in the world".

The Fremantle sailing regatta area is a superb stretch of water located a short distance south-west of the Port of Fremantle, with shelter from the deep ocean swells provided by the offshore Carnac and Garden Islands. The result is a sailing arena that is tide free, with good winds in the 10-20 knot range and a small wind chop...ideal conditions for Dragon racing!

The host venue for the Worlds will be the Fremantle Sailing Club, a club that is at the cutting edge in the provision of outstanding regatta facilities. Jointly hosting this event will be the Royal Freshwater Bay Yacht Club, the home base for the Dragon class in Western Australia.

Between these two clubs they have hosted numerous National and International sailing events, a selection of which includes:

- 1995 – World Dragon Championships
- 2006 – World Etchell Championships
- 2009 – ISAF World Team Racing Championships
- 2011 – ISAF World Sailing Championships

Sailing Arena and Conditions...

Fremantle is renowned throughout the world for its unique sailing conditions. Having hosted numerous world class events there is now a vast pool of race management expertise, with a wealth of skill and knowledge that will deliver a world championship program of the highest order.

The race track lies between the mainland and Carnac Island, an area that provides superb sailing conditions in these protected and pristine waters.

With the regatta scheduled to be sailed in late December 2018 and into the first week of January 2019, the prevailing summer conditions generally produce clear, sunny skies with a typical daily average temperature of 28 - 34° Celsius.

On the water the ocean conditions present a low chop on a mild swell. On most mornings there is an easterly, off-shore breeze that varies between 5 – 15 knots. By midday you can expect the world famous 'Fremantle Doctor' to be on the scene, a cooling south westerly sea breeze that ranges in velocity from 10 – 20 knots.

The best that can be said is that this sailing area provides a level playing field for all competitors...a fair test of sailing prowess for both local sailors and visitors from afar.

Sailing on this race track is one for the 'bucket list' of all international sailors...its an experience you won't forget...and one well worth the investment to get to Fremantle.

Three Events to Enjoy...

Here in Fremantle we understand the distance to get to this very special sailing location, so to make it well worth your while we have three sailing events scheduled over a 4 week period, all events that you are welcome to compete in.

- | | |
|---|----------------------------|
| West Australian State Dragon Championship: | Dec 14,15,16 2018 |
| Australian Dragon Championship: | Dec29, 2018 to Jan 2, 2019 |
| World Dragon Championship: | Jan 4 – 10, 2019 |
- ...all up 23 exciting Dragon races over 4 weeks!!



Fremantle, a Lonely Planet Top 10 City

In October 2015, Fremantle was named in Lonely Planet's Best in Travel 2016, ranking Fremantle as the 7th best city in the world, with Western Australia also being listed as one of the best-value destinations for 2016.

Located just 30 minutes from Perth's city centre, Fremantle is a bustling, dynamic port city renowned for its mix of quality cafes and restaurants wrapped in a tapestry of art and live music. It's a waterfront town bulging with character provided by craft beer breweries, seafood shacks, beaches and buskers.

This is just a wonderful location to enjoy a Summer Christmas break, a place to relax and indulge and all within walking distance of Fremantle Sailing Club.

So with this, we invite you to Come Down Under for the Dragon Worlds in 2019...



National Class reports



Antigua

The Antigua Dragon Fleet is ready and looking forward to welcoming Dragon Sailors from all over the World to race in the Caribbean Sea. Our season runs from December to April with a range of exciting events for which international visitors are most welcome to join us.

In 2016 the Round Antigua Race will take place on 16 January and will be followed by the Valentines Regatta at Jolly Harbour from 12 to 14 February. The season will conclude with Antigua Classic Week which runs from 13 to 19 May and is followed by Antigua Sailing Week from 24 to 29 May. Sailing will commence again in December with the Antigua Yacht Club Dragon Challenge, the High Tide Series and Nelson's Pursuit Race, details of which will be published in due course.

For more information contact Alberto Rovere carloalbertovere@gmail.com or Sophie Hoj-Jensen sophia@hoj-jensen.com.



Austria

The Austrian fleet is still growing. With 92 registered owners and 35 helms in the national ranking list we are above the long-time average and will try to grow that number in 2016.

The Austrian Dragon summer 2016 will offer two grade 2 and 1 classic event. Highlight of the season is again the Austrian Championship (July, 28th - 31st) and the Entenpokal (July 23rd - 24th) as pre-event. In parallel the classic Dragon sailors will have the chance to enjoy classic sailing on Lake Wolfgangsee, the venue of the 3rd International Dragon Classics last year.

www.dragonclass.at



Belgium

The Belgian Championship is back! The Belgian fleet is growing & renewing with new owners and Dragons. The Belgian fleet is very active all over Europe and loves to battle with the fleets around us. That's why we support the 5 Nations Cup sailed between teams of the fleets within a range of 400 km from Belgium. The Best Team in 2015 was NED-275 Team Bluesette and the best fleet is our own fleet!

The 2016 Belgian season starts with the EDEN event on 4-6 June focused on new sailors. The pinnacle of the season is the Brugse Zot Cup / Tune-up on 30-31 July and the Belgian Open Championship itself from 4-7 July. Supported by the BDA



members and sponsors we have worked hard to get the Belgian Open Championship back to the quality & quantity it deserves. Last year we had 25 Dragons racing in Ostend from NED, GER, GBR and BEL! We would like to invite you all to enjoy the good racing, the second to none Belgian atmosphere and gastronomy! www.belgiandragons.be



Canada & USA

We ended 2015 with 68 Members and 51 registered Dragons in North America (Canada and the USA). There are active racing fleets in Vancouver, Cleveland and Toronto, with other Dragons being day-sailed or raced in handicap events. Racing has become quite competitive in Vancouver with 8 or 9 Dragons out at most events. As one local Dragon sailor said, it's a battle for every mark.

In 2016 we plan on continuing our efforts to promote regional events. These give visitors a change of venue and also help to stimulate Dragon racing in new areas. And we continue to encourage people to look up the local Dragon fleet when they are travelling. Most people are delighted to take a visitor out for a race or just a sail. We are also planning a survey to determine interest in an International event in North America.

And finally, after a successful Pacific Dragon Interport in Vancouver in September 2015 (Inter-club team racing in Dragons), we are working to field a full team for the return match in Hong Kong in November 2016.

www.nadragons.org



France

The membership level of the French Class remains stable at around 100 with roughly a turnover of 10%.

The 2015 annual ranking award, based on the best 3 results out of 10 national regattas, went to Christian Guyader, our loyal and valued Douarnenez sponsor.

The 2015 highlight was the World Championship held in June in La Rochelle for the first time. The event gathered 80 crews on selection from 16 nations battling over 7 beautiful races in perfect 'Dragon' conditions.

Key events for 2016 include International Grade 1 championships of Grand Prix de Cannes from 24 to 28 February and Grand Prix

Guyader Douarnenez from 3 to 7 May. Our National Championship will be combined with Régates Royales 2016 in Cannes from 19 to 23 September.

Local fleet development remains a key focus and more than 40 club events are scheduled and spread over the new year, a healthy sign of enthusiasm and commitment to our class.

www.france-dragon.org



Germany

For the upcoming year 2016 the German Dragon Grand Prix will once again be hosted by the Segelclub Kühlungsborn, with the racing dates being 22 to 25 June. With all the experience of two Grand Prix and last year's Dragon Gold Cup we are looking forward to another sailing highlight in the international race calendar. The International German Championship will take place in Niendorf, close to Travemünde, which will be hosted by a small but very ambitious club in a very good sailing area in the Baltic Sea. Racing days will be from 7 to 10 July.

The Hans-Detmar Wagner Cup will again take place at Lake Garda from 6 to 8 October in Torbole, Italy. This regatta has increasingly become a focal point of the international race circuit as international crews appreciate high level sailing in excellent thermic and usually warm weather conditions and with lots of evening options with everything from pizza or pasta or high class Italian restaurants available.

One of our priorities for 2016 will be to initiate more travelling activities by active crews, be it within one region of Germany or among different regions. The second initiative will address ways of how to attract new, younger sailors for the Dragon class in cooperation with active sailing clubs.

www.dracheklasse.de



Ireland

While the Irish fleet has shrunk somewhat over the past 7 years it has a strong core of competitive boats. The major impetus in 2016 is to regenerate the Irish class from the local level up, working closely with the British Dragon Association, whose members are loyal supporters of Irish championships.

Our main 2016 programme is:

East Coast Championship (Dun Laoghaire, RIYC)	May 27, 28, 29
South Coast Championship (Glandore)	Sept 1 - 4
Irish National Championship (Kinsale)	Sept 15, 16, 17, 18
Lough Derg Keelboat Regatta (LDYC)	October 14 - 16

This programme permits Irish boats to participate in the Edinburgh Cup in Abersoch 2 - 9 July. In later July we have the round of Club regattas over several weekends in Dunlaoghaire, followed by a series of regattas in August in Glandore which leads into the South Coast Championship. This schedule allows British Dragons to come to Kinsale in mid-September for the Irish Nationals.

As 'Stavros' in his infamous blog reminds us: "The port of Dun Laoghaire has four magnificent yacht clubs and a superb inner harbour whose high walls protect an area which offers the most perfect place for young sailors to hone their skills. It was a sheer joy to see so many sailing schools & clubs providing a host of activities at this wonderful venue. Ireland is a fantastic country to visit with excellent facilities and sailing opportunities".

Too right Stav!

www.dragonclass.ie



Netherlands

The Dutch Dragon Association will celebrate its 80th anniversary in 2016. The Association counts about 150 active members. Some 70 Dragons are now registered at the IDA and around 35 Dragons participate during (inter)national races.

A focused PR campaign was launched in 2015 has attracted young sailors and sailors from the J/22, J/24 and small cabin boat race classes to join us as crew members. Other new interest to join the Dutch Dragon fleet has come from IRC/ORC sailors, who are getting tired from running a floating hotel and a travel agency.

The 80th anniversary of the Dutch Class, to be celebrated in style on 3 and 4 September 2016 at the Royal Netherlands Yacht Club in Muiden, is part of this PR campaign and we look forward to welcoming international visitors. On September 4 an Anniversary Race will be held, which will also be the Tune Up Race to the Dutch Open. A special traditional race with a Sunday lunch will be organised for Classic Dragons.

The annual Dutch Open Championship will follow from 8 to 11 September at the IJsselmeer, also from Muiden. Why not keep your Dragon in Holland until mid October and join the final series of the Dutch Association? We offer dry sailing parking in Muiden and free delivery by members of the Dutch Class to the Lake near Alkmaar for the End of the Season series in early October. You might even have the opportunity to join the traditional Cannon Ball Team Race Trophy this year in Muiden between Dragon Teams from Cowes, Deauville, Dublin and Muiden on 1 and 2 October. www.dragonclass.nl



National Class reports



Norway

In 2015 Norwegian Dragon Sailors mainly participated in local and national races. The fleet is currently engaged in a programme to activate those Dragons which are ready to race but tend to remain ashore and hope to see positive results from this in the 2016 season. The fleet is also working to welcome new boats and members, in particular young ones in the future.

The Norwegian class has a very good co-operation with the other Nordic countries, Denmark, Finland and Sweden, and we are looking to create The Nordic Challenge Series for amateurs. In addition Norwegian Dragon Sailors are encouraged to participate in international regattas, such as the 2016 Nordic Championship in Marstrand, the European Championship in St.Petersburg and the Gold Cup in Hornbæk.

We are very much looking forward to the 2016 season where our key events will be the Open Norwegian Championship in Hankø from 14 to 16 August and Hankø Race Week from 25 to 28 June. www.nordragon.com



Spain

The Spanish class is working hard to get the Dragon fleet in Palma back on track, we now have 8 dragons permanently based in Palma and a couple of others will be joining the local fleet soon. We also have (and will have) the great backing of Robin Hennessy and Michael Domecq who are now supporting us and will be sailing in our bay. Together with the Real Club Nautico de Palma who have also been very supportive in reinvigorating the Dragons, we've been able to come up with an attractive proposal and the program we are putting together seems to fit well with the current calendar and the plans of several individuals.

The focus of the Spanish programme in 2016 will be on two key events. The Trofeo Princesa Sofia Iberostar in Palma from 28 March to 2 April, which attracts more than 1000 sailors, was inaugurated by the Dragon Class in 1968 and remains a special event for the class today. The Gaastra Palma Vela from 5 to 8 May is one of Europe's leading keelboat regattas and is another the great 'must be there' regattas. www.trofeoprincesasofia.org and www.palmavela.com



Switzerland

Dieter Schmid retired after 35 years as President of the Swiss Dragon Association. His successor as President is Walter Zürcher, who will be supported by Garlef Baum as Vice President. Dieter did an excellent job during his many years of service. As a result, the Dragon has become one of the most active keel boats in Switzerland. We thank him for everything he has done for the Dragon Class and we wish him all the best for the future.

Highlights of the Swiss Dragon sailing programme in 2016 will include the 2016 Swiss Championship, which will take place on the occasion of the 100-year celebration of the Club Nautique Morgien (CNM) on Lake Geneva from June 1 to June 5. The tune up races for this event will be the Alpen Cup on May 28 and 29.

Looking further ahead to 2017 the Swiss Class is delighted to host the European Championship 2017 which will be organised by the Thunersee Yachtclub on Lake Thun from 14 to 19 August 2017. More information about the event will be published at www.dragoneuro2017.ch www.dragon-class.ch



United Arab Emirates

After a very successful first year for the UAE in the Dragon class, with a UAE team winning the Europeans and the Worlds, we look forward to starting the 2016 season with winter trainings in Dubai and the 2nd Dubai Dragon Championship held in February in the DOSC (Dubai Offshore Sailing Club). We expect 10 teams from 7 different Nations to participate at the event. The UAE Dragons participating at international Dragon events are expected to slowly increase throughout this season as PCT continues to build more Premier Dragons.

For more information contact Verena Wieser on verena@fam-wieser.de



2016 Dragon Regatta Schedule

Dates are correct at the time of going to press

CHAMPIONSHIPS 2016

	RL_F	M	DATE_START	DATE_END	VENUE	COUNTRY	CONTACT
European Championship	1.25	2	15/07/16	22/07/16	St Petersburg	Russia	www.dragoneuro2016.ru
Gold Cup	1.3	2	27/08/16	02/09/16	Hamburg	Denmark	www.dragongoldcup2016.com

GRADE 1

Prince Philip Cup (Australasian Championship)	1.2	2	03/01/16	09/01/16	Sandy Bay	Australia	www.ryct.org.au
Cannes Dragon Grand Prix	1.2	2	24/02/16	27/02/16	Cannes	France	www.yachtclubdecannes.org
21st H.M.King Juan Carlos I Trophy	1.2	2	07/04/16	10/04/16	Cascais	Portugal	www.cncascais.com
Grand Prix Guyader	1.2	2	03/05/16	07/05/16	Douarnenez	France	www.grandprixguyader.com
Dragon Grand Prix Germany	1.2	2	22/06/16	25/06/16	Kühlungsborn	Germany	www.dracheklasse.de

GRADE 2

International Italian Dragon Cup - Italian Open Championship	1.1	1	17/03/16	20/03/16	San Remo	Italy	www.yachtclubsanremo.it
Grand Prix of Aalsmeer - Easter Regatta			26/03/16	28/03/16	Aalsmeer	Netherlands	www.dragonclass.nl
47 Trofeo Princesa Sofia Iberostar			28/03/16	02/04/16	Palma de Mallorca	Spain	www.trofeoprincesasofia.org
Grand Prix of Aalsmeer - Second Series			09/04/16	10/04/16	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer - GP Final			16/04/16	17/04/16	Aalsmeer	Netherlands	www.dragonclass.nl
Danish Nationals	1.1	1	20/05/16	22/05/16	Dragor	Denmark	www.dragoer-sejlkklub.dk
Greek Open Championship	1.1	1	21/05/16	22/05/16	Piraeus	Greece	www.hdca.gr
Internationale Alpen Cup (tune up race)			28/05/16	29/05/16	Morges	Switzerland	www.dragon-class.ch
Hungarian Championship	1.1	1	01/06/16	05/06/16	Tihany	Hungary	www.dragonclass.hu
International Swiss Championship	1.1	1	02/06/16	05/06/16	Morges	Switzerland	www.dragon-class.ch
The Edinburgh Cup	1.1	1	02/07/16	09/07/16	Abersoch	UK	www.britishdragons.org
International German Championship	1.1	1	09/07/16	10/07/16	Niendorf	Germany	www.dracheklasse.de
Russian Dragon Open Championship	1.1	1	11/07/16	14/07/16	St Petersburg	Russia	www.dragoneuro2016.ru
Entenpokal Landesmeisterschaft von Oberösterreich			23/07/16	24/07/16	Attersee	Austria	www.sck.at
International Austrian Championship	1.1	1	28/07/16	31/07/16	Attersee	Austria	www.uycas.at
Open Belgian Championship	1.1	1	04/08/16	07/08/16	Ostend	Belgium	www.belgiandragons.be
South Coast Championship			02/09/16	04/09/16	Glandore	Ireland	www.dragonclass.ie
Open Dutch Championship	1.1	1	08/09/16	11/09/16	Medemblik	Netherlands	www.dragonclass.nl
Irish National Championship	1.1	1	15/09/16	18/09/16	Kinsale	Ireland	www.dragonclass.ie
Regates Royales - National Open de France	1.1	1	19/09/16	23/09/16	Cannes	France	www.yachtclubdecannes.org
Hans-Detmar Wagner Cup - Trofeo Antonio Bertamini			06/10/16	08/10/16	Torbole	Italy	www.assodragone.it
Greek Open Championship	1.1	1	05/11/16	06/11/16	Piraeus	Greece	www.hdca.gr
Cup of Greece	1.1	1	10/12/16	11/12/16	Piraeus	Greece	www.hdca.gr

CHAMPIONSHIPS 2017

World Championship	1.3	2	09/06/17	17/06/17	Cascais	Portugal	www.cncascais.com
European Championship	1.25	2	14/08/17	19/07/17	Lake Thun	Switzerland	www.intdragon.net
Gold Cup	1.3	2	12/10/17	20/10/17	Cannes	France	www.intdragon.net

Only major events listed. A full listing is available at www.intdragon.net

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