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2017 REVIEW • 2018 PREVIEW

Why is everyone is talking about the new Petticrow's V6 Dragon?

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The new v6 Dragon took 3 of the top 5 places in the 2017 World Championship including a convincing overall victory for team Provezza.



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Dear Dragon sailors,

It is an honour once again for me to write a few words to you all regarding the up-to-date status of our fleet and to look forward to the next two years.

The short message is that our fleet is in good health and in good hands.

The results of the season are separately reflected in this issue of the Yearbook. We had a great year with the fullest possible programme of events of all grades, and in all kinds of sailing conditions. Participation levels were high and our sailors demonstrated the wide appeal of the class, reflected in extreme variation of ages of participants – some of our youngest competitors finished in podium places.

Our team

We have a strong management team. I am proud to have been re-elected for the next two years as Chairman, and very glad that the AGM unanimously voted to re-elect Vice-Chairman Dr Helmut Schmidt. We are delighted to be able to provide stable continuity as we continue our work together with Stephane Baseden, Marc Castanet, our Treasurer Kasper Harsberg and the IDA Class Secretary Tim Pearson.

We are also very happy to be able to continue to rely on our highly professional and enthusiastic Technical Committee, headed by Klaus Diederichs. The Technical Committee was deeply involved in all the processes regarding the compliance of second-hand and new boats with the Class Rules, and in trying to accommodate the measurement of entries at our major championships.

We also rely on the efforts of our Sailing Coordinator, Martin Payne, who continues to help us maintain a high standard of racing at our major events, and provides regular blogs for the IDA website.

And we would not be able to operate without the many voluntary helpers from the 'Dragon Family' who give their time and expertise in so many ways at local, national and international events.

Compliance

Every year brings and will continue to bring new challenges for the class. It is a very important responsibility to ensure that our Dragon remains within the Class Rules framework, and yet at the same time not to put the brake on progress in new materials and solutions. My experience tells that we will always have many different opinions about this or that issue, but, we have in common the desire to do the best for the class. The boats



must comply with the rules, be competitive, maintain their values over time, and the owners must possess all the necessary certificates and measurement forms.

All Dragon sailors must be sure that they compete in a monotype fleet of boats compliant with the rules, even though sometimes the boats have small differences in their appearance. We know that not every Dragon's papers are in order. Sometimes a change of ownership is not reflected on the certificate and not registered by the owner's National Authority. The TC will continue to follow their line of strict control and is seriously preparing for weighing of the boats at major championships. The IDA has approved the purchase of its own scale for this purpose.

The bottom line for all of us who have any doubts about the proper observation of the rules by any sailor, is that we should protest according to the RRS.

Marketing

One of the major tasks of the executive leadership of the IDA is the popularisation of the Dragon, through smart marketing of our class in the very competitive sailing environment with many new

classes arriving with the development of technologies. In order to do this professionally we need to engage professionals in mass media and communication. And for this, understandably, we need money. We also need sponsors for events due to demand to increase onshore hospitality without increasing entry fees or compromising race management.

That it is why the IDA Executive proposed to establish a non-profit association for that purpose one year ago. With the approval of the IDA AGM, we have modified the IDA Constitution to allow the officers to raise sponsorship to support the objects of the association through the creation of a separate entity (the IDA Events Association). This entity has now been established, registered in Denmark.

The Officers are developing plans to raise sponsorship, but we will be looking to our own members worldwide to assist us in this task, especially those who have connections and influence in the business world.

90th anniversary of the Dragon – Cannes 2019

A new challenge, and opportunity, is the upcoming 90-year jubilee of the Dragon in 2019. We are planning a special event celebrating the evergreen values of the class, which will attract not just the usual international participation but many club sailors and those who normally do not travel so much.

This Festival of the Dragon will be not only about sailing. It is about enjoying the Dragon community, celebrating together at one of the most delightful places in Europe with good climate, food and diversity of accommodation. We have chosen Cannes, a venue which will be familiar to the majority of sailors and their families and friends, and we will enjoy it at the best time of the year - in September 2019. The event will coincide with the very popular Regates Royales hosting a great classic fleet that is an attraction in itself and that will very much support the image of our classic heritage. Further details about this event are on page 34.

We will be asking every National Association to appoint a '90-year Jubilee Ambassador' who will help to promote and coordinate the event in their own country. The Ambassadors will be well-known and respected Dragon sailors in

their own country. Do not forget that the number of entries will be limited and make your reservation ASAP!

Grade One Events 2018

2018 will see some changes in the schedule of the Grade One circuit. We start 2018 as usual in Australia with the Prince Philip Cup and then move to Europe for the Grand Prix of Cannes. Next stop will be in Douarnenez. Then the circuit will move to Denmark, which will facilitate many teams who wish to participate in a major event on the way to Helsinki for the Gold Cup. The final Grade One event will be in San-Remo on the way to Regates Royales. It is understandable that changes in what had been an established schedule of Grade One events are challenging for the organisers but the Officers (who are all sailors) do it not because the IDA wants to demonstrate its activity. We are responding to the demand of the majority of circuit sailors to introduce some new venues or use the well-known ones at the best time of the year.

Sometimes it is impossible to avoid conflicts of interest between different venues and individuals (who at the same time are good friends!). Please forgive us, we are doing our best in the interest of the class while minimising any damage or upset.

The Officers are committed to supporting the Corinthian wing of our class and are eager to help in organising a pure Corinthian Cup. This will be one of the first events to benefit from any future sponsorship.

So, as you see we have a clear and transparent view about the future of the class, and we believe that this approach is starting to reap rewards. The year 2017 was very promising for the yacht builder Petticrows, who reported double number of orders compared to 2016. We believe that 2018 will be even better and this is reflected in a buoyant second-hand market where we'll see more Dragons change ownership as new sailors come to the fleet.

With this positive news, I wish every Dragon sailor a happy and prosperous New Year!

Sincerely

Vasily Senatorov
IDA Chairman



Experience the Dragon. On shore!



There's no experience quite like actually sailing the Dragon. But sometimes your work gets in the way. So we have made it easy for you.

A 90 year celebration of Dragon history and passion - in one unique calendar for 2019. The competition, the relaxation, the parties, the fun!
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Current Champions 2017

World Championship (2017) Cascais, Portugal	Provezza Dragon	Andy Beadsworth Ali Tezdiker Simon Fry
Masters Trophy Sub division of Worlds	Desert Holly	Stephan Link Frank Butzmann Michael Lipp
European Championship Lake Thun, Switzerland	Pow Wow	Pedro Andrade Bernardo Torres Pego Charles Nankin
Gold Cup St Tropez, France	Desert Holly	Stephan Link Frank Butzmann Michael Lipp
Borge Borresen Memorial Trophy (Winner of first race Gold Cup)	Desert Holly	Stephan Link Frank Butzmann Michael Lipp
Nations Cup (Team Race within Gold Cup)	Germany	Desert Holly Pow Wow Caroroo
Silver Cup Sub division of Gold Cup	Paloma	Sami Salomaa Mickael Wilhelmsson Pihl Kalle
Prince Philip Cup Kirribilli Australia	Whimsical	Gordon Ingate Amy Giles David Giles
Cannes Dragon Grand Prix Cannes, France	Bunker Prince	Yevgen Brazlavetz Diego Negri Vittorio Zaoli
XVI HM King Juan Carlos I Trophy Cascais, Portugal	Provezza Dragon	Andy Beadsworth Ali Tezdiker Simon Fry
Dragon Grand Prix Germany Kühlungsborn, Germany	Pow Wow	Pedro Andrade Thorsten Imbeck Charles Nankin
Dragon Grand Prix Hans Detmar Wagenar Cup	Strange Little Girl	Dimitry Samokhin Andrey Kirilyur Aleksy Bushuev
The Müller Trophy (Top placed sailor on the IRL)	Provezza Dragon	Andy Beadsworth Ali Tezdiker Simon Fry
Corinthian Trophies		
World Championship (2017) Cascais, Portugal	Rosie	Benjamin Morgen Tim Trober Nicolas Raedecke
Gold Cup St Tropez, France	Caroroo	Reemt Reemtsma Petra Reemtsma Lorenz Jensen
European Championship Lake Thun, Switzerland	Goldkante Prof.	Tanja Jacobsohn Bernhard Jacobsohn Jan Scharffetter

The Great Escape and an Extraordinary Coincidence

As the German army overran the Netherlands in early May 1940, the Dutch yacht building yard of the de Vries Lentsch family made urgent preparations to protect as many of their clients' yachts as they could. Several vessels, including a partially completed 72' motor yacht, were deliberately sunk in their berths to hide them from the invaders.

The yard employed a number of draftsmen in its design office and one of these was a young Jewish man who had a wife and young children. Recognising the potential danger that this family faced, the de Vries Lentschs started looking for ways to help them escape to England, but the ports were effectively closed and travelling by road west into France was almost impossible.

Tied to the dock was a Dragon, which had been built in the yard several years earlier. With no time to spare the family, who had very little sailing experience, grab a few essential possessions, jumped into the Dragon and set sail for the British East Coast. Despite bad weather and the threat from mines, aircraft and warships they somehow made it across the North Sea, to be met by friends of the de Vries Lentsch family who had been sent to look out for them.

The family settled in the UK and, with no way to return it to Holland, the Dragon was abandoned until an Essex boat builder found her in a field in the early 1970s. She was in a very poor state but he got her back to his yard and began her restoration. Initially he had no idea who had built her, but as four decades of muck was raked out of her bilges



a builder's plaque appeared, revealing that she'd been built by de Vries Lentsch. This was an extraordinary coincidence as after the war the boat builder's father had been the owner of that partially completed motor yacht sunk that had been sunk in the dock.

As a small child, the boat builder's daughter learnt to helm keelboats in that Dragon, and more than 40 years on she now edits this magazine.

There and Back Again

Bluebottle sails Cross Channel to Le Havre for the Virginie Heriot Cup (1953).

After a quick paint up *Bluebottle* went afloat at Gosport on Wednesday, 8th July, ready to sail across to Le Havre. We had planned to leave that day in company with *Inge*, who was being sailed by Margaret Tudor with two other girls as crew...

...There was a strong westerly breeze on Wednesday and once we got past Bembridge Ledge and clear of the shelter of the Wight conditions were not at all suitable for a Dragon. Reluctantly we turned round, and *Inge* did likewise. On our way back past the Forts we saw a Naval 50 sq. *Inge* dismasted – which confirmed our decision.

On Thursday it blew even stronger and the prospects of being at Le Havre for Saturday's racing were not too good. But Friday dawned a lovely day, with the wind round in the N.W. We left Gosport at 6 a.m. and ran under spinnaker most of the day, in company with *Inge*. We reached Le Havre together at 9 p.m. – fifteen hours for the ninety-mile passage, without a tach and all in daylight!

...On July 18th we raced to Deauville, which made a pleasant change from going round the buoys...

...At 9 o'clock on Monday evening *Bluebottle* and *Inge* left Le Havre for Cowes. It was a lovely night, but the forecast was not at all good and we wanted to get home before the weather broke. We watched the lights of France sink below the horizon after saying innumerable farewells and eating a hearty supper with our friends at the yacht club...

...We sailed slowly through the night. Next day it was calm and hot and by teatime we had logged a bare fifty miles. *Inge* was just ahead and we both lay with sails flapping on an oily swell and waited.

To the westward the clouds were fathering, and the sun set in a horrid sky of vivid reds and pinks. We had eaten all our food, apart from an emergency stock of biscuits and water.

At eight-thirty the wind arrived, to send us bowling on our way with the spinnaker set. At 9 o'clock we handed the spinnaker and set the Genoa, but this was soon replaced by the small jib, as wind and sea rapidly increased. The foredeck of a Dragon is an exposed and dangerous place under these conditions; sail changing was no fun and Clive had a line around his waist.



Before it was dark we lowered the mainsail and took down one reef – then on again in a smother of spray, towards home.

We were glad to raise the Owers on the starboard bow; even so we had to haul our wind to make the Nab Tower. It was wet work, with spray flying everywhere and the top of an occasional wave flopping into the cockpit. With their shortened cabin tops the modern Dragons are most uncomfortable under these conditions, and one of us had to pump or bale continually.

As *Bluebottle* slammed into the seas I was all too conscious of her fragile mast whipping about aloft. And so we lowered the jib and reached under mainsail past Bembridge Ledge (almost hitting the unlit buoy!) until at last we were in calmer water.

It was daybreak by the time we reached Cowes – wet, cold and hungry. We were glad to see *Inge* at her moorings, since we had lost contact with her as darkness fell the precious evening. The tide was up, so we went right alongside the Island slipway. The Customs Officer brewed us a most welcome cup of tea – *Bluebottle* was back in England once more.

From 'The Royal Dragon' by RM Hewitt.

THE DRAGON SILVER CUP A new trophy to be raced within the Gold Cup



DEED OF GIFT

1) This cup is presented to the International Dragon Class for annual competition at the Dragon Gold Cup.

The winner will hold the cup until the next Gold Cup.

2) The winner will be the helmsman of the Dragon that finishes exactly halfway in the final overall results.

To determine this, the number of entries is those accepted at Registration. In the event that this is an even number, then the winner will be from the Dragon just below half way.

3) The cup will be awarded as long as at least one race has been completed.

4) The cup shall remain the property of Jacob J. Roosjen and if for any reason it is not presented, it shall be returned to him for safekeeping.

Winner 2017: Paloma – Sammi Salomaa

Jacob J. Roosjen, specialist European silver, based in the Netherlands, proudly presents "The Silver Cup" and gave the commission to hand paint this solid silver cup to the Dutch/Argentinian artist Diana Roig in Rotterdam.

The Swedish silver cup was manufactured by C.G. Hallbergs in Stockholm in 1917 according to the marks at the foot that have recently been painted over by Diana. The cup is 25cm high and the diameter of cup is 14.5cm.

Diana Roig dove into the world of Dragon sailing by watching YouTube videos on the subject. The vibrant colours of the spinnakers, the splashing water, the huge waves, the myriad-feathered flock on board the Dragons, the velocity of the Dragons, in other words the complete scenery that boosts

energy, inspired her to create this colourful painting on this trophy.

Diana Roig was born in Mar del Plata, Argentina in 1982 and moved to The Netherlands at the age of eight. She studied Fine Arts at the Willem de Kooning Academy in Rotterdam and graduated in 2007. Since then she has presented her work internationally, participated in art projects in The Netherlands and abroad. Some of these projects were shown at the Van Abbemuseum Eindhoven, Kunsthall Charlottenbourg Copenhagen, De Appel Amsterdam, Witte de With Centre Rotterdam and The Woodmill in London. By visiting the website www.dianaroig.com you will find more illustrated works and a list of exhibitions of Diana's paintings.

Considering Current

by Dave Dellenbaugh



Dave Dellenbaugh was the tactician and starting helmsman on *America3* during her successful defence of the America's Cup in 1992 and sailed in three other America's Cup campaigns. He is also a Lightning world champion, two-time Congressional Cup winner, six-time Thistle national champion, two-time winner of the Canada's Cup,

two-time Prince of Wales US match racing champion, author of the *North U Fast, Smart, One-Design and Cruising Courses* and publisher, editor and author of the hugely popular *Speed & Smarts Newsletter*, from which he most kindly shares the following extract.

(To subscribe to *Speed & Smarts* visit www.speedandsmarts.com)

Learning from the Olympics

One of my guiding mantras in sailing is that it's always a good idea to focus on learning. It is impossible to win every race, but it's not hard to learn something every time you go racing. I call this the 'no-lose approach' because learning makes you feel good, and it improves your chances of success in future races.

For this reason, I occasionally devote an entire issue of *Speed & Smarts* to lessons learned at specific regattas. After spending a lot of time in Rio in 2016, I decided to write an issue about the 2016 Olympics. It was a great opportunity to learn about a wide range of racing topics, for several reasons:

1) The world's top sailors are at the Olympics. The best way to learn is by watching how the best sailors do it. Yes, they make occasional mistakes, but we learn from those too.

2) There is a wide range of one-design boats at the Olympics, from the slow Radial to the fast Nacra 17 cat. It's very informative

to watch how speed and performance affect tactics and strategy.

In this extract we take a look at current. Rio has lots of current! We all need to know more about what happens when the water is moving.

Current varies, like the wind

Every morning in Rio our sailors competing in the Olympics got two forecasts: one for the wind and another for the current. The wind forecast was a prediction of wind strength and direction throughout the day – this kind of information is important for any venue.

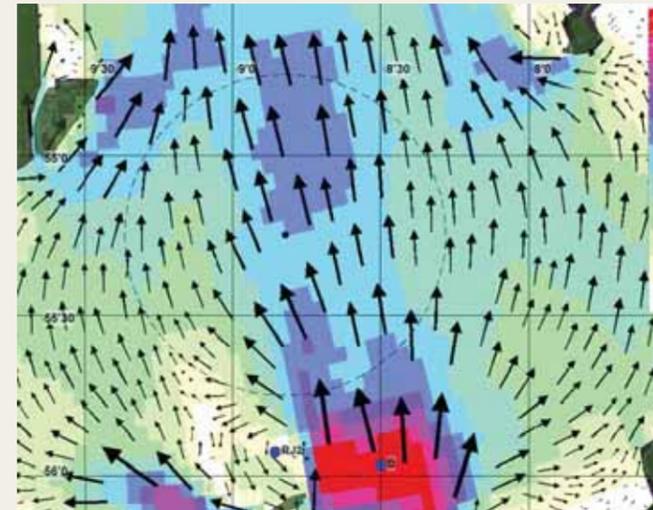
The current forecast included predictions about the strength and direction of water flow across each course area every 15 minutes. This information was critical for a place like Rio where the current is strong and greatly affected by geography.

The biggest factor in every current forecast, of course, is the gravitational pull of the moon and sun. Current runs strongest when the sun, moon and earth are in line (when there is a new or full moon). The current is weakest when the sun, moon and earth form a right angle (during a quarter moon).

However, the current is not a product of gravitational pull alone. After getting dozens of Rio current forecasts and checking them on the race courses each day, it was clear that other factors can also have a large impact on water flow:

Rainfall – When it rained a lot in the Rio area, the rivers that feed into Guanabara Bay filled up and brought more water into the bay's northern end. The result was more trash, a stronger ebb flow out of the bay and a weaker flood into the bay, though it sometimes took 24 to 48 hours to see these effects.

Wind – The current strength was also affected by wind velocity. The stronger the breeze and the longer it blew, the more it pushed



A sample daily current forecast for Guanabara Bay. We had charts like this for every 15 minutes during race days, viewable by swiping on an iPad. The colors (and arrow lengths) represent current speed. The scale is boatlengths per minute, using a boatlength of 4.5 meters which is average for Olympic boats. Most sailors find it easier to use boatlengths per minute while racing rather than knots or some other measure of current velocity.

the water along with it. We saw days when a sustained 20-knot wind completely stopped the water flowing out of the bay.

Ocean storms – The presence of storm systems in the ocean off Rio could also had a significant impact on current. These systems typically brought a surge in the water height that strengthened the flood current and weakened the ebb. Often these effects appeared as much as a day before the storm hit Rio and lasted a couple days.

Many sailors think current is always constant and predictable because it is caused by the positions of the sun and moon. But we re-learned in Rio that the current is affected by many other factors and can be variable like the wind.



The rise and fall of the tides was greatest around the time of the new moon (August 2) and the full moon (August 18). These 'spring tides' produced the strongest current in Rio (and everywhere else in the world) on those dates.

The rise and fall of the tides was least around the time of the 'first quarter' moon (August 11) and the 'last quarter' moon (August 25). These 'neap tides' produced the weakest current in Rio (and everywhere else) on those dates.

The Olympic sailing regatta ran from August 8 to August 18. The current on the first day was weak to moderate, and it got weaker each of the first four days. On the fifth day (August 12) the current started getting slightly stronger, and it was at full speed by the last day of the event.

Set your practice schedule based on the moon phase

The best way to get accurate, detailed info about current in a place where you will be racing is to practice at that venue before your regatta. However, you have to be smart with your training schedule. If you randomly show up at the regatta site, you may never see the same current patterns that you will see during the regatta. You have to pick days for training when the current will be just like the regatta – this is what the Olympic teams did in Rio.

Since the time and height of tides is directly related to the position of the moon, base your training plan on the moon phase. For example, if your regatta will take place on a day when the moon is full, practice on days when you have a full moon. If your regatta will take place on days 4 and 5 after a new moon, practice on the same days after a new moon (this also works if you substitute new moon for full, or vice versa).



The mouth of Guanabara Bay looking west from the shipping channel toward Sugarloaf Mountain. As you can see from the water flowing past this buoy (located at point B on the chart below), current can be a major strategic factor when racing in Rio. Everyone who sailed there learned a lot about how to predict and race in variable, and often strong, current.

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Training on days with the same moon phase is key for two reasons. First, the heights of high and low tide will be very similar, which means you will be training and racing in the same current velocity. Second, and more importantly, the times of high and low tides will be very close to the same. This is especially key

because it means you can train in the same ebb, flood and slack water that you will see while racing. (See the tide charts below for a great example of how this works.)

RIO Tides – August 2006

	Time	Height (m)
QUA 23/08/06	02:00	1.2
Wednesday, August 23, 2006	08:54	Low -0.1
New moon	14:41	High 1.2
	21:00	Low 0.2
QUI 24/08/06	02:26	1.3
New moon +1 day	09:26	0.0
	15:02	1.2
	21:32	0.2
SEX 25/08/06	02:58	1.3
New moon +2 days	09:56	0.0
	15:26	1.2
	21:58	0.3
SAB 26/08/06	03:28	1.3
New moon +3 days	10:24	0.2
	15:58	1.2
	22:21	0.3
DOM 27/08/06	04:04	1.3
New moon +4 days	10:41	0.3
	16:28	1.2

RIO Tides – August 2016

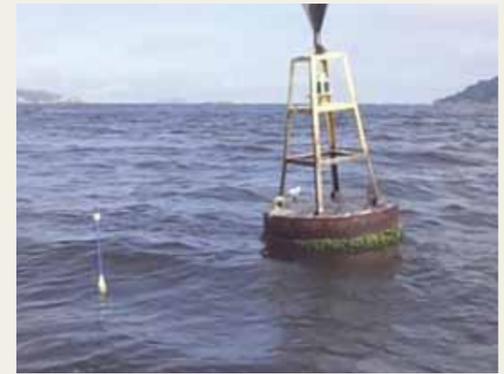
	Time	Height (m)
TER 02/08/2016	01:39	1.1
Tuesday, August 2, 2016	09:04	Low 0.1
New moon	14:39	High 1.2
	21:32	Low 0.3
QUA 03/08/2016	02:17	1.2
New moon +1 day	09:49	0.0
	15:08	1.2
	22:04	0.4
QUI 04/08/2016	02:58	1.3
New moon +2 days	10:24	0.1
	15:43	1.2
	22:39	0.4
SEX 05/08/2016	03:38	1.3
New moon +3 days	10:58	0.2
	16:13	1.2
	23:08	0.4
SAB 06/08/2016	04:11	1.2
New moon +4 days	11:32	0.2
	16:51	1.2

If you compare tide charts from the same moon cycle days in any two months or years, you will see that they compare very closely. Here, for example, are the times and heights of high and low tides in Rio for similar days in August 2006 and 2016. Compare August 25, 2006 with August 4, 2016 (green boxes), both of which are two days after the

new moon. As you can see, the tide times and heights are very, very similar. No matter the month or year, every day that is two days after a new moon will have similar times and heights. This is very valuable to know when you organize a training schedule.

How important is current?

When you're racing in current, this is almost always a factor at the starting line and while you are rounding marks. But how important is it from a strategic point of view? The challenge in Rio, and any other venue where you race in current, is to base your strategic planning on an accurate assessment of how current will affect the race. At the Olympics we had very good data about current in Guanabara Bay, but this did not mean we always followed it. There were many races where it was much more important to play the wind, for example. Here's a discussion of some factors that could affect the relative importance of current.



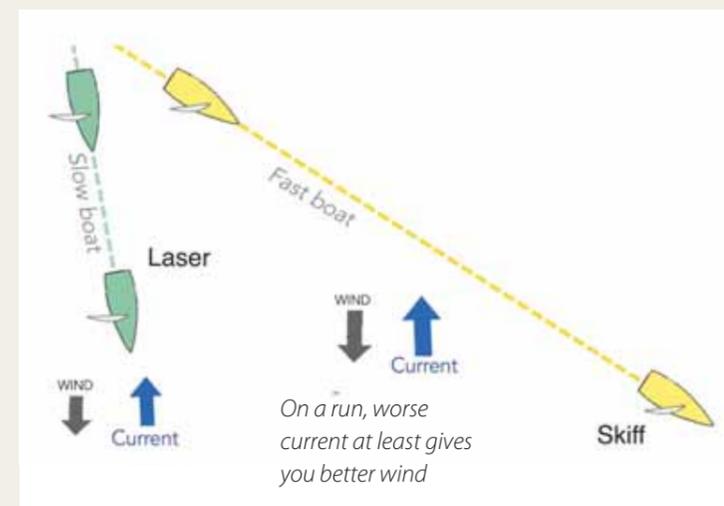
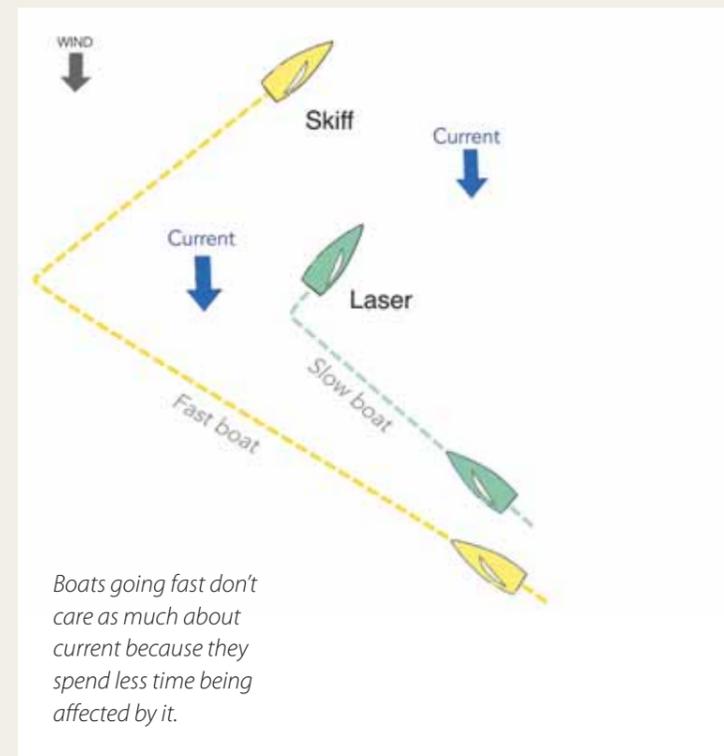
'Fast' boats vs. 'Slow' boats – The current is more important strategically for boats that are going slowly than for boats that are going fast. When a boat is traveling slowly through the water (i.e. when the current velocity is a greater percentage of her boatspeed), she will spend more time sailing in whatever current she has. That makes it more important for her to be in better current.

There are two primary reasons why a boat may be going fast or slow. The first is wind velocity. In light air boats travel slowly, so current is usually a critical strategic factor. In heavy air, however, boats go much faster, which means current has a relatively smaller effect on their performance. The lighter the wind, the more likely it is that current will matter.

The second reason why boats may travel at different speeds is because they are different types of boats. At the Olympics there were a bunch of 'fast' boats including the skiffs, cats and boards. There were also some 'slow' boats including the Laser, Radial and Finn. The strategic value of current was different depending on boat type.

The skiffs, for example, were very quick and therefore didn't care so much about current. The Lasers, on the other hand, were much slower and therefore looked for even the slightest differences in current across the course. On certain Rio race courses, it was not uncommon for one side to be favored if you were racing a fast boat and the other side to be favored in slow boats, for precisely this reason.

Upwind vs. Downwind – The value of sailing in current also varies by wind angle. As a strategic factor, current is generally more critical upwind than downwind. That's because when you are in better current on a beat, you also usually have more wind velocity (because the better current creates additional pressure). In other words, you get a double benefit by finding better current when sailing upwind. The same is not true downwind. When sailing in 'better' current on a run, you actually have less wind velocity (because the current detracts from the wind pressure). So your choice is: 1) better current with less wind, or 2) worse current with more wind. This makes the decision less critical – even if you don't find the best current you will at least have a little more wind. This extra wind velocity is especially helpful for fast boats, which generally benefit more from small increases in pressure. That's why in Rio the faster boats (skiffs, cats, boards) spent less time worrying about current on runs and more time looking for pressure.



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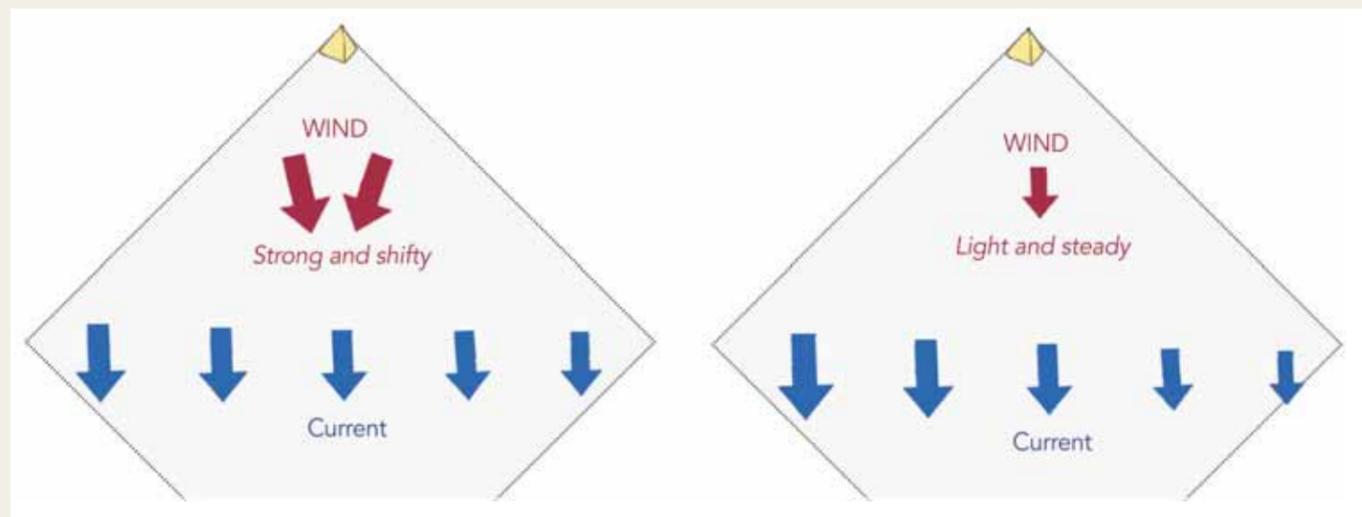
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Wind or Current?

Which strategic factor will be more critical in your next race or leg – wind or current? Weigh the value of each, and don't place undue strategic emphasis on a variable that has only a small chance of affecting your race.



'Wind Race' – The wind should be your strategic focus when it is strong and/or variable compared to current. In these conditions, there is a lot more to gain (or lose) by playing the wind correctly (or incorrectly).

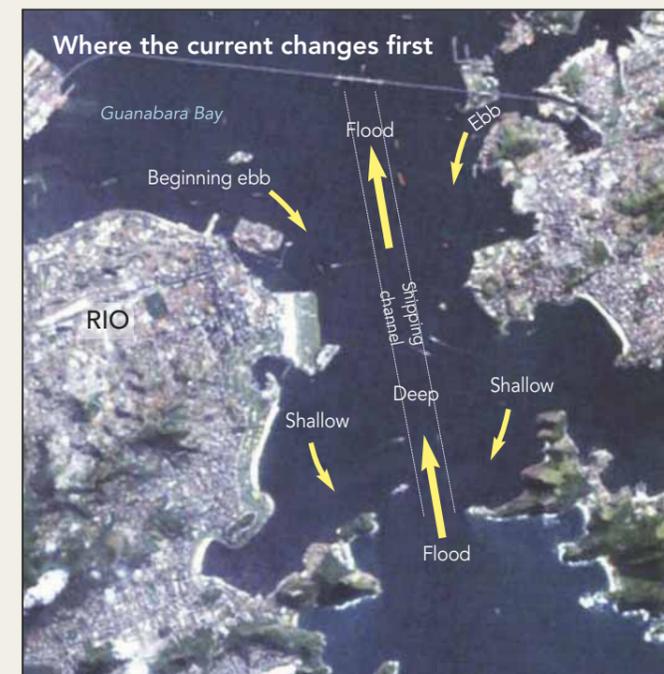
It's likely to be a 'wind race' when: the current is weak; the current is even across the course (so there is not much to gain on either side); the wind is strong (so the boats go fast relative to the current); or the wind is shifty and puffy (which means gains or losses due to the wind could be quite large).

'Current Race' – The current should be your strategic focus when it is relatively strong and more variable than the wind. In this condition, there is a lot to gain (or lose) by playing the current correctly (or incorrectly).

It's likely to be a 'current race' when: the wind is light (and the current has a correspondingly large influence); the wind direction and velocity are fairly even across the course (so there's not much to gain on either side); the current is strong; or the current is variable across the course (so there are gains and losses to be made).



Current strength is largely a function of geography. It runs strongest where the water is deepest (i.e. where there is least friction with the bottom), but it also accelerates at other points where the flow is constricted. These include places where the water must pass: 1) through a narrow gate such as the entrance to Guanabara Bay (A) or the mouth of a river (E); as the water flow compresses into a smaller area it also speeds up; and 2) around points that stick out into the water flow (B,C,D). At these places the water flow speeds up as it compresses around the points.



Current changes. In Rio the current runs strongest in the deep shipping channel that goes up the middle of the bay. Once the current is running at 2+ knots, it takes a long time to slow. As the end of the tide cycle gets closer, the water must eventually start flowing the other way. This begins in the shallow water at the edges of the bay where there is much less resistance from the dying flood. In Rio, as in many other venues, you frequently see new flow gaining strength at the edges of the bay while the old flow is still quite strong going the other way in the middle.

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THE MAN ON THE DRAGON

Poul Richard Hoj-Jensen shares his thoughts on half a century of involvement with the International Dragon.

I have won perhaps more than my fair share of races and do know a bit about how to make a boat go fast; however, in this article I should like to explore the past to try to help inspire younger Dragon sailors.

One way or the other, much of my sailing life has revolved around the Dragon Class. In 2018, it will be 50 years since I took part (and won) my first International Dragon Race. Before that time, in my early teens, I used to be allowed by the great Danish Dragon sailors of the time, Ole Berntsen, Aage Birch and Axel Holm, from time to time to break their new sails in. I would sail backwards and forwards for hours, until I was told to come in. To sail in a Dragon was a big privilege in those days.

It took a very long time to get a new Dragon up to speed then, and the top sailors rarely changed boats and for sure guarded their trim details very closely; Aage Birch even built his own Dragon (to get ahead of the competition perhaps!). In 1968, I was working for Paul Elvstrom/Hans Fogh in both sail making and boat/mast building and got to know many top sailors. It goes without saying, in that environment, we only had one goal; how to make boats go faster but most importantly better. No aluminium mast, no spinnaker chute and poor-quality Dacron was what we had to contend with in the Dragon Class. Before putting up the spinnaker, the crew had to run up the foredeck to clip on the container; some of the older Dragon sailors will remember this.

I represented Denmark in 1972, in what turned out to be the last Dragon Olympics in Kiel, with my brother Frank and friend

Gunner Dalgaard crewing. The Pedersen & Thuesen Dragon was lent to me by a Spanish gentleman. Lots of Olympic sailors, myself included, left and for some years the Dragon Class stood still, when it was no longer an Olympic Class. It could have died altogether had it not been for Borge Borresen, the Danish builder. His steadfast work and introduction of the GRP Dragon encountered quite some opposition from those Dragon Owners who did not approve of this 'development' in the Class. Scared their wooden boats were faster than the new GRP or vice versa, the owners had many heated



discussions at that time. And today at least ten wooden Dragons from around 1963 still compete very successfully in Worlds, Europeans and Gold Cups. The running/maintenance costs of these boats are many times that of a GRP Dragon, and we might wonder if there is another reason other than the love of antique/wood boat, for these owners to make their choice!

It could well be, had the Dragon had been built in GRP in 1972, it would have continued as an Olympic Class a lot longer. I helped BB with his development/tapering of the aluminium mast and there is a picture of him and me sailing the first GRP Dragon. Borge also received support from the

"old" Dragon sailors; Ken Gumley from Scotland bought the first GRP Dragon to enter the UK. Eventually the GRP Dragons became the norm, and once established, the Dragon Class started to recover. I very much shared and supported Borge's view that the wooden Dragon should not be faster than the GRP boats. We agreed if that should be allowed to happen, it would be the death of the Class.

When I started building Dragons in 1988 in Petticrows, my mission was to convince the International Dragon Association (IDA)/Technical Committee (TC) to be allowed to make the GRP Dragon better and turn it into a true One Design. It was not always an easy job persuading the somewhat conservative executive group at the IDA. Some quarters were supportive though; ISAF (then the IYRU) who know that there is a direct correlation between a successful builder and number of Class boats built; TC members Oscar Weber, Yves Leglise and Peter Duce who understood that boat builders need help and positive support to successfully translate the rules.

In 1988, Dragon Builders would buy their mast and sails from their suppliers. And usually nothing matched, so the Dragon sailors needed to find out themselves how to get speed. To give an example:

I was invited to Ireland in 1989 (by Mick Cotter/Tim Pearson of course) to do some tuning of the local boats. To explain to the sailors the importance of rig set up, we arranged two Dragons on their trailers with the masts up in the car park; one a Petticrow, the other not. I first pulled the runners on the P and everyone could see the mast bending in an even curve. Not so when I did the same on the other Dragon; the mast went backwards in the middle. If you bought the same sails for those

two boats, you would have completely different results!

The reason I have had success on the race course and as a Dragon builder was that I always worked very hard on the mast and rig. When buying in a mast from a supplier, you could never be sure the spreader angle was correct, mast foot straight etc. etc. To get things to work, I soon discovered we had to make our own masts and sails. It took a lot of effort, but to my great pleasure, this hard work was rewarded, as many Dragon sailors got very good results in their Petticrows, and the fleets came closer and closer together. My six points to success as a Dragon builder were:

- ➔ Mast in the correct position for everyone.
- ➔ Standardise the rig, so it takes no more than 20 minutes to change a mast.
- ➔ All fittings (main traveller, sheeting points etc.) in the exact same position.
- ➔ Clear tuning/rig/sail trim guide.
- ➔ Supply a product ready to race and win races straight out of the box.
- ➔ Tell all my customers how to trim and be always ready to help if necessary.

Most of the above have become normal standards, but for sure this was not the case before 1988. Young sailors today have many choices as to which Class of boat to race; I am the first to admit there are more exciting boats to sail than a Dragon. However, looking back at my long life in Dragons, the professionals and cheque book sailors come and go, but the backbone of the Class are all those 'normal' Dragon sailors; they stay the course and

become lifelong friends all over the World. You only need to stop at traffic lights or drive along motorways anywhere in Europe with your Dragon in tow, for people to signal their approval at the sight of this beautiful boat. Yes, she is not easy to sail, but the skills this boat teaches can help you to become the World's best.



Sailing Naiad with my wife Monique and friends



Mike and Monique Hayles are familiar faces to regulars on the International Dragon circuit, where they have been sailing with a crew of family and friends for many years. Mike has also played a significant role in the management of the class, both with the British Dragon Association and as Chairman of the IDA Technical Committee for a number of years. We asked them to share with us their story of life on the international circuit as an all amateur team.

When we bought *Naiad* ex *Tigger* from Nicky and Thomas Wilton in 2011, we really only expected to sail her for three to four years and here we are at the end of 2017 season discussing next season's schedule.

This last year we have sailed an event nearly every month with various crews. The first regatta of the year, Ski Voile, was definitely exciting although we did not race. The sail back from Juan Les Pins to Cannes under genoa was exhilarating, surfing for hundreds of meters at a time between Palm Beach and Ile Sainte – Marguerite. At one stage, I asked Geoff Butcher our crew to look forward rather than aft wave spotting as I could see 'white water' ahead only for Monique to enquire what 'white water' was!!

Naiad stayed in Cannes for the Grand Prix. The welcome we receive in Cannes Yacht Club is second to none and the

volunteers, les Benevoles, do an excellent job. We then moved to San Remo for the Italian Open Championship, mainly to sample Jimmy's cooking in the Yacht Club and be surprised at what one had ordered. This was the first event where we saw the new Petticrow V6, with team *Provezza* winning their first race.

Coming out of San Remo to join the autostrada, we decided it would be more interesting to drive back to the UK via the Mont Blanc tunnel rather than up the A7 yet again so *Naiad* visited the snowline on the Chamonix side of the tunnel.

After some servicing in our drive in Great Chesterford, *Naiad* returned to France on the Portsmouth – St Malo Brittany ferry on which we enjoy their excellent buffet supper. Last year we by chance met up with some ex –Dragon sailors Nicky and Pauline Streeter who used to share *Sandpiper* with Mike Williamson, ex Class Vice President and Secretary. This year the regatta in Douarnenez was the French Open and was well supported by the French fleet, the travelling fleet being in Portugal awaiting the Worlds in Cascais. *Danish Blue* came to Douarnenez this year rather than go to the Dragon Derby in La Baule which Poul had won a few times.

The atmosphere in in La Baule Yacht Club is great, the members put on a good show and the town really supports the

event. The tidal gate on the bar of the river ensures that the days are not too long although at the beginning of the regatta, an early start is the order of the day after breakfast in the club house. Sailing in the bay is particularly fun trying to work out the wind shifts around the blocks of flats.

July and the first week of August was spent in Cowes, first for the Edinburgh Cup and then Cowes Week. Gavia Wilkson Cox did a fantastic job as event manager cajoling sailors to come so that it had the highest turnout for the Edinburgh Cup for some years. She also laid on a memorable prize giving party on Friday night at RORC's Cowes Club house, the cabaret certainly provided everybody with lots of entertainment.

Cowes Week, where we had a guest appearance of Gerard Blanc from Cannes crewing for *Gavia*, ended for *Naiad* on the famous Gurnard Ledge rocks where she was towed off on a falling tide. Luckily Tim Tavinor was sailing with us so he was able to arrange for her to be repaired at Petticrows before leaving for the European Championship on Lake Thun in Switzerland.

In Thun, we were entertained when Andy Beadsworth and Stir Fry kindly polished the hull for us and helped launch *Naiad*. Both in La Baule and Thun, we had my old friend, Julian Brooke Houghton crewing for us. Julian and I were racing against each

other at the 1969 505 Europeans in Dun Loaghaire as were Mick Cotter of Irish Dragon *Whisper* and Jean Claude Roumaillac who crews on *Ginkgo*. Dragons and 505's have certainly both stood the test of time. The early starts in Thun nearly killed us but the sailing on the lake under the Eiger was what we went for and the scenery certainly lived up to our expectations. In fact we agreed on the first day during our practice sail that the view from the lake was so spectacular that it was all worthwhile even if we did not sail again all week. We also had a new experience of the lake being cleared of boats because of a pending storm. Just as we were in the final minute before the start of the second race of the day, sailing in five knots of wind, the PRO abandoned racing for the day and hoisted the 'Y' flag. We found this rather strange and had initially assumed that the racing had been abandoned because of no wind at the windward mark, but why the lifejacket flag, then the pin end boat gave us a tow and told to drop our sails immediately. Next we could see the warning lights flashing all-round the lake. Luckily all the Dragons were back in the harbour before the thunderstorm hit.

We left Thun in a mad rush to drive back to Aldeburgh, our home club, for our local regatta. We knew we had to support our home fleet and this year we had the best turnout for some time. Unfortunately that is not repeated during the rest of the season. Next year Aldeburgh Yacht Club is hosting the UK Classic Dragon Championships and we are hoping for visitors from the rest of the UK. In the afternoon races we had the pleasure of our 13 year old grandson crewing for us with the subsequent demand that we should keep *Naiad* until he was old enough to enjoy her.

September saw *Naiad* back in the south of France for the Regate Royale in Cannes followed by the Gold Cup in St Tropez. Before going to the Gold Cup I was concerned that we would be sailing in the gulf of St Tropez and therefore I had mentally prepared for a chaotic regatta. In the event we sailed outside the gulf in completely open water and we relied on being towed in and out on most days. We therefore had long days but with good sailing in light airs.

We took *Naiad* back to Cannes for the final two events of the year which are always more relaxed affairs. We have taken the view that these events are more like club sailing with an international flavour in such a friendly club.



Naiad sailing at Cowes.



The Rogues Gallery - Class of 2017

Let's Start... and Finish!

by Yves Leglise

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

Well, we've been around the course during the past few years. We will have a closer look at the start and finish this year.

The start

We should always refer to the Definitions:

Start "A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line on the direction of the first mark."

So, two conditions to have a clear start:

- 1 – be entirely on the pre-start of the line at the gun;
- 2 – comply with RRS 30.1 (I flag Rule: in case of an individual recall, return round the ends. This rule is now almost not in use anymore, so you may forget that one. The definition doesn't refer to RRS 30.2 – Z flag rule, 30.3 – U flag rule nor 30.4 – black flag rule, because there is no individual recall when you're over the line at your starting signal under these rules).

In the writer's mind of this rule, we are on a "normal" start, with a P Flag as Prep. Signal.

Mark "An object the sailing instructions require a boat to leave on a specific side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a mark is not part of it.

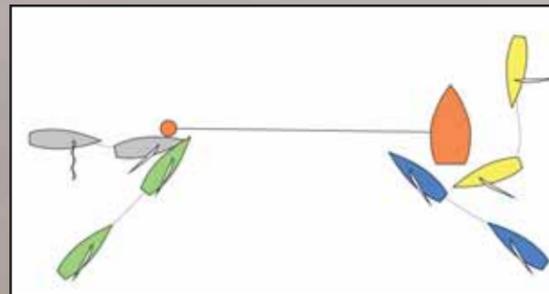
Two things to remember here:

- 1 - the RC vessel is a *mark* and as such has a required side and is not to be touched (after the Prep. Signal: before, you are not racing, see definition [again!] *Racing*).
- 2 – you can do whatever you like with the RC vessel's anchor line or with the tender attached to it. Careful! Some RCs don't want their boats to be damaged by "barging" competitors, and sometimes have a small outer mark attached at the stern of the RC vessel. This is not "attached accidentally" but on purpose. It then

becomes part of the RC vessel (this must be clearly specified in the Sis – be particularly cautious with the line between the RC vessel and this buoy: it often is under the water surface and not visible!).

The starting line is defined by two *marks*: generally the RC vessel on the starboard side, and another RC vessel or a mark on the other side (the "pin end"). Each *mark* has a required side (see Definition) when approaching the starting line from the pre-start side in order to start (see RRS 28.2).

May I now introduce RRS Part 2, Preamble of Section C: "Section C rules do not apply at a starting mark [...] from the time boats are approaching [it] to start until they have passed [it]". When I was a kid sailing a Vaurien (the French version of the Mirror but LOA 13.4, and with a proper bow), it was called the "anti-barging" rule.



Seconds before the starting signal, Preamble of Section C forbids Yellow and Grey to do what they are doing. They have no rights at the RC vessel or at the pin end mark.

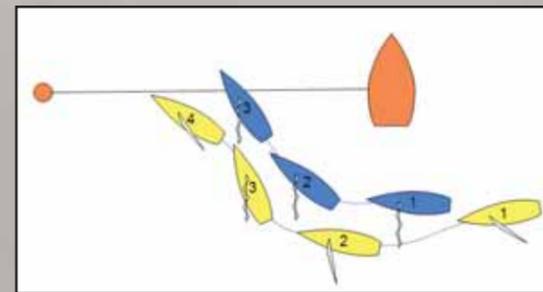
So, one main point to remember:

there is not and there has never been room at a starting mark!

And it's definitely a waste of time and energy to call for water...

Another interesting and useful Definition at the start:

Proper course "A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal".



The above definition induces that RRS 17 does not apply. So, Yellow can get a leeward overlap as she wants, and, being faster than Blue who's sitting close to the line, almost, she can luff as much as she wants ("no proper course") and push Blue over the line (which, on the sketch, is starboard biased).

But at the starting signal, she has to go back to her proper course (pos. 4).

The finish

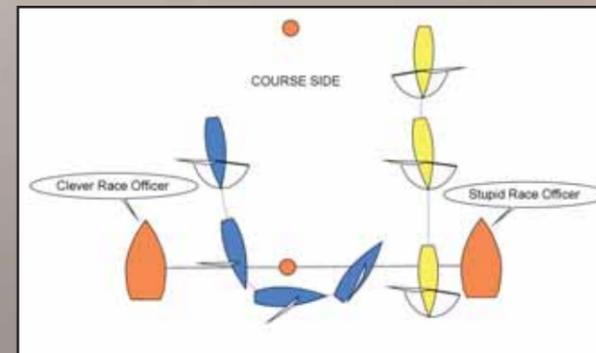
Nothing new, Definitions again.

Finish "A boat finishes when any part of her hull, or crew or equipment in normal position crosses the finishing line from the course side. However, she [...].

Two important things here:

1 - "equipment in normal position". Which means that it's no use to ease the spinnaker or its pole out of normal position on a downwind finish...

2 - "from the course side".

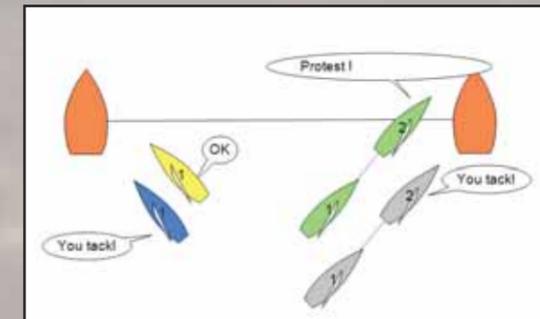


A stupid RO will anchor to the right of the mark. And Blue, an ignorant competitor will round the mark to finish... but in doing so, he doesn't come from the course side of the finishing line, and thus doesn't comply with the definition "Finish", where Yellow does.

Yes, it happened!

Fetching "A boat is *fetching a mark* when she is in position to pass to windward of it and leave it on the required side without changing tack".

What's the point at the finish?



Well, let's have a look at RRS 20.1: "A boat may hail for room to tack and avoid a boat on the same tack. However, she shall not hail unless [...].

In addition, she shall not hail if the obstruction is a mark and a boat that is fetching it would be required to change course as a result of the hail".

Green fetches the mark (RC vessel) so Grey is not allowed ("shall not") to hail for room at the RC vessel.

On the pin end, Blue is allowed to hail: Yellow doesn't *fetch* the pin end RC vessel (and is bound by RRS 11 to *keep clear*).

Well, I've been allowed two pages for this article, and we should be there, or almost...

Imagine a shortened course at the leeward mark. A clever RO will anchor his RC vessel on the left of the leeward mark since the mark is to be left to port, and boats will cross the finishing line from the course side.



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IDA Honours Dedicated Members

At the International Dragon Association Annual General Meeting Chairman Vasily Senatorov made a special presentation of Certificates of Honour and specially struck gold pins to Lowell Chang of Hong Kong and Lotti Schmid of Switzerland in recognition of their huge contribution over many years to the success of the Dragon Class, both in their individual countries and internationally.



Looking at the next generation

Pedro Rebelo de Andrade is well known as one of the top professional crews on the International Dragon circuit and in 2017 he had a fantastically successful season helming; winning several major events with Charlie Nankin and a variety of different additional crew including some exciting new talent in the shape of fifteen year old Bernardo Torres Pego who helped crew their team to victory at the 2017 Dragon European Championship on Lake Thun, and then with Lauren Fry and Carolin Lätzsch at the Gold Cup in St Tropez where they took the silver medal.

We caught up with these three talented young sailors to talk about their sailing backgrounds and their experiences of sailing on the International Dragon circuit for the first time and of course we asked Pedro and Charlie Nankin for their perspective.

Bernardo Torres Pego

I started sailing the Optimist in 2011 at the age of 9 in Clube Naval de Cascais.



I thoroughly enjoyed my first sailing experience, and went on to compete in the Optimist class for two seasons. At the age of 13 I had to abandon the Optimist, as I was too big.

After a few months only sailing Dragons, I started sailing the Laser Radial. I sailed it for three months, before my coach told me that I could not continue to race Dragons if I were to be in the team. So, I immediately decided to stop sailing the Laser, and focused solely on the Dragon.

I started sailing the Dragon with family in 2011 during weekends, and only in 2013 did my first Dragon Race with José Bello. Ever since, I have sailed approximately 25 Dragon regattas, including 4 Portuguese Dragon Nationals; 4 King Juan Carlos; the 2017 Dragon Worlds, and the Europeans last August.

Additionally, I have raced on some yachts like the X-Yacht 46 and Shipman 63 amongst others.

The opportunity to join Pedro and Charles Nankin for the Europeans was a phenomenal one. I had always sailed with Corinthians prior to the Europeans, and for the first time having the privilege to sail with such talented sailors was incredible. It was a very interesting and unique experience

since I had never sailed on a lake before, and have to confess it was quite challenging.

Being with Pedro on the boat was outstanding! In 5 days I learned so much with Pedro both manoeuvre wise and tactically. It was sensational! I was constantly absorbing information.

Witnessing Pedro's excitement after we won is something I will never forget, for I know how hard he has worked for the past years!

I truly love the Dragon for it is a very technical, difficult boat to sail on, and because you get to sail against some of the most prestigious names in sailing. The ambiance in the Class is one of great friendliness! That is what makes the Dragon so special! Currently I sail the Dragon and SB20.

Lauren Fry

Twenty-three-year-old Lauren Fry's father is reigning Dragon World Champion crew Simon Fry, so it was perhaps inevitable that she would end up in a Dragon one day. Here is her story.



I started sailing at a young age in Optimist and moved into crewing in the Cadet class at the age of 11, from my local club Christchurch on the south coast of England. As I tried out more sports at school I ended up having more success with rowing, and pretty much gave up sailing until my late teens.

I have crewed in a variety of boats over the past 5 years but the Gold Cup 2017 was my first time sailing a Dragon, and I thoroughly enjoyed it! I knew a little bit about the class through my father and was thrilled to be invited to sail at such a prestigious event.

I was grateful for the lighter winds on the first day as it allowed me to get to grips with the boat and learn how we were going to work as a team as 4 people is a tight squeeze. Once we had mastered our new roles everything went smoothly and it was great fun being on board.

I felt extremely welcome within the Dragon class, both on the water and in the bar after racing. As part of the younger generation it was interesting to listen to discussions and approaches to handling the conditions from those who are more experienced in the class and work out how to apply their knowledge to our own boat.

My favourite thing about the Gold Cup was the large fleet. It really made sure that everyone stayed on their toes throughout racing and made for a great social atmosphere in the evenings.

As Carolin and I are both quite small it meant that we could both sail which relieved a few nerves about the event and meant someone else was in the same rookie shoes as me. If seeing us racing with Pedro encourages owners who are looking for crew to be open to taking two younger/smaller people it will have made my experience all the more positive.

Carolin Lätzsch

Carolin's father Uwe Lätzsch is a long-standing member of the German Dragon fleet so Carolin was familiar with the class and had sailed occasionally with her father, but this was a first major international regatta for her too.

I started sailing at the age of 8. Since I live in Düsseldorf and there are no good opportunities to go sailing in the city, my Mum had to drive me and a friend to a sailing club in Kaarst, about 30 minutes away by car. It was a club located on a very small quarry pond which is only used by sailors and divers.

It then took me two years to get my initial certificate. I



started out sailing Optimists there, but I never participated in any kind of races. Usually the sailing conditions were very bad, which meant we could be lucky so sail at all. Because of these bad conditions and the time it took to get there once or twice a week I then stopped sailing and concentrated on hockey. From that time on I didn't sail regularly anymore.

I often sailed Hobie cats on holiday at Fuerteventura, where I once won the Fuerte Cup. And I also began to sail P-boats at the Steinhuder Meer, near Hanover. I also like going surfing there and at Sylt, where there are very good conditions.

Prior to joining up with Pedro I had only few experience of sailing Dragons. I sometimes sailed with my dad, but only for fun, and not very often. But because I had accompanied my dad to regattas for years now I already knew many of the class members. What I really like about the Dragon is the elegant fuselage shape. I also appreciate sailing in a team of three or four people instead of sailing alone.

Pedro Rebelo de Andrade

Firstly I would like to say a big thank you to Michael Zankel for giving Charlie Nankin and me the opportunity to sail his boat in the major regattas when he was personally unable to attend. Charlie is a brilliant Dragon crew and over recent years with Michael, we have established good routines and rapport.

At the end of the season Charlie summarised it well – last-minute crew changes can sometimes bring about unexpected benefits. This was certainly the case this year, as a good synchronicity between the crew onboard can produce solid performances. Often, it is the personality mix and other qualities, such as being able to quickly and willingly integrate into the existing way of doing things on board that can allow top-level performances for the team. These qualities were very evident in the sailors who we were lucky enough to find at the last moment before these major championships last year. Their compatibility and understanding of the pressures and what lay before us, certainly worked.

Charlie and I both concluded that having an enjoyable time onboard is an important part of our sailing, and certainly makes a good result that much sweeter. And having a younger presence, as well as a more female



presence, certainly ticks the boxes in this respect! And the feeling of sharing our sport with interested newer sailors was great.

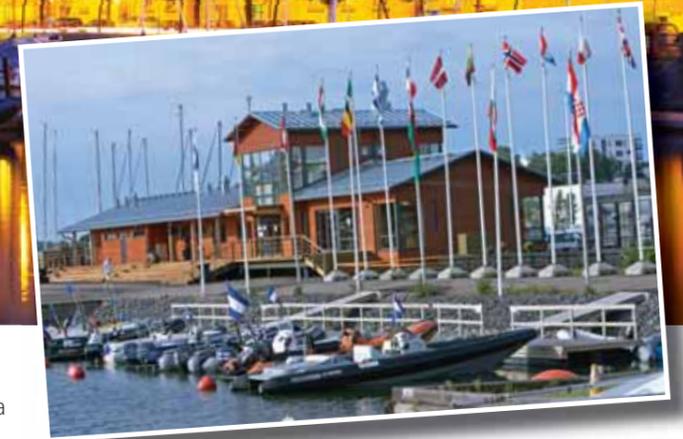
Bernardo is a wonderful young guy, who has in many ways grown up around sailing and in the Dragon class, having sailed for some seasons in the Cascais fleet. He has an unparalleled passion for following the high-level events and teams in our sport, and so it was a joy to see him be a part of our victory in Thun.

Caroline was approached by us in the boat-park before the Gold Cup. As a sailing daughter whose father campaigns in various classes in Germany, she relished the chance to join her father on the waters, and so kindly changed her travel plans to sail with us the whole week. Caroline's quietness hides a steely resolve, and she was great during the long, testing days in St Tropez.

Lauren follows in the big shoes of her father, Simon. After Optimists and crewing on a Cadet, Lauren invested more time in high-level competitive rowing. She certainly shows some of the clear-thinking and athleticism of her father, and we wonder if this is a potential bow-girl that should not be lost to sailing.



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DRAGON GOLD CUP 2018

20.-28.7.2018 | HSK | HELSINKI | FINLAND



Registration open now!

WWW.HELKIDGC2018.COM

Gurit



Finland's vibrant waterfront capital city Helsinki will host the 2018 Gurit Dragon Gold Cup from 20 to 28 July 2018. The regatta will be run by the Helsingfors Segelklubb (HSK), one of Finland's oldest yacht clubs, which was established in 1899 and has an outstanding reputation for top level race management.

Located just 5km west of Helsinki's beautiful city centre, HSK is located in a modern purpose-built clubhouse with superb marina, launching/recovery and marine services all to hand. Being Finland, the clubhouse not only offers all the usual facilities, but also ladies and gentlemen's saunas to ease those aching limbs at the end of a long day's Dragon racing. Restaurant and bar facilities are provided by the neighbouring Blue Peter Restaurant which serves up superb food and views from its terrace and bistro restaurants and bar.

If you've not visited Helsinki before you have a treat in store. The compact city is easily explored on foot and with great design, architecture, culture and shopping on offer it's not to be missed. It is also home to a fantastic social scene with cool cocktail lounges, classy restaurants, great clubs and some fantastic music venues.

Temperatures in July are comfortably warm in the low to mid 20s with typical sea breezes ensuring excellent sailing. The race area is located on the open water of the Gulf of Finland where there is little current and minimal disturbance to the wind.

Logistically Helsinki is easy to reach, with an international airport serving major cities around the globe and excellent road and ferry connections to the rest of Europe. The overnight ferry from Travemunde in northern Germany remains the most popular route for those travelling from western and southern

Europe, with the ferry terminal just a short drive from the club on arrival. The main ferry operator Finnlines will also ship boats only from various ports around Europe, see website for routes. The Finnish Dragon Association will then arrange onwards shipping to the regatta venue and return boats afterwards.

Accommodation at all levels is plentiful in Helsinki and the regatta has a special deal available for Dragon sailors with one of the day sponsors, the Clarion Hotel will offer special rates for the Dragon Gold Cup sailors and supporters. For details see website.

The regatta title sponsor is Gurit but also supporting the 2018 Gold Cup are sponsors Henri-Lloyd, Finnish brewing company Nokian Panimo, WB-Sails and Harken whose generous support will help HSK and the Finish Dragon Fleet to provide competitors with an outstanding experience.

Finns are world famous for their hospitality and partying, so come prepared to enjoy an outstanding social programme

as well as great racing. There will be daily prize giving's with drinks & snacks in the hospitality tent followed by various events in the evenings.

The Finnish Dragon Fleet and HSK look forward to welcoming Dragon sailors from around the globe for the 2018 Dragon Gold Cup. If you have any questions or require any assistance to plan your participation please visit www.helsinkidgc2018.com or contact Chris Winter chris57winter@gmail.com +358 40 7358470 or Rudy Jurg rudyjurg@gmail.com +358 45 6408160

THE LAND OF THE MIDNIGHT SUN AWAITS YOU



**DRAGON
EUROPEAN
CHAMPIONSHIP**
2018 Balatonfüred, Hungary

**Balaton - a friendly place to sail }
We are looking forward to seeing you!**

Information:
www.dragoneuropeans2018.hu
e-mail: hello@dragoneuropeans2018.hu

Warm-up events:
April 29-May 1: **HYC Cup**
May 22-26: **Hungarian Championship**

Main event:
May 26-June 1: **European Championship**

Organizers:



We are proudly introducing our sponsors and partners:



Balatonfüred is
looking forward to
The Europeans



Balatonfüred is definitely the nicest town around the big Hungarian lake, Balaton. It has always been the headquarters of sailing in Hungary, giving home to the most traditional clubs and the Hungarian Yachting Association. In May 2018, the club which marked its 150-year-anniversary in 2017, Balatonfüredi Yacht Club (BYC), together with the Hungarian Dragon Association is hosting the Europeans.

This is not the first time that a Dragon European Championship has been held in Hungary. The 2010 event, held in the Eastern part of the lake in Balatonkenese, was very successful with six races, much sunshine and Markus Wieser as European champion. Balatonfüred promises to be an even more interesting venue, as the town itself is charming all its visitors with its nice view of the lake and the Tihany peninsula, a 19th century downtown and a lot of lively cafés, restaurants and hotels in every price category.

The club itself lies at the very center of Balatonfüred's shoreline - just a few minutes' walk from the best hotels, the promenade and the public harbor. Parking is absolutely no problem - an underground public garage is just opposite the entrance of the club and thanks to the support of the Mayor, all participants may use it free.

The yacht club has all the necessary facilities, with a big covered area in the middle, which will be the center of all important happenings. This will be the place for the free beer sessions, the daily prize-givings and all the talks and socialising between the participants which are the most important part of all Dragon events! We plan to introduce you to some good regional wines, there will be a grill party and a Hungarian specialty party as well...

The harbor is big enough for about 75 Dragons and about 200 meters away we have a second harbor to help mooring support boats or even additional Dragons if needed.

The competition part of the event starts with the Hungarian Championship on Wednesday afternoon, May 23rd. If you come to this warm-up event, you have to register only once, except for new sails and crew weigh-in. Registration for the Europeans is starting on Saturday, May 26th and the opening ceremony is planned for Sunday afternoon. The first race is planned to start at 11.00 am on Monday.

The organising committee is aware of the fact that accommodation is one of the main concerns of the participants at every major event. Therefore, we have set up a dedicated team to choose the best possible places for you to be accommodated. We cooperate with hotels and pensions in every price category to pick the best possible solution for you. You should send us an email to hello@dragoneuropeans2018.hu with your preferences, and our team will get in contact with you to work out details.

What will the be conditions like? Well, May is one of the most wind safe months of the year at Balaton. Cold weather fronts may bring a two-day-long gusty Northwesterly which may go up to 22-25 knots. A stable sunny day grants the nicest Southwesterly 'sea-breeze' up to 15 knots. Changing weather means unstable, light conditions - to sum up, you should be prepared for everything... However, daily temperatures are usually around 25 °C with water temperatures above 20 °C - nice racing is guaranteed.

Our team is already in place and working to give you the most pleasant experience on Balaton. We know that information is everything, therefore we have set up several communication channels. There is a newsletter published early every month on intdragon.net and sent to your secretaries to distribute. Social media fans find us on Facebook with regular posts and a host of information is on our website: www.dragoneuropeans2018.hu. If you have any questions, do not hesitate to ask: we are happy to help you and are looking forward to seeing you in May!

International Dragon Worlds Fremantle 2019



"Damn! We've been black flagged."

"What? We weren't over were we?"

"Guess so. So back to the club"

"Nah it's too nice out here. Let's sail over to Carnac Island, put the pick down, have lunch and watch the sea lions."

You never want to get black flagged competing in a world championship but at least in Fremantle you will still be able to make a pleasant day out of it!

Fremantle has always been a mecca for sailing from its earliest days, but it was the first Americas Cup Defence outside of the USA held off Fremantle in 1987 that put the city, its wonderful waters and consistent winds on the international sailing map.

Stunning sailing conditions...

Since those heady days when the world watched the mighty 12 Meters battling it out in the famous 'Fremantle Doctor', the ever-reliable afternoon sea breeze, Fremantle has held many successful international sailing regattas including the 2011 ISAF World Sailing Championships, the biggest Olympic classes regatta ever held and the first time that the full program of over 800 races was completed thanks to the reliable conditions.

Venues with views to die for...

The 2019 Dragon Worlds will be jointly hosted by the Fremantle Sailing Club and the Royal Freshwater Bay Yacht Club. The former is Australia's biggest sailing club and the latter, one of Australia's premier clubs and renowned for its race management with stunning facilities and views over the Swan River.

The Dragon Worlds race courses will be much closer to shore than the Americas Cup were held and it is literally only a 10 minute sail from the FSC to reach the course area. The water is crystal clear, full of wild life, dolphins are a regular sight and it's the height of the rock lobster season in December.

Plenty to enjoy for families, friends and supporters...

Fremantle has continued to evolve since the cup days. It is an intriguing, friendly city with strong Italian and European influences. Its west end was recently given heritage status and is now the largest protected heritage area in Australia.

Arts, culture and culinary delights...

Full of interesting colonial architecture, restaurants, magnificent old pubs, new interesting bars and a vibrant live music scene, it is a cosmopolitan vibrant place that continually punches above its weight in the arts, be it music, painting or literature.

There are several hotels but also many self-catering apartments or separate bungalows that can be rented, all within walking or cycling distance from the FSC.

Western Australia's stunning coastal scenery...

After the Worlds are over, why go home? After all it will most likely be winter back there. Why not take a couple more weeks off and head down south. There you will find a heavily wooded landscape with the world's tallest hard woods, fantastic wineries that bask in the clean air that sweeps in from the Indian and Southern



oceans and seascapes that will take your breath away.

Even in high summer you will find uncluttered white soft sand beaches spread north and south as far as the eye can see, pristine water, high quality accommodation and superb restaurants, many linked to wineries that produce 25% of the top quality wine produced in Australia.

Start Making Plans!

2018 Australian Dragon Championship:
December 29, 2018 – January 2, 2019

World Dragon Championship:
January 4-9, 2019

A month of Dragon racing
in sailing paradise!

For full information visit:
www.dragonworldsfremantle2019.com



Celebrate the 90th Anniversary of the Dragon in Cannes, France



In association with Regates Royales –
the final event in the Panerai Classic Yachts Challenge

Late September 2019

Entry open to all

Spectacular racing including one very special combined fleet 90th
Anniversary Race

A fabulous social programme

Watch www.intdragon.net for more details



2017 Dragon Interport – Hong Kong

This past November, visiting teams from the Royal Sydney Yacht Squadron, the Royal Vancouver Yacht Club and the Kansai Yacht Club battled each other in Shelter Cove, near downtown Hong Kong, in the 2017 Pacific Rim Interport, sailed in Dragons. This year's Dragon Team Racing regatta was hosted by the Royal Hong Kong Yacht Club. The weather was perfect for Dragon sailing, with good winds between 10 and 15 knots. Following on their home-team success in 2015, the Royal Vancouver team once again prevailed.

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. The first of the new series of Interports was held in Hong Kong in November 1982. 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. 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. The following year sailors from Australia went to the 1983 Worlds in Vancouver and met the Vancouver Dragon sailors, and persuaded Vancouver to join them for the next Interport that autumn in Hong Kong. The Interport continued as a three-way event for several years and Lowell then introduced the Japan fleet to the game.

The current version of the Pacific Rim Interport is a Round Robin of short races between teams of three Dragons. This time around there were 29 races over three days. Thumbs up to the 4 Clubs, 60 sailors, 16 guests and 27 Hong Kong Helpers. And for those keeping track, the air miles trophy goes to the Royal Sydney Yacht Squadron who travelled 7,381km to Hong Kong.

See you all next time in Sydney.



National Class reports

Celebrating the 25th anniversary of the Dragon class revival in Portugal

In the summer of 1992, I gathered a group of veteran Portuguese Star and Dragon skippers, who had basically given up sailing, and presented them with a plan to reactivate the Dragon Class in Portugal.

The project was adopted, and with the valuable assistance of Carlos Ferreira, Dragopor, a new Portuguese Class Association, was incorporated and launched.

The founding fathers were: Carlos Ferreira, Georg Scheder – Bieschin, Alain Bonte, Jorge Pinheiro (Arnos), Manuel Champalimaud, Ricardo Salgado, Antonio Mardel Correia, Jose Matoso, Antonio Heredia, and myself.

Over the next 25 years Carlos Ferreira, Jorge Arnoso, Mardel Correia, Miguel Magalhaes and Mario Quina became the successive Presidents of Dragopor and contributed much to the development of the Class.

The Dragon was introduced in Portugal in 1947 and the first yacht was *Argus*.

Portuguese Dragons participated in all the Olympic games from 1948 until 1972, but afterwards the class became inactive in Portugal. Carlos Ferreira had sailed for Portugal at the Games of 1960 and 1964 and won the Virginia Heriot Cup (now Europeans) in 1957, succeeding to another Portuguese helmsman, the Count of Caria. During the period 1956-1963, Carlos won 7 consecutive Nationals and later the Count of Sao Lourenco won 4 in a row.

Dragopor members decided to buy a new fleet from the same yard in order to have a more even competition and Petticrow was selected and supplied the first 9 boats. Pedro Garcia in the meantime acquired a second-hand boat in Holland.

Poul Richard Hoj-Jensen visited Lisbon several times and administered valuable tuning and training sessions.

Dragopor organised its first regatta in December of 1992 and established a good program in Lisbon and Cascais, complemented the following year with the Prince Henry the Navigator Trophy sailed from Vilamoura on the Algarve, which attracted numerous foreign Dragons. Fred Imhoff won the first two editions and Poul Richard Hoj-Jensen the third.

In order to promote the Class special races were held with one lady on board or Old Portuguese 'Glories'.

Jorge Pinheiro won the National Championship in 1993, Antonio Correia in 1994, (he would win again in 2004 and 2007) Mario Quina in 1995. Carlos Ferreira his 8th in 1996.

That same year HM King Juan Carlos of Spain, who first sailed in Cascais and represented his country in the 1972 Olympics in the Dragon and had promoted the Princesa Sofia Trophy in Palma, presented the Club Naval de Cascais with a trophy, named after him which later became an IDA Grade One event.

I won the first event and the following year I won my first Nationals, crewed by Pedro Beckert and Paulo Bastos. We sailed together for 13 years – equalling Ferreira's record of 8 Nationals (5 consecutive). All having the same initials, we were called the 'PB Team'!

In 1998 Cascais organised its first Gold Cup, wherein King Juan Carlos sailed, crewed by Poul Richard Hoj-Jensen and Ib Andersen. The winner was Lars Jensen.

Several boats were acquired by Spanish owners Arturo Delgado, the Duque of Arion, Miquel Domecq, German Gil, Juan Costas. Having a record of participations (35) in the Sofia, in Finn, Star and Dragon with 5 wins, I earned the nickname of 'Mr Palma' and both Mardel Correia and myself reached the podium.

An Iberian Circuit was created as the Dragon was back in the Princesa Sofia Trophy, it included both the Prince Henry and King Juan Carlos Trophies in Portugal and was a major success.

Dragopor continued to grow with a new generation of helmsmen joining the class: Henrique Anjos, Jose Bello, Miguel Magalhaes, Jorge Moya, Coca Arnoso, Jose Pina, Francisco Lacerda, Diogo Barros, Vasco Serpa, Filipe Loureiro, Vincente Pinheiro, Fernando Nogueira, Vasco Empis, Pedro Mendes Leal, Rui Boia, Antonio Vianez, Jorge Ferlov, Jose Jordao, Vasco and Arthur Passanha, Jose Antonio Melo, Antonio Neiva Oliveira, Pedro Almeida Lopes, Nuno Pena, Manuel Patacas, etc. Patacas who was a skilled yacht carpenter restored a vintage Dragon and maintained the fleet in excellent condition and was very popular.

A fleet was created in Oporto with Luis Manso, Vasco Talone, Henrique Costa e Silva.

Antonio de Heredia found and bought the famous Dragon *Pan* which had won two gold medals for Norway at the 1936 and 1948 Olympics and restored her to her full beauty at great cost.

The completion of the Cascais Marina allowed sailing all year round, and it was then decided to move the Prince Henry the Navigator Trophy to Cascais and organise the Cascais Winter Series sailed over a long weekend end once a month, from October to Easter and ending with the King Juan Carlos regatta. Thanks to Cascais' excellent wind and sea conditions, which allowed sailing of 93% of the planned races, the Winter Series became a major event with the participation of top skippers over the years: Thomas Muller, Vincent Hoesch, Markus Wieser, Lars Jensen, Lars Hendriksen, Peter Hereema, Frank Berg, Poul Richard Hoj-Jensen, Lawrie Smith, Loganov, Samokhin, Senatorov,

Braslavets, Russell Coutts, Gavia Wilkinson, Mike Cotter, Tim Tavenor, John Cambell, Bailey, Claus Dietrichs, Theis Palm, Stephen Weinberg, H Witzman, Hugo Steinbeck, Harm Speer Muller, de Groot, etc.

Martin Payne and Peter Hereema also successfully organise the Starvos Match Racing Trophy event each year.

In 2003, Jose Bello, crewed by Patrick Lindley and Andre Caiado, was the first Portuguese to win a Gold Cup regatta.

In 2008 Cascais organised a second Gold Cup, which Poul Richard Hoj-Jensen won and Manuel Champalimaud ended 6th, after being in the lead up to the last day. Henrique Anjos finished 10th, he won his first National in 2002 and later on in 2004, 2006, 2009, 2011, 2013, 2014 for a total of 6 National titles.

The level of Portuguese skippers kept improving, and in 2010 Filipe Silva finished 3rd at the Gold Cup.

Jose Matoso, crewed by Gustavo Lima and Frederico Mello, achieved very good results nationally and internationally (4th at the 2012 Gold Cup) and winning the Europeans, held in Cascais in 2013, and also the King Juan Carlos Trophy. He would score 9th at the 2015 Worlds (La Rochelle) and 6th at the Worlds in Cascais in June 2017. Matoso won the Portuguese Nationals in 2010, 2015 and 2017. Francisco Lacerda won the Nationals in 2012.

Some new talents emerged and Pedro Andrade achieved an

impressive curriculum: 6th at the European 2014, 2nd at the Gold Cup in St Tropez and European Champion in Thun with Charles Nankin and Bernardo Torres (at 15 years old, the youngest ever European Champion) and he also won the Nationals in 2016.

Twenty-five years have gone by and the class is active in Portugal. The Winter Series 2016/2017 and the Worlds held in June 2017 in the typical windy condition of Cascais were definitely a success.

It is most gratifying to see several Portuguese crew on foreign boats: Hugo Rocha, Joao Matos Rosa, Goncalo Ribeiro with Lawrie Smith; Tiago Marcelino and Diogo Pereira with Jens Ratsack (10th at the Worlds and 6th at Gold Cup); Bernardo Freitas with Hugo Steinbeck, who won the 2016 Gold Cup; Diogo Barros and Nuno Barreto with Javier Scherk; and Vincente Pinheiro with different foreign owners.

When I draw the balance of these 25 years, I believe it has been a fantastic journey and the Dragon is a unique racing yacht. I was quite moved with a special award from the Cascais Yacht Club for my contribution to this project and although I have decided to retire from sailing Dragons, I keep sweet memories and my heart rests with the Class and all the wonderful friends I made over the years.

Wishing you all fair winds and fun! Patrick de Barros



Dragon sailing by Belem Tower, 1992



King Juan Carlos, Cascais 1998



The founding fathers of Dragopor



Pan leading the fleet, Cascais 2007



Palma 2015



Jose Matoso 2013

National Class reports

National Class reports



Building Dragons in Australia

With the upcoming Dragon Worlds hosted by Australia in early 2019, there has been renewed interest in local Dragon building. Australia has a long history of building Dragons locally. We believe the first Dragon to be built in Australia was Galatea, built by Clarrie Morris in Albany, Western Australia in 1936. Western Australia and the Royal Freshwater Bay Yacht Club have maintained a strong link with the Dragon Class to the present day and many champion skippers and club officials owe their success to the Class.

A recent compilation of Dragon builders worldwide lists over 40 builders in Australia. Most were one-offs, but there were a couple of builders who have built more than a dozen each. William H Barnett Pty Ltd in Sydney (who also built some early Australian 12 Metres) built 24 Dragons between 1956 and 1965. Jimmy Sim of Bellarine Marine in Victoria brought over a Børresen mould in the early 70s and built 29 Dragons between 1973 and 1986. This mould was then acquired by Endeavour Yachts in Sydney, to produce a further 6 Dragons, but by 2001, the mould was lying idle. It was then acquired by Steve Ward, another 12 Metre builder (Australia II being his most famous), and taken to Perth with the intent of building fibreglass Dragons for the upcoming Dragon Worlds in 2003.

The current active Dragon builder in Australia is Ridgeway Dragons in Tasmania. Founded by Darryl Ridgeway in the early 80s, the first Dragons were built with timber decks. In 2000, Darryl's son Zane took over the business and started building the first all-fibreglass Dragons. The first of the fully glass Dragons was Riga (AUS200). This boat has now returned to Tasmania and is active in local fleet racing.

Registered Australian builder Ridgeway Dragons, located at Rokeby in Tasmania, is in the process of finalising construction of its latest Dragon Class yacht being built for an Australian client. It is expected that this new Dragon will be completed and delivered in time to compete in the coming 2018 Prince Philip Cup being conducted by the Metung Yacht Club in Victoria in conjunction with the Victorian International Dragon Association. The Prince Philip Cup is a Grade 1 event and the next event is scheduled to be held between the 7th and 13th of January 2018. The new boat is being fitted with an internal liner; this is done while the hull is still in the mould to ensure complete integration with the hull, deck and bulkheads, and a stiff hull on completion.

In addition to building new Dragons, Ridgeway also restores and refurbishes existing Dragons. Recent projects include:

Service and return to home port of the Sydney based yacht *Tom Thumb*.

Completion of a total rebuild of ex World Champion (Perth 1995) *Karabos VIII* (D AUS 180) for a very satisfied Hobart owner, including removal of the keel to allow a new internal liner to be installed, installation of a new deck moulding, and new fittings installed.

Rebuild of one of the oldest remaining Dragons in Australia, *Sea Joy III* (DAUS 46) and return to Tasmanian fleet racing.

Ridgeway Dragons has built a reputation over the years for construction of competitive and reliable boats, each one hand made to the owner's specifications and fully compliant with the latest Class Rules.



A youthful approach from Ireland

The Irish Dragon fleet recognises the need to encourage young blood into the class and legendary Irish Dragon sailor, restorer, author and adventurer Don Street has introduced two interesting initiatives to support that goal.



Recycled Dragons to attract youth sailors

Don Street, patriarch of the Glandore Dragon Fleet in Ireland, has launched an appeal for National Dragon Associations everywhere to find old or unused GRP Dragons and make some funding available to restore them cheaply so that youth sailors can race at local fleet level.

The scheme is open to under-25-year-olds and the idea is to get them racing at minimal cost. Any young person or group who undertakes to recommission an older fibreglass Dragon should be provided with some financial assistance (and advice) from their NDA, and owners with boats at the top end of the fleets will be asked to donate their no longer used sails. Each NDA should commit to providing some funding to pay for mooring/parking for a period of three years as long as the boat completes a minimum number of local fleet races.

For further details: contact Don Street at www.streetolaire@hotmail.com

Iolaire Gypsy Perpetual Junior Dragon Trophy

Further supporting his drive to get youngsters into the Dragon, Don has presented a large silver trophy, originally won by his famous yacht Iolaire in the 1994 Antigua Classic regatta, for a series competition that is specifically designed to interest the Glandore Harbour Yacht Club junior sailors in racing Dragons, to train junior skippers and to increase interest in GHYC members in Dragon racing. For that reason the races must all be raced using the traditional GHYC Dragon Derby marks and will be run over six Sundays between May and August. The races will be entirely visible from the shore and will be short, thus keeping the spectators interested, many of whom will be parents of the juniors that are racing.

It is hoped that the series will increase interest in Dragon racing enough that juniors can persuade their parent into buying a cheap fibreglass Dragon or reviving one of the five wooden Dragons in Glandore that are probably available either very cheaply or possibly for free

If anyone is reviving a wooden Dragon Don Street will offer his services as to how to revive (not restore) a wooden Dragon to club racing condition without breaking the bank! Given some good second hand sails, a well sailed, well crewed wooden Dragon is competitive, able to finish in the middle of the fleet as long as the races are short or mid length. On long courses, a few of the faster boats will always be well ahead of the rest of the fleet.

The rules of the competition are that crews may be of three or four, one member may be the owner or owner's representative, and the remaining crew must all not have reached their 19th birthday by 1 May of that year. The owner or owner's

representative is on board strictly as advisor/coach/safety officer and cannot touch the helm, go aft of the mainsheet traveller nor go any further forward than the mast.



National Class reports

National Class reports



Belgium

The BDA will celebrate its 70th anniversary, as young as the Ferrari brand!! Stronger than ever!! Our previous "Sailing Academies" editions attracting sailors, giving them an intro to the Dragon world, keeps on bringing us new crew and new Dragons!! The 2 days "training by Markus Weiser" in 2017 was a new activity. The positive impact of this wonderful training will certainly inspire the BDA to organise such an event in 2018. We're finally starting to attract sailors from the Benelux yacht racing circuit and will continue to do so with the support of our Antwerp based fleet. Furthermore, a new president will be elected in 2018 and his/her team will support these above activities. Our Facebook page www.facebook.com/belgiandragons is enjoyed by about 600 people, so join us and see the latest Dragon news. www.belgiandragons.be



Canada

The early season involved a battle for first, second and third between Ken Reid's Eagle, Jim Burn's Ayrborn and Norman Ally's Mistral, a beautifully restored Dragon that won the Worlds at Royal Vancouver Yacht Club in 1983. These were the dominant boats until Charles Holder's Black Magic arrived on the scene taking second place in the August Regatta, 3rd place in the Fleet Championships and 1st place in the October Regatta. The Dragon's Breath Regatta at RVYC's Centre Bay Outstation was another great success. Mistral beat Ayrborn by 1 point and Paul Taylor's Dragon's Breath (pictured) was enjoyed by all. After a successful team racing visit to the Interport hosted by RHKYC we plan some team racing at RVYC to attract new sailors to the fleet. www.nadragons.org



Denmark

2018 will bring a lot of activity in Denmark. A new Danish Dragon Center will be established in Skovshoved, a little town north of Copenhagen and only 30 minutes with train from Copenhagen airport. Skovshoved harbor is being rebuilt and this will give space for this Danish Dragon Center. The idea is, that you can have your Dragon on the trailer



in "ready to race mode". We will arrange several regattas during the summer, so you can fly in and enjoy a weekend sailing your Dragon. Professional staff will look after your boat, while you are away, and the shipbuilding yard can undertake repairs and maintenance on you boat. Dragon sailors from southern Europe, where they not are sailing in summertime, shall be warmly welcomed to participate in Denmark. We have planned 4-6 regattas during the 2018 summer. On your way to the Gold Cup in Helsinki you can participate in a Grade One in Denmark. Follow us on www.dragonclass.dk (Photo – Mogens Hansen)



France

2017 was another good vintage for the French fleet which finished the year in Saint Tropez with a superb Gold Cup: 88 Dragons sailed in idyllic conditions, under a radiant sun in a wind from 6 to 12 knots. Throughout the year, new owners joined the Class mainly in Douarnenez and Deauville and a new promising fleet is emerging in northern Brittany (Saint Cast).

2018 announces itself under the best auspices!

1 - The Grand Prix Guyader will return as a Grade 1. At least 60 Dragons are expected in Douarnenez for this major circuit event.

2 - Deauville will organize the French Dragon Open Championship with a participation level expected to be around 35.

3 - The Regates Royales 2018 in Cannes will be the "warm-up" for the 90th Anniversary Celebration, now scheduled to take place during the 2019 Regates Royales edition!

4 - Reminder: the season will kick off with the Cannes Grand Prix at the end of February. Sun and medium wind conditions are expected... and plenty of fun!

www.france-dragon.org



Great Britain

All six fleets spanning England, Wales and Scotland have been working together this year on a marketing plan to grow the class. We will be attending the RYA Dinghy Show at Alexandra Palace, London on 3/4 March hoping to attract new young members from other classes. In 2017 we turned heads at West Mersea, a new venue on the East Coast and next year we will be visiting Torquay, a long loved but not recently visited venue for our Edinburgh Cup (30 June - 7 July). Torquay on the English Riviera boasts one of the best sailing areas in the UK so we are looking forward to a great turnout and to welcoming international visitors. www.britishdragons.org



Germany

2017 showed an excellent participation of German fleet members attending national and international championships and increasingly at local club events. In 2018 race highlights in Germany will be the German Championship at Lake Alster in the centre of Hamburg hosted by Norddeutscher Regatta Verein celebrating its 150th anniversary. We made good progress in our youth initiative with some prominent results of young crews (eg 6th overall in German Championship by 13 years old helmswoman Anna Houdek) and in 2018 we will ascertain the best German youth team through a regional qualification procedure. We will further initiate club activities through local ambassadors. www.dracheklasse.de



Hungary

Well, the Euro is far away from the Hungarian economy, but the Euros of the Dragon Class will push our fleet to new heights – a least that is what we hope from the event. Our 2018 season's first half is focusing on the Europeans in Balatonfüred, which will be preceded by two warm-up events, the HYC Cup and the Hungarian Championship at the same venue. Some new entrants to the class are in the pipeline which is a very good sign.

After the Europeans in June at least four Hungarian boats plan to sail the Traunseedrachen, which is the first round of the Alpen-Pannonia Cup, a joint event of the Hungarian and Austrian fleets. The second round is at our traditional autumn event, the Johan Anker Cup. This will be held in Balatonfenyves, in the very Western part of Balaton, an exceptional venue. To make it interesting, there will be a long-distance race from Balatonfüred to Balatonfenyves (about 30 miles) and back before and after the usual fleet race. www.dragonclass.hu



Netherlands

Meet the Dynamic Dutch Dragon Fleet:

- ✦ Top international competition and great socials
- ✦ Start of season Grand Prix Aalsmeer 30 March 2018



- ✦ New (young) Dragon sailors with own boats joining the fleet
- ✦ Fred Imhoff's winning Dragon (NED 247) back in the fleet
- ✦ Clinic by Pieter Heerema for new teams, early March 2018
- ✦ Champions as 'on-board' coaches
- ✦ In the heart of the NW European Dragon fleets
- ✦ Helsinki, La Baule, Deauville, Ostend, Baldeneysee are all sending boats
- ✦ More Classic Dragons joining the fleet
- ✦ Challenging Dutch Open: over 40 boats expected, 6-9 Sept 2018 in Medemblik
- ✦ Warming up to host the Dragon Gold Cup 2019 in June 2019 in Medemblik: Racing & Partying www.dragonclass.nl



Sweden

Here in Sweden we still celebrate the fact that we will have the honor of hosting the Dragon Gold Cup in Marstrand in 2021. This news has already made a positive impact among sailors in Sweden. Not only among our Dragon sailors but also among possible new sailors from other classes. In 2018 we will have the Open Swedish Championship in Stockholm (Aug 24-26) a month after the Dragon Gold Cup in Helsinki. So if you pass Stockholm on your way back home you are more than Welcome. Saltsjöbaden is a sheltered and friendly place to sail for all types of Gold Cup sailors. www.segladrake.se



USA

- ✦ 26 Dragons. ✦ 39 Members
- ✦ Great competition, whether fleet racing or handicap.
- ✦ Encouraging more regional events, different race courses. Mix it up a little.
- ✦ Memorable social events.
- ✦ Oldest Dragon was built in 1947, and the newest, in 2002. Lots of Classics, some beautiful restorations.
- ✦ Dragons from sea to shining sea (San Diego CA to Rockport ME), a road distance of 3221 miles or 5184km (Cascais to St. Petersburg is 4522km).
- ✦ Visitors are always welcome! www.nadragons.org



National Class reports

National Class reports

IDA National Class Contacts & Registered Fleet Numbers

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2018 Dragon Regatta Schedule

	RL_F	M	START DATE	END DATE	VENUE	COUNTRY	CONTACT
2018 CHAMPIONSHIPS							
European Championship	1.25	2	26/05/2018	01/06/2018	Balatonfured	Hungary	www.dragoneuropeans2018.hu
Gold Cup	1.3	2	20/07/2018	28/07/2018	Helsinki	Finland	www.helsinkiidgc2018.com
GRADE 1							
Prince Philip Cup - Australasian Championship	1.2	2	07/01/2018	13/01/2018	Metung	Australia	www.metungyachtclub.com.au
Grand Prix de Cannes	1.2	2	27/02/2018	03/03/2018	Cannes	France	www.yachtclubdecannes.org
Grand Prix Guyader	1.2	2	08/05/2018	12/05/2018	Douarnenez	France	www.grandprixguyader.com
Grade One - Marblehead Trophy	1.2	2	27/06/2018	01/07/2018	Dragor Copenhagen	Denmark	www.dragonclass.dk
Grand Prix San Remo	1.2	2	13/09/2018	16/09/2018	San Remo	Italy	www.assodragone.it
Australian Championship 2018-2019 - Prince Philip Cup	1.2	2	27/12/2018	02/01/2019	Fremantle	Australia	www.dragonworldsfremantle2019.com
GRADE 2							
Dragon Cup - National Open Championship 1st serie			22/03/2018	25/03/2018	San Remo	Italy	www.yachtclubsanremo.it
Grand Prix of Aalsmeer - Easter Regatta			31/03/2018	02/04/2018	Aalsmeer	Netherlands	www.dragonclass.nl
XXIII H.M. King Juan Carlos Trophy			12/04/2018	15/04/2018	Cascais	Portugal	www.cncascais.com
National Open Championship 2nd serie			13/04/2018	15/04/2018	Alassio	Italy	www.yachtclubsanremo.it
Grand Prix of Aalsmeer - 2nd serie			14/04/2018	15/04/2018	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer - Final serie			21/04/2018	22/04/2018	Aalsmeer	Netherlands	www.dragonclass.nl
Alpencup			05/05/2018	06/05/2018	Lucerne	Switzerland	www.dragon-class.ch
Swiss National Championship	1.1	1	09/05/2018	13/05/2018	Lucerne	Switzerland	www.dragon-class.ch
Hungarian Championship - Sonnenschein Cup	1.1	1	23/05/2018	26/05/2018	Balatonfured	Hungary	www.dragoneuropeans2018.hu
Linkers Nation open de France	1.1	1	14/06/2018	17/06/2018	Deauville	France	www.deauvilleyachtclub.fr
National Open Championship Final serie	1.1	1	15/06/2018	17/06/2018	Imperia	Italy	www.assodragone.it
South Coasts & Edinburgh Cup	1.1	1	30/06/2018	07/07/2018	Torquay	UK	www.edinburghcup.org
South Coast Championship			19/07/2018	21/07/2018	Cork Harbour	Ireland	www.dragonclass.ie
Entenpokal			21/07/2018	22/07/2018	Attersee	Austria	www.sck.at
International Austrian Championship	1.1	1	26/07/2018	29/07/2018	Attersee	Austria	www.dragonclass.at/oestm
Open Belgian Championship	1.1	1	02/08/2018	05/08/2018	Ostend	Belgium	www.rmsyc.be/default.asp
International German Championship	1.1	1	02/08/2018	05/08/2018	Hamburg - Alster	Germany	www.dracheklasse.de
Russian Dragon Open	1.1	1	08/08/2018	12/08/2018	St Petersburg	Russia	www.dragonopen.ru
National Championship	1.1	1	06/09/2018	09/09/2018	Glandore	Ireland	www.dragonclass.ie
Dutch Open Championships	1.1	1	06/09/2018	09/09/2018	Medemblik	Netherlands	www.dragonclass.nl
2019 CHAMPIONSHIPS							
Dragon World Championship	1.3	2	03/01/2019	09/01/2019	Fremantle	Australia	www.dragonworldsfremantle2019.com
Dragon Gold Cup	1.3	2	07/06/2019	14/06/2019	Medemblik	Netherlands	www.dragonclass.nl

Dates are correct at the time of going to press. Only major events are listed. A full listing is available at www.intdragon.net

ACTIVE INTERNATIONAL DRAGON BUILDERS

For a complete list of licensed builders please e-mail timothympearson@gmail.com

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