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Dear Dragon Friends

It is hard to believe that 2019 will be the fourth and final year of my term as Chairman of this wonderful class. This will also be the last time that I will have the opportunity to write to you all in the annual Yearbook.

Since 2014 when I had the great honour to be elected as Chairman, a lot has happened in our class, and most of it good and I am proud of the achievements that we have made together.

Our team

At the last AGM we said farewell to Stephane Baseden who had completed his term of four years as a Vice Chairman. I want to thank Stephane for his contribution to the class and we all wish him well and look forward to meeting him on the circuit. We also said goodbye to Kasper Harsberg who for the past four years has been Honorary Treasurer of the IDA. I and my fellow officers thank Kasper for his input and wish him well.

Stephane has been replaced by Gérard Blanc as Vice Chairman, and Anne Vanneste takes over as Honorary Treasurer. They both join existing board members Dr Helmut Schmidt, and Marc Castagnet, and together with Secretary Tim Pearson, make up a strong and stable management team.

Our Technical Committee is headed up by Klaus Diederichs. Together with his team they have raised the standards yet further on compliance with Class Rules. They have also spent a lot of time focusing on technical issues with boats and equipment, and on the certification and registration of new boats. We are lucky to have such a professional and enthusiastic group.

Sailing Coordinator Martin Payne continues to help us maintain the high standard of race management to which we aspire. Martin also provides his famous blogs for the website where he reports on all the latest events (he recently posted his 1000th blog!).

Racing

The racing results from 2018, summarised in my report at the AGM in London, are very impressive. We have representatives of all ages and differing experience and grades of skills winning the major events and the nationals. Most notably, I would mention Mr Gordon Ingate from Australia winning the Australian Championship at 91 years of age! He is an outstanding example to us all! The IDA decided to award him with a Certificate of Honour and Gold Pin for his outstanding commitment to the Dragon class. Best wishes!

Our fleet is a sound mixture of hundreds of Corinthian owners and crews and many professional sailors - competitive and friendly. We had two wonderful events this year: the European Championship in Balatonfüred and the Gold Cup in Helsinki. Both regattas were

enthusiastically organised and managed. I want to thank all the clubs and individuals who participated! Warm summer weather combined with perfect and top-level professional organisation on the water and very hospitable after racing entertainment were the key to their success.

Improving Race Management

The IDA is very proud to play a leading role in enhancing the quality of race management at its events, which is demanded by a very broad group of sailors.

The OAs at both events won over the participants by engaging very experienced International PROs like Bojan Gale and Nino Shmueli for the race organisation. These people, who make their living by being invited to manage the racing at major events, are traveling a lot, have huge experience both in practical race management and in knowledge of rules and regulations, and they are good psychologists. They are able to listen carefully to the local specialists and manage to win the support of the volunteers without stepping on anyone's toes. They really know how to make a good team from a group of individuals who probably only organise an event at this level every 5 or even 10 years.

They are neither snobs nor dictators as some would describe them. When we see the resistance of some local club sailors to these kinds of specialists, we can only guess that these sailors unfortunately did not have the opportunity to compare really good and practical race organisation with the kind they are used to. It is not a criticism against any club or individual. It is just a statement of what I believe. Those who want to learn and develop are always trying to see the best possible practices. That has nothing to do with any ambitions or attempts to prove anything to others.

Maybe there is some linguistic issue, but in my mind the word 'professional' has only a positive meaning. We want our children to be born under the care of professional doctors, we want them to go to a school with professional educators and get themselves professionally qualified in their field of study. Why then shall we not delegate the role of race organisers of the most important and best attended championships to the sound mix of best possible PROs and club volunteers? Why not give the chance to a local RO be part of a successful team and learn skills they can later share with their home sailors?

We all have experience of average or poor race management that left many sailors disappointed and unhappy. If we take time and spend a lot of money to travel halfway across Europe, we should expect a certain level of organisation.



I believe it is all about risk management. We all have many examples when the local ROs organised perfect events, but I believe that deep down, when we have difficult wind and water conditions, we feel more confident in hands of professionals. So, for me it is a clear communications problem of convincing sailors and giving them the opportunity to participate at events organised with the experience of best practices. And I believe that after some discussions during this past year the IDA recognises the problem and is on the right track to correct the prejudices and overcome the suspicions of the sailors who still doubt.

Grade 1 Innovations

That is why we made some adjustments to the Grade 1 events venue selection and calendar reorganising the sequence from isolated events to the European Grade 1 Cup with finals. We are sure this will increase the interest and participation. And the IDA will play a much more active role in selection and approval of the PROs for these events and the major championships. It is our right and obligation. And that is – I repeat once again – the demand of the Dragon community.

It was very clearly expressed at the Owners' meeting this year in Helsinki – the best attended OM I saw in all my Dragon years. I am very thankful to the active Dragon sailors who not only want to be heard directly by the community, but who are also eager to support our association with practical advice and even some donations to the IDA to give us the possibility to attract the most experienced PROs to our events. In Helsinki over 20 sailors made commitments for about €25,000 for this purpose.

Owners' Committee

In this era of internet and social networks we need to have a quick and simple way of communication between the executive body of IDA and the community. That is why it was proposed at the OM in Helsinki to create an Owners' Committee for advising the officers in best practices and other race management issues. The IDA has defined the principles and the functions of such a body and the AGM approved this initiative as a sub-committee reporting to the Officers.

Championships 2019

By the time you read this the World Championship in Fremantle, Australia will be over and a new World Champion crowned. Although the participation was not so high as we would have wished, I am certain that the Royal Freshwater Bay Yacht Club in association with their regional and national Dragon Associations, will have done a superb job and delivered a most successful event. The Gold Cup 2019 will be organised in June in Medemblik (Holland). The organisers have set some very ambitious targets and we wish them good luck!

90th Anniversary Dragon Jubilee regatta

And surely the pinnacle of the coming year will be the 90th Anniversary Dragon Jubilee regatta in Sanremo in October. It has been a tortuous path to find a suitable area and time to accommodate several hundreds of boats and sailors. Surely the IDA used the great experience of our class in creating this kind of event. We are very thankful to our Vice President Chris Dicker, who was the principal organiser of the 75th Jubilee regatta in Saint-Tropez, for his time and readiness to help. We were discussing the plan with many potential hosts and finally have chosen the world-famous resort Sanremo due to the experience and engagement of its yacht club and its leadership, due to the logistical and climatically conditions of the venue and its great heart for Dragons.

Surely there is not much time left but we do not have to invent the wheel again. The organising authority is almost completed, the NOR about to be published and we will do our utmost to make the participants happy both on the water and on the shore. We are planning currently for 180 entries but expect that the demand will be much higher. Please follow the activities on the IDA website. The event website will be ready early in 2019.

The 90th Anniversary Dragon Jubilee regatta will be a very special event, but it is not just for the currently active sailors. We particularly invite those who for whatever reason stopped sailing Dragons in recent years but whose hearts still beat faster when they see the beautiful Dragon. Come, sail and meet old friends that you have not seen for a while. And if you have an offer of help do not hesitate to send your proposals to the organisers or the IDA. The organisers and the participants will appreciate donations in cash or kind for our great festival!

We live in disquieting and turbulent times. That is why we seek so much for some real values. Dragon sailing is one of the few. That is why I wish to all of us and everyone good health, peace and wealth that will help us to practice our beloved hobby!

Best wishes to all,

Vasily





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CURRENT CHAMPIONS 2018

World Championship (2019) Fremantle, Australia	<i>Provezza Dragon</i>	Andy Beadsworth Ali Tezdikar Simon Fry
Masters Trophy (Sub-division of Worlds)	<i>Karabos IX</i>	Nick Rogers Leigh Beherens Simon Burrows
European Championship Balatonfüred, Hungary	<i>Annapurna</i>	Anatoly Loginov Alexander Shalagin Vadim Statsenko
Gold Cup Helsinki, Finland	<i>African Queen XI</i>	Jørgen Schönherr Christian Videbæk Theis Palm
Børge Børresen Memorial Trophy (Winner of first race Gold Cup)	<i>Roger Rabbit</i>	Per Skoglund Björn Österblom Patrik Karlsson
Nations Cup (Team Race within Gold Cup)	<i>Russia</i>	<i>Annapurna</i> <i>Rocknrolla</i> <i>Sunflower</i>
Silver Cup (Sub-division of Gold Cup)	<i>Ruighevaert</i>	Klaas Rulgewaard Erik Obdam Olivier Bakker
Prince Philip Cup Freemantle, Australia	<i>Provezza Dragon</i>	Andy Beadsworth Ali Tezdikar Simon Fry

Cannes Dragon Grand Prix Cannes, France	<i>Camleer</i>	Marcus Brennecke Jochen Schumann Ingo Borlowski
Grand Prix Guyader Douarnenez	<i>Provezza Dragon</i>	Andy Beadsworth Ali Tezdikar Simon Fry
Grand Prix Denmark Dragør, Denmark	<i>Troika</i>	Pieter Heerema Lars Hendriksen George Leonchuk
Grand Prix Sanremo Sanremo, Italy	<i>Troika</i>	Pieter Heerema Lars Hendriksen George Leonchuk
The Müller Trophy (Top placed sailor on the IRL)	<i>Troika</i>	Pieter Heerema Lars Hendriksen George Leonchuk

CORINTHIAN TROPHIES

World Championship (2019) Fremantle, Australia	<i>Karabos IX</i>	Nick Rogers Leigh Beherens Simon Burrows
Gold Cup Helsinki, Finland	<i>Lilla Vågen</i>	Tom Jungell Markus Mannströmm Jaakko Rantala
European Championship Balatonfüred, Hungary	<i>High Times</i>	Carl Gustaf Löhr Jesper Bendix Mads Hansen



PHOTOGRAPHER SPOTLIGHT - ELENA RAZINA

It's difficult to choose only one favourite photo of Dragons, but I have picked one which is very popular with the sailors. This photo was shot at the Russian Dragon Championship in 2015. On one day there was a storm, which came in really fast. One Dragon, RUS-76, took the

lead and was the only one in my frame. In the background you can see the stormy clouds, but there is one gap, where the sun shines and its rays are falling on this Dragon. That's how this poetic and elegant photo was created.







The 75th anniversary Championship in St Tropez saw a magnificent turnout and some wonderful aerial pictures from Jacques Vapillon.

I'm looking forward to taking part in our 90th Anniversary Regatta and celebrating the great history of our wonderful class at the Yacht Club Sanremo from 5-13 October 2019.

Tim Pearson, Project Leader



2010 Dragon Italian Championship Sanremo. The photo boat had stopped for a moment while the driver took a phone call and the waves were so big that our RB was completely hidden from view in the troughs. Suddenly a boat popped over the top of a wave right above us and I just hit the shutter instinctively. Luckily the RB driver got us out of the way just in time!

Fiona Brown, Editor



What makes this image special for me is the stark quality of this stunning mono image. The photographer - Sander van den Bosch - has used his post-camera creativity to recognise the sparkling monochromatic quality of the sunlit water and use that as the basis for the conversion to black and white. The shadows running across the jib sails and the crews in silhouette make this something I'd be proud to hang on my wall.

Calvin Evans, Designer

With such a full and highly competitive sailing programme it is easy to forget the fun and friendships that can be had in Dragons something we should take care never to lose.

This photo was used on the cover of our 2016/17 Yearbook.

Nicky Wilton. Editorial Team



Restored 1947 Woodnutt
Winning the Opera House Cup
in Nantucket in 2008. Beautiful
boat. Classic lines. Great colours
(water, wooden deck, hull,
jackets). Reflections in the
polished hull. This image was
taken by Chip Riegel

Anne Garrett. Editorial Team



A picture is worth a thousand
words: Dragons sailing = Passion.
Dragons are sailed year in, year
out; it simply doesn't matter
if they have to be driven more
than 1000km through snow.
Here is BEL80. Picture courtesy
of Ben Van Cauwenbergh.

Steven Vermeire. Editorial Team



Anne Vanneste takes over from Kasper Harsberg as IDA Treasurer. She studied Naval Architecture in Southampton and her first job was building sailing boats in a shipyard in France. She worked abroad for several years mostly in transportation and installation of oil platforms.

Anne returned to Belgium in 2012 to join the family-run brewery in Bruges - De Halve Maan.

Anne first set foot on a Dragon in Ostend when she was 12 years old and has been sailing on all sorts of boats ranging from Hobie Cats to Mini-Transats.

She has been Belgian National Dragon Secretary since 2013 and is a member of the board of the RNSYC in Ostend.



Gérard Blanc learned to sail at an early age in dinghies and graduated to 470s which he raced actively for many years. He began to sail Dragons in 1995 in Cannes.

He is currently Chairman of the French Dragon Association, and on the board of the Yacht Club de Cannes.

Apart from sailing, Gérard has wide sporting interests including skiing and biking, and acknowledges that he is very lucky to be able to enjoy the beautiful region in the south of France where he lives.

He has two children, and he and his wife are kept busy with their three grandchildren.

Since he recently retired, Gérard will have more time to work for the Dragon class.



Chief Measurer and Assistant Measurer

Gunter Ahlers IDA Chief Measurer has recently received renewed accreditation from World Sailing as an International Measurer and will continue to serve the class in that capacity. **JJ Korpershoek**, IDA Assistant Measurer

has received first time accreditation from WS as an IDA IM. Gunter and JJ will work closely together to provide consistent and comprehensive measurement services for the Dragon Class.

Technical Committee

At the 2018 AGM the Technical Committee Chairman's report summarised the main developments and issues they dealt with in the past year. These focused on a continued effort to ensure compliance with Class Rules, technical issues with boats and equipment, and certification and registration of new boats.

A number of Class Rule changes were approved by the AGM. The full wording of the rule changes can be seen in an appendix to the 2018 AGM Minutes on the website.

Here is a summary of the changes. The changes must be ratified by World Sailing (WS) before coming into effect. This is anticipated to be in Early January.

CR. 1.83 A National Class Association may issue personal sail numbers.
Reason: There is a strong demand from owners who have more than one Dragon, or who frequently change to a new Dragon, to keep their sails without having to alter each time to a new sail number.

CR2.192 Storage tubes for Genoas passing through bulkheads shall be rigid, their inner diameter shall not exceed 300mm and they shall not reduce the integrity of the bulkhead. They may be of optional material.

Reason: To assure that Bulkheads stay watertight, which they might not be if soft material is used for this purpose.

CR. 2.193 The suction point of any bilge pump shall not be more than 100mm above the deepest point of the bilge.
Reason: The rule used to say 50mm but the bilge at the 50mm point is too narrow to fit suction tubes / baskets and switches for electrical pumps.

CR 2.193 More than one electrical bilge pump may be fitted. Their only means of control shall be an automatic integral or flotation switch. Reason: One electrical bilge pump has proved to be inadequate to handle incoming waves when the Dragon has been swamped under certain conditions and the aim is to increase the safety by not restricting the number of electrical pumps fitted.

CR 6.12 Any device holding the mast heel in position shall only be removable with tools. Reason: Recently drop nose

pins have been used to fix the heel position. These pins can be removed in seconds, giving any desired movement to the heel of the mast and thus are an invitation to do just this. They are considered as a device, enabling sailors to break the intent of the Rule, that the heel shall be fixed, and the IDA TC wants to make absolutely clear that those pins, or similar devices are not to be used for this purpose.

CR 6.104 J measurement. The *centre line* of the forestay or its extension shall lie within the limits of this forward mark when racing, rather than the *forward edge* of the forestay or its extension
Reason: The point of the extension of the forward edge of the forestay is not easy to find when inspecting Dragons, because it is hidden in the forestay furling tube. But it is simple and quick to find the centre of this tube and check its position on deck in relation to the forestay marks. The possible difference is 2.5mm in the J measurement, which will not make any difference, since we measure the foot of the genoa.

CR. 6.29 The wording of the rule relating to jumpers has been tidied up to increase clarity and avoid duplication in CR 7.50 and the Measurement Diagram

Championship Rules – Gold Cup

The Clyde Yacht Clubs' Association, which owns and controls the rules for the Dragon Gold Cup, had requested the IDA's opinion on the suggested removal of the rule which applies a 10% penalty to boats that are disqualified under UFD or BFD. The meeting approved the change to remove the penalty and the CYCA will be advised and will amend the Gold Cup Rules accordingly.

Other proposals

The proposal to relax support boat regulations was not passed. The proposal to ask the IDA to make submission to WS about changing the Sailor Classification code was withdrawn.

Championship Regulations

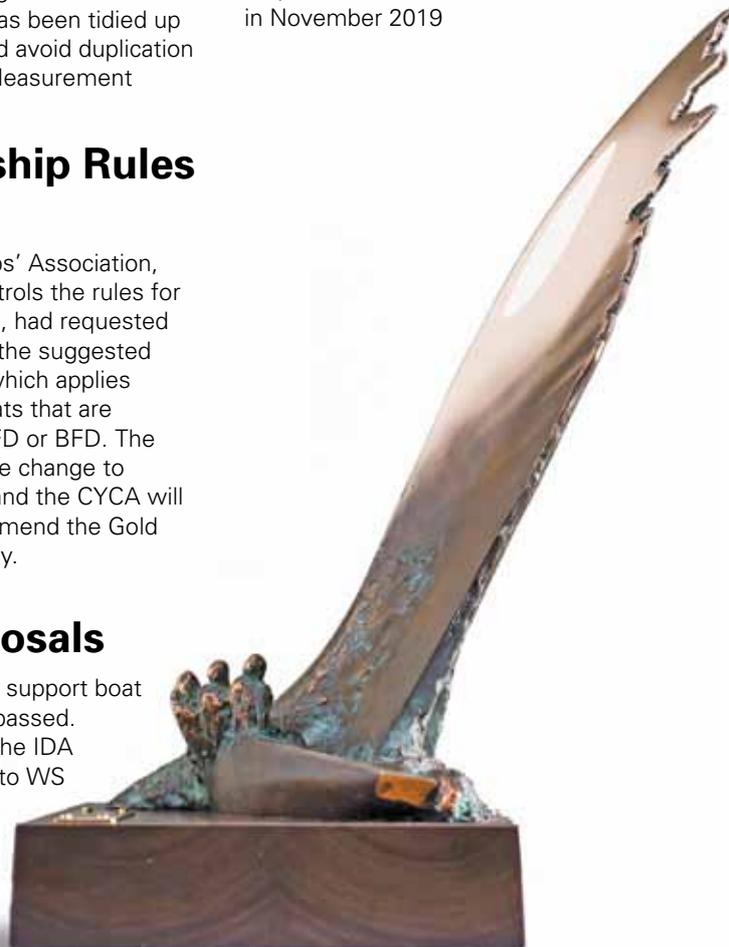
The Championship Regulations will be amended to incorporate the revised Grade 1 circuit for 2019 including the Finals in Palma (the European Grade 1 Cup).

The Grade 1 schedule in Europe for 2019 consists of:

1. Cannes 03-06.04
2. Cascais 01-04.05
3. Kühlungsborn 03-06.07
4. Palma de Mallorca 04-09.11 (four days of Grade 1 and two days for the final. The rules for the format of the final will be published in due course at www.intdragon.net.)

European Grade 1 Cup

The IDA formally acknowledged the gift of a magnificent trophy by sailor and sculptor Sami Salomaa. It will become the perpetual trophy for the winner of the European Grade 1 Cup which will be presented for the first time in Palma in November 2019



INTERNATIONAL DRAGON 1929 – 2019

An edited excerpt from *Classic One-Designs* by Jack Cootie

The International Dragon has become one of the most successful of international one-design classes and was selected for seven Olympic Games between 1948 and 1972. Uffa Fox was quick to see the potential of the Dragon when, in 1937 he wrote: “*The Dragons have the qualities sought for in one-design classes. They will continue and prosper.*” Uffa’s foresight has been realised and in 2018, 1360 Dragons were registered with National Associations in 31 countries and five continents.

The Dragon was the result of a competition organised by the Royal Yacht Club of Gothenburg in 1929, for a small two-berth keel-boat that could be used for simple weekend cruising among the islands and fiords of the Scandinavian seaboard. In 1946, W.M. Mackinlay, secretary of the Clyde Yacht Clubs’ Conference, visited Norway and learned from Johan Anker’s son Erik, that before he died, his father had insisted that in recognition of what British seamen had done for Norway during the War, no designer’s royalty would ever be asked of any British owner or builder of a Dragon.

The Dragon is 8.9m overall, but only 5.65m on the waterline, with a beam of 1.95m, and a draught of 1.2m, and a cast-iron ballast keel weighing 1,000kg.

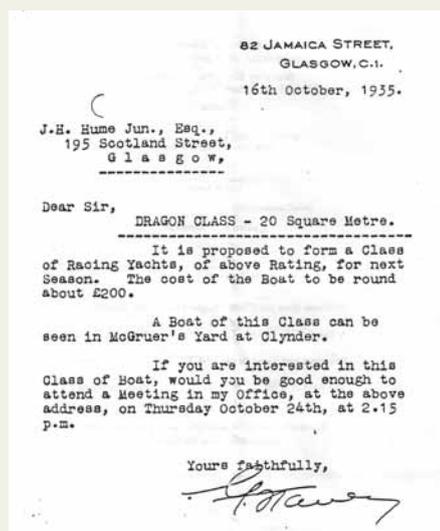
Originally the boats had small cabins with two berths, but gradually the ‘cabin’ has been reduced to a mere cuddy. The first Dragons had a sail area of 20 square metres and spinnakers were not allowed until 1938, but since then the combined area of the main and genoa has been increased to almost 28 square metres. The mast,

which at that time was wooden, had one pair of long cross-trees and standing fore and back stays from the masthead. In 1945 the topmast forestay was removed and diamond stays and jumper struts together with shorter cross-trees allowed a genoa to be properly sheeted and a spinnaker to be set around a single lower forestay.

Johan Anker



1929 the first Dragons sailing in Denmark, D4 is June (K Reffenberg) and D1 is Revanche (M Hojgaard)



The letter proposing the new class

In 1933, AH. Ball, a member of the Royal Clyde YC was cruising in Scandinavia where he saw and was so impressed by the Dragon that he obtained a set of plans and brought them back to show his fellow yachtsmen in Scotland. It so happened that the Clyde clubs were already looking for a small boat to replace the large and expensive pre-war classes. Despite lack of interest from the Yacht Racing Association and objections from the old guard that they did not want – ‘foreign designed and foreign built boats’, J Howden Hume and George Paisley announced that they had already bought a Dragon called *Anita* and she could be inspected in McGruer’s yard at Clynder. The first six British Dragons were in fact built by McGruer who charged £220 apiece for them. The success of the Class in Scotland was immediate, and by 1936 there were 14 Dragons sailing on the Clyde, where the first of a series of

DRAGON TIMELINE 1929 – 2019

1928 A design competition for a ‘cheap’ skerry cruiser for young people is initiated by the Royal Gothenburg Yacht Club

1929 Johan Anker announced as the competition winner and the first three Dragons are built by Anker & Jensen boat builders

1935 The Clyde Yacht Clubs Association proposes the Dragon for its new one design fleet

1937 The Dragon Gold Cup is presented to the class by the Clyde Yacht Clubs Association. The first Gold Cup took place in Oslo and was won by Rolf Bilner of Sweden

1920



An early IDA logo

1930

1938 Royal North of Ireland Yacht Club purchases 14 Dragons for use by members



Some of the first UK Dragons racing on the Clyde in 1936.

Photo: Ian Gilchrist

international races was held and the Clyde Yacht Clubs Conference presented the Dragon Gold Cup, which has remained the most coveted international trophy.

Before 1973, most Dragons were carvel-planked in wood either caulked or close-seamed but many had glued planking - a technique much favoured by Borresen in Denmark before the acceptance of GRP construction in 1972. The International Dragon Association has had the foresight to modify the Class rules when necessary to permit for example, the use of synthetic sail cloth in 1957 and alloy spars in 1971. When the first proposals were made to allow GRP construction, it was made clear that should the new hulls prove faster than those built of wood, then they would not be accepted into the Class. On the other hand, if GRP hulls proved to be slower than those built from wood, there would be no problem because nobody would want them. It was Børge Børresen, winner of the Gold Cup for Denmark on the Clyde in 1967 who, in collaboration with Lloyds Register of Shipping, produced the GRP specification that was accepted by the International Dragon Association in 1972. Since then most Dragons have been made with plastic hulls, although older wooden boats still manage to win the occasional open championship. At first the rules required a boat to be built wholly of plastic, but later it became clear that many owners liked the idea of an easily maintained hull in combination with an attractive wooden deck and superstructure. All GRP Dragons are required to undergo a swing test to ensure that the layup has been carried out according to specification.

Early in 1948, it was learned that Prince Philip, the Duke of Edinburgh, was looking for a second-hand Dragon because at that

time building licences were only being granted for special purposes. On hearing this, members of the Island Sailing Club decided that, since the Dragon had been chosen for the 1948 Olympics in Torbay, it would be appropriate to ask Princess Elizabeth and the Duke of Edinburgh to accept a Dragon Class yacht as a wedding gift. Some eyebrows were raised when it was announced that the new boat would be named *Bluebottle*, but there was no doubt that their Royal



Bluebottle in 1950. Here helmed by Prince Phillip with young Prince Charles on board

Highness's acceptance of the gift was greatly appreciated by small class yachtsmen everywhere. The Dragon was selected for six more Olympics after 1948, before being replaced by the Soling, after which many people felt that the Class would decline and die. That did not happen and there are other people who believe that the Class is better off out of the limelight and the extreme competition of



Dragons racing in Chesapeake Bay, USA in the '50s

1946 The Yacht Club de France gifts the Virginie Heriot Cup for the Dragon European Championship

1947 The Island Sailing Club in Cowes presents Britain's Princess (now Queen) Elizabeth and Prince Philip with the Dragon *Bluebottle* on the occasion of their wedding

1940

1948 The Dragon becomes an Olympic Class, a genoa and spinnaker are introduced and the internal fittings are reduced

1949 Prince Philip presents the Edinburgh Cup to the British Dragon Association for its National Championship, Frank Woodroffe and Clare Lallow are the inaugural winners off Cowes

1950s Prince Philip presents further trophies to the Dragon Class in Australia and Canada

1952 Pedersen & Thuesen build their first Dragon (97 built in all up until 1970)

1950



The Dragon dragon



Williwaw, USA231, the Dragon that won the Olympic Gold in 1968

those who campaign for gold medals. Dragon sailors have plenty of trophies to compete for without Olympic medals.

In 1937, the Clyde Yacht Club's Conference presented a Gold Cup for annual competition and this has remained the premier Dragon trophy. Describing a race for the Gold Cup at Marstrand in

1958 when he was crewing for Aage Birch, Paul Elvstrøm recalled: *"I remember in the third race it was blowing like hell. Aage had not put on any fittings for a working jib and we said how can we possibly carry the genoa today. The wind speed was 21 metres per second (42 knots) during the race and all the other Dragons set their working jibs and when we were going out of the harbour I remember Ole Bernsten called out to us 'Oh no! that will not work this time'. But there was nothing else we could do so we went out. We were starting on a dead run and we had the spinnaker pole on the genoa. It was blowing so hard that only one boat, sailed by Tokid Warrer, put up a spinnaker but immediately, 'bang', there were only three leeches left with no sail in between them. We came to the lee mark first with a big group just behind and there was a lot of banging and crashing. We started up the beat and were looking at the mast and saw we had sheeted the mainsail too hard. So you took the mainsheet in your hand and only looked at the mast all the time. We pulled in the genoa and were sailing on the genoa and a tiny piece of the mainsail leech – just enough to keep the boat in balance. I think that was the day when we learnt that whatever happened you can keep a genoa up and it will always be better than a working jib. We beat all the other Dragons so easily that day and afterwards no one put fittings on for working jibs any more. It showed that you shall never have another headsail than a genoa on a Dragon – never mind how much it blows."*

A few old Dragons are still used for short cruises and for day sailing, but almost all newly built boats are



Gordon McHaffie, Charles Steinbach, Gordie Norton and Ben Colenbrander – probably on board Tip or Frolic at the Royal Canadian Yacht Club circa 1965 (with the new Canadian flag adopted that year).



HM King Constantine in 1965

intended for racing and although they are certainly seaworthy enough to sail in the open sea in almost any conditions, few of them could make the long voyages achieved by *Gerda* just after the War. Morin Scott has told the story graphically in his little book '*Gerda's Sea Saga*', and a few short extracts follow.

Like most of the early Dragons, *Gerda* had a little cabin with a couple of berths and a primus stove. After sailing *Gerda* from McGruer's yard on the Gareloch to Newhaven during the Spring of 1947, Scott and his crew, Conny van Rietschoten, heard that the International Gold Cup races were to be held in Norway in 1948 and they decided to sail across the North Sea to participate. The voyage started from Woolverstone on the river Orwell in Suffolk – long before there was a marina there. By midnight they were out of Harwich Harbour and once clear of the Shipwash off Orfordness, course was changed to North 60° East after which they made six and a half knots for the rest of the night.

By noon on the following day, conditions had deteriorated and *"... the little ship heeled over to a most alarming angle and remained there far too long to be healthy. Much as it went against the grain to reduce her speed there was nothing for it but to lower the mainsail altogether"*

- 1961** Representatives of the national Dragon fleets meet on 31 October to agree the formation of the International Dragon Association and Sir Gordon Smith of Great Britain is elected as its first chairman

1962 The IDA Constitution is approved at its inaugural meeting

1960

held during the Gold Cup in Hanko, Norway. Thirty-one countries affiliate to the IDA at its foundation.

- 1965** The first Dragon World Championship is held in Sandhamn, Sweden, won by O Bernsten of Denmark in *White Lady*

- 1970** Metal spars are introduced to the Dragon

1972 The last year the Dragon is an olympic class at the Kiel Olympics

- 1973** The first fiberglass Dragon is built by Børge Børresen and a new era of Dragon sailing begins

1975 Wooden decks on GRP hulls are approved

1970



The front cover of the 1979 Dragon 50th anniversary yearbook.



Fordeck action late 70s style

“With the mainsail down and speed reduced to about five knots, she was much easier: Less water came aboard; she carried no helm and seemed to ride the waves more easily. In this way we drove on throughout the afternoon; Conny in the cabin pumping from time to time and myself at the tiller. Every hour or two we ate a tube of malted milk tablets. Towards evening the wind abated slightly and at seven o’clock the mainsail was hoisted with seven rolls in it, and as the log showed that we had covered over a hundred miles since midnight, we began to keep an eye open for land ahead. Gerda made great speed and at 2130 lights were in sight ahead. These were identified as Den Helder; but, since it was now getting dark and the wind was increasing again, neither of us thought much of the idea of trying to navigate through the banks into the harbor. We then lowered the mainsail, gybed, and set off on a course on N, 20°E, determined to push on ‘round the corner’ at least. Within an hour the Texel Light Vessel was sighted and having now definitely fixed our position life seemed much better. Wind and sea had increased

through the night and by four o’clock in the morning the weather was about at its worst. We had been pooped several times [They had a canvas cover that kept some water out of the cockpit] and even when this was avoided water came aboard as we ‘surf-ode’ on the



Spinnakers of the new rule 1983

crests. From inside the cabin Conny could see green water through the cabin ports on both sides at the same time! By this time I had been at the tiller for about nineteen hours and was not, understandably, one hundred per cent efficient. Conny was not any better off for he had been busily employed at the pump, chart, passing out the food etc. So it happened that at 0400, when my attention was caught by something else, we were pooped over the quarter again, but with more force than usual. The stern was flung round and the whole vessel literally thrown over onto her side and apparently held there by the pressure of the wind on mast, rigging and one sail, for what seemed like an eternity. The level



Martin ‘Stavros’ Payne on Dragon Lady in the mid-gos

of water (if anything was level in the ceaselessly heaving turmoil) was a third of the way up the cockpit cover. The cabin hatch was closed. I could feel the water pouring over the cockpit coaming, under the cover, onto my legs in considerable quantity. It seemed to go on for hours. Would she never come up? At that moment I knew real fear. Then, after an age she came up and I could tell by her sluggish motion she was well nigh filled. As always after a big sea had come over, I shouted to Conny ‘I’m here’. Then he shouted up: ‘For God’s sake sail her easy ‘till I get this lot out or we’ve had it’. Believe you me, I sailed her carefully, and never have I heard such a welcome sound as that pump sucking dry.”

The Modern Dragon

After 1990 the Dragon scene has been dominated by one builder, Peticrows, initially under the leadership of Poul Ricard Hoj-Jensen, now one of the IDA Vice Presidents. Having built over 775 boats since

1985 The resurgence of the class has gathered pace and the Dragon is once again the dominant international keelboat class

1988 Peticrows build their first Dragon

1990 Doomernik build their first Dragon

1990 Bulkheads are incorporated to improve buoyancy to aid safety

1999 The last time a Dragon Worlds was held in the Americas – the Millennium regatta in Fort-de-France, Martinique, which was won by Claus Hoj-Jensen of Denmark sailing *Maria*

1980



Børge Børresen, winner, Marblehead trophy 1975

1990

they started in 1988, they are the most significant builder in modern times, having recently surpassed the total built by Børresen. During the 1990s the boat underwent a number of developments under the careful eye of the IDA Technical Committee. It was a challenging era with EU regulations demanding improved buoyancy for all pleasure boats, as well as the need to compete for new sailors with the ongoing development of exciting planing classes and sport boats.

There were significant improvements on the technical side, with the introduction of higher floor boards and more buoyancy to improve the floatation characteristics of the boat. There were also changes to gear layout and sheeting positions to improve crewing efficiency – for example the winchless system for genoa sheets, the underdeck spinnaker sheeting position, spinnaker boom stowage on the main boom – this list goes on and on. Alongside boat development, the IDA management was also active, with the introduction of a strategy to support National Associations with marketing activity and promoting local sailing and encouraging new countries to grow Dragon fleets with the careful selection of regatta venues. The IDA also improved race management with the introduction of the Regatta Championships Regulations, which became the starting point for many other classes to develop their own. The result of their efforts were clear, with the major championships enjoying entry levels of 75 plus boats.

As we moved into the new Millennium, undoubtedly the highlight of the earlier years was the Dragon 75th Jubilee in St Tropez – one of the largest international keel boat class events ever. In 2004 around 275 Dragons gathered on the French Riviera. All the big names of



Anatoly Loginov's PCT built RUS27 Annapurna off Freemantle, January 2019.



The Peticrows built Fever, helmed by Klaus Diederichs, placed 3rd in the 2019 Worlds in Freemantle

the sailing world were present. Every sailor that joined the 75th anniversary of the Dragon is still talking about the event and it's starting line in the Golfe de St. Tropez for the 'Anniversary Race' went from St. Tropez to Sainte-Maxime, over 2.5 kilometres long!!!

Some 10 years later, a new builder in Dubai (PCT) added some new ideas to the mix. Like Peticrows (now under the ownership of Tim Tavinor, one of the sports most successful builders of modern Olympic Class boats), they also they also involved Americas Cup designers to maximise hull shape dynamics. This constant drive by builders to improve the boat is balanced by the IDA mandate to manage a controlled development which does not immediately out date previous models. This is key to the success of the Dragon today, although it is 90 years old, it is still evolving.

2004 Dragons celebrate their 75th anniversary with a record breaking 275 strong regatta in St. Tropez

2019 Dragons celebrate their 90th anniversary with a regatta in Sanremo, Italy

2019 The Dragon's 90th celebration year opens with the World Championships in Freemantle, Australia

2000



Borge Børresen outside his yard as featured in the Royal Class Official 75th Anniversary Book

2010

TURKISH DELIGHT AT 2019 WORLD CHAMPIONSHIP



The Australian Dragon Association and the Royal Freshwater Bay Yacht Club hosted the 2019 Dragon World Championship in spectacular style off Fremantle, Western Australia, from 3 to 9 January. The hosts welcomed the visiting international teams with open arms and plenty of that famous Aussie hospitality, and the six days of racing were both a visual feast and a competitive cliff-hanger.

After ten cutthroat races, the entire podium was only decided at the final finish line with victory going to the *Provezza Dragon Team* from Turkey, helmed by British Olympian Andy Beadsworth and crewed by Ali Tezdiker and Simon Fry. Second place went to Scotland's Grant Gordon sailing *Louise Racing* with Ruairidh Scott, Sophia Weguelin and James Williamson, with the podium being completed by fellow Brits Klaus Diederich, Jamie Lea and Diego Negri sailing *Fever*. Australians Nick Rogers, Leigh Behrens and Simon Burrows sailing *Karabos IX* ensured Australian pride was upheld by winning both the World Corinthian and World Masters Trophies.

Full results and race reports can be found at www.dragonworldsfremantle2019.com



"I'm exulted! It has been hard work, we haven't had it all our own way, we made some mistakes and the pressure was on a bit in the last two days and it felt fantastic to cross the finish line having done the job we came here to do"
Andy Beadsworth

"We are delighted with second place, I am really so pleased the team, really came together fantastically, Ruairidh, Jimmy and Sophie, the four of us working together has been awesome, the starts have been good and we are delighted with the result. We are really pleased to be here. Andy is the champion, but to be in second place on the podium – we are very proud of that. Fremantle has been awesome, the race organisation has been great, the clubs, the people are friendly and thanks to everybody here in Fremantle."
Grant Gordon

Dragon

1929-2019

— Sail, fun and happiness —

Sanremo - Italy
5-13 October 2019

90th Anniversary
Regata



Italian Open
Championship

14-17 March 2019

Dragon

1929-2019

DRAGON 90TH ANNIVERSARY REGATTA

Calling all members of the Dragon family! Join us in Sanremo, Italy from 5 to 13 October 2019 to celebrate the 90th birthday of the International Dragon at a magnificent 90th Anniversary Regatta. The Yacht Club Sanremo, a venue long associated with the class, is preparing a truly exceptional event for us and Dragon sailors of all eras and from across the globe are invited to help mark this extraordinary milestone in our beloved class's history.

Alongside great racing, an extensive social programme of exceptional quality is planned, so participants can also enjoy the great camaraderie and lifestyle for which the Dragon fleet is renowned. A stylish tented regatta village including a floating stage will be created to host the shoreside events, which will include a Gala Opening Ceremony, après sailing parties and entertainment, a dazzling 90th Anniversary Dinner and a wonderful finale Prize Giving.

Afloat the regatta will open with a series of round-robin races to divide the fleet into groups for the final series. There will be races for special divisions such as Masters, Junior and Champions of Champions, and there will be one spectacular 90th Anniversary Race in which all the competitors will come together for a breathtaking massed start, just as they did in St Tropez for the 75th Anniversary Celebration.

The race area lies immediately outside the harbour and offers glorious open water sailing with a dramatic mountain backdrop and early October brings the perfect mix of balmy temperatures and good breezes, so we can expect racing of the highest quality. Registration for the regatta will take place on Saturday 5 and Sunday 6 October with racing running from 7 to 11 October and haul out on 12 and 13 October.

Known as the City of Flowers, Sanremo is an elegant and sophisticated Italian resort with a superb range of accommodation at all levels, terrific restaurants and fabulous shopping. For non-sailing families and friends there are lots of interesting places to visit and beaches to enjoy, all within easy reach of the club and the racing is easily visible from the shore.

Logistically Sanremo is directly linked to the main European motorway network, Nice and Genoa airports are approximately 60 and 100 minutes away respectively and the city is also on the Mediterranean coastal railway line, so getting there couldn't be easier.

The regatta offers an excellent range of opportunities for individual patrons and corporate sponsors. To find out more about how you can support this incredible event please contact IDA Secretary Tim Pearson on timothypearson@gmail.com.

Entry is restricted to 180 boats and with many already committed to attending, including some of the biggest names in Dragon sailing history, early entry is strongly advised. The Notice of Race, Online Entry and further information are all available from the event website at www.dragon90.com.



Dragons sailing in Sanremo in 1955



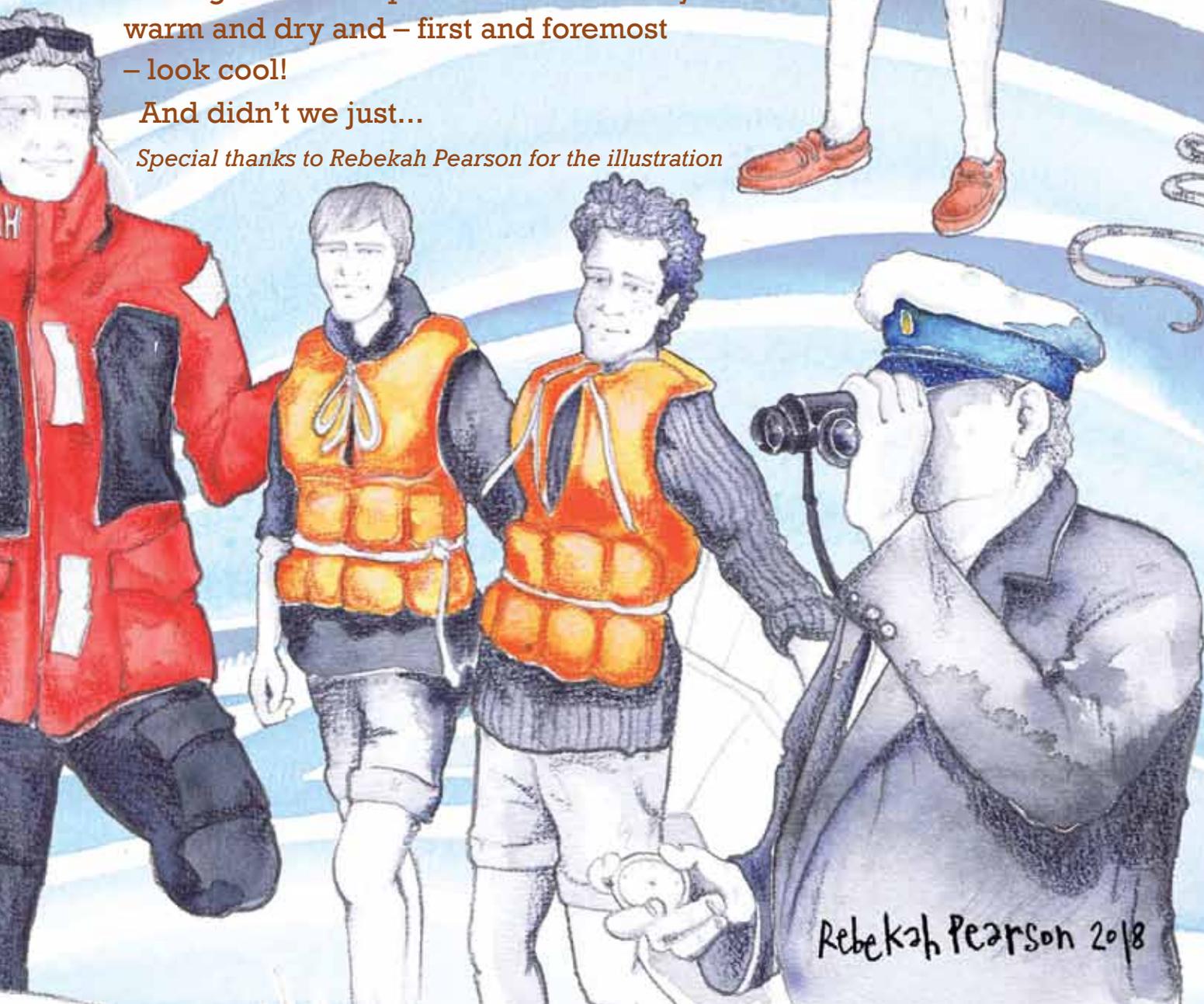
90 Years of Dragon fashion

In the 90 years that we've been sailing Dragons, clothing – both in the club house and on the water – has changed dramatically. From kapok lifejackets and oilcloth sou'westers, clothing has evolved to include high-tech breathables and the latest anti-glare optics.

Through it all our quest has been to stay warm and dry and – first and foremost – look cool!

And didn't we just...

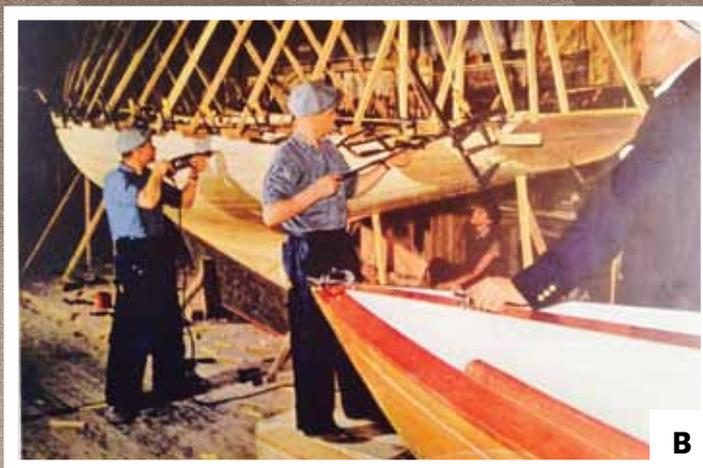
Special thanks to Rebekah Pearson for the illustration



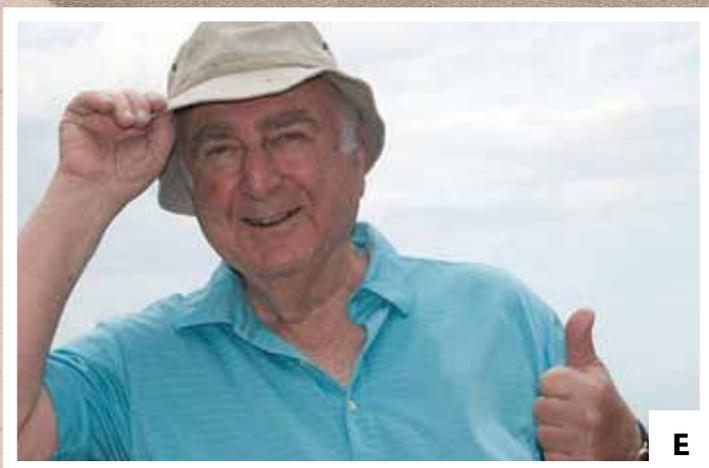
Rebekah Pearson 2018



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90 YEARS OF D

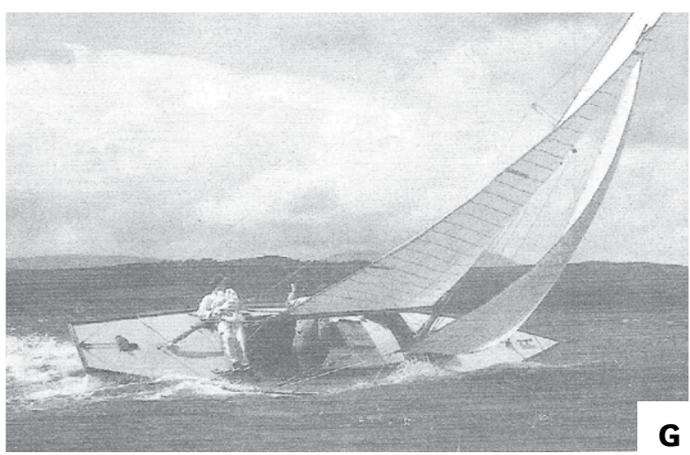
- A** Jack Coote's Dragon Cluaran which was built by Roland in Norway in 1951. Photo Janet Harber
- B** 1954 for National Geographic – USA40 *Troll of Trondheim* being built in Arendal Norway
- C** Prince Philip sailing Bluebottle with Prince Charles on board
- D** 1976 North America Dragon Championship – Marty Godsil
- E** Don Cohan USA244 – Bronze medalist Keil Olympics 1972
- F** Børge Børresen
- G** *Kelpie* in a squall on the Clyde. Photo Ian Gilchrist



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D



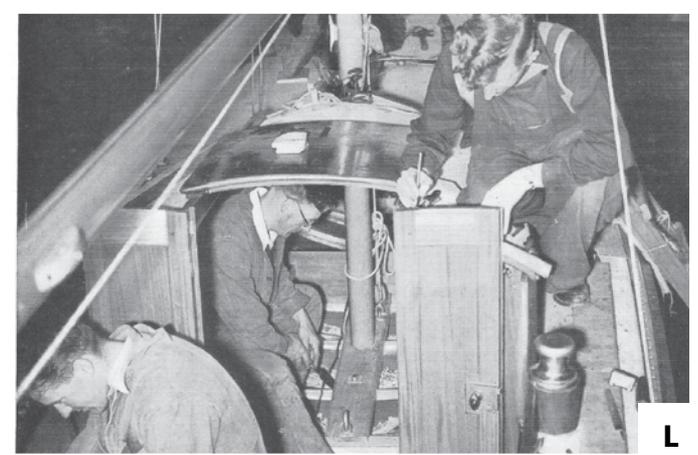
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RAGON SAILING

- H 1980s Dragon sailors of the Great Lakes, Canada
- I *Troika*, Royal Norfolk & Suffolk YC, 1961 racing at Lowestoft. Photo Peter Hawes
- J 1983 North American Championships Tom Lajos, Gordon, Ron
- K A wooden Børrensen, built in 1972, racing at Cowes Week in 1986. Photo Janet Harber
- L 1947 – Building *Bluebottle* at Camper & Nicholson's
- M Danish Dragons dressed overall prior to an early regatta
- N Keil Week 1977



N



DRAGON GOLD CUP 2019

June 9 - 14
Medemblik/Netherlands



www.dragongoldcup2019.com



THE DRAGON GOLD CUP IN THE NETHERLANDS SINCE 1955



In 1955 the first Dragon Gold Cup was sailed in the Netherlands from Muiden, organised by the Royal Netherlands Yacht Club. It was the period when the IDA did not yet exist.

Dragon sailing was a club affair. The National Sailing Association supervised the class and its rules and formulated with the clubs the national programme for selection races. The Olympics in 1956 in Melbourne were the focus for the Dragon sailors in 1955.

Therefore two syndicates of the Royal Netherlands ordered in 1954 two new Abeking & Rasmussen Dragons. NED 160 *De Oranje* and NED 161 *Thalassa* were brand new with the latest fashion of sails from the UK at the start of the Dragon Gold Cup in 1955.

Over 40 participants from 8 different nationalities joined this event and enjoyed a fantastic week. Both sailing from Muiden and socialising in Amsterdam.



NED 160 *De Oranje*

Isn't it unique in the year of the Dragon's 90 Anniversary that the repaired and modernised NED 160 *De Oranje* from 1954 is already on the entry list for the Dragon Gold Cup 2019. After 64 years this classic Dragon in a modern outfit will return to the Gold Cup fleet. Fast and beautiful, just like in 1955.

DRAGON GOLD CUP AND MEDEMBLIK

In the mid '60's the Dutch National Sailing Association established their Olympic training centre in Medemblik. It is the IJsselmeer off Medemblik that provides the best training conditions in Holland. Open water, lots of space for long courses and away from the tourist sailing routes of the IJsselmeer.

Many champions of Dutch and international sailing history and potential Olympic champions from different countries were trained in Medemblik. Fred Imhoff, one of the Dutch sailing and Dragon legends, even wrote a chapter about the special weather

and wind conditions for the Medemblik waters in his book: 'Winning isn't Luck'.

Medemblik is also an old merchant navy port and local fishing harbour. The Race office of Royal Yacht Club Hollandia is now at the former fish market of the town in the centre of the historic Oosterhaven. The typical harbour café Brakeboer, famous among many international sailors, will again be the social heart of the Dragon Gold Cup 2019, including the Jury Office for hearings in a separate room. Where can one better wait for a judgement?

RYC Hollandia with its teams of International Race Officers and experienced volunteers are dedicated and most experienced to manage races for large international fleets. They have facilitated the races of Dragon fleets since 1965. Seven Dragon Gold Cups, two European Championships and one World Championship. Poul Richard Hoj-Jensen, honorary IDA Vice-President and winner of the World title 2009 in Medemblik and winner of the Dragon Gold Cup 2003 in Medemblik, recalls very good memories of the quality of the race organisation in Medemblik. He expressed this again at the IDA Annual General Meeting in London on 27 October 2018.

Together with RYC Hollandia and the additional support from volunteers of the Royal Netherlands YC and Dutch Dragon sailors, we are assured of outstanding organisational and race management experience.

With Yanmar as principal partner, with special DGC 2019 sail clothing from Code Zero and many other sponsors, all the ingredients are present to have a fantastic 75th delivery of the Dragon Gold Cup. Not only for those who are at the top of the International Ranking List, but also for new teams who entered the class recently to enjoy our beloved boats with competitive racing in the friendly atmosphere that has surrounded the fleet during the 90 years of its existence.

Don't hesitate to register at: www.dragongoldcup2019.com and enjoy the spirit of the Dragon Class.

We will welcome up to the maximum of 120 Dragons in Medemblik. From top teams with the latest V6 to original Dragons since the Dragon Gold Cup was sailed for the first time in 1937.

The Dutch Dragon Association

5TH-11TH SEPTEMBER 2020



DRAGON GOLD CUP KINSALE YACHT CLUB www.dragongoldcup2020.com



Kinsale Yacht Club looks forward to welcoming you to the 2020 Dragon Gold Cup which will take place from the 5th September to 11th September.

- Superb racing in open water
- Kinsale Yacht Club has a proven track record in successfully hosting large international sailing events
- Hosted in Kinsale, a picturesque harbour setting, rich in history, magnificent scenery and activities to enjoy for all ages
- Kinsale is the Gourmet Capital of Ireland
- A full and exciting social programme



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...OR A FAIRY TALE OF A JOURNEY, LEAD BY DRAGONS ALL THE WAY

MY FAMILY HAD A SUMMER HOME on Lake Balaton in Hungary and I don't remember a time when I was not sailing. In my teens I was racing a European dinghy class, the Pirate. After getting my engineering degree and my first job in 1951 I acquired a Scandinavian type 22M Cruiser/Racer and raced her regularly. A few years later, in preparation for the 1956 Melbourne Olympics, I decided to have a Dragon built, to try to qualify for it. I did, after a successful racing season in 1956, but history interfered. I had to leave her behind when I had to get out of Hungary after the Russians crushed our ill-fated revolution.

I arrived in London around the end of November 1956. Local sailing friends took me to the opening of the London Boat Show, where I was introduced to Uffa Fox, the Publicity Chairman of the show. We hit it off so well that I was appointed as his deputy on the spot. (We, so called Hungarian Freedom Fighters, were then in the spotlight.) He, in turn, introduced me around, which led to a guest membership at the Ranelagh Sailing Club. I was given a membership and a Firefly, which I raced on the Thames throughout the winter. Uffa and I kept up our friendship. At the end of March 1957, I had to say goodbye to him, as I was leaving for Canada, having accepted a job offer from The Montreal Engineering Company.

then etc.". The next day, I gave a cheque to Bob Chase and, exactly one week after arrival in Canada, I was the happy owner of *Chaser* KC42! I joined the Pointe Claire Yacht Club and raced her through the Summer of 1957.

In March 1958, I took a more responsible and lucrative position in Toronto. On my return from a month of product training in the US, there was a repeat of history waiting for me, in the form of a letter, signed by Arnold Massey and referring to mutual acquaintances, all Dragon sailors. He wrote that he had purchased *Tomahawk* KC50 from the syndicate which had sponsored her to represent Canada in the 1956 Olympics in Melbourne. Also, since he was an avid sailor but not a racing skipper, he asked if I would join him and race *Tomahawk* for him. This I did, and I also had the privilege of becoming a member of the Royal Canadian Yacht Club on June 9, 1958, sponsored by him.

Then came a time to have my own Dragon again and, in subsequent years, I became the happy owner of *Corte* KC60 and *Intrigue* KC131, enjoying my membership in this great sailing fraternity.

Steve Simon

A Lake Balaton fleet in 2018



I arrived in Montreal on a weekend in mid-April 1957 and started my new job on the following Monday. On the next day, I received a phone call, the caller introducing himself as Reg Stevenson, a Dragon sailor at the Royal St. Lawrence Yacht Club. He mentioned that Uffa Fox, a mutual friend, had asked him to look after me as a newly arrived Dragon sailor. He invited me for lunch the next day. I thought that he was joking when he said over lunch, "The first thing to do now is to get you a Dragon." He told me about a Dragon sailor, Bob Chase, owner of *Chaser*, KC42, also the Consul General of the USA, who was transferring, and he was selling his boat. Reg recommended that we have dinner with Chase the next day, at the Royal St. Lawrence Yacht Club, to negotiate a deal.

After a pleasant dinner, the deal was agreed at \$2000. On the way home I mentioned to Reg that, even though I had a good job and some savings, I had nowhere near that amount of money. He told me not to worry – he was a banker. I should come to his bank the next day and we'd sort it out. At the bank meeting he gave me a lecture about how, in Canada, one doesn't have to have money as long as one's credit is good. To establish me, he signed me a loan of \$2000 saying, "You pay it back, then I'll give you more, then you pay it back,



Tomahawk KC50



Corte KC60

90 YEARS OF GETTING BETTER,

I LOVE THAT THE DRAGON CLASS IS MADE UP OF SO MANY SMART, COMPETITIVE PEOPLE that all enjoy a great challenge, share a common love of the wind and sea, and highly value learning and self-improvement.

The Dragon Class collectively embodies a strong growth mindset. We are driven to learn, improve and become better tomorrow than we are today. We are learn-it-all rather than know-it-all.

I've been invited to share a few thoughts on how each of us can take control of our own self-improvement in the context of our sailing and racing skills. First, kindly allow me to offer my congratulations to the Dragon Class for celebrating 90 incredible years of successful growth! 2019 will be my personal 30th Anniversary with the Dragon Class Family and while I humbly still consider myself one of the newer members of the class, I am so grateful to all of those that have come before me, having given so much of themselves. My many predecessors set the bar high and so many today are continuing to contribute so much of their time, energy and resources so generously to make the Dragon Class and it's unique culture something very special that all of us can continue to enjoy well into the future.

I wish to share a few thoughts on how to best approach the concept of steepening one's learning curve and helping each of us to reach the next level in our quest for putting forth our very best effort and enjoying the experience of 'personal best' results. When it comes to improving our racing skills, we're

all different and we all learn differently. I've been so lucky to sail with, and coach many of you over the years. From complete beginners entering into the class, right up to a number of the most experienced Dragon World Champions. I've enjoyed success with a multitude of different sailors that all learn best in very different ways. If you would like to learn more about the research behind this concept, I would encourage you to read the book, *Learn Better* by Ulrich Boser. I pride myself on understanding how each individual learns best. It's important for me to know how to best help and support every sailor I work with as all strive to reach our true potential.

I've worked with World Champions that learn best by taking copious notes and detailed measurements.

I've worked with Olympic Medalists that learn by taking extra time during briefings to talk things through in a more conversational method of learning. Others prefer to practice, practice, practice until they get it right and they memorize how it should feel and then simply try to duplicate that feeling during racing. I've even worked with sailing champions who are forced to minimize precious practice time on the water and focus primarily on understanding the task, clearly thinking it through, and then try to execute by getting it right in the heat of the moment. You can see how a variety of different approaches might work for teams or individuals that are all 'wired' differently. Give some thought into how you and your team might best approach absorbing information in

order to find the most successful learning method for your team.

While there are many ways to improve performance, I'd like to share two proven, effective methods with you that you can then choose the one you might like to try with your team at the next opportunity.

You can:

- **Self-coach your team leading up to your next practice session or your next regatta, or...**
- **Hire a coach for your team** (Note: Best value may be an organized pre-regatta coaching session with a suitable training/tuning partner).

Here are a few things to consider prior to determining which option may deliver the best results for your team:

- **You may be a great self-coach if...**
- You can evaluate yourself and your team's performance honestly.
- You can determine your team's strengths and weaknesses, and have clear ideas on how to improve in key areas such as specific drills or challenging manoeuvres or modes.
- You are a good manager of the sailors involved, and good at time management.
- You can prioritise for maximum value and target your learning approach for each task.
- You can coordinate working closely with another like-minded team and organize a two boat training session which can

FASTER AND HAVING MORE FUN

also incorporate the added benefit of speed tuning.

- You are comfortable with basic self-sufficient technology such as an on-board Go Pro Video Camera.
- **You might consider hiring a coach if...**
- You and your team are coachable. Are you willing to expose your weaknesses and be receptive to input, and take on both positive and critical feedback to improve?
- You wish to maximize your time and steepen your learning curve to the greatest extent possible.

Another alternative is to consider a professionally coached, well organized training session with the training partner of your choice and plan this session a day or two prior to racing, rather than being coached during your regatta. This allows you to focus on your team's learning and improving first, and then focusing on executing what you have improved upon during your performance in the regatta, allowing you to focus on achieving your best results. Obviously sharing both the costs and benefits with another team is a win-win for all involved.

The formula is simple: The faster you are, the less risk you need to take on the race course. The real race is to find more speed and hone your positioning and manoeuvring skills to gain maximum advantage over your competitors. In other words, work hard to prepare yourself and your equipment, and this makes success on the racecourse much more likely. One of my favourite quotes I like

to paraphrase is from Basketball Coach John Wooden, "It's not about the will to win, it's about the will to PREPARE to win." Let's look at how this applies to you and your team.

For most Dragon sailors, time is the primary limiting factor keeping us from reaching our performance goals. There is a lot of research that supports the idea of tutoring or coaching (aka "One on one learning") as it's simply the most efficient way to improve. I also encourage coaches and top sailing teams to always be willing to share information with anyone who is prepared to ask a good question or seek advice.

Find a good coach that is a great fit. A good coach should...

- Be present, be a good listener, clearly understand your needs and expectations. Provide a solid plan to meet your expectations.
- Be well organized, add structure to your time together and add significant value to your learning process.
- Come prepared with useful and reliable tools and technology for good communication and visual learning such as high quality photo and video, all charged and ready to use.
- Support your development and learning, challenge you and help push your team to the next level.
- Quickly get to know you well enough to utilize meaningful analogies and connections that will allow your brain to quickly and efficiently bundle new sailing related information to a solid

foundation of information already filed in your brain... such as your other sports, hobbies or personal favourite activities. These strong connections will help solidify the learning process.

- Take a complex issue and break it down into bite-sized pieces that can be quickly and easily learned, and then executed, such as a nice smooth gybe-set at a busy windward mark rounding.

Remember to ask yourself, "What do you want out of this experience? What are your short term and longer term goals you wish to achieve?"

We've all had the experience of starting off slow at the beginning of a regatta, often improving race by race, only to finish strong on the final day and think, "OK, now we're finally sailing well together and we're ready to go racing! If only we were sailing like this on Day 1 this could have been an excellent result!" Being well prepared, add in a bit of practice, and a few coaching tips and you can steepen your learning curve and dramatically shorten the time it takes to achieve your desired results.

Let's face it, the real fun is in the learning. Recent educational research shows that we learn at a much faster rate when we're having fun (both my 12 year old son and his dog will confirm that). After all, doing what we love - sailing and competing with our friends, and getting better and better every day and every year - is really what the Dragon Class is all about. Here's to the next 90 years!

Ron Rosenberg





FUN & FACES 2018

1	2	3	4
5	6	7	8
9	10	11	
12	13	14	

1. Klaus Diederichs, Gustavo Lima and Jamie Lea
2. Andy Beadsworth, Simon Fry and Ali Tezdikey mark rounding in Provezza Dragon
3. Charlotte & Juliette Tenwold and Janka Holan
4. On the wind Douarnenez
5. Race committee keeping an eye on the breeze
6. Taking a dip in Lake Balaton
7. Grant Gordon, Ruairidh Scott, Luke Patience, Chris Grobe and Sophia Weguelin
8. Spray flying in Torbole
9. Sun glittering on varnish - classic Dragon elegance
10. Micky Lipp makes the most of the Dragon fleet's famous camaraderie
11. Sam Gilmour, Peter Gilmour and Yasuhiro Yaji
12. Philipp Skafte-Holm enjoying the winter racing in Cannes
13. A fully focused Pedro Andrade
14. Preparing to hoist at the Hans-Detmar-Wagner Cup 2018



SOME NATIONAL CLASS HISTORIES



ANTIGUA

Antigua is a bit different to the other Dragon National Classes as all the boats are owned by the Harmony Hall Yacht Club. The owner was in the process of bringing eight Italian boats into Antigua when Poul and Sophia Hoj-Jensen were



introduced to him in 2006. It did not take them a long time to persuade him to change his mind and order eight Dragons instead.

The eight boats are identical and made of GRP. They are used for racing/charter and a bit of cruising too. In the early days they were kept at Nonsuch Bay, but were moved to Falmouth three years ago. In 2006/7 four other Dragons came to the Island; all existing Dragon sailors. However, over the years these four boats returned to Europe.

The boats are dry sailed; this year our first championships will take place the end of November. Anyone can come and race, and the majority of the sailors are visitors from overseas; mainly the US.

Winners of the championships have been Olga White, Misha Mouratov, Mike Toppa, Shannon Falcone, Carlo Falcone, Poul-Richard Hoj-Jensen. Our only Olympian is Poul-Richard Hoj-Jensen.

antiguadragons.org



BELGIUM

For the Belgian Dragon Association, it all began after World War II, in 1947 to be precise. Some younger members of the Royal Yachting Club of Ostend wanted to sail Dragons as this was "the boat" to sail. During the war many had been built



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SOME NATIONAL CLASS HISTORIES

in the Netherlands and in view of the demand a Belgian ship yard (De Koninck) endeavoured to build dragons. Many were launched and some still exist.



The fleet grew rapidly and counted about 20 boats. King Baudouin received a Dragon (B20) for his coronation. Many of the boats were fitted for cruising (later converted to racing). Most of the time Dragons raced in Ostend and Blankenberge. Some even sailed down the coast to Dunkirk or Calais and even cross the Channel to Ramsgate. Jean Demeulemeester was one of the first Belgian champions and with the help of the Belgian Navy, Belgian Dragons participate in the Olympics.

In the seventies, the BDA obtained the organisation of the first European Championship in 1978. The first GPR boat to join the Belgian fleet was BEL45 *Merope*, a 1973 Børresen.

Since the eighties, several Dragon owners have purchased trailers and this has contributed to increasing participation by Belgian Dragons in many international events. In 1986 we organised another European Championship. Later on, we organised Gold Cup events in 1991, 2001 and 2011 as the combination of top racing and socials perfectly fits the Belgian Burgundian lifestyle!

The 2011 Gold Cup was a special one thanks to Irene, a category 3 Hurricane. We could barely sail the necessary 4 races. But one thing everybody remembers was the Borge Børresen Memorial Trophy that went to the then 78-year-old Ted Sawyer! Seeing Ted's joyfulness is why you organise these events.

After 2011 the number of teams and participants went through a serious dip. A lot of hard work, showing the Dragon class as the most dynamic keelboat class, convinced new crew and owners to race Dragons and the Belgian class is as strong as never before!

2018 was a special year, a new president, our 5th was elected Alex Helsen (Past Presidents: Patrick Delahaye, Karl Odent, Peter De Gryse and Steven Vermeire). Beside the Brugse Zot Cup we added yet another regatta sponsored by a brewery, the Duvel Cup. The BOC once again has almost 30 Dragons

at the start. During the IDA AGM, Anne Vanneste was elected as Treasurer and Belgium was awarded the 2022 Dragon Gold Cup. We are preparing ourselves to make this event a big success.



CANADA

The first Dragons were imported to Canada when commercial shipping resumed after the War in 1950 or 1951 and appeared almost simultaneously on the Great Lakes (Montreal and Toronto) and the West Coast (Vancouver). The presentation of the Prince Philip Cup by HRH Prince Philip, in 1953 (now called the Duke of Edinburgh Trophy, and awarded to the winner of the Canadian Championship), gave a boost to the Class. The first winner was G. Spence Hanna, of the Royal Canadian Yacht Club in Toronto, sailing *Dandelion*. In 1954 H.R.H. Prince Philip brought his Dragon, *Bluebottle* to Canada where it was raced in Montreal, Hamilton and Toronto against local Dragon sailors from Canada and the USA.

The first Dragon on the West Coast was *Lady Nan*, KC1, imported in 1951 from Norway by W.H. (Bud) Day of the Royal Vancouver Yacht Club. It is still owned by his son, Doug and is now called *Lady*. Meanwhile, Reg Stevenson of the Royal St. Lawrence Yacht Club imported several Dragons to Montreal to promote the Class in the East. By 1954 there were almost 50 Dragons in Canada and the owners set up the Canadian International Dragon Council.



Mistral CAN118. A 1970 Børresen – the last wooden Dragon in Canada. She won the 1983 Worlds, now recently restored, she's seen here racing in Vancouver

Most Dragons were imported to race at local clubs and, in those days, sailors travelled to nearby clubs for regattas. Because most Canadian cities are close to the US border, there were many regattas between Canada and the US. In the 1950s, people usually sailed their Dragon to weekend races. The national road system was still under construction and there is good connectivity by water. A passage race was often the first race of the regatta.



Dragons racing on English Bay (Vancouver) in 1964

Canadian sailors have competed in many international Dragon events, including the Worlds, the Gold Cup and the Olympics. Some of the better-known Dragon sailors from Canada are Bob Burgess of the Royal Vancouver and Walter Windeyer of the Royal Canadian. Bob came second in the Worlds in Rochester in 1975 and won the Worlds in 1983 in Vancouver, sailing KC118 *Mistral*. *Mistral* was recently restored and still races (quite successfully) in Vancouver. Walter was the first non-European to win the Gold Cup in 1959, sailing *Tip*, KC80. Walter's first Dragon *Corte*, KC60 still races in Toronto.

nadragons.org



ESTONIA

The first Dragon yachts appeared in Estonia in 1952 when Estonia was a part of the USSR (Soviet Union). Two wooden yachts made in Norway were bought for Kalev Yacht Club (Tallinn, Estonia) in order to prepare for the Olympic games in 1956.

Estonia's first championship took place in 1954 and the first champion was Albert Käpa.

Between 1953 and 1974 about 400 Dragons were made in Estonia for different yacht clubs of the USSR.

After the collapse of the Soviet Union and Estonian restoration of independence, the first Estonian Championship took place in 1997. HRH Prince Henrik with crew Poul-Richard Hoj-Jensen, 6 Dragons from Finland and one yacht from Estonia participated and the championship was won by HRH Prince Henrik. Currently there are six Dragons in Estonia.

Sass@jakari.ee

SOME NATIONAL CLASS HISTORIES



FINLAND

When sailing began to develop as a hobby for a growing population with more disposable income, several sailing boat design competitions were organized in the Nordic countries. The Dragon fleets were born in Sweden and Norway, the Hai (shark) in Finland, and the Nordic countries joint project, the Nordic Folk Boat. Cruise sailing started in Finland with other boats and the Dragon came in Finland as a pure racing boat. The first ones were built for the London Olympic 1948 qualifications.

The class began to grow in the early 1950s. Finland participated in all Olympic Games, except Tokyo 1964 and Mexico 1968. The last Finnish Olympic Skipper in Kiel was Kurt Nyman, with his legendary Pedersen & Thuesen dragon *White Lady*. The boat is Finland's most successful Dragon, and after many years in Finland, has ended up in the Danish court.

In Finland, the Dragon has never been a big class. However, it has always been a highly

respected racing class. There are currently about 20 competing boats, most of them modern GRP hulls.

The Finnish Dragon Association FDA was founded in October 1959 by the enthusiastic Dragon sailor Olav Ulfvès from the sailing club NJK (Nyländska Jaktklubben). Discussions on the founding of the IDA took place in Helsinki in 1961 during the Coupe Virgine Hériot competition, held at the 100th anniversary of the NJK. The events entry list is probably a good list of IDA's founders. Ulfvès participated in the competition and served as IDA Vice Chairman 1969-1970. Another still active Dragon sailor, Timo Nurmilaukas, served as Vice Chairman 1986-1992 and Chairman in 1993-1994.

The Coupe Virginie Hériot/European Championship has been sailed in Finland in 1961, 1968, 1987, 1992 and 2007. The Gold Cup has been sailed in 2002 in the Åland Islands and 2018 in one of Finland's leading sailing clubs, HSK (Helsingfors Segelklubb). Getting international competitions to Finland has always been a great honorary act as well as a powerful stimulator for

Finnish Dragon sailing. We hope that Finland will be able to organize more international contests over the next few years.

Early in the 1950s Finnish sailors began to visit Sweden and Germany. In 1967, an exceptional co-operation over the Iron Curtain was launched with Tallinn, connecting Finnish, Estonian and Soviet top sailors. Until this millennium, foreign visits were efforts of individual sailors. In recent years, the national letter code FIN has certainly become known to many Dragon sailors around Europe. Some Finnish Dragons spend winters in the Mediterranean, and many Finnish sailors are active around Europe. The Dragon class is doing well in Finland, and among other things, new co-operation looks to be developing around the Gulf of Finland.

finnishdragon.fi



FRANCE

The French Dragon Association (AFSID) held its first meeting at the Yacht Club de France

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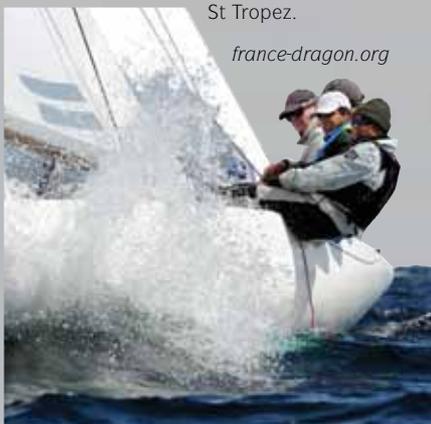
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SOME NATIONAL CLASS HISTORIES

in Paris on Thursday November 17, 1949 at 18.00. The Class grew rapidly and tripled in just one year with seven fleets being formed in the English Channel, North and South Brittany, Atlantic, Mediterranean and North Africa. Since that time France has remained a strong and very active participant on the international Dragon scene, hosting multiple World and Continental championships for the class through the decades, including the legendary 75th Anniversary celebration in St Tropez.

france-dragon.org



GREAT BRITAIN

The Dragon first arrived in the United Kingdom in 1936, on the Clyde when J.Howden-Hume imported *Anita*. The class had been discussed for a year or so beforehand and took off very quickly. McGruer built ten boats in 1936, seven in 1937 and twelve in 1938 in addition to a number of imports from Scandinavia. The class spread rapidly from the Clyde and, for example,

fourteen were bought from Johansson in 1938 by members of the Royal North of Ireland Yacht Club and then allotted to the lucky owners. Initially the class was administered by the Clyde Yacht Clubs Association in the UK. Very importantly they presented the Dragon Gold Cup for international competition in 1937 which has remained the most historic of the class's trophies ever since.

By 1939 there were about 120 Dragons in the UK in several locations but with the greatest strength on the Clyde and in Northern Ireland. After the war, with Olympic status from 1948 the class continued to grow and spread so that, at its peak in the mid-1960s there were fleets in at least twelve different locations. Since then there has been some contraction, in common with much one design racing.

At the international level UK helmsmen have won the Gold Cup six times, the Worlds twice and the Europeans twice, with three earlier successes in the Coupe Virginie Heriot as it evolved into the Europeans. The Olympics have proved more elusive with only one set of bronze medals in 1956. On the domestic scene the most successful sailor has been Rory Bowman, who has won the Edinburgh Cup, the British championship 6 1/2 times though he has never won one of the three top international events.

Many British builders built wooden Dragons but, very importantly, Petticrows in Burnham have established themselves as the major builder in the class.

The British Dragon class has always been active in its support of the IDA. Sir Gordon Smith was instrumental in its creation and Chris Dicker, as chairman, was responsible for the 75th anniversary regatta at St Tropez. Several others have served in various roles.

britishdragons.org



GERMANY

The year of birth of the German Dragon Class Association, 1972, was the same year as the very last Olympic Games for the Dragon. East German helmsman Paul Borowski with Karl-Heinz Thun and Konrad Weichert were on the podium with silver, West German Franz Heilmeier, Konrad Glas and Richard Kuchler finished in 4th place! How bitter the disappointment about the loss of the Olympic status must have been just at that moment of such a success. In that difficult time Hans-Detmar Wagner took the initiative and founded the German Dragon Class Association, "Das Deutsche Drachengeschwader e. V." (DDG). With enormous dedication he took care for the interests of Dragon Sailors in Germany, already



The Hans-Detmar Wagner Cup on Lake Garda

spread over seven fleets at that time, the same inner-German Dragon fleets as today – Ammersee, Berlin, Bodensee, Chiemsee, Rheinland, Starnberger See and (nowadays North-fleet) Bremen, Hamburg, Schleswig-Holstein. Most of the eight founding fathers of the German Dragon Class Association were Munich citizens, sailing in clubs at Lake Starnberg, e.g. Bayerischer Yacht-Club (BYC), Münchner Yacht-Club (MYC) or Deutscher Touring Yacht-Club (DTYC). With gratitude and in honour of the first Chairman of the DDG, since 2005 the Hans-Detmar-Wagner Cup is one of the big events of the German regatta calendar.

Dragon Sailing has a long tradition in Germany and since the beginning there was a great spectrum of racing, cruising, also travelling to other countries, high-performance sailing and even an International German Championship in the first year. Fritz Geis, Hans-Peter Angerpointner and Peter Binniker were the first German Champions in 1972 at Lake Chiemsee (CYC). What a lovely anecdote that only recently in 2018, in the year when this history-article is written, the DDG donated a silver champagne cooler to establish a trophy for the International German Championship (IDM) on which all the winners since 1972 are engraved. At its 150th anniversary in 2018 the Norddeutscher Regattaverein (NRV) hosted the International German Championship on Lake Alster in Hamburg with 60 participants and with Stephan Link, Frank Butzmann and Michi Lipp as first German Champions to hold this very special cup in their hands.

drachenklasse.de



GREECE

The first Dragon arrived in Greece at the premises of the Greek Navy in Piraeus in 1960 and was an Italian construction. In the same year a second Dragon was built Genova and was also brought to the same premises in Greece. The first crew



A 70s Dragon fleet

SOME NATIONAL CLASS HISTORIES

that manned this boat consisted of the Prince Constantine of Greece, Odysseas Eskintzoglou and George Zaimis. This crew participated in the 1960 Olympics in Rome and won the gold medal at the regatta, which took place in Naples.

The following years (1961 and 1962) several Dragons were delivered to Greece for King Paul, Queen Frederica, Princess Sophia, and the ship-owners Drakopoulos, Golemis and Stavros Niarchos. The boats were mainly held at the premises of the Greek Navy, the Yacht Club of Greece and Olympiacos in the marina Microlimano at Piraeus. The Greek teams participated at the subsequent Olympic Games until the year 1972, which marked the termination of the Dragon's presence at the Olympics. The last participant at the said Olympics was Giannis Giapalakis.

All the boats up to that time were wooden and the one that won the Olympics in Napoli (1960) is kept at the premises of the Yacht Club of Greece. The first Greek Dragon National Champions were Prince Constantine of Greece, Odysseas Eskintzoglou and George Zaimis, but it is extremely difficult to say who was the best ever Greek Dragon sailor or champion as so many Greek sailors had/have great merits and talent.

hdca.gr



HONG KONG

There were Dragons in Hong Kong prior to the second world war, although they were called the Anker Class, but sadly the entire fleet was destroyed during the occupation by the Japanese Navy. Right after the war a number of Dragons were built locally and they enjoyed terrific and fun racing. In 1983 Lowell Change went to a Dragon Worlds in Vancouver and saw how advanced the boats were there compared with the local boats, some of which still had bunks on boards.

In Vancouver Lowell took a lot of photographs and when he came home, he set up the Dragon he owned with his wife Phyllis using the things he'd learned. As a result they won the Hong Kong Round the Island Race overall, beating about 150 entries. Suddenly everyone wanted to improve their gear and move the fleet forward.

By this time the wooden boats had begun to deteriorate. While in Vancouver Lowell met somebody from Seattle who was building Dragons and, because of that introduction, a few years later he bought the moulds from Seattle and began building new Dragons in Hong Kong as a hobby. He gave the first boat he built to Phyllis because he thought it would be mistake-ridden. The fourth boat he built went to Australia where it won the World Championship and so people in Hong Kong started to buy the new boats bringing a new lease of life to the class. Lowell was the first to put structures and windward controls on his boats which changed how Dragons were built and set up everywhere. Lowell has now stopped building Dragons and boats are now imported from Europe or Australia.

Based at the Royal Hong Kong Yacht Club, the class is relatively small but hugely active and any Dragon sailor visiting Hong Kong is always welcomed with open arms and invited to race with the fleet. The fleet is also active on the international stage and enjoys welcoming overseas teams for its major events including the two Interports.

rhkyc.org.hk



HUNGARY

The first Dragon was built in Hungary in the yard of János Eper in Budapest in 1955. Her first owner – and later three times Hungarian Champion of

the class – Ervin Dabasi Halász gave her the name *Sárkány*, meaning 'dragon' in Hungarian. An interesting fact is that HUN-1 is still racing under the name *Triton* and her current owners – Balázs Barts and István Lukács – are active members of the Hungarian Dragon fleet as of today.



A large 2018 fleet racing on Lake Balaton

By 1956, the year of the first national Dragon Championship, six Dragons had been built. In 1955 the Hungarian Sailing Federation adopted the Dragon as a class. During the 'wooden' years, 26 boats were made in four yards: Balatonfüred, Siófok, Balatonföldvár and Budapest. Sail numbers from 1 up to 34 have been distributed to boats, however some numbers were omitted.

Some Hungarian sailors also enjoyed sailing internationally too. The biggest success was achieved in 1971, when Dénes Bartos won the Austrian Championship with *Nemecsek* which was still a participant in the 2010 and 2018 Europeans on Lake Balaton. The latest Hungarian-built timber boats, *Yorikke* (HUN-30), *Nirvana* (HUN-34) and *Nemecsek* (HUN-31) sailed in some regattas in Germany, Poland and Austria at the end of the 60s and the beginning of the 70s, but no Hungarian boat participated ever in the Olympics.



Photo: Sailpix.fi

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SOME NATIONAL CLASS HISTORIES



After falling out of the Olympic program, the Dragon was only used for Hungarian national races and until the late 80s no new boats were built or bought. The early 90s brought a renaissance for the class on Lake Balaton, and more and more foreign boats came to sail the Hungarian Championships. The Hungarian fleet joined the IDA after their secretary, Nicola McLennan (now Wilton) made a visit to Balatonfüred in 1996.

In 1999 the first 'modern' boat, a second-hand Borresen, was bought by Vilmos Nárá, which gave impetus to a rapid development of the fleet. From 2002 onwards, Hungarian boats have become active participants in Grade 1 and Grade 2 events and international championships. The Hungarian Dragon Association hosted two Dragon Europeans (2010 and 2018) and as of 2018 the Hungarian fleet consists of some 25 to 30 boats, all on Lake Balaton, of which 15 are regularly racing. The most successful Hungarian sailor of the class is Ferenc Kis-Szölygyémi with a fourth place at a World Championship.

dragonclass.hu

IRELAND

Whilst racing on the Clyde in the 1930s members of the Royal North of Ireland Yacht Club were impressed by a new class of yacht - the Dragon. They ordered 14 boats from Johanson in Sweden for delivery in 1938 at a cost of just under £300 each.

A letter from the Clyde Yacht Clubs' Conference on 11th. June 1937 to the RNIYC suggested using UK sail numbers, "if only to swell the numbers of UK Dragons and impress upon the Yacht Racing Association what a strong class they are and thereby reproach them for their want of interest in anything that costs less than the price of pure gold". For complex cultural reasons the Southern Irish Dragons used British sail numbers for many years, long after the country became independent from the UK and IRL sail numbers were only recently introduced.

More Dragons were imported and the class quickly spread to Southern Ireland - there being no real political borders for sailors - and fleets rapidly developed in Dublin and Cork. Many of the Belfast Dragons found their way south, notably, Gypsy, a 1933 Anker & Jensen, still being raced by nonagenarian Don Street and possibly the oldest Dragon in the world still being raced.

bowringp56@gmail.com

ITALY

The Italian Dragon Association was founded in 1989 by Piero Guidi, owner of Buriana, built by Pedersen & Thuensen in 1963, which his daughter Susanna still races regularly. But the class activity had begun in Italy much earlier, with their participation in the Olympics of 1948, 1952, 1956, 1960 and 1964.

Ausonia was the first Dragon built in Italy, in 1948 by the Beltrami shipyard in Genoa. In the same year she ranked 5th at the London Olympic Games, when the sailing took place at Torquay, helmed by Giuseppe Canessa with Luigi De Manincor and Bruno Bianchi in the cockpit. In 1952 the honour of representing Italy at the Helsinki Olympics went to the Baglietto built *Galatea II* helmed by Giuseppe Carattino with Antonio Carattino and Carlo Maria Spirito and they ranked 9th. Perfectly restored, *Galatea II* raced at the 2018 Hans-Detmar Wegmar Cup in Torbole, Garda Lake, helmed by her owner Giuseppe La Scala.

Aretusa (Borresen, 1956) with Sergio Sorrentino at the helm, came 2nd at the Marblehead Trophy of 1956 in Trieste, and with Piero Gorgatto and Annibale Pelaschier crewing, won the Duke of Edinburgh Cup in 1956 on the Clyde, also winning admission to 1956 Olympics in Melbourne where she ranked 6th. With the same crew she was 2nd in the Gold Cup of 1957, 1st in 1958 and 2nd in 1960.

Venilia (Borresen, 1957) with Antonio Cosentino (helmsman), Antonio Ciciliano and Giulio de Stefano won the Marblehead Trophy in Denmark in 1959 against 42 competitors, won Kiel Week and other international regattas as well as the pre-Olympic races in Naples in 1960, to qualify for the Naples Olympic Games in 1960, where they won the bronze medal.

Argeste (Borresen, 1962), helmed by Sergio Sorrentino, was 3rd at the Gold Cup of 1963, 3rd in Athens in 1963, 2nd at the European Championship in Cannes in 1964, 1st at the British pre-Olympics and 6th at the Tokyo Olympic Games of 1964.

At the moment in Italy the activity of the Dragon class is concentrated in the Riviera dei Fiori, between Sanremo, which hosted the 2014 European Championship and a Grade 1 regatta this year, and Imperia, where the Quaranta Trophy dedicated to the Classic Dragons takes place. In Torbole, on Garda Lake, the Hans-Detmar Wagner Cup welcomes a significant number of competitors from across Europe each year.



Race action in Sanremo, 2018 style

The Italian Dragon Class is very proud that Sanremo will host the International Dragon 90th Anniversary Regatta in October 2019 and looks forward to welcoming fellow Dragon sailors from around the globe.

assodragone.it

JAPAN

The Japan Dragon Association was initially founded in the 1950's but the class almost died out after the last All Japan Championship in 1977. But now we have 25 boats mostly located at Kansai Yacht Club in Nishinomiya and Enoshima Yacht Club, the 2020 Tokyo Olympics sailing venue.

The class was revived in 1991 when Bocci Aoyama organized the All Japan after 14 years of absence using 3 sleeping wooden Dragons and 2 new GRP Dragons that he imported to realize the championship. Since then the class has gradually started to rebuild itself through the efforts of the Dragon lovers and now there are 1 wooden Dragon and 24 GRP Dragons built after 1990's. The Dragon sailors in Japan are all active racers participating in monthly points races and the annual All Japan Championship.

Lowell Chang of Hong Kong has been Bocci's mentor in rebuilding the class and he also introduced KYC into the Pan-Pacific Interport Regatta where Royal Hong Kong Yacht Club, Royal Vancouver Yacht Club, Royal Sydney Yacht Club and KYC take turns to organize the event. Including the Interport, some of our sailors are participating in regattas overseas as well.

Currently Akira Sawada, the chairman of JDA, and Bocci, the former JDA chairman, have been vying to become the All Japan Champion with Akira winning the championship consecutively and about to break the record of consecutive

SOME NATIONAL CLASS HISTORIES

wins. It seems like the new generation is taking the helm of Dragon sailors in Japan and that is a great sign for the class to keep going and growing.

sawadaakira@hakutaka.jp



NETHERLANDS

In the Watersport Magazine in 1934/1935 Dutch yachtsmen were discussing what type of small yacht would be the best to cruise and to race on the many lakes in Holland and Friesland and on the Zuiderzee. Mr. Benthem van der Bergh, a lawyer with many international contacts, had sailed in Hamburg on Dragon GER 3 and became the promoter of the class in The Netherlands. The market was ready to adopt the class since the alternative concept of an 8-9 meter yacht with a cabin was less 'sexy'.

Van Benthem had his Dragon build in Sweden in 1935. *Cavalier* H1 was registered in March 1936 in Holland. Dutch shipbuilders were also alert to respond to the new class that had become popular in Sweden, Norway, Denmark and the Baltic coast of Germany. They were ready to accept orders for the winter of 1935/1936. Given the size of the yards; a maximum of three boats under construction could be handled. It resulted in spring 1936 in a registered fleet of seven wooden Dragons from three different yards. So the first racing was scheduled for the summer 1936. By 1940 over 70 Dragons were registered in The Netherlands.

The Dutch Dragons have always been used for a mix of cruising and racing. The owners sailed to the racing venues in Holland and Friesland. In 1938 three Dutch Dragons participated in Kieler Woche, followed by a sail to Travemünde to join the second Dragon Gold Cup. They sailed all the

way to and from Travemünde, had to counter a storm near the Isle of Fehmarn and lived in board with a two man crew. The later Whitbread Around



Dutch and English Dragons at Burnham in 1946

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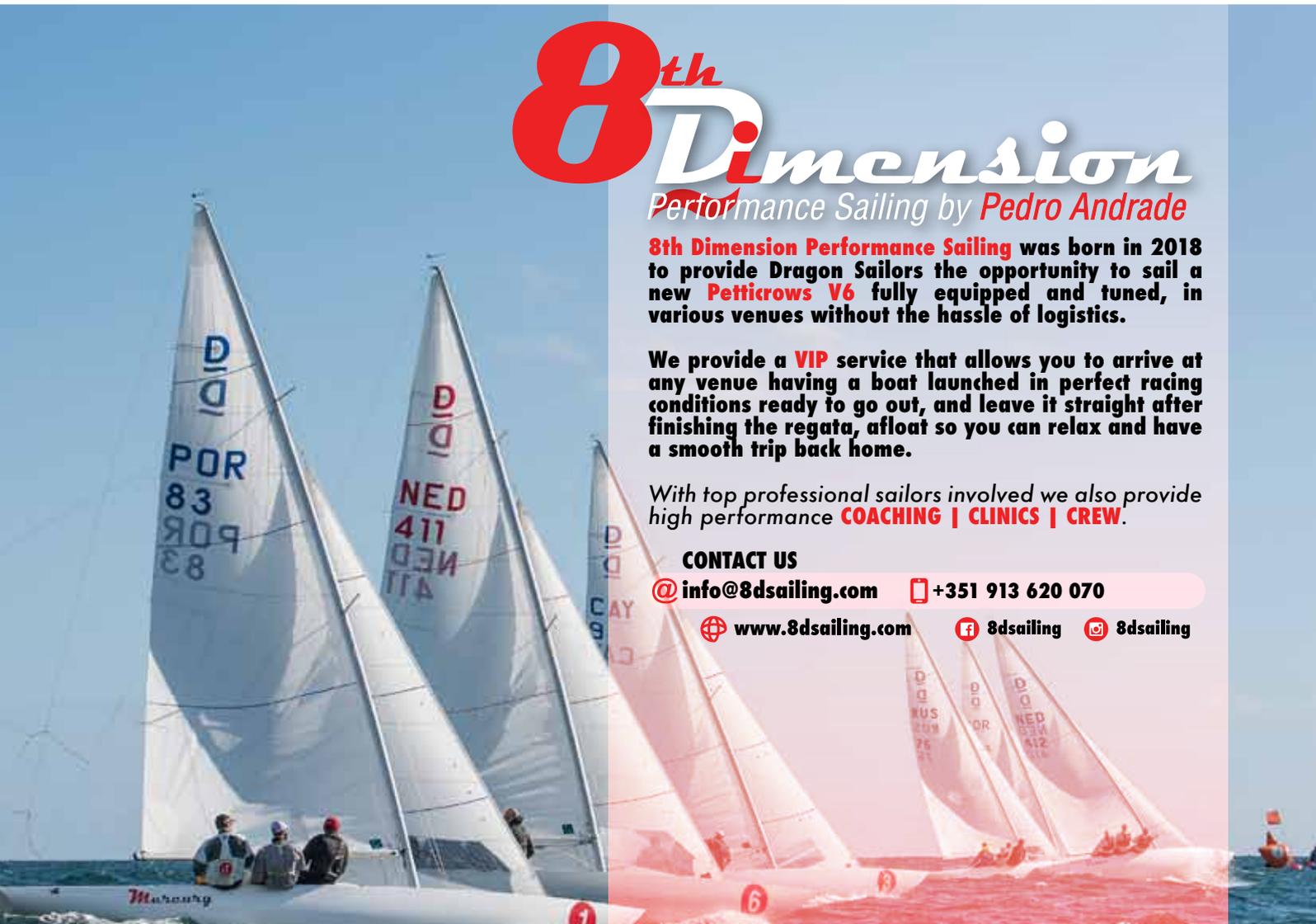
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SOME NATIONAL CLASS HISTORIES



the World winner, Connie van Rietschoten, sailed a delivery trip in April 1946 with his friend Scotty from the Clyde to New Haven. One year later they crossed the North Sea, were hit by a storm and survived 63 hours with hand pumping during their sail to Cuxhaven. They were en-route to Denmark and Norway for the Dragon Gold Cup.

For Connie Dragon Gerda was also his means of transport to sail to Denmark where he had to start his new job in the family business. Scotty enjoyed three months sailing with his Dragon Gerda to and from the UK via Holland, Germany, Denmark, Norway and back to Burnham-on-Crouch via the Dutch canals prior to crossing the North Sea with another Dutch friend. In 1946 three Dutch Dragon teams joined Burnham Week. The Dragons were sailed from Lake De Kaag (near Leiden) to Rotterdam and then on board a steamer to Harwich. From Harwich they sailed along the UK east coast 40 miles to the Crouch where they were guided by a motorboat to navigate clear of the sand banks. The pictures show how united the class was.



1944 Met handtekeningen

There were many excellent Dragon sailors in the late '30's and '40's. Bert Vollebregt was the first national Dragon Class Champion in 1947. Kees Jonker became the first Olympic helmsman in 1948 after selection races. In the '50's Wim van Duyl was 'our man' during the 1952 Olympics in Helsinki. Unfortunately, Wim van Duyl was always aggressive at the start. Many OCS's were his fate, next to winning several great Olympic races. In the '80's and '90's it was Fred Imhoff who was the leader of the Dutch fleet and together with his friend Borge Børrensen and his opponent Poul Hoi Jensen, he gave fame to the class in the era of the first GRP Dragons after the class had lost the Olympic status in 1972.

Around 130 Dragons are now sailing in Holland of which 70 are registered for racing and member of the Dutch Dragon Association. We also see more



Gerrit van Wijck

old wooden Dragons being restored in Holland and transformed into wooden beauties.

dragonclass.nl



U S A

In the US the first fleets were started in the early 1950s in the North East, the South, the Pacific North West and California. Most imported boats were Norwegian or UK built. In 1950 Roland yacht yard of Norway shipped a Dragon to a trade fair in Houston. After the event, it was taken to the Southern Yacht Club in New Orleans and it inspired a couple of local sailors to travel to the UK to buy two more Dragons in 1954. On the West Coast in 1951 Lars Lyngnes imported 10 Dragons from Norway to Seattle to start a fleet there. They started with sail number 10, assuming there were about 10 on the east coast (there was no Class Association yet). And in Rochester, on Lake Ontario, a Norwegian freighter, the first commercial ship on the Great Lakes after the



1972 Olympic Bronze winners — skipper Don Cohan

War, delivered four Dragons from Denmark to the Rochester Yacht Club.

The US Dragon fleets were very active during the years the Dragon was an Olympic Class and on into the 70s and 80s, while there was a local manufacturer. Lowell North won a bronze at the 1964 Olympics in Tokyo, sailing in Aphrodite USA219. Aphrodite is now ESP25 sailing in Palma. In 1967, George S. Friedrichs won the Worlds in Toronto sailing Williwaw USA231, which he then campaigned to win the Gold Medal at the 1968 Olympics in Mexico. Silver at the 1967 Worlds was won by Robert Mosbacher who went on to win the Worlds in Palma in 1969, sailing Aphrodite. Mosbacher was not the only politician who loved Dragons. John Foster Dulles, the Secretary of State during the Eisenhower administration, donated a Steuben crystal trophy for an annual Dragon event on the Great Lakes and the St. Lawrence River (his family had a cottage on the eastern end of Lake Ontario).



USA83 Discreet 1948 Bjarne Aas Leopold family

Finally, Donald Cohan won a Bronze at Kiel in the 1972 Olympics, sailing Caprice USA244. Cohan is noted for coming to sailing late in life in 1967 when he was 37. He was also the first Jewish sailor on the US team. After the terrorist incident at the Games, the Israeli athletes were sent home, and they gave Don their flag and told him "You're representing us now. Go win a medal for us". Both Caprice and Aphrodite were built by Kelvin Savell of San Diego.

nadragons.org

IDA NATIONAL CLASS CONTACTS AND REGISTERED FLEET NUMBERS

COUNTRY	NAME	Tel	WEB EMAIL	REGISTERED
Antigua	Sophia Hoj-Jensen	+ 447753650803 + 12687822898	www.antiguadragons.org sophia@hoj-jensen.com	8
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TOTAL				1360

2019 DRAGON REGATTA SCHEDULE

REGATTAS	RL	F	M	STARTS	ENDS	VENUE	COUNTRY	CONTACT
2019 CHAMPIONSHIPS & 90TH ANNIVERSARY EVENT								
Dragon World Championship	1.3		2	03/01/2019	09/01/2019	Fremantle	Australia	dragonworldsfremantle2019.com
Dragon Gold Cup	1.3		2	09/06/2019	14/06/2019	Medemblik	Netherlands	dragongoldcup2019.com
90th Anniversary Regatta				07/10/2019	11/10/2019	Sanremo	Italy	yachtclubsanremo.it/en
GRADE 1								
Grand prix de Cannes	1.2		2	02/04/2019	06/04/2019	Cannes	France	yachtclubdecannes.org
XXIV H.M.King Juan Carlos I Trophy	1.2		2	01/05/2019	04/05/2019	Cascais	Portugal	cncascais.com
Dragon Grand Prix Germany	1.2		2	03/07/2019	06/07/2019	Kuhlungsborn	Germany	dragon-kuehlungsborn.de
Grand Prix Spain + Grand Prix Finals	1.2		2	04/11/2019	09/11/2019	Palma de Mallorca	Spain	spanishdragonclass.com
GRADE 2								
Alassio Dragon Week - Open Italian Championship 1st serie				22/02/2019	24/02/2019	Alassio	Italy	assodragone.it
Sanremo Dragon Cup - Open Italian Championship 2nd serie	1.1		1	14/03/2019	17/03/2019	Sanremo	Italy	yachtclubsanremo.it
International German Championship	1.1		1	30/04/2019	04/05/2019	Torbole	Italy	drachensklasse.de
Grand Prix Guyader				08/05/2019	11/05/2019	Douarnenez	France	grandprixguyader.com
International Swiss Championship 2019	1.1		1	29/05/2019	02/06/2019	Steckborn	Switzerland	dragon-class.ch
Edinburgh Cup	1.1		1	16/07/2019	20/07/2019	Abersoch	UK	scyc.co.uk
Entenpokal				20/07/2019	21/07/2019	Attersee	Austria	sck.at
Russian Dragon Open	1.1		1	24/07/2019	28/07/2019	St Petersburg	Russia	dragonopen.ru
International Austrian Championship	1.1		1	25/07/2019	28/07/2019	Attersee	Austria	dragonclass.at/oestm
Danish Nationals	1.1		1	23/08/2019	25/08/2019	Frederikshavn	Denmark	dragonclass.dk
National open de France - Port Camargue	1.1		1	03/09/2019	06/09/2019	Le Grau du Roi	France	sngRPC.com
Silver Cup				06/09/2019	08/09/2019	St Petersburg	Russia	dragonopen.ru
Hungarian Championship - Sonnenschein Cup	1.1		1	26/09/2019	29/09/2019	Tihany	Hungary	dragonclass.hu
Dates are correct at the time of going to press. Only major events are listed. A full listing is available at www.intdragon.net								

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