



DRAGON

ONE DESIGN RACING

2019 REVIEW • 2020 PREVIEW



Petticrows 2020 vision

The Petticrows v6.1 Dragon and Evolution mast

To complement our acclaimed v6 hull we have incorporated digital design to re-model the deck and internal mouldings creating the new Petticrows v6.1 model. Look closely at the new v6.1 and you will notice that there are a host of new and improved features that keep Petticrows Dragons winning, with the most modern ideas and innovations.

New Petticrows v6.1 Dragon features include:

- Race proven v6 hull, keel and rudder design
- New internal floor including "side tanks" for added safety and to assist water drainage
- New improved construction methods for accurate alignment of hull, deck, keel and mast step/gate
- Increased cockpit size – by shortening the cabin roof
- New Evolution mast with modernised, light, low drag, easy serviceable fittings and improved mast bend characteristics. Used by winners of the 2018 and 2019 Gold Cup and 2019 World Championship
- Option for fixed or rotating gooseneck
- Option for rigid or pneumatic boom lifter
- Redesigned mast partner system gives accurate and quick side and fore/aft chocking control for the mast and includes a mini break-water feature
- Two independent high-speed electric pumps with solar charging and Bluetooth battery checkers

- Newly designed crew friendly deck with improved non slip
- 1 pull furler standard
- Optimised and simplified fit out with latest generation fittings selected from Harken and Allen ranges as well as many custom designed and engineered fittings
- Upgraded rig controls including improved shroud adjustment and calibration at deck level and below deck
- New style low stretch, lightweight sheets using the latest SK99 grade Dyneema
- Pump outlet on topsides of boat for drier sailing
- Option of visible cleating arrangement on cuddy top
- Option of traveller beam or Barney post and spinnaker chute or cockpit launch
- Crew hiking wedges as standard and ergonomic cockpit coamings

**If you are serious
about Dragons
it has to be
Petticrows**



Evolution



Photo: Elena Razina

www.petticrows.com

CONTENTS

- 4 Message from The Chairman
- 7 Current Champions
- 8 90th Anniversary Regatta in pictures
- 10 Why we love the Dragon
- 12 Kinsale – Dragon Gold Cup hosts
- 14 Irish Craic and Gold Cup 2020
- 17 The new IDA website
- 18 Sustainable Dragon sailing
- 20 Rogues Gallery
- 22 Diversity in the Dragon class
- 25 Technical Committee update
- 27 European Grand Prix 2019 report
- 28 Winter maintenance tips
- 31 New IDA Officers
- 32 Radio Controlled Dragons
- 33 Introducing the Monaco Dragon Association
- 34 National class reports
- 38 National class contacts
- 42 2020 Dragon Regatta Schedule & Builders
- 43 Looking forward to 2021 and 2022

EVENT NOTICES

- 13 Gold Cup 2020
- 26 Europeans 2020
- 27 European Grand Prix 2020 Preview
- 28 Gold Cup 2020

ADVERTISERS

- 2 Petticrows
- 6 Yanmar
- 16 Trident Hotel
- 19 Grand Prix Guyader
- 27 Fritz Segel
- 31 WB Sails
- 33 8th Dimension Performance Sailing
- 34 Zaoli Sails
- 41 Payne Sailing
- 44 Leonardo Yachts

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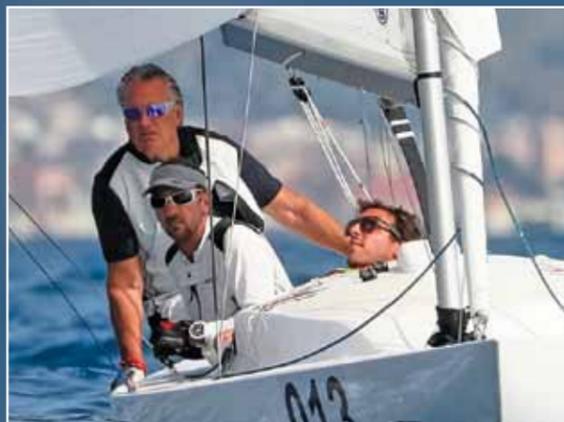
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A MESSAGE FROM OUR CHAIRMAN



Welcome to the 2020 edition of the Dragon One Design Magazine. Last year marked the 90th birthday of our beloved Dragon and many of us celebrated this wonderful occasion at a superbly run regatta in Sanremo in Italy, where we saw participants from 26 nations, out of the 31 represented in the IDA.

At the end of a great week of sailing and parties, we held the IDA Annual General Meeting and it was a great honour for me to have been elected as Chairman of the International Dragon Association. I bring a lifetime of sailing enthusiasm and passion for the Dragon to the task and I will do my utmost to justify your faith in me and the Officers team. And so, as we embark on another 90-year journey with our Dragons, and with some new faces on the IDA Executive Committee, it is perhaps a good time to reflect on what has made the Dragon so successful, and how we may plan for the future.

We have one of the best truly one-design classes in the World which, through careful development of hull and rig, has allowed the boat to be modernised but has allowed older ones to remain competitive. We have one of the busiest regatta programmes in many of the nicest places to sail in the world, and a high (and ever-improving) standard of race management. These are all factors that contribute to our success. Another important factor is our ability to cater for all types of sailors from the novice, to the weekend club sailor to the professional team or Olympic sailor. Many different sailors have different demands and this is sometimes a fine balance but we manage it because we do not wish the class to be split into different interest groups. Often the tensions of racing at the highest level of event (the Grand Prix Circuit and our World and European championships) encourage some competitors to exploit the

class rules and sailing rules to the limit. Unlike some other classes, the Dragon Class has never been nor will ever be 'a Cheating Class'. I should say in this regard that our Technical Committee is always endeavouring to tighten any loopholes and to make sure that the rules are properly policed, but in the end we all rely on the WS protest system to ensure that any alleged infringements are properly investigated.

We cannot be complacent about the future. Fleet numbers worldwide remain static or slowly decline despite a steady stream of new builds. The competition for new Dragon sailors is intense from other classes, such as sports boats. I believe that one of the reasons is that there is no clear pathway to keelboat sailing once we have finished with dinghies. The competition for our leisure time, especially amongst the 30 – 45 year olds, is also intense. Because we have less time for our sailing, we demand ever more value. We want to race in attractive places that are not too far from our homes, we want the best possible race management and well-run social activities. We must all actively work to bring new members to the class. Elsewhere in this Yearbook you will read about some of the initiatives being undertaken in different fleets.

Well-attended events in 2019 like the Gold Cup in Medemblik or the 90th regatta in Sanremo, showed again that sponsors always are needed. My special thanks go to all official and private sponsors who helped make these events happen during the past season.

We intend to try to streamline the regatta schedule especially for Grand Prix and Championship events so that schedules are published earlier and event clashes can be avoided especially with national championship events. We will continue to improve our communication. We have developed a new website with a new URL www.internationaldragonsailing.net which you will all have seen by now. Please use it and continue to give us feedback about it, and help us to develop the class.

I believe that the most important factor in our success is the people in the class. We are attracted to the class because we like racing against some of the best sailors in the world, and because we like socialising with the many friends we make. Together with my fellow officers we will work hard to maintain the Dragon Class position as the best One Design in the World!

I wish you all a very enjoyable season racing with your friends.

Jens Rath sack





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towards a new era of prosperity in the coming century.



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CURRENT CHAMPIONS 2019

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 Behrens Simon Burrows
Gold Cup Medemblik, Netherlands		Pedro Andrade Christian Giannini Joao Vidinha
Børge Børresen Memorial Trophy (Winner of first race Gold Cup)	<i>Rocknrolla</i>	Dmitry Samokhin Aleksy Bushuev Andrey Kirilyuk
Nations Cup (Team Race within Gold Cup)	<i>Britain</i>	Louise Danish Blue Jerboa
Silver Cup (Special Division of Gold Cup)		Remy Kok Carolien Kok Peter Permentier
Prince Philip Cup Fremantle, Australia	<i>Provezza Dragon</i>	Andy Beadsworth Ali Tezdikar Simon Fry
Cannes Dragon Grand Prix Cannes, France	<i>Mercury</i>	Pedro Andrade Goncalo Ribeiro Joao Vidinha Kacey Marfo
HM King Juan Carlos I Trophy Cascais, Portugal	<i>Louise Racing</i>	Grant Gordon Ruairidh Scott James Williamson Alex Warren
Grand Prix Germany Kuhlungsborn, Germany	<i>Rocknrolla</i>	Dmitry Samokhin Aleksy Bushuev Andrey Kirilyuk
Grand Prix Spain Puerto Portals, Mallorca, Spain	<i>Troika</i>	Pieter Heerema Lars Hendriksen George Leonchuk
The Müller Trophy (Top placed sailor on the IRL)	<i>Louise Racing</i>	Grant Gordon Ruairidh Scott James Williamson Alex Warren
Dragon 90th Anniversary Regatta Sanremo, Italy	<i>Out of Bounce</i>	Jens Christensen Anders Bagger Thomas Schmidt
Dragon 90th Anniversary Race Sanremo, Italy		Benedikt Gach Johannes Schmohl Florian Abele
Standfast Trophy Dragon Grand Prix Series	<i>Rocknrolla</i>	Dmitry Samokhin Aleksy Bushuev/Kasper Harsberg Andrey Kirilyuk
Sami Saloma Flow Trophy (Dragon Grand Prix European Cup Final)	<i>Sophie Racing</i>	Bernardo Freitas Martin Westerdahl Lars Linger

CORINTHIAN TROPHIES

World Championship (2019) Fremantle, Australia	<i>Karabos IX</i>	Nick Rogers Leigh Behrens Simon Burrows
Gold Cup Medemblik, Netherlands	<i>Danish Blue</i>	Poul Richard Høj-Jensen Hamish McKay Chris Brittain
Dragon Grand Prix European Cup Final	<i>5112</i>	Martin Pålsson Gustav Garedeback Thomas Wallenfeldt
Lowell Phyllis Cup Dragon Grand Prix Series	<i>High Times</i>	Karl Gustav Lohr Jesper Bendix Mads Hansen



YACHT CLUB SANREMO

Dragon

1929-2019

TH ANNIVERSARY - SANREMO 5-1



“Two old men and a gorilla can be very competitive and winners in the Dragon class!”



“Sailing a Dragon is so much more than sailing a boat – it’s being part of an international family.”



“90 years of careful evolution shows you can blend classic looks with modern functionality.”



WHY WE LOVE THE DRAGON



“When we are on the water we race hard against each other and the competition is amazing, but when we are back ashore our friendships are strong and we enjoy each other’s company and because of that the Dragon Class will last another 90 years if not more.”

“I could pleausurably sail a Dragon by myself with spinnaker till I was over 100 years old.”



“Sailboats share many characteristics of wine. Some are showy, require brute strength, and explode with ramped up hormones. Many are indistinguishable. But the Dragon is like the best in wine: full of subtle nuances there to be discovered by the sailor who takes the time to discover the best.”

“Easy to sail,



“The most beautiful of boats sailed by the most wonderful of people.”



“The quality of the sailing is really great. There are a lot of legends in the class and its awesome to line up against some really famous names and have really close racing out there.”



difficult to sail well.”



“It’s a wonderful boat to sail for many reasons. It has a great kinesthetic feeling when helming, in my opinion much nicer than modern one design boats like J22 or J70. It’s a technical boat that rewards good trim and rig settings and gives crew a lot to do and coordinate.”



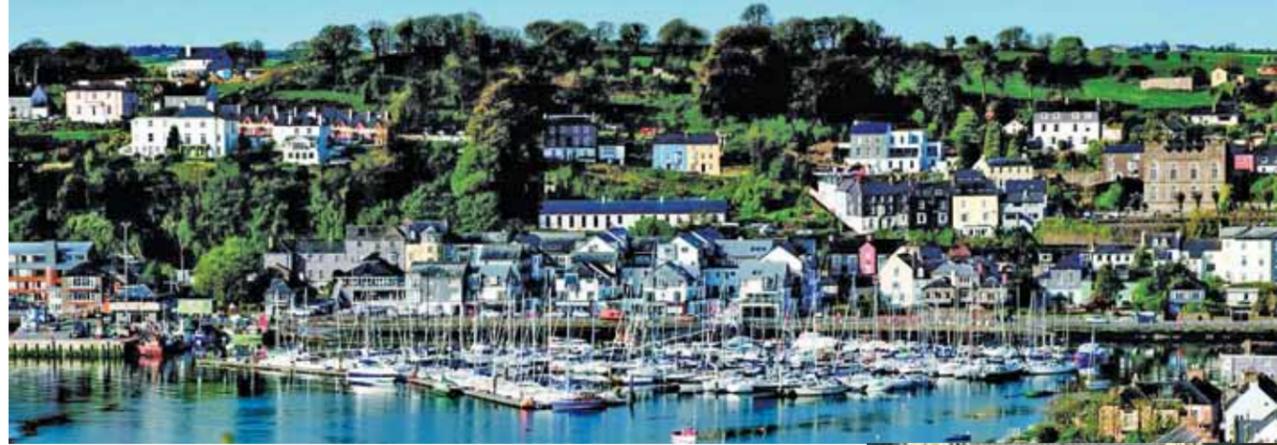
“Elegant classic lines combined with the latest technical developments, a truly international class of thirty-one nations across six continents, some of the best sailors on the planet, racing in fabulous venues and the chance to make true friendships around the world. There’s no other class that even comes close!”



“It offers high level competitive racing with many of the best sailors in the world but also regattas where it is more club level racing. It is an esthetically beautiful design with graceful classic lines. What’s not to like?”



Kinsale – A Warm IRISH WELCOME



The beautiful coastal town of Kinsale, situated just a short 25 minute drive from Cork Airport, has something for everyone. Boasting a picturesque harbour and ancient narrow winding streets, this gem on the Irish Riviera is famous for award winning food, superb accommodation and quirky, independent boutiques, antique stores and art galleries, so there's plenty to keep you entertained. It is also home to one of Ireland's largest Dragon fleets and regularly hosts major International Dragon regattas. In 2020 Kinsale looks forward to welcoming Dragon sailing friends from across the globe for the Dragon Gold Cup, which will take place from 5 to 11 September.

As the starting point of the Wild Atlantic Way and the gateway to West Cork, Kinsale is the place to be, at any time of year.

If history and heritage is your thing, Kinsale has a wide range of walking tours to choose from, including food tours, ghost tours and heritage tours. It is also home to some remarkable heritage sites including Charles Fort, James Fort, the Old Famine Graveyard and the World War 1 Memorial.

A world class sailing centre, Kinsale is renowned for outdoor pursuits, with excellent facilities for many other types of water-based activities, such as deep-sea fishing and scuba diving.

If you're a keen golfer, Kinsale has two fine golf clubs, including Kinsale Golf Club and the famous Old Head course, both of which are welcoming to guests.

For the shopaholic, the town is home to some unique shops and beautiful boutiques. Everything from designer lingerie, scented candles, leather bags and purses, jewellery, books, children's clothes, home furnishing to original art, Kinsale has it all.

Experience the Blacks Brewery Tour and indulge yourself with some taste testing of gin, rum and award-winning pale ale or witness how mead is produced at Kinsale Mead.

If food is your passion, you really are spoilt for choice. Recently voted Ireland's Top Foodie Town, its award-winning restaurants are the reason it is Ireland's gourmet capital.

With such a diverse variety of beautiful family-run restaurants, it's easy to indulge your taste buds.

The International Dragon sailors are guaranteed a warm welcome in Kinsale and details of all events, activities and accommodation options plus all the information you will need for a great visit are available on www.kinsale.ie. Information about the Gold Cup is available on www.dragongoldcup2020.com.



Kinsale – well-known for its fine dining and Irish linen and crafts.

5TH-11TH SEPTEMBER 2020



DRAGON GOLD CUP KINSALE YACHT CLUB

www.dragongoldcup2020.com



Photo Credit - Giles Norman

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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Kindly supported by Cork County Council

BRIAN GOGGIN AND DANIEL MURPHY TALK DRAGONS, IRISH CRAIC AND KINSALE GOLD CUP 2020

Brian Goggin and Daniel Murphy have rapidly become one of Ireland's most successful and well-known Dragon partnerships. Firm friends both ashore and afloat, they race regularly with friends from Kinsale Yacht Club as well as enjoying forays onto the international scene including attending the Dragon 90th Anniversary Regatta in Sanremo. As Ireland gears up to host the 2020 Dragon Gold Cup we spoke to them to find out more about what brought them into the Dragon Class, how the Irish Class is currently faring and what competitors can expect at the Dragon Gold Cup in Kinsale, which takes place from 5 to 11 September 2020.

“We live around 10 doors from each other in Kinsale, our wives are best friends and our girls are best friends so we can't get away from each other! We met in our early twenties through sailing. Brian was helming a small Corby 25 yacht and needed crew for an event in West

Cork. Dan duly obliged and we have been great friends ever since. They come from different sailing backgrounds. Brian's early years were spent racing Mirrors in Kinsale whereas Dan travelled around the world twice as the family of a merchant navy captain, but always had a Dragon in their hometown port of Glandore on Ireland's south coast.

In 2015 we both had young families and were trying to come up with ways of legitimately getting out of the house! A boat was the obviously solution!!

Dan basically grew up in a Dragon, sailing with his Dad Patrick Murphy, Mum Maeve Cotter and legendary uncle Michael Cotter, but felt the time was right for him to run his own campaign and hence in December 2015 we bought a fantastic boat from John Finnegan's family and haven't looked back since.

We started by sharing the helming duties, but quickly realised that Brian was such a bad crew it was easier for him to helm! The third person on the boat is normally Daniel's brother Sean or Harry Lewis - or as Davie Gomes would say the "GREAT" Harry Lewis.

With Kinsale Yacht Club being synonymous with Dragon sailing we always knew this was the right choice of boat for us, especially when the other option was Squibs and we both hate camping!

Much of Brian's sailing up to that point had been in yachts so the idea of a competitive one design fleet was a big attraction. We also knew that Kinsale was home to one of Ireland's top teams in Little Fella (Cameron Good, Henry Kingston, Simon Furney) and we recognised that if we could be competitive in Kinsale we should be competitive at a national level also.

What keeps us both in the fleet is the fun. There is a fantastic and really friendly bunch in the Irish fleet. Although we all race hard and have our arguments on the water, there is never anything carried ashore and we always socialise and, being Irish, "slag" each other in the bar for a few hours afterwards.

The other attraction of the class is the international events that are only a short ferry ride away, giving us access to competitive racing in some amazing locations all year round.

The Dragon fleet in Ireland was hit hard with the recession, however over the past number of years or so we have seen a rejuvenation, especially along the South Coast. We don't like to think it's all down to us so it must be a coincidence!!!

With the Gold Cup year ahead of us we have seen huge interest from previous Dragon owners who are committing to return to the class, names such as Simon Brien, Mick Cotter, Peter O'Reilly and Andrew Craig. The Gold Cup is also expecting the legendary Don Street to attend at the ripe old age of 90!

What's also encouraging to see in Ireland right now is new teams forming. Three new teams from Kinsale have formed over the past 12 months, James Matthews together with Dave Good and Fergal O'Hanlon have purchased a boat as has Thomas O'Brien. Colm Dunne and Colm Daly, two accomplished Squib sailors, are also in the process of purchasing a boat.

Glandore have continued their successful academy of youth and female dragon sailors, and now have the biggest fleet in Ireland with in excess of 15 boats. Their success in recruiting younger sailors is something we could all learn from as that is where the future of our class lies. [See more about this success story on page 25]

Regarding the Gold Cup venue, first and foremost, Kinsale is a destination venue for all visitors, being the starting point of the wild Atlantic way and steeped in history with the Spanish Armada. Aside from

being the gourmet capital of Ireland, with the world-famous old head of Kinsale golf club on its doorstep, it also happens to be an amazing place to sail! Kinsale's popularity we believe has been reflected in its ability to compete and be awarded such prestigious events as the Gold Cup.

From a sailing perspective, we are exceptionally lucky that within a short sail from the marina, you are into a large open section of the Atlantic and that means fantastic racing conditions, with proper breeze and swell.

As you can well imagine plans are well under way for the event. We have an Olympic class race management team in place. In advance of the Gold Cup, we will host a two-day warm up event. This event will run over the weekend of the 29 & 30 of August and will be a regional event on the Irish Dragon Circuit, which will ensure it's a competitive warm up before the Gold Cup. It will be raced in the same waters as the Gold Cup and will be run by the same race officials. Gold Cup entries are now open so we would encourage people to enter early and if anyone has any logistical questions or needs assistance in any way we are here to help!

We are in the enviable position of the club being in the centre of the town, within walking distance to all the restaurants, bars and hotels. We have a drink sponsor on board as well as the local restaurant association who will provide refreshments after sailing each day. We are in talks with the local authority to open up the historic Charles Fort for an evening's reception and there will be a Gala Dinner in Acton's Hotel. Hamlets, a bar in town has an outdoor beer garden with a restored Dragon as the centre piece so I am sure this will be a popular focal point during the week! We also have lots of other surprises but don't want to give away too much just yet! ”

To find out more about the Dragon Gold Cup 2020 please visit www.dragongoldcup2020.com



Brian Goggin (left) and Daniel Murphy (right) sailing in after a day's racing in Glandore

The reason we bought the boat! Annabelle Goggin (left) and Chloe Murphy (right)

The waters around the distinctive Old Head of Kinsale provide challenging and exhilarating sailing.



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IDA LAUNCHES NEW WEBSITE

In November 2019 the IDA launched its new online home www.internationaldragonsailing.net. The old website had given us many years of good service, but an overhaul was long overdue and so the IDA Officers commissioned the new site.

Key objectives for the site included a more modern, visually appealing and easier to read appearance, full compatibility for mobiles and devices, clear and simple to use navigation and to ensure that all regularly required information was readily accessed with a minimum number of clicks.

Although the new site has been launched it will remain a work in progress with additional elements being developed and existing areas expanded as required. If you have ideas for additions to the site or spot any errors or omissions please email Tim Pearson on timothympearson@gmail.com



GRAND PRIX DRAGON

TROPHÉE 
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SUSTAINABLE DRAGON SAILING

– OUR SAILING GROUNDS AND (MICRO-)PLASTIC POLLUTION



I started sailing Dragons in 2011 but have always been passionate about technology and business disruption. During an event where I was given an intro to Impact Investing I met a South African lady, Leslie Maliepaard, by coincidence living in Ireland the country where next the 2020 Dragon Gold Cup will take place! She's passionate about avoiding plastic waste and creating a closed loop on plastics resulting in less plastic in the harbours and places Dragon sailors love racing. Therefore I want to share her story with the Dragon Sailing community and invite every national association, regatta organisation and individual Dragon sailor to share their ideas and efforts to make steps towards less plastics ending up floating on and in our regatta waters.

Leslie, also a qualified skipper from Cape Town and a keen sailor in a previous life, had noticed there was a growing problem of marine plastic pollution in Dublin rivers, beaches and in the harbour. She started researching the topic extensively and after speaking with various environmentalists and scientists she learned that globally the marine plastic crisis had reached catastrophic levels and sadly not enough was being done to fix the problem. No one realises it, but not one square mile of surface ocean on earth is free of plastic pollution!

Studies show we are now eating, drinking and breathing-in plastic. In fact, on average we consume around 5g of microplastics, an equivalent of a credit card, every week!! According to the World Health Organisation (WHO) 90% of the most popular bottled water brands contain tiny pieces of plastic!

So, Leslie started her mission to use less plastic in her home and business, but that wasn't enough and soon she wanted to solve the bigger problem of upstream plastic production as well as solving the downstream problem of marine plastic pollution.

She founded a non-profit organisation called The Planet Calls (www.theplanetcalls.com) aimed at enabling pioneer business



models through a sustainability accelerator. The organisation is focused on educating and discovering innovative technology solutions that solve issues such as marine plastic pollution. Change needs to happen, however it won't happen with one sailor or regatta organisation doing one thing. The idea needs to spread within a community.

Leslie believes that as sailors there are a number of things we can do to help reduce our use of plastics, but it can apply to our homes and in our businesses too. We need to be asking ourselves how we can influence and educate people around us to reduce their reliance on plastic until we have this plastic crisis under control.

We can reduce our impact on the environment with conscious provisioning if we:

- Replace plastic water bottles with reusable water bottles.
- Stop using disposable plastic coffee cups and either have your coffee in a mug or use your own reusable coffee cup.
- Refuse all plastic cups and straws used at events, clubs and restaurants.
- Don't use disposable plastic bags to store our daily provisioning for your sailing trips.
- Encourage event organisers to ban plastic hull stickers either by using biodegradable and compostable materials alternatives while for shorter events, stickers made of special paper deriving from residue of sugar cane can be used.
- Think about how we take care of the "plastic" Dragons that are nearing their end of life.
- Avoid buying from the supermarket where everything is wrapped in plastic. Instead you can buy from your local market or grocery and use carton boxes.
- Start enquiring about the recycling facilities at the yacht club and events to ensure there is responsible disposal of your waste.
- Choose bio-degradable cleaning products, soap and shampoo bars, without plastic microbeads.

On a macro level, we can be doing more organised ocean cleanups, as this is where we can make the greatest impact in fixing the damage that has already been done. The sailing community can be organising cleanups in and around the yacht club and racing area.

As sailors, we are the best people to be leading the way in helping rid the ocean of plastics. We are naturally motivated since we are dependent on the waves. By following a few simple rules of conduct when sailing we can ensure our beloved sport has no negative impact on the environment. Through the very environment in which we practise our sport, Dragon sailors are becoming environmentally aware and as a class we should align ourselves with the World Sailing Sustainability Agenda 2030 (www.sailing.org/85410.php) and take the initiative to respect and safeguard our environment by:

- Increasing and develop awareness of sustainability issues amongst the sailors, organisers and national associations.
- Support the development of event venues that are sustainable for the environment, economy and community.

We live in a world of convenience and focus on profits. If we walk the extra mile and change our and the consumers' behaviours, we are able to have less plastic in the oceans by using less plastic in the first place.

If you want to work together with The Planet Calls initiative contact Leslie@theplanetcalls.com

Steven Vermeire



SUSTAINABLE DEVELOPMENT GOALS

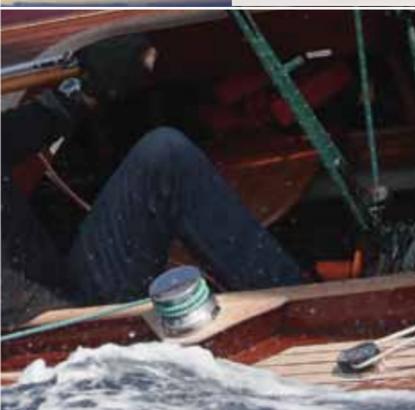




ROGUES GALLERY



ROGUES GALLERY





There are a number of initiatives in Dragon fleets around the world to attract new people to the class. Here are some of their experiences. We hope you find them useful in your local efforts to build up your fleet.

Australia

In October the Western Australia International Dragon Association (WAIDA) and Royal Freshwater Bay Yacht Club (RFBYC) put on our inaugural Women's Helm Regatta with 10 Dragons owners making their boats available for women who are new to the class to helm and/or crew.

The short format windward/leeward racing was tight and competitive, and it was a fun day on the water for all. A factor in creating a positive experience for everyone was pairing experienced Dragon crews with new-to-the-Dragon skippers. For that reason, the crew could be male or female (and usually included the owner). Another factor in our success was RFBYC's free training program for female sailors, that has been running for several years now, and has created a pool of sailors that we could call on.

WAIDA will be doing this again next year – hopefully with more boats and more boats owned by women. It's worth noting that this year, three of the 10 boats in the regatta are owned by women and a fourth is co-owned. A longer-term goal of the regatta is that we will inspire more women to own and sail Dragons!

Belgium

The Belgian Dragon Association (BDA) has run a 'Try a Dragon' weekend for a number of years. This past year, the BDA and Royal North Sea YC, Ostend made a Dragon (BEL77, *Blanc de Blancs*) available to a young crew. Here's their story:

"Sail the Duvel Cup, there is a boat available for free, contact..." Nothing more than a short WhatsApp message in the summer of 2018 was needed to get the hearts of three young sailors racing. An opportunity to race the Bugatti of the sea, as a junior team was something they could only have dreamed of. A coach was assigned and after the first training in harsh conditions some additional girl power perfected the team.

After the high came reality. We had to train. We had to work on the boat. The old Børresen had suffered a lot the past years. Friday before the race we went out sailing, trying to find all the defects that needed fixing, and to figure out how the boat worked. Soon we had to retreat because we were not able to keep the water out of the boat in the heavy seas. The broken pump and a few badly timed waves could've sunk her. The rest of the day comprised of running around finding materials and preparing the boat as well as possible. The race committee cancelled the race on Saturday due to strong winds, but we went out anyways and had a blast. Battling the waves upwind and conquering the spinnaker downwind, supported by our coach Frank. Sunday was D-Day, with increasing wind speeds throughout the afternoon. We fought

INCREASING DIVERSITY IN THE DRAGON CLASS



hard, carrying out two starboard starts, but we just couldn't get the boat to sail high nor fast and Dragons flew past left and right. The fourth and final race we were one of only two teams still standing, a race we lost by a mile, but which led us to fourth place overall, out of twelve boats. We were euphoric.

The second part of the adventure was less fun. *Blanc de Blancs* needed a makeover. It took more effort and time than expected, as any boating project does, and we encountered various problems. The edge of the cockpit had rotted inside, the cleat beam and traveler were cracked, the spinnaker chute ripped and much more. We had to cancel racing the spring season and the project had almost died by summer. The team kept on sailing however! The end of summer brought good news. The boat was ready and in time for the Duvel Cup 2019, and exactly one year after our introduction to the class, we proudly launched our Dragon into the salty sea where she belongs. Spring 2020 will be our season, the first of many.

We want to take this opportunity to thank all who supported us on this journey, donating materials, sails and manhours. Special thanks to the BDA Board and Members for employing their connections in our favour, and to our coach and trainer Frank Dobbels. We will express our gratitude in the only right way, which is training our behinds off and racing this beauty of a boat as much as possible. The 2022 Dragon Gold Cup takes place in Belgium, see you there!"

There was one other young crew in the Duvel Cup sailing with their very proud parent.

"It's a dream of every father who's a Dragon sailor to sail together with his sons. My two sons have sailed since they were 8 years old, occasionally in a Dragon, together with their mom for pleasure. This summer we had a marvelous opportunity to sail together in competition in the Duvel Cup. Splendid weather, perfect wind conditions and two exited sons (*Céleste* was already awake at 4am). So *Céleste* (13y) and *Cyrile* (12y) came on board with Patrick and me. Two happy kids who had the time of their lives; I can confirm that the Dragon class has two new fans. I also want to thank the BDA for the nice prize they offered to the kids: a big motivator and a great reminder. A proud dad."

France

In 2018, the French Dragon Association (FDA) decided to help Clubs wishing to acquire a second-hand Dragon by paying for part of the boat, subject to the following reservations:

- The Clubs must have a local fleet of Dragons and a sailing school (the sailing school is necessary to take charge of maintaining the boat in good condition and provide sailing instruction and coaching).
- The Class meets 1/3 of the purchase price with a maximum amount of €5,000;
- The Club is prohibited from reselling the boat for 4 years from the date of purchase

In exchange for the financing the Club must:

- Grant preferential prices on rentals and sailing in the Dragon.
- Make the boat available free of charge to young people under 25, for at least 2 club regattas a year (beyond this, the club can ask for a contribution)
- Allow any new interested person to discover the Dragon on one weekend.

The FDA has financed two Dragons (Deauville YC in Normandy – Petticrows 2001, price €15 000, with trailer and YC St Cast in Brittany – Petticrows 1992 up graded, price € 9000, with trailer)

In addition, when a new Dragon buyer presents and hesitates with another one design keel boat, we systematically offer them a sailing day in order to show them how the Dragon works, from the launch to the tuning and maneuvers. This is to reassure them (and help them in their choice of boat).

We don't finance boats that are too old, that is to say the boat must be at least winch-less, with mast-ram, fine tuning, spinnaker hatch and electric pump.

Ireland

Irish sailing legend Don Street tells us about his long running Glandore-based initiative to bring young people into the Dragon Class.

"Where possible, Dragons should try to sail with four crew, with the fourth member of the crew a teenager. I urge that if the fourth crew member is a teenager, the 285 kg weight limit be increased to 305 or waived, which can be done locally.



I have owned *Gypsy*, a 1933 Anker and Jensen for 34 years. When I purchased her everyone said what are you going to do for crew? I replied "no problem, I have my two sons, age 14 and 15." The first season we were always competitive, and occasionally won. The second season we were very competitive and frequently won, despite the fact that we were by far the lightest crew and were sailing with a heavy first generation mast. As the boys got older and moved on they were replaced by other young crew. I would try to find 13/14 year olds as then I knew once I trained them I would have a crew for 3 to 5 years. Each time a new crew member came aboard *Gypsy*, they were largely trained by the existing crew.

I am very proud of the fact that ever since Glandore Harbor YC started recruiting sailing instructors, all of the *Gypsy* trained crews have gone on to become sailing instructors.

In 2018, with the aid of Kieran O'Donohue, and Rob Bergin, we started the Dragon Jr Skippers Series with five Dragons. Skipper and crews all had to be 18 or under, plus owner or owner's rep on board as safety officer/coach. The coach was not allowed on the foredeck, nor to touch the helm except in case of emergency. Oldest skipper 16, youngest skipper 11! We ran six evenings of racing, three races each evening. There were some tight mark roundings and tight finishes, but no collisions, no protests. In 2019 we again had six evenings racing, three races each evening, 18 races in all. In 2020 it looks like we may have eight boats in the series. Hopefully other Dragon fleets will set up a similar series."

Sweden

The Swedish Dragon Association engaged in an activity initiated by the Swedish Sailing Federation called "The Challenge", which we interpreted as working on succession in the Class. By lending a Dragon to a team of young rookies (to the Class) during our nationals, we got evidence and traction for something we now call "Young Dragons". These guys and gals, aged 24-27 years, enjoyed sailing the regatta so much that they decided to give it a serious try. We helped them source a Dragon that was later donated to the Swedish Dragon Association by its owner for the purpose of being at the disposal of young teams, letting them experience the Class and community without investing anything but their own time. They enjoyed a successful debut at the Nationals, completing six races in good spirit and with great moral and technical support from the veterans, among them many sailing champions.

This is an easy way to encourage curious (young or old) sailors, by inviting them to experience Dragon sailing with the help of boats not being used frequently. We are also encouraging established crews to take a rookie onboard for the same purpose during both training and racing. Next fall we will gather in Denmark where 6-8 boats with 2 crew are ready to take on 6-8 young top ranked helmsmen/women from other classes (including dinghies) for a fleet race with high PR-value and fun factor.

United Kingdom

Two British Dragon Association members, Graham Price & Patrick Lomax, have loaned *Amazon* to the all-girl match racing team "Athena", who competed in the Edinburgh Cup in Abersoch. This was part of an initiative to encourage younger sailors into the Class. Following the success of this initiative, Graham & Patrick have loaned *Amazon* indefinitely on the proviso that if and when the girls decide not to campaign her, she is gifted on to another team of youngish sailors. Although team Athena did not win the Edinburgh Cup, they were crowned Marlow Ropes Women's Match Racing National Champions in September – congratulations.

In addition, Gavia Wilkinson Cox has been sourcing crew from the British Keelboat Academy who have all thoroughly enjoyed the experience of top class one design racing. This has provided a source of very talented crew and in return has considerably raised the profile of the Dragon class among young keelboat sailors.

USA

And finally, some thoughts from the Cleveland Dragon Fleet.

Be friendly to other sailors in other Classes. Invite them out on a Dragon. Be willing to teach (and have fun doing it). Remember that taking on new sailors might sacrifice short-term competitiveness, but it makes the fleet healthy in the long run. Have a party now and then, invite all friends, family, and past sailors – it's one big family.



Electrical Bilge Pumps

Following the World Championship in Australia, where some competitors used systems which enabled the crew to manually adjust the level at which electrical bilge pumps switched on and off during racing, the TC was asked to clarify its interpretation of rule 2.193. We published a statement, making clear that electrical bilge pumps are allowed for safety purposes but not to pro-actively manage the amount of bilge water in the boat. A revision to Class Rule (CR) 2.193 was approved to remove any ambiguity.

Dragon Safety Task Force

In response to several incidents of sinking or near sinking of modern Dragons, the TC formed a sub-committee to evaluate measures which could be undertaken to reduce or eliminate the risk of sinking. The sub-committee, which is chaired by Ron James and includes several boat builders, reviewed the recent incidents and evaluated a series of measures which could enhance the safety of Dragons in case of capsize. Ron presented a report on his findings at the AGM and confirmed his committee had identified deployable buoyancy bags as likely to be the most practical solution to this issue. Peticrows proposes to test this solution during 2020 and will report back to the task force.

Minimum Weight for Classic Dragons

In the course of a renovation of a classic Dragon originally built in 1955, it became apparent that at that time the Class Rules did not prescribe a minimum weight. (CR 10.11 was only introduced in 1956). Given the importance of boat weight for performance

TECHNICAL COMMITTEE AGM UPDATE 2019

of a Dragon, the TC is of the view that all Dragons, no matter when they were built, should comply with the minimum weight stipulated in CR 10.11. An amendment to CR 1.61 to this effect was approved.

GPS policy

In the run up to the AGM, the Owners Committee has approached the TC to review again its position with regard to the use of GPS during racing. Current Class Rules do not allow the use of GPS during racing. Any team using GPS enabled devices is infringing Class Rules and should be disqualified. However, with the advance of technology and the availability of GPS driven Navigation Apps in watches and mobile phones it has become impossible to police this rule. The TC is therefore prepared to revise Class Rules to allow GPS on board, if the IDA wishes to change the policy. Further analysis will be undertaken to identify which type of instruments might be allowed and what the cost impact of any amendment would be.



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INAUGURAL EUROPEAN GRAND PRIX SERIES A RESOUNDING SUCCESS

2019's inaugural International Dragon Grand Prix Series and Dragon Grand Prix European Cup Finals were declared a resounding success, with some 100 Dragons competing in the four qualifying regattas across Europe. Racing at each of the regattas was incredibly close with each of the winners only being decided on the final races.

Portugal's Pedro Andrade claimed first blood in Cannes after a dramatic final race showdown against Germany's Tommy Müller. In Cascais

victory went to Grant Gordon who narrowly beat Hugo Stenbeck. Kühlungsborn was another cliff-hanger with Dmitry Samokhin pipping Peter Gilmour to the top step of the podium on the final race. After a break for the summer and the Dragon 90th Anniversary Regatta, it was Pieter Heerema who snatched victory from Dmitry Samokhin in the last event in Puerto Portals, Mallorca.

Remarkably after twenty-four races sailed across four regattas, two teams were tied on equal points for the series. Once the tie-breaker had been applied, the 2019 Dragon Grand Prix Series Champion was confirmed as Dmitry Samokhin, who received the spectacular new Standfast Trophy, presented to the IDA by Grant Gordon and Klaus Diederichs. Pieter Heerema took second place with Pedro Andrade in third. The new Lowell Phyllis Cup for the Corinthian Dragon Grand Prix Series winner went to Sweden's Karl-Gustav Löhr.

The top twenty teams from the Grand Prix Series then moved forward into the Dragon Grand Prix European Cup Final, a two day knock out, to decide the ultimate champion of champions. After fleet racing, day one, the top ten move forward into the second day quarter, semi and finals races. Day one overall leader Evgenii Braslavets received a bye into the final and second placed Nicola Friesen a bye into the semi.

This new format produced thrilling racing in some exceptionally variable and tricky conditions. Ultimately, the Grand Final race was contested by Evgenii Braslavets, Dmitry Samokhin, Nicola Friesen and Bernardo Freitas, who was helming *Sophie Racing* for the first time in a major event after regular skipper Hugo Stenbeck had been called away. Freitas, who had been improving his performance with every race, sailed superbly well to claim overall victory and the Grand Prix European Cup Final, 'Flow' Trophy – donated by Finnish sculptor and Dragon Sailor Sami Salomaa – from Braslavets with Samokhin a close third. First Corinthian in the Cup Finals was Sweden's Martin Pälsson.

After the success of its inaugural season the **2020 Dragon Grand Prix Series and European Cup Final** will follow a similar format with four regattas to decide the Series followed by a two day knock out Cup Final event as follows:

- Spanish Grand Prix** (Trofeo Princess Sofia), Palma de Mallorca, 26 to 29 March
- Italian Grand Prix**, Scarlino, 27 to 30 May
- French Grand Prix**, Douarnenez, 19 to 22 August
- Portuguese Grand Prix**, Cascais, 2 to 5 November
- Dragon Grand Prix European Cup Final**, Villamoura, 6 to 7 November

Further information will be published at www.internationaldragonsailing.net

DON'T LOSE RACES BECAUSE OF EQUIPMENT FAILURE



We would like to thank the following for their contributions to this article

Kate Cole, Kate Cole, UK

Tim Tavinor, Petticrows, UK

Ian Pennock (Two Dogs), Petticrows, UK

Nigel Young, North Sails, Ireland

Werner Writz, Fritz Segel, Germany

Stefan Windberg, North Sails, Scandinavia

We have all been there – losing a race or having to retire because of avoidable gear failure on the boat. But you can significantly reduce the risk of this happening with regular visual checks and good boat maintenance both during the sailing season and when the boat is ashore stored for the winter. In this article we have asked a number of Dragon experts for some tips on keeping your Dragon breakage-free.

The advice is organised in 3 sections:

- Checks and maintenance during the season
- Boat handling when sailing
- Winter maintenance

Checks and maintenance during the season

Sailing competitively means your boat is under stress. If you are sailing in saltwater you are also vulnerable to corrosion and your equipment sticking from a build-up of salt. So, the golden rule is to check your equipment regularly and rinse the boat thoroughly with fresh water at every opportunity. But let's look at some key areas in more detail.

Mast and Boom

Check the mast whenever you take it down. Most of these checks can also be done when the mast is up. The mast takes a lot of strain during racing particularly in the following areas so check these for cracks, corrosion or loose fittings

- Gooseneck – where the boom attaches to the mast
- Mast Ram (Mast Pusher) area
- Boom - where the kicker and mainsheet blocks attach to the boom

Forestay, Backstay, Runners and Rigging

The forestay is the most important part of your rigging to check. Every time you take the mast down check it for signs of wear, particularly at the top of the mast (see photo). It is relatively easy to fix a forestay before it breaks but very hard after! Also check the forestay fitting above and below the deck during the year to ensure it is straight and not damaged. If the forestay is damaged or out of line in any way you will probably have difficulty pulling out the genoa when you need it most.

Regularly pull the bottom ends of your backstay and runners through the deck (still attached) and examine them for signs of wear as they can rub where the ropes (wire) go through the deck.

Ropes and Shockcord

Ropes and shockcord (elastic ropes) should be checked during the season for signs of wear. Also examine the ropes for the Cunningham, Kicker and Boom Outhaul as these can easily fray if led incorrectly through the gooseneck fitting or if they rub against a ring or shackle.

Battery & Pumps

The battery and box take a lot of punishment and are often under water. It is vital to frequently check them. Keep the battery charged and do not leave it on the boat for any period of time. Grease the electrical cable to battery connections regularly with a product like Vaseline (petroleum jelly) and when you are not using the boat for a week or more disconnect all the plugs from the battery box and make sure they are hanging where they will not come in contact with water. This will help prevent corrosion of the terminals.



Several times a season remove the pump from its sailing position and clean any debris from around the impeller shaft. While you are down there remove any rubbish from the bilges – you will be surprised what you will find – sunglasses, money, bottle tops, cable ties.... Fill the bilge with clean water and then use both the electric pump and manual pump to remove it (this will flush them through with clean water).

Spinnaker Hatch (if you have one)

Put silicone grease on the spinnaker hatch tracks to keep the hatch opening and shutting easily.

Blocks Cleats & Tracks

Whenever possible use fresh water to rinse the entire boat paying particular attention to cleats and fittings. There is really no substitute for holding a water hose to all your tracks, cleats, cars (especially the mainsheet car) and blocks. Whilst you are hosing them use the ropes to move the blocks, move cars back and forth and open and close the cleat jaws to ensure that all parts are clean. You will immediately start to feel them moving more easily. You should lubricate all cleats and blocks with a nonoil based lubricant like McLube One Drop or Holt Prolube.

Hatches & Bungs

Whenever the boat is ashore open all the hatches in the hull to “allow the boat to breathe”. Examine any hatch clips (see picture) or fittings to ensure they are still closing the hatch tightly. For more information on maintaining hatch clips go to www.petticrows.co.uk.

Remove the bung above the keel to allow water to drain from the bilges and keep the boat dry.

Sails

Any sail will last longer if it is taken care of.

Whenever you have the opportunity rinse your sails in fresh water but remember to thoroughly dry them. If you role your sails when they are still wet with fresh water you will get mould on the sail. So dry them well!

Both the genoa and mainsail should be carefully rolled and stored flat in a dry place.

Take spinnakers ashore, wash, dry and store them in a bag that is big enough for the spinnaker to fit without being crushed or creased. Do not put other items on top of the spinnaker bag.

Boat handling during racing

Good boat handling will massively reduce the potential for damage. The most common mistakes that we see on the racecourse are:

Forestay

When you are rolling or unrolling the genoa always have tension on the forestay, this helps to protect the furling gear and forestay.

Mast Ram (Mast Pusher)

The majority of mast breakages happen in the ram area and are the result of not using it properly. If you follow the correct sequence you will significantly reduce the possibility of mast failure.

When going down wind, first let off the mast ram and then release the runners to let the mast go forward.

Before going upwind, let off the genoa tension string (called the f-ulator), pull the mast back using the runners and backstay and only then pull the ram back.

Jumpers

In heavy airs you may have the jumpers off upwind to depower the mainsail, put them on again before you go downwind so that when you gybe with only the back stay on, the top part of the mast is supported.



Rings, pins and shackles

Check all rings, pins and shackles. It is a good idea when rigging the boat to tape over shackles, pins and rings to ensure they do not open up or catch on ropes, sails, etc

Sails

When you are sailing take care when you roll the genoa. The window in the sail can break if it is rolled with a crease in it. This is not fast!

Regularly look at the tell-tails on the main and genoa and remove any furry parts as they will prevent the tell tails flying properly.

Winter maintenance – on shore

Hull

Wash the boat both inside and out with a mild detergent before putting it away for the winter. This will help remove any salt residue and reduce corrosion.

Battery

Take the battery out of the boat and store in a dry place.

All removable ropes

Wash and store in a dry environment.

Mast storage

After washing and leaving the mast to dry, lubricate all moving parts. You can buy special marine products to wipe onto the mast which will protect it during the winter.

When a mast is down, make sure it is adequately supported along its entire length – a minimum of three supports is good. If you are leaving it on top of your boat on the trailer mast supports loosen any strings tying the mast to the supports so that the mast is not under any strain. If the mast is outside with a mast cover make sure the zip is facing down to prevent water getting in.

Sails

Sails should be washed and stored dry on a flat surface. It is worthwhile releasing the batons in the main by taking the batons out of the baton pockets on the leech. You don't need to remove them, just take the pressure off. We recommend rolling genoas and mains and storing them in dry place. It is also worth applying WD40 (or equivalent) to the zip on the genoa to reduce the possibility of corrosion over the winter.

Store your spinnaker inside as mice are known to use spinnakers to make their nests!

Trailer

Surprisingly many sailors forget about looking after the trailer over the winter. There are a few simple things you can do that will help your trailer last longer.

1. Give all the trailer electrical connections a quick spray of WD40 and then grease with Vaseline or equivalent to reduce the risk of corrosion
2. Grease (with a heavy grease) either the tow hitch ball on the car or the tow hitch fitting on the trailer at the beginning of each season. Do this several times a year if the trailer is based somewhere hot.
3. Inspect the trailer including the axle and tow hitch area for cracks
4. Check the tyre pressures (see your trailer manual for the correct pressure). Don't forget the spare tyre!

Good luck and safe sailing

NEW IDA OFFICERS

CHAIRMAN: JENS RATHSACK – MON

Hamburg-born Jens Rathsack started sailing at the age of 6 in the Optimist Class. Regatta sailing dominated his sailing life from that day. He went on to sail in 470s and was a crew member of the German National Team. He later moved to Solings and Dragons, as well as participating in big boat regattas around the world, such as the Boston to Hamburg race and the Caribbean 600. Jens was involved in the dental business for more than 30 years and he now lives in Monaco. He remains a member of the NRV in Hamburg and a member of the German Dragon Fleet. He now has the time to give something back to the sport he loves and he plans to use his passion for the Dragon and his business and sailing experience to further promote the class to new generations of sailors.



VICE CHAIRMAN: JUSTUS KNIFFKA – SUI

Justus started sailing together with his father from his early childhood and became an internationally active Dragon Sailor in his early twenties. He has been privileged to sail in all three Dragon crew positions throughout the years and enjoys building a strong bond with his fellow crew members. The Dragon class feels like an extended family and Justus is happy to be able to make a positive contribution as a Vice Chairman of the IDA and to engage with national secretaries and Dragon sailors from across the globe. In his professional life Justus is a shipping and general management executive. He is a Fellow of the Institute of Chartered Shipbrokers and holds an MBA from London Business School.



Completing the current IDA Executive Officer group are Vice Chairmen Gérard Blanc and Marc Castagnet and Treasurer Anne Vanneste. Tim Pearson continues in the role of Secretary.



Photo: ROBERT DEAVES



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RC DRAGONS!

PETTICROWS MODEL DRAGON PROJECT

David has over 30 years experience in building and racing model yachts.

The Peticrows model Dragon resulted after a conversion I had with Tim Tavinor a few years ago. Coming from a competitive racing model yacht background, I suggested to Tim that Dragon owners could benefit from racing model Dragons. Tim wished to stay faithful to the Dragon hull shape, and as every boat would be identical then its performance (good or bad) would be the same. The size of model I was proposing, would be around 1.5m.

Project "Petite Dragon" was created to make a radio-controlled sailing model for existing Dragon sailors or anyone interested in sailing an authentic Dragon model. To ensure a faithful reproduction the CAD data from a laser scanned Dragon hull was reduced to a 1:6 scale. A CNC plug of hull and deck were made, then the craftsmen at Peticrows did their work on a hull and deck mould. For the initial rig we choose to use a jib on a balanced boom similar to what is used on most racing model yacht classes. A two-channel radio control system allows the main and jib to be controlled simultaneously through a winch servo with a second servo controlling the rudder.

The prototype was displayed publicly for the first time at The Edinburgh Cup in the UK. The Dragon sailors welcomed the smaller addition to the class but felt a genoa was required to authenticate the Dragon look. Subsequently, a sheeting system was developed to allow a genoa and mainsail to work off the same winch servo with the addition of a third servo to fine tune the mainsail after tacking or running downwind.

It is hoped to have a mini regatta or match racing event next year as the model would be suitable for sailing in the marinas. The plan is to offer the "Petite Dragon" as a complete package literally out of the box. It will come in its own storage box complete with hull, rig, radio control and alloy stand. For more information on how to order please contact kay@peticrows.com or visit www.peticrows.com

David Potter

RADIO CONTROLLED DRAGON WITH A SPINNAKER!

Steve is a former owner of several Dragons and was Canadian Class Champion in 1982.

After retirement, I completed a 1:6 scale GRP Dragon model I'd started decades ago. First, in anticipation of a spinnaker, I increased the righting moment of the model by adding a (removable) 5.5 kg external ballast pod beneath the scale GRP keel profile. I sourced waterproof servos and rigging and fittings from other RC classes and had Rod Carr, an RC sailmaker, make me a suit of scale sails. Rod thought I was joking when I asked about a scale spinnaker, so I cobbled up a dimensionally correct prototype with no broad-seaming, to work out the launcher mechanics.

I live on a salt water island on the west coast of Canada and it's important that my Dragon be seaworthy in these conditions. In my first sea trials in September, I was pleased to discover that my model responds to the helm and sail trim very much like a Dragon. The tacking genoa/sail sheeting system is easy to operate and works reliably. The model is stiff upwind and sails with 'scale' weather helm in a breeze so the helmsman has to trim and feather as one would on a real Dragon and I've incorporated trim between the main and genoa in my RC radio system.

Just as on a real Dragon, positive buoyancy, a reasonably water-tight spinnaker launcher door and self-bailing launcher tube are critical elements to keep the model afloat under the worst conditions. I'm now modelling the launcher door/tube in CAD, to be produced by CNC methods to make them watertight, reduce the spinnaker entry/exit friction and minimize the opportunity for snags.

Developing the spinnaker system on my model Dragon has been technically challenging but fun, and my progress has made sailing my RC Dragon an authentic experience. An RC Dragon with spinnaker requires similar teamwork to sailing a real Dragon. For more information, you can contact Steve at steve@imlcontracting.ca

Steve Alvey



Introducing THE MONACO DRAGON ASSOCIATION

The IDA is pleased to welcome a new Dragon Association to its membership – the Monaco Dragon Association. The President is Mme Andrea Greaf-Rathsack. The association starts with a small fleet of Dragons and hopes to build on this in the very near future. Monaco has been one of the favourite Dragon venues for many years and we look forward to sailing there under the new flag of the Monaco Dragon Association. Congratulations Monaco!



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DUTCH DRAGON ASSOCIATION FULL SAILS AHEAD



After a fantastic Dragon 90th Anniversary year in 2019 with a super Dragon Gold Cup in Medemblik in June (96 entries) and a great Dutch Open in September in Muiden (30 entries) the Dutch fleet is looking forward to 2020.

Apart from the annual programme with the Grand Prix Aalsmeer, the Grand Prix Muiden, the Dutch Open and the Grand Prix Alkmaar the Dutch fleet will introduce an exciting new element for the fleet.

The Benelux Sprint Championship, will take place on 13 and 14 June in Zeeland at Grevelingen/Bruinisse. This event will introduce a new concept of short races

over windward/leeward courses with short leg lengths of 0.5 to 0.8 miles, the aim will be for each race to last a maximum of 30 minutes.

Splitting the fleet into several groups is also an option to give a limited number of boats on each start line to prevent general recalls. It will become a weekend with a total of 15 races over the two days and will also feature plenty of the well-known Dutch & Belgian hospitality in this culinary paradise of the Netherlands.

Dutch and Belgian club teams will be given priority in entering this event. To find out more please visit www.dragonclass.nl

VANCOUVER DRAGON FLEET

The first Dragons were shipped to North America in the early 1950s, once commercial shipping from Europe to North America resumed after the war. As a new Olympic Class, there was a lot of interest and fleets were started up and down the West Coast, around the Great Lakes, on the East Coast and in the South.

In 1951 the first Canadian Dragon, KC1 was imported from Norway to Vancouver by W.H. (Bud) Day (a newly built Kolbjornsvik). It cost around \$5000 at that time, the same price as a small house in Vancouver (now worth about \$1.5m), a relatively expensive toy at the time. To appease his wife, Bud named her *Lady Nan*, and told her it was a family cruising boat. After one family cruise on English Bay, it revealed its true colours as a racing boat which Bud actively raced for the next five years. Since renamed *Lady*, CAN1 was still racing up until recently.

In 1953 the Canadian Yachting Association was presented with the Duke of Edinburgh Cup, donated by Prince Philip to promote Dragon racing in Canada (similar trophies were given to the British and Australian Dragon Associations). The first Canadian Dragon Championship to award the Cup was held at the Royal Canadian Yacht Club in Toronto in 1953, and in 1954 Prince Philip sent *Bluebottle*, K192 over to the Great Lakes to compete for the Cup. The Prince was a strong supporter of Dragons in Canada, sending *Bluebottle* to Canada twice and awarding the prize personally a number of times. By 1956 nine Dragons were racing actively at the Royal Vancouver Yacht Club, with other strong clubs nearby in Victoria and Seattle.

Despite the loss of the Olympic designation in 1972, the Dragons in Vancouver remained a strong fleet. The Royal Vancouver Yacht Club hosted the Dragon Worlds in 1983 with a good balance of entries from Australia, Hong Kong, Germany, the Netherlands, the UK, and the US and Canada. The event was won by local sailor Bob Burgess, sailing *Mistral*, KC118. After this event the Australian Dragon sailors invited the Royal Vancouver to join the Pacific Rim Interport event series with Australia and Hong Kong (Japan joined the group later).

The growth of the Vancouver fleet in the 70s and 80s was helped by having a local builder, Marty Godsil, based out of Seattle. Kelvin Savell of San Diego built a number of wooden Dragons for successful US competitors, then took a



mold off one of the last ones to make a GRP Dragon. The molds were bought by Marty who went on to build 14 Dragons, many of them still in Vancouver. These Dragons have a distinctive stylized "S" on the bow. An additional 10 were manufactured in Ontario (Spoce), then back in Seattle (Miller) before the molds went to Hong Kong (Chang). One of the Hong Kong Dragons is in Vancouver.

Today's Vancouver Fleet consists of 12 Dragons at the Royal Vancouver Yacht Club on English Bay, a large bay that is part of the Salish Sea on the West Coast of Canada and is about 15 minutes from downtown Vancouver. The RVYC runs one design races on Wednesday nights and a regatta one weekend a month from May to October. The oldest Dragon in the fleet is a 1970 Børresen, *Mistral*, CAN118. *Mistral* was fully restored in 2015 and she races regularly and continues to have winning speed. The newest Dragon is a 2012 Petticrows, *Ayrborn*, CAN148. Racing is quite close and there is usually a good social event after racing on Saturday. Once a year the fleet gets a tow up to Centre Island in Howe Sound where the Royal Vancouver YC has an outstation (harbours on some of the nearby islands). They hold a variety of fun races (crew races, single-handed races) and partake of a special libation locally called Dragon's Breath, guaranteed to prune out those weak brain cells.

The Vancouver fleet members also travel to other countries to sample Dragon racing in new venues. The owner and crew of *Mistral* chartered a Dragon to participate in the Prince Philip Cup in Sydney in 2017 and sharpened up their heavy-air sailing skills. The fleet usually competes in the Pacific Rim Interport with the Royal Sydney, Royal Hong Kong and Kansai Yacht Clubs. And this year three crews plus supporters raced and partied at the 90th celebrations in Sanremo.

I'm sure you will see more of them in the coming years. Further information is available from www.nadragons.org



New sail models 2020



Mainsail ØZM-20
all purpose



Genoa Light ØZGL-20
wind range 4/12 kn

Genoa Medium ØZGM-20
wind range 8/18 kn

Genoa Heavy ØZGH-20
wind range 14/25 kn



Spinnaker S1 ØZS1-20
wind range 4/10 kn

Spinnaker S2 ØZS2-20
wind range 8/25 kn



SWEDISH FLEET FLOURISHING IN ANTICIPATION OF 2021 MARSTRAND GOLD CUP

2019 was successful both on the national and international scenes for the Swedish Dragon Association. The draw of the Dragon Gold Cup to be held in Marstrand in August 2021 has attracted a lot of new teams to the Swedish fleet, with more than 15 additional boats already sailing and others planning to join for the 2020 season.

More than 50 boats are now registered to Sweden, with racing activity centred on Mönsterås on the east coast and Gothenburg and Marstrand on the west coast, plus some racing on the central lakes.

The 2019 Swedish Open National Championship, held in Mönsterås, attracted a strong fleet of 28 boats, and reigning champion Martin Pålsson managed to secure yet another Swedish National title - the seventh in his career.

Together with experienced sailor K-G Löhr, who placed himself high on the international ranking partly from finishing third in the Dutch Nationals, Martin Pålsson and crew had great success both in the Gold Cup in Medemblik and the Dragon Grand Prix European Cup Finals in Mallorca, where they finished best Corinthian and fifth overall.

The Swedish Dragon Class is now in active preparation for the 2021 Dragon Gold Cup which will take place from 13 to 21 August and will be hosted by the famous Marstrands Segelsällskap (MSS) and Göteborgs Kungliga Segelsällskap (GKSS). This will be the 10th time that Sweden has hosted the Gold Cup and its 9th visit to Marstrand.

In the far west of Sweden, where the archipelago ends and the open sea begins, sits the island of Marstrand with the Carlsten Fortress at its pinnacle. This world-famous sailing town and seaside resort is a favourite with visitors and its car-free streets, top restaurants and cafés, long summer days, cool nightlife and vibrant cultural scene all help to make it a hugely popular destination. In recent years the number of accommodation options has grown considerably and there is now a wide range of offerings to suit all budgets.

Marstrand is located less than an hour's drive from Gothenburg, which will celebrate its 400th Anniversary in 2021. Special events and activities are planned for the city throughout the year and for those travelling to the Marstrand Gold Cup a side visit to Gothenburg is strongly recommended.

The introduction of a new Nordic Cup, featuring regattas in Norway, Denmark and Sweden, has also helped to revitalise Dragon racing participation across Scandinavia. In 2020 the Swedish leg of the Nordic Cup will be combined with the Swedish National Championship in Marstrand from 12 to 14 June. International Dragon teams from across the globe are warmly invited to attend this event which will provide the perfect opportunity to tune up in preparation for the 2021 Gold Cup.

Further details about the Swedish Dragon Association and the 2021 Dragon Gold Cup will be published at www.svenskdrakklubb.se

GERMAN DRAGON CLASS ASSOCIATION – 2019 REVIVAL OF CLASSICS

The German Dragon Class Association has started to pay more attention to the Classic Dragons of the fleet. Here is Helmut Kraus, Chief Communications Officer, Board of the German Dragon Class Association with some ideas about that new awareness and some concrete plans.

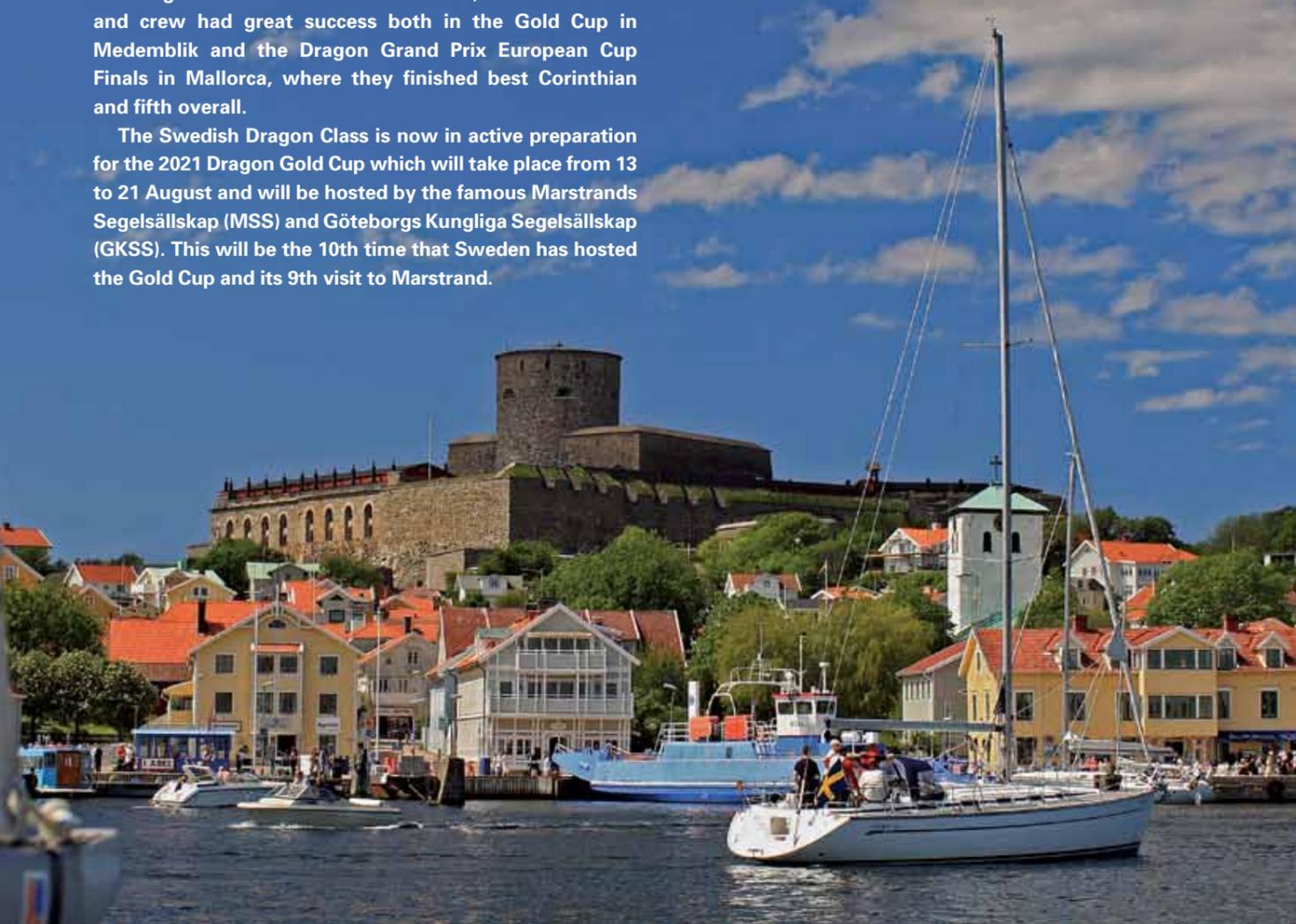
We intend to make the German Dragon Class association more attractive for the owners of classic wooden boats. Why this a necessity?

Whoever takes part in our regattas has to be a member of the Dragon Class. However, many owners have fallen in love with the Dragon as a classical yacht and sail their Dragons as a daysailer or as a club racer. And we have not yet made efforts to attract those owners as members. How are we going to change that? Well, we want to deal more with interesting topics for these sailors, for example introduce old boats, point out dates that are especially interesting for classic Dragons, and raise awareness for older boats. In addition, we are creating a boat register as a source of reference for our website.

At the moment we have about 400 Dragons, round about 90 of them wooden classical yachts. So far they take part in our regattas without any separate ranking. However, a new awareness of them has been growing for some years, many are being restored and equipped with modern rigging to make the most of the potential of the wooden hulls.

And there are more and more special prizes for the wooden Dragons, since 2009 even their own Cup. This is a regatta event taking place every three years, exclusively for Dragons with traditional wooden construction. Last time it was held on Lake Wolfgang in Austria, and the next upcoming event is in 2021 in Flensburg, Germany.

Visit www.dracheklasse.de for more information.



NATIONAL CLASS CONTACTS AND REGISTERED FLEET NUMBERS

The International Dragon Association encompasses National Class Associations in 31 countries across 5 continents around the world with 1360 boats registered and racing regularly. Founded in Scandinavia, the class spread initially to Great Britain and then out across Europe. Today there are fleets in North America, the Caribbean, Asia, North Africa and Australasia making the class truly global.

The largest National Class is Germany with 417 boats, with Great Britain the second largest with 120 boats. The Ukraine and the United Arab Emirates might be the smallest National Dragon Classes in the world, with just 3 boats apiece, but with all of their boats regularly racing on the international circuit they are nonetheless highly active fleets.

The quotas for boats at international events is shown at the end of this section.



ANTIGUA

Registered Boats – 8

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AUSTRALIA

Registered Boats – 51

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AUSTRIA

Registered Boats – 89

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www.dragonclass.at



FINLAND

Registered Boats – 15

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FRANCE

Registered Boats – 86

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GERMANY

Registered Boats – 417

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GREECE

Registered Boats – 9

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HUNGARY

Registered Boats – 18

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HONG KONG

Registered Boats – 21

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ITALY

Registered Boats – 26

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BELGIUM

Registered Boats – 19

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CANADA

Registered Boats – 23

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IRELAND

Registered Boats – 17

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JAPAN

Registered Boats – 20

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DENMARK

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ESTONIA

Registered Boats – 6

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MONACO

Registered Boats – 5

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NETHERLANDS

Registered Boats – 71

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NEW ZEALAND

Registered Boats – 13

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U.A.E.

Registered Boats – 3

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U.K.

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NORWAY

Registered Boats – 35

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PORTUGAL

Registered Boats – 23

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UKRAINE

Registered Boats – 3

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U.S.A.

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www.russiandragon.ru



SPAIN

Registered Boats – 5

Carlos Carbajal

spanish.dragon.class

@gmail.com

spanishdragonclass.com

QUOTA BOATS FOR CHAMPIONSHIP REGATTAS

Antigua	6
Australia	10
Austria	11
Belgium	7
Canada	8

Denmark	9
Egypt	7
Estonia	6
Finland	7
France	11

Germany	17
Greece	9
Hong Kong	8
Hungary	7
Ireland	7

Italy	8
Japan	7
Netherlands	10
New Zealand	7
Norway	8

Portugal	8
Russia	10
Spain	6
Sri Lanka	6
Sweden	10

Switzerland	10
Turkey	7
U.A.E.	6
UK	11
Ukraine	6
USA	8



SRI LANKA

Registered Boats – 4

Kapila Kumara

Patrick Delahaye

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+31 475 46 64 61

delahaye.patrick@skynet.be



SWEDEN

Registered Boats – 52

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SWITZERLAND

Registered Boats – 61

Ramon Winterberg

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info@dragon-class.ch

www.dragon-class.ch



TURKEY

Registered Boats – 12

Sabri Ata Narin

sabriatanarin@gmail.com

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paynesailing@aol.com +44 (0)7788 587017



2020 DRAGON REGATTA SCHEDULE

REGATTAS	RL_F	M	STARTS	ENDS	VENUE	COUNTRY	CONTACT
2020 CHAMPIONSHIPS							
Dragon European Championship	1.25	2	20/04/2020	26/04/2020	Palma de Mallorca	Spain	crpuertoportals.com
Dragon Gold Cup	1.3	2	05/09/2020	11/09/2020	Kinsale	Ireland	dragongoldcup2020.com
GRADE 1							
Prince Philip Cup Australasian Champs	1.2	2	04/01/2020	11/01/2020	Sandy Bay	Australia	ryct.org.au
IDA Spanish Grand Prix - Trofeo Princess Sofia	1.2	2	26/03/2020	29/03/2020	Palma de Mallorca	Spain	trofeoprincessosofia.org
IDA Italian Grand Prix	1.2	2	27/05/2020	30/05/2020	Scarlino	Italy	assodragone.it
IDA French Grand Prix	1.2	2	19/08/2020	22/08/2020	Douarnenez	France	grandprixguyader.com
IDA Portuguese Grand Prix & European IDA Grand Prix Cup finals	1.2	2	02/11/2020	07/11/2020	Vilamoura	Portugal	vilamourasailing.com
GRADE 2							
NSW State Championships			30/11/2019	12/01/2020	Sydney	Australia	rsys.com.au
Alassio Int. Dragon Cup – Italian Open Champ. 1st series			13/02/2020	16/02/2020	Alassio	Italy	assodragone.it
West Australian State Championships			13/03/2020	15/03/2020	Perth	Australia	rfbyc.asn.au
Paul & Shark Int. Dragon Cup – Italian Open Champ. 2nd series			19/03/2020	22/03/2020	Sanremo	Italy	yachtclubsanremo.it
Copa Del Mediterraneo			20/03/2020	22/03/2020	Puerto Portals	Spain	crpuertoportals.com
National Open de France	1.1		30/04/2020	03/05/2020	Cazaux	France	cvcl.fr
International Eichhornregatta / South German Championship			08/05/2020	10/05/2020	Staad/Bodensee	Germany	drachenklasse.de
Irish Open National Championship	1.1		21/05/2020	24/05/2020	Dublin	Ireland	riyc.ie
Grand Prix Muiden Final			06/06/2020	07/06/2020	Muiden	Netherlands	dragonclass.nl
Swedish & Danish National Championships, incorporating Nordic Championship and Emtunga Cup	1.1		12/06/2020	14/06/2020	Marstrand	Sweden	segladrake.se
Russian Dragon Open	1.1		13/06/2020	17/06/2020	St Petersburg	Russia	russiandragon.ru
Edinburgh Cup (UK national championship)	1.1	1	30/06/2020	03/07/2020	Edinburgh	Scotland	rfyc.org
Johan Anker Cup			17/07/2020	19/07/2020	Csopak	Hungary	dragonclass.hu
International Austrian Championship			23/07/2020	26/07/2020	Attersee	Austria	dragonclass.at/oestm/
International Austrian Championship			30/07/2020	02/08/2020	Attersee	Austria	dragonclass.at/oestm/
International German Championship			04/08/2020	08/08/2020	Berlin/Wannsee	Germany	drachenklasse.de
International Brugse Zot Cup			08/08/2020	10/08/2020	Ostend	Belgium	belgiandragons.be
Open Belgian Championship	1.1	1	13/08/2020	16/08/2020	Ostend	Belgium	belgiandragons.be
Swiss National Championship	1.1		20/08/2020	23/08/2020	Lake Uri, Brunnen	Switzerland	rv-brunnen.ch
Classic Cup			28/08/2020	30/08/2020	St Petersburg	Russia	russiandragon.ru
Irish East Coast Championship			29/08/2020	30/08/2020	Kinsale	Ireland	kyc.ie
Imperia Int. Sailing Week – Italian Open Champ. 3rd series	1.1	1	10/09/2020	13/09/2020	Imperia	Italy	assodragone.it
Dutch Open Championship			17/09/2020	20/09/2020	Muiden	Netherlands	dragonclass.nl
Hungarian National Championship	1.1		24/09/2020	28/09/2020	Balatonfüred	Hungary	dragonclass.hu
Hans-Detmar Wagner Cup – Italian Open Champ. 4th series	1.1		01/10/2020	03/10/2020	Torbole	Italy	circolovelatorbole.com
CLASSIC CHAMPIONSHIP							
Classic & Vintage Championships			25/07/2020	30/07/2020	London	UK	rlvc.org.uk

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

LOOKING & AHEAD 2021 & 2022

As always, the International Dragon Association is planning well ahead for the forthcoming Dragon championships and we are delighted to confirm that in addition to the terrific programme already planned for 2020 (see opposite) plans are being put in place for the major events in 2021 and 2022.

Further information about all of these events will be published at www.internationaldragonsailing.net

2021

Dragon World Championship Kühlungsborn, Germany

Kühlungsborn has become a firm favourite with the Dragon fleet as it's one of the finest sailing venues on the Baltic. With the race area just moment from the harbour, plentiful accommodation at a range of levels, plenty of great bars, restaurants and hotels to choose from, plus a welcoming and highly efficient organisation we can look forward to a terrific World Championship from 14-18 June 2021.

Dragon Gold Cup Marstrand, Sweden

Summer in Sweden is a magical time and Marstrand has long been a favourite venue for the Dragon Gold Cup. From 13 to 21 August 2021 this delightful Island town on the Swedish archipelago, less than an hour's drive from Gothenburg, will once again throng with Dragon sailors and their friends and families. Since our last visit to Marstrand several new accommodation options have opened up, and the town continues to offer a superb mix of cool Scandi night life, superb restaurants, great shopping and a unique relaxed vibe.

2022

Dragon European Championship Sanremo, Italy

Outstanding race management, great weather and chic après sailing events are all synonymous with Sanremo and once again the Dragon fleet will be heading to the Italian City of Flowers in 2022. The Yacht Club Sanremo will host the Dragon European Championship dates to be confirmed.

Dragon Gold Cup Ostend, Belgium

The hospitality of the Belgian Dragon fleet is legendary and a visit to Ostend is always hugely popular with the fleet, so the IDA is delighted to confirm that the Royal North Sea Yacht Club will welcome the International Dragons for the 2022 Dragon Gold Cup from 22-27 August 2022.

ACTIVE INTERNATIONAL DRAGON BUILDERS

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

Petticrows Ltd Unit 6, Dammerwick Business Park, Marsh Road, Burnham-on-Crouch, Essex, CM0 8NB, UK T: +44 1621 782115 E: petticrows@petticrows.com www.petticrows.com	Ridgeway Dragons 57 B South Arm Road, Rokeby 7019, Tasmania. Contact: Zane Ridgeway T: (03)62729946 E: zane@ridgewaydragons.com www.ridgewaydragons.com	Joop Doomernik Havendijk 22, 5017 AM-tilburg The Netherlands T: +31 (0)13 - 58 00 306 Mbl: +31 (0)655 80 66 66 E: joop@doomernik.nl www.doomernik.nl	Premier Composite Technologies Dubai Investments Park, PO Box 282777, Dubai, UAE T: +971 (0)4 886 8555 E: marine@pct.ae www.pct.ae	Markus Glas GMBH Seeweg 1-3 82343 Possenhofen Bavaria, Germany T: +49 (0) 8157 - 9395 0 E: info@bootswerft-glas.de www.bootswerft-glas.de
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INTERNATIONAL DRAGON RULES & PLANS Available from the IDA – timothympearson@gmail.com Plans 1-7 + Johan Anker Original Drawings via e-mail

EAGLE 38



EAGLE 44



EAGLE 54



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