



INTERNATIONAL
Dragon
YEARBOOK



JANUARY 2010
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CHAIRMAN'S MESSAGE

2009 was a year of financial recession across most of the world. 2009 was also the 80th anniversary of the Dragon Class. At the beginning of 2009, we were very concerned that the prevailing economic environment could have a significant adverse impact on the Class activities during the year. Our concerns proved to be unfounded. All our Championship Events were well attended and all of them attracted levels of sponsorship that enabled the regatta organisers to maintain the high standards we have come to expect. I would like to congratulate everyone involved in this amazing achievement. Our 80th anniversary has been, by almost any standard, a truly successful year for the Dragon Class. The IDA did, however, have a somewhat disappointing year financially, due solely to a major reduction of over 50% in the sale of sail labels. We believe this was a temporary phenomenon and the continuing healthy finances of your Association, under the careful stewardship of Andrew Craig, have not been unduly affected.

Last year, I reported that for 2009 your Officers would continue to work with organisers to ensure that our Championship Events were organised to the highest standards. All the feedback I have indicates that this was achieved. The Gold Cup was at Skagen, Denmark, the World Championship at Medemblik, Holland and the European Championship at St Tropez, France. All these Championships had strong entries, good racing and excellent social events. The winners of the major IDA and other principal events are shown on page 5. I congratulate all these sailors and their crews for their achievements.

The International Ranking List became fully operational during 2009. After responding to the demand to provide a ranking list it was disappointing that so many sailors did not obtain their ISAF Sailor ID's or did not report them to the IDA. It was also disappointing that many event organisers failed to report final regatta results correctly and in a timely manner to the IDA. This made it very difficult for the IRL to be maintained correctly. Robert Alpe has worked prodigiously to develop an overall result, as accurate and comprehensive as possible in the circumstances. The winner in 2009 is Anatoly Loginov; his achievement and consistency has been outstanding at every event he attended this year. I would like to congratulate him and he is undoubtedly a worthy winner. An article on the IRL appears in this Yearbook. I do hope everyone will make sure they participate more fully and enthusiastically in 2010.

A number of important issues were discussed at our Annual General Meeting this year, hosted generously by the Yacht Club de France in Paris. I mention three of particular interest below*

• **Locations Of European Championships.** The policy over recent years has been to award this particular IDA event to countries where it is felt that the Class development in that country can be helped by the hosting of a major IDA Event. This is somewhat different from our policy for World Championships and Gold Cups, which we award only to venues with truly championship courses, locations and facilities. I am glad to report that the AGM endorsed the current policy and we will continue to work with some of our growing fleets. For example, in 2010 the Europeans will be hosted by Hungary and in 2012 they will be held in Austria.

• **Qualification for World and European Championships.** The unprecedented number of boats that were qualified and wanted to enter the 2009 Europeans at St Tropez was around 135. This was totally impracticable and the organisers did an outstanding job by accepting 106 entries. However, this brings into focus our qualification criteria, which has been expanded over recent years, is too generous and needs a complete overhaul. National Associations are asked for ideas, to be received by the IDA no later than 1st June 2010. This will give your Officers time to consider the options and develop a firm set of proposals for the 2010 AGM. One option is to open it up completely, with the organisers clearly stating in the Notice of Race the maximum number they can accommodate and the closing date for entries. Entries would then be accepted on a first come first served basis.

• **Branding of the International Dragon Class.** Your Officers were mandated by the AGM to develop a new Branding Strategy for next year's AGM. The Dragon Class presentation of its own identity is inadequate and diffused, at best. Attempts have been made in the past, but they have never been properly approved and carried forward comprehensively on a global basis. Our international strength, the quality of our competition and the sheer magnitude of the Dragon fraternity has never been properly communicated. We have been set a major task and will give it our best shot!

Technically, 2009 has been one of our quietest years. I would like to thank Mike Hayles and his technical committee. Their work, with the Builders, who continue to develop the boat within the existing Class Rules, has led to this very satisfactory situation. I am pleased to report that a new Chief Measurer has recently been appointed, Marcel Wagenaar from Holland. Gunter Ahlers will continue for some time to act as an adviser and I believe we have a very strong team operating on technical matters.

Peter Warrer and Xavier Rouget-Luchaire both retired as Vice Chairmen, having completed their maximum 4-year terms. I would like to thank them both for their wonderful support. I would like to welcome Richard Blickman, Holland, and Robert Alpe, Australia who have been elected as Vice Chairmen. An article in this yearbook will give you Richard's personal background. Robert, unusually, has been re-elected as he retired just 12 months ago. This recognises the extensive work Robert is doing on our behalf both with the IRL and overseeing for the IDA the organisation of the 2011 World Championship in Melbourne, Australia. I would also like to take this opportunity to thank David Dale and Jill Hayward for their contributions to the organisation of the IDA. Our broad international reach makes for a complex organisation.

I look forward to 2010 with great enthusiasm. The Class has, as ever, a very full schedule of regattas. I hope the wide choice will satisfy all of our sailors at whatever level they choose to sail and race. I am very mindful that local club racing is every bit as important to the long-term future of the Dragon class as are our international events.

Rob Campbell
Rob Campbell, Chairman

*A full copy of the minutes is available on www.intdragon.org

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Front Cover Photo & Right: Gaastra Dragon World Championship 2009. Photo courtesy Sander van der Borch

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Major Trophies and Current Holders

The Royal Hellenic Cup – World Championships (2009)

Danish Blue

Poul-Richard Hoj-Jensen, Theis Palm, Lars Jensen

The Virginie Heriot Cup – European Championships

Bunker Queen

Markus Weiser, Sergey Pugachev, Matti Paschen

Iberian Championship

Xallet

Vincie Hoesch, Peter Liebner, Michael Lipp

Grande Prix Petite Navire –Douarnenez

Bunker Boys

Evgeny Braslavets, Sergey Timokhov, Roman Sadchikov

Trophee Panerai – Regates Royale

Blue Haze

Ivan Bradbury, Lars Hendriksen Will Willetts

The Nations Cup (Team Race within Gold Cup) Ukraine – CCCP, Bunker Queen, Bunker Boys

The Prince Philip Cup (Australian National Championship)

Karabos IX

Nick Rogers, Leigh Behrens, Simon Burrows

The Gold Cup

CCCP

Ruslana Taran, Roman Sadchikov, Vadim Statsenko

Princess Sophia – Palma

Sinewave

Tommy Müller, Vincie Hoesch, Michael Lipp

Dragon Grande Prix – Strande

Bunker Queen

Markus Weiser, Sergey Pugachev, George Leoncheck

The Marbledhead Trophy

Men at Work

Jens Christiansen, Kim Andersen, Andreas Bagger

The Borge Borresen Memorial Trophy

Dragoni Holly

Stephen Link, Frank Butzman, Andreas Lohman

The Müller Trophy (Top placed sailor on the International Ranking List)

Anatoly Loginov (Russia)

Photo courtesy Sander van der Borch.



Dragon Gold Cup 2009

Ruslana Taran Makes History As First Woman To Win The Gold Cup
Skagen, Denmark, 1-7 August 2009

Skagen in Denmark, the meeting place of the North Sea and the Baltic, was the venue for the 2009 Dragon Gold Cup. Famous for beaches, food and hospitality, we could also, according to the locals expect good winds. Well the food, hospitality and sheer beauty of Skagen didn't disappoint but sadly the wind failed to deliver!

However the wind conditions did not overshadow a super event. Race day 1 saw the selection of the Nations Cup teams and the awarding of the Borge Borresen Memorial Trophy, to 'Dragoni Holly' with helm Stefan Link. "It's fantastic and a great honour to win this, he was the most famous Dragon sailor." When asked if he could keep his leading position for the rest of the week Stefan said "that is going to be very difficult". But he did not do as badly as he predicted and finished the regatta in a very respectable 6th place.

Race Day 2 was a wash out but the competitors did not criticise Race Officer Christian Lerche. He had observer boats on the course for the whole day searching for stable conditions, a wide enough search for one of the RIB drivers to enquire if he should take his passport with him! (Skagen is close to both Sweden and

Norway.)

On Race Day 3 PRO Lerche finally finished the 'duck shoot' of postponement signals at 11:34 and the fleet set off for the course. It is at this point one can quickly spot the difference between a PRO who knows what he is doing and one that thinks he does. Christian was resolute and patient and although the first race did not finish until a quarter past four there were, again, no dissenters. Race 2 was won by 'Annapurna' helmed by Anatoly Loginov. Stefan Link held on to the overall lead with a fine 8th. Race 3 was won by Bram de Wilde helming 'Faline' and Thomas Müller must have been pleased with 2nd place moving him up to 3rd place overall and only 5 points off the lead – surely Thomas went to sleep considering the possibilities.

Race Day 4 was a teaser and Rob Campbell, President of the International Dragon Association was pretty clear regarding the PRO's judgement "There is no way he could have got a race away. I fully sympathise with him, every time we thought we could manage it, the wind just dropped away."

Amongst all of the usual activity in a regatta village we were also graced by the presence of the 'Dannebrog' the Danish Royal Yacht. His Royal

Overall Top Ten Results

Pos	SailNo	Boat	Crew	Nett Pts
1.	UKR9	CCCP	R Taran, R Sadchikov, V Statsenko	57
2.	UKR7	Bunker Queen	L Hendriksen, S Pugachev, G Leontschuk	64
3.	RUS27	Annapurna	A Loginov, A Kirilyuk, A Shalagin	65
4.	DEN353	DUEL	P Due, J Andersen, L Christiansen	72
5.	GER996	Sinewave	T Müller, V Hoesch, M Lipp	80
6.	DEN336	Nanoq	HKH Kronprins Frederik, T Palm, K Harsberg	81
7.	UKR8	Bunker Boys	E Braslavets, I Sidorov, S Timokhov	89
8.	GER993	Dragoni Holly	S Link, F Butzmann, A Lohmann	93
9.	RUS90	Zenith	D Berezkin, I Goihberg, A Bushuev	98
10.	DEN396	African Queen	J Schönherr, A Waltersdorph, C Videbæk	105

Photo courtesy Per Heegaard.

Highness Prince Henrik and Crown Prince Frederik were welcome competitors and life aboard Dannebrog lent a certain quality to this Gold Cup. From the early morning delivery of the sailing village newspaper to the ceremony of lowering the flags at sunset, Dannebrog seemed to be a part of the event herself. With the moment of sunset indicated by her Captain (and in this case signalled by a single shot from Philip Skafte-Holm's nicely polished canon) all the national flags were lowered at the same time and all the boats in the harbour removed their national pennants. As one competitor gazing at 'Dannebrog' commented with a smile "I also used to take my caravan along to regattas".

Race Day 5 and the final day of racing saw Frank Berg helming 'My Way' take the honours for Race 4 and it was perhaps fitting that it was 'Men at Work' helmed by Jens Christensen and crewed by Steen Larsen and Kim Andersen who took the line honours for the final race of the 2009 Dragon Gold Cup. Fitting? Well Kim Andersen is the Commodore of the Royal Danish Yacht Club!

But it was, as it should be, consistency that won

the Gold Cup and it was Ruslana Taran, helm of 'CCCP', and her crew of Roman Sadchikov and Vadim Statsenko who were duly and deservedly presented with the Dragon Class Gold Cup – the first time a woman has won this most prestigious of yachting trophies. The Nations Cup was won by the Ukraine team of CCCP, Bunker Queen and Bunker Boys.

So after the final presentations were made it was 'Dannebrog' herself who signalled the closing of the event by quietly departing the quay



European Championship 2009

Markus Weiser Wins Second European Title

St Tropez, France, October 6 to 11 2009

In early October 106 Dragons from 19 countries arrived on France's Cote D'Azur for the 2009 Dragon European Championship hosted by the Societe Nautique de St Tropez. So popular was the event that Andre Beauvils, President of the Regatta Committee, agreed to increase the fleet from the original limit of 75 to 106, the largest for a European Championship ever. This increased the demands on the sponsors, the organisers, under Julien and Rosa Rits, and the facilities, but all involved worked very hard to provide excellent facilities for the sailors.

George Korhel, Race Committee Chairman, and Tony O'Gorman, Race Director, recognised that this would mean a split fleet was necessary. The entry list was initially divided into four groups and the schedule revised to provide three round robin races, in which each group would race against the others to decide the Gold and Silver Fleets, followed by up to four more races to decide the Championship.

Light airs on Wednesday's opening day restricted racing to one start for each fleet only but on Thursday, with breezes of around 10 to 12 knots, each fleet complete two further races and the Gold and Silver Fleets were decided. During this stage many of the well-known names came to the fore with Markus Wieser leading overall, Evgeny Braslavets in second, Thomas Müller third, Poul-Richard Hoj-Jensen fourth and Bram de Wilde fifth. It was also good to see some 'newer' names such as Olga White and Quentin Strauss breaking into the top ten by this point.

Friday was sunny, bright, but windless and by 1500 attempts to start were abandoned.

Saturday was more promising and, after a short delay, the Race Officers found wind to the east of the harbour, and the breeze quickly became a steady 11 knots from the north. The Gold Fleet got away at 1200 with most at the pin end tacking quickly onto port for a long leg to the NNE. The few at the starboard end also tacked and looked good in clear and steady breeze with a lift half way up the leg. But it was the pin-end boats that profited and Weiser was first around. However it was a false dawn, and as more boats rounded the wind died

until the PRO had no alternative but to abandon the race, whilst still sitting in 11knts at the start!

A new breeze was spotted coming in from the west that built to 12-14 knots and the Committee rapidly reset the course. After an initial general recall the black flag was hoisted and both fleets made a clean start. At the top mark White's spinnaker was first to be sighted, well clear of Markus Glas with Weiser, Braslavats, and Müller close astern. This was the order at the gate and up the second beat, but on the second run the chasing pack closed on White and at the gate Weiser slipped past and held the position up the short final beat. Glas also eased past into second, leaving White third ahead of Braslavets and Müller.

The Silver Fleet also had a great race and at a close finish Christian Boillot led Helmut Schmidt, and Atkos Lutkas.

Aware of the time constraints and the danger of dying breeze, O'Gorman got both fleets away again immediately. Again the left was the favoured side and both fleets worked the St Tropez shore until they could tack for the top mark. Leading the Gold Fleet round this time was Anatoly Loginov, followed by the Kadelbachs and Michael Schatten. This was the order at the gate as they set off for what was to be the final beat. Again the majority went left but 7/8ths of the way up, the wind went light and right and those who had stayed on the rhumb line found themselves fetching into the finish of the by now shortened course, with those ahead and to leeward unable to get to the finish. The winner this time was Luc Pillot, followed by Rob Campbell, with Loginov third.

Further back, for the Silver Fleet, completing it's run at the last gate, the wind had died and come in from the east, to give them another run to the finish. Winners this time were Stefan Winberg, followed by Jacob Florian and Chris Dicker.

Everybody was hoping for wind on Sunday to settle the event, but it was not to be, and so the winner of the Virginie Heriot Cup, and European Champion 2009 was the very consistent Markus Weiser and his team of Sergey Pugachev, and Matti Paschen in Bunker Queen from the Ukraine.

Photo courtesy Francois Richard.

Overall Top Five Results

Pos	SailNo	Boat	Crew	Nett Pts
1.	UKR7	Bunker Queen	M Wieser, S Pugachev, M Paschen	5
2.	GER1036	Gin Palast	M Glas, M Glax, A Lohmann	17
3.	UKR 9	CCCP	E Braslavets, S Timokov, M Hestbek	17
4.	GER996	Sine Wave	T Müller, V Hoesch, M Lipp	19
5.	GER999	Tucan	A Kadelback, P Kadelback, F Butzmann	23

Silver Fleet Top Five Results

1.	GER1071	Kleine Brise	H Schmidt, M Berenbach, A Listl	44
2.	SWE338	Linnea	S Winberg, P Casse, P Nogen	46
3.	FRA323	Tamm Ha Tamm	C Boillot, P Froschl, M Meunier	55
4.	GER856	El Guancho	F Jacob, T Birkner, U Blumeyer	59
5.	GBR709	Kuling	C Dicker, M Dicker, S Dicker	64

GAASTRA DRAGON WORLD CHAMPIONSHIP 2009

Twenty years on from his first Poul-Richard Hoj-Jensen takes a second Dragon world title

Medemblik, The Netherlands, September 5 to 11 2009

Medemblik on the IJsselmeer played host to the 2009 Gaastra Dragon World Championship with 67 teams from 14 nations qualifying to compete for this most prestigious of sailing trophies. As always the Dutch hospitality was second to none and the quality of the Royal Yacht Club Hollandia's race management was exemplary.

The regatta's opening day brought very shifty winds but still gave fast and furious racing as Lars Hendriksen and Poul-Richard Hoj-Jensen set the pattern for the week at they battled it out in race one. In the end Hendriksen led Hoj-Jensen across the line with HW Zachariassen third, Anatoly Loginov fourth and Jørgen Schönherr fifth.

Day two featured 12-16 knots, high temperatures, sunshine and two more fantastic races. In race two Schönherr led on the first lap but he lost out badly on the second beat to finish sixth, while Thomas Müller made a big gain and captured the lead. Müller led to the finished followed closely by Jean Breger with Hoj-Jensen third.

It took two general recalls and a black flag to get race three away. Again the right side looked good but Hoj-Jensen stuck to the middle and led throughout the first lap. On the second beat Victor Fogelson got the better of the shifts to take the lead, which he then extended to the finish with Frank Berg second, Gavia Wilkinson-Cox third and Hoj-Jensen fourth. In the overall standings Hoj-Jensen now led the fleet from Hendriksen, Dirk David and Müller.

Day four was to prove considerably more difficult as the wind went light and fickle. In race four Schönherr managed to pick his way round the course fastest, but it was something of a lottery with a number of the leading names finding themselves buried in the pack. Ultimately Marc Blees took second place, Stefan Windberg third and Alexander Ezhkov fourth.

Race five was just as tricky and this time it was Ruslana Taran who came to the fore with fellow Russian Anatoly Loginov second and Louis Urvois third. For Hoj-Jensen it was a difficult day and his 17, 15 score line dropped him down the leader board into second overall allowing Hendrikson, who had finished eighth and fifth in the day's races, to take the lead. Taran's fifth race win combined with a twelfth in race four was sufficient to move her up into third overall. That evening the teams enjoyed a fabulous gala dinner at the Bonifacius Church in Medemblik, safe in the knowledge that the next day was a lay day and they could enjoy a lie in.

The penultimate day of the Championship brought good winds and two more very challenging races. Top performer of the day was Mark Neeleman who won both races in style. In race six he was followed across the line by Frank Berg with Jamie Lea in third and in race seven Lea again showed good form to take second place with Schönherr third. Hoj-Jensen put in a steady day adding a sixth and fourth to his score and climbed back to the top of the leader board. Hendriksen had his worst scores of the regatta, a fourteenth and a ninth, and now trailed Hoj-Jensen by two points overall. Taran also had a very difficult day finishing sixteenth and twenty-sixth to tumble from third to seventh overall. Schönherr was not on the face of it that consistent as he finished eighteenth in race six but his third in race seven combined with the introduction of the discard, enabling him

to drop a 48th, saw him move happily up into third overall with Loginov fourth and Neeleman fifth.

Going into the final race the scene was set for a spectacular finale. While Berg went on to win the race with Loginov second, the battle for overall supremacy raged as Hendriksen challenged Hoj-Jensen at every available opportunity. Ultimately Hoj-Jensen got the upper hand finishing in third place with Schönherr fourth, Lea fifth, Müller sixth, Reemt Reemtsma seventh and Hendriksen eighth.

Poul-Richard Hoj-Jensen, crewed by Theis Palm and Lars Jensen, took overall victory by seven points and was awarded the Hellenic Trophy. Lars Hendriksen, crewed by Michael Hestebek and Sergei Pugatchev, took the second podium position with Jørgen Schönherr, crewed by Axel Waltersdorph and Christian Vidabæk, third.

Speaking after sailing 2009 Gaastra Dragon World Champion Poul-Richard Hoj-Jensen paid tribute to Lars Hendriksen and his team saying "We had to work very hard for this title, we had some great battles with Lars. Today we were less than three boat lengths separated for practically the whole race. But in the final beat we were able to shake him off and secure the championship. I am a very happy and proud champion!"

Photo courtesy Sander van der Borch

Overall Top Ten Results

Pos	SailNo	Boat	Crew	Nett Pts
1	GBR745	Danish Blue	PR Hoj-Jensen, T Palm, L Jensen	37
2	URK7	Bunker Queen	L Hendriksen, M Hestbek, S Pugatchev	44
3	DEN396	African Queen	J Schönherr, A Waltersdorph, C Vidabæk	51
4	RUS27	Annapurna	A Loginov, A Kirilyuk, A Shalagin	54
5	GER996	Sinewave	T Müller, V Hoesch, M Lipp	70
6	DEN266		F Berg, S Kaestel, S Lassen	74
7	NED373	My Trust	M Neeleman, P van Reeuwijk, G van der Krogt	79
8	SUI297	Tachiston	U Libor, F Butzmann, S Hellriegel	84
9	UKR9	CCCCP	R Taran, R Sadchikov, G Leonchuk	94
10	GBR716	Jerboa	G Wilkinson-Cox, R Rosenberg, J Mortimer	101





Dragon Film Project In Development

International filmmaker Tom Nitsch, producer of the acclaimed film "The International Rule", brings us news of an exciting new project he is working on about the Dragon Class.

There are a number of books published, but the story of the Dragons has not been told on film before, as far as I know. But certainly this media is the most vivid way to pull you into this world emotionally.

The basic intention of the film is to create an homage to the Class that touches Dragon sailors as well as people who are not so familiar with this world. As I have done with previous themes in my yachting series, it will be a combination of visual and audio enjoyment with information. The history of the Dragons will be told, the art of trimming and handling them will be discussed all the way to aspects of racing them.

Furthermore a picture of the whole Dragon-world-community will be "painted" by following major events at very different locations. Sailors will speak about their fascination, their thrills and emotions, their enthusiasm.

The camera will be as close as possible to the elements, the materials, the faces, the beauty of the design, the craftsmanship of

building and handling of the yachts. The editing will support all this by creating sequences backed with music in between the wonderful commentary of narrator Tom Cunliffe, a famous British maritime author and thoroughbred sailor. Actually also a dear friend of mine I have worked with on all of my yachting films since 1991.

There is quite a bit video-material already gathered of events documented during the Princesa Sofia Cup in Palma 2007, the Dragon Gold Cup in Palma 2007, the Worlds in Dublin 2007, as well as racing the Dragons in Burnham and Hamburg and lately during the Dragon Gold Cup in Skagen. Interesting and enthusiastic interviews have been recorded. Still there is a lot of work still to be done to make this a film to the standards of my internationally highly awarded series. The release is planned for 2010.

Like "The International Rule" this new film is again sponsored by Pantaenius. Even more, the initial spark for the project came from Dragon sailor Michael Kurtz of Pantaenius. Please contact him on E-mail MKurtz@pantaenius.com if your enthusiasm could support the project.

Tom Nitsch. www.tom-nitsch-images.de

Cannes Dragon International



Programme pour l'année 2010

JUAN-Les PINS / MONACO / CANNES / SANREMO / PORTO FINO / ALASSIO

- 22 au 24 Janvier : SKI-VOILE INTERNATIONALE – Juan Les Pins
- 5 au 7 Février: PRIMO-CUP – Trophée Crédit Suisse - Monaco
- 25 au 28 Février : International de France Open (Grade 2) - CANNES
- 26 au 28 Mars : International Italian Championship (Grade 2) – SANREMO
- 14 au 16 Mai Andréa Alberti Cup - Porto Fino (Italy)
- 12 au 14 Juillet : Régates du Soleil -Cannes
- 4 & 5 Septembre : Warm Up Royal Regatta - CANNES
- 20 au 25 Septembre: 32^e REGATES ROYALES (Historical Event)
- 1 au 3 Octobre: ALASSIO DRAGON WEEK couplé avec «l' EXTRA CUP »
- 12 au 14 Novembre : Championnat Intl. de Méditerranée « Armistice Cup »
- 3 au 5 Décembre : Coupe d'Hiver du YCC – CANNES

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L I N D B E R G . C O M

Stavros Looks Back On The 80th Anniversary of the 'Dragons'...



Yes Campers,

Sailors from all over the World have raced our beautiful one design keelboat for over 80 years. From the day Johan Anker designed the Dragon in 1929 with 2 berths to cruise on his home waters in Norway, it was always destined for greater things, but who would have imagined the class now!

With its length of 8.9m and beam of 1.95m the boat is surprisingly nimble for its 1.7-ton weight! "Just as well" I hear you cry! As many a potential disaster has been avoided with a simple push of the tiller, after all the boat will turn on a sixpence, such is the superb design of this traditional deep-keeled classic. In addition to its fantastic manoeuvrability, when set up correctly, there are not many other vessels that track and sail so gracefully across the water.

History tells us that the name came from the Norwegian translation of 'Anker' into Drageen. And as we all know, we English are so lazy when it comes to foreign languages, we simply said Dragon.

History also tells us that it was the Clyde Yacht Club Association who presented the prestigious Gold Cup to the Class way back in 1937. With its unique six race, non-discard series, sailors have to be at the top of their game and stay out of the protest room to win! This year the Danish Fleet hosted the championship in Skagen, where the light winds did not spoil the fantastic time had by all. Congratulations to the two Transbunker boats that finished first and second. The Transbunker owner does a great job back in Ukraine by sponsoring so many Olympic hopefuls and encouraging 100s of children into sailing. It is nice to see the opportunity given to so many, well done.

This roundup is not to remind you of who won what, where. But to highlight some of the greatest achievements this season and to mention some unsung heroes who work hard to keep our members up to speed with our brilliant website. Jill Hayward continues to record the events, happenings

and general activities within the class, she is always at the end of a phone or email so raise a glass to her this Xmas. Jill is just one of so many that do an excellent job behind the scenes to keep our class at number one.

So my 'Stavros' awards this year fall into three categories, Best, Fastest and Most Consistent.....

The best has to be 'The Man', who yet again produced the goods at the right time - the Worlds, Medemblik, hosted by a superb Dutch organisational team, making it an extremely memorable event. Poul-Richard Hoj-Jensen did the business with the help of North Sails, Theis Palm and Lars Jensen. The Man took the trophy ahead of Lars Hendriksen, who had to settle for yet another second place. So Poul-Richard once again proved he is the best, quite rightly, as without P-R the class would not have evolved to become the force it has in one design keelboat racing!

The fastest in my opinion has been Markus Weiser, who highlighted his year by winning the Europeans in style in St Tropez. The event was so popular that the fleet had to be split into 4 groups, but Markus was the fastest and deserved his title. We hope to see him at the Dragon events next year so we can all aspire to learn about his fantastic speed.

Then we come to the most consistent, that has to be RUS 27 Anatoloy Loginov and his great crew. Andrey Kirilyuk and Alexander Shalagin have guided Anatoloy to the top of the World Ranking List. Not only have they sailed well but also very fairly, I have heard no end of praise complimenting their conduct on the water, so well done my friends.

Yes, yes Campers, three great Dragon Sailors that will remember the 2009 season for their success as well as the 80th anniversary of our Class. They will all be out there competing again in 2010, will you?

So in closing let's not forget some of the most memorable moments at so many

different events....

From the skiing day in January at the Ski Vol in Antibes, to the sparkling Casino in Monaco which overlooks the Primo Cup in February each year.

Then the huge rolling Atlantic seas sweeping in majestically towards Cascais in March, where more and more visitors are making the long but very rewarding journey down to Portugal. Watch out for added regattas in 2010 as Portugal shows her true colours in Cascais and Vilamoura. Their reward has been the Grade One ranking of the Juan Carlos!

The Yacht Club de Cannes continues to provide 40+ dragons sailing throughout the year, another great venue for our fantastic boats.

Then onto the langoustines, local wines and that ever amazing lottery in Douarnenez. Probably the first event to be pencilled into the diary, as racing in the large bay is second to none and after a superb 10th anniversary this year, Louis and Annie will be eager to repeat it all again in 2010.

The beautiful beaches of La Baule and Deauville make their regattas hard to miss. With the French hospitality flowing over into the early hours of the morning, these are two events of the highest quality.

Each year the National Championships for each country move around so different venues are remembered for different reasons. However, I can tell you that for the ultimate challenge of skill, boat speed, tides and race planning, no venue can beat Cowes. Those that dare to take up such a challenge can make their way to the Isle of Wight in July, for the Edinburgh Cup - let's see who needs a little character building!

If not Cowes, then why not take on the ever-competitive Irish up in Cultra, Belfast. It's been 10 years since our last visit to Northern Ireland, so all the more reason to include a trip to this beautiful country in 2010. The KIN boys have been entertaining us for years, with their great sailing and impromptu 'happenings'... It's a long way but the hospitality will more than make up for it.

With the Europeans on Lake Balaton, Hungary and the Gold Cup in Marstrand, Sweden, why would anyone choose to sail any other class? The Dragons will live forever, but lets enjoy our ride whilst we are here...

Have a great Xmas and happy New Year,
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Sander van der Borcht photo

Dragon Grand Prix Germany 2010

Grade 1 Event in Boltenhagen/Baltic Sea

After four successful years of the Hanseatic Lloyd Dragon Grand Prix Germany in Kiel the next Grade 1 Event changes its venue. The 5th Dragon Grand Prix Germany will be held from the 11th to the 14th of July 2010 in Boltenhagen, north of Travemuende.

The major German yacht club, the well-known NORDDEUTSCHER REGATTA VEREIN has been charged with the on the water organisation.

The Marina Boltenhagen, a new yacht harbour with 290 berths, which was opened in 2008, will be the new location for the Dragon Grand Prix Germany 2010.

Located on a peninsula, the resort of "Weiße Wiek Boltenhagen", with an overall size of 118.000 m², constitutes a great place for a high-class Dragon event. The 4.5 star highly comfortable Iberotel Boltenhagen and the family-friendly apartments of DORFHOTEL Boltenhagen offer special rates – available on early bookings - for Dragon sailors. The place is truly unique and one of a kind in Northern Europe.

To guarantee a truly first class regatta the number of entries is limited to 60 participants. The Marina Boltenhagen offers - free of charge - storage for Dragons and trailers between "Kieler Woche" and the German Championship.

Hanseatic Lloyd has decided to relinquish its position as the title sponsor for the Regatta 2010. The Hanseatic Lloyd Dragon Grand Prix was established for the benefit of the World CHILDHOOD Foundation through the initiative of the founder of the company group, Mr Harro Kniffka, who passed away in March 2009. Through this initiative, donations totalling almost 1 million Euros have been collected in aid of children in need during the past five years. The objective and purpose of this commitment was not only to promote sailing as a sport, but also to focus on benefiting the World CHILDHOOD Foundation. With the support of numerous partners and sponsors in just five years, the Hanseatic Lloyd Group has succeeded in establishing not only one of the highest-ranked international sailing regattas but has also managed to harness the deep social commitment which is the nature of this unique event

The Dragon Grand Prix Germany 2010 will be presented and supported by Transbunker, an international operating company in oil trading and bunkering. Transbunker is currently one of the most successful Dragon teams in the world.

With a separate jetty for all Dragons with drinks and food after the races on the jetty, a fully equipped Dragon lounge and hotels directly located in the marina, and public viewing of the Soccer World Championship, the Dragon Grand Prix 2010 welcomes all Dragon sailors.

For more information: www.dragon-grand-prix.de



Dragon Grand Prix

Germany

10th-14th July 2010

Weiße Wiek Boltenhagen

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The Open Dragon Du Morbihan 2010



Photo courtesy Jacques Vapillon/ Pixsail.

From the Flagship by Tony O'Gorman:

Dear Dragon Sailors,

As I write this many of you will have put your Dragon in winter mode, while others will be heading to Cascais for some in-between- season training with Stavros. During the past year I had the pleasure of acting as a member of your Jury and as PRO at various events. When we look back on yet another year, the evidence is clear to all, that both the class and the circuit are very much alive and well. We look forward to more (wind) of the same in 2010.

Speaking of 2010, I am delighted to announce that with the permission of the French Dragon Association (Asfid) and the blessing of the IDA, that my club Yacht Club du Crouesty Arzon (YCCA) is organising a new event entitled "OPEN DRAGON DU MORBIHAN" which will take place from 9-12 September 2010. Six races will be sailed in the Bay of Quiberon. This is one of the best racing venues in France, if not in Europe. It is a completely unrestricted racing area with very little current and a short sail to the course.

The club has a reputation for organising good events, catering for après sail refreshments for the sailors, combined with a friendly atmosphere. The shore logistics are second-to-none in that beside the club there is plenty of space for launching and parking for 4x4's, and trailers. Hotels, apartments, B&B's and restaurants are within walking distance of the club.

The club has appointed me as PRO, so why not come and join Annette and the YCCA RC team? Our aim will be to give you the best possible racing.

The venue is easy to get to, especially for those who are on their way to Cannes and/or St Tropez. Don't delay - ENTER STRAIGHT AWAY.

Best of luck to all.

For information go to: <http://www.ycca.net>
Email: ycca@wanadoo.fr Yacht Club Crouesty Arzon.
Port du Crouesty, BP 27 56640 Arzon, France.
Tel: +33(0)2 97 53 78 07 Fax: +33(0) 2 97 53 61 35
Office De Tourisme Port Navalo - Port- Crouesty
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CELEBRATION OF THE 130TH CLUB ANNIVERSARY

BALATON IS WORTH A DRAGON TRIP

'We have good news' the President of the Organizing Committee of the 2010 Dragon Europeans told his fellow-Dragon sailors at a small celebration end of November in Budapest, Hungary. 'We personally presented the participants of the Europeans in St.-Tropez our invitation to Balatonkenese in October 2009. And hardly had the boats left the St.-Tropez marina when we received the first applications.'

The small Hungarian Dragon community has thus achieved the first success on the road to organizing a hopefully perfect Europeans in Hungary. Rob Campbell, IDA Chairman, multiple World Champion Vinci Hoesch, the complete Transbunker Team with reigning European Champion Markus Wieser and about ten other top 20 sailors have already confirmed that they want to come to Hungary next June.

The dress rehearsal for next year's Dragon European Championship in Balatonkenese came through with flying colours, as the Hungarian Championship 2009 saw 21 boats on the starting line, including five foreign teams. By now it has become something of a tradition that Vinci Hoesch should also set sail in this regatta. Not only did he participate, he won in a most confident manner, giving the other challengers no chance. The German World Champion won five out of seven races held amid excellent wind conditions, coming in runner-up only once.

The Europeans will be held at exactly the same time in June as the Hungarian Championship for the past two years. Which promises good wind: the organizers managed to have 7 races each both on the 2008 and 2009 regattas. For the Europeans the race management will be completed by well-known faces from abroad: Günter Ahlers as Chief Measurer, Austrian Gert Schmidleitner as PRO and Tony

O'Gorman as Chairman of the Jury will guarantee a professional and precise race management.

Hungary is closer than most of the sailors in the Dragon community think. Lake Balaton can be accessed on a motorway: towing your Dragon from anywhere in Europe and should not take more than a day to arrive in Balatonkenese. There is no customs clearance required, the same documents are accepted as anywhere else in Europe.

Lake Balaton is the biggest lake in Central Europe. With a length of around 80 km and an average width of around 5 km it grants a large surface to all who are fond of water, sailing, sunshine and wind. Balatonkenese are situated in the most eastern part of the lake. In the most common northerly and southerly breezes it is very good to sail here, because the lake is wide enough and there are no mountains at the shoreline. It never takes more than 30 minutes to get to the starting line from the harbour and there is absolutely no current.

The hosting yacht club is the most modern marina on the lake with all the necessary infrastructure and facilities. It has a large harbour, bar, restaurant, a hotel with accommodation for about 250 people, parking places and possibilities for other types of activities, like swimming, playing tennis or golf. Dragon sailors and their families can find a wide range of accommodation nearby, from the 4-star hotels to private pensions and houses.

So everything is perfectly arranged to spend a nice 'long' week in Hungary for all Dragon sailors. The organizers and the title sponsor, Erste Private Banking, are just looking forward to meeting you for the Europeans in June 2010.

For more information visit www.dragoneuropeans.hu

Photo courtesy Jacques Vapillon/ Pixsail.

DRAGON EUROPEAN CHAMPIONSHIP 2010 is proudly presented by Erste Private Banking Hungary

WE ARE LOOKING FORWARD TO MEETING YOU:

Erste Private Banking Hungarian Dragon Championship (tune-up): June 1-5, 2010;

Erste Private Banking Dragon European Championship: June 5-12, 2010.

Venue: Kenese Marina-Port, Balatonkenese, Hungary.

Information: www.dragoneuropeans.hu | Contact: Vilmos Naray, info@dragonclass.hu

Hungarian Dragon Association | www.dragonclass.hu
Erste Private Banking Hungary | www.ersteprivatebanking.hu



Anatoly Loginov, top placed sailor on the International Dragon Ranking List and 2009 winner of the Müller Trophy, speaks to the IDA about how he went from inexperienced leisure boater to world class Dragon racer in just three short years.

IDA – Anatoly, when did you first start sailing and how did you progress to the top level of international competition?

AL – I liked the notion of sailing from very early childhood, and I tried to be on the water at any imaginable occasion, but it was not until recently that it all came together – friends, Dragon class, professional and motivated team – to make it possible to move from dream to serious way of life.

I first sailed a Dragon (and it was my first sail boat – I had a windsurfer in my student years but couldn't make much use of it living in Moscow) in the summer of 2006. Olga White introduced me to the sport. I was completely new to sailing as a discipline but had a sporting background and very competitive nature.

We had some profound discrepancies in attitudes, objectives and self-positioning with my first crew as well as with some initial replacements – so usually we were dragging in lower 40s at major competitions in my first two years. But these initial years were a great school for me, I learned how to handle the boat in different conditions and many other very useful sailing related things – how it feels to sink a boat due to your own clumsiness; how it feels to come last; to trust nothing, hope for nothing, expect nothing – until suddenly I realized that I like it and enjoy it like almost nothing else in my life – no matter what.

We only started to acquire the shape of a real team when Andrew Kirilyuk came onboard. With his experience and authority and genuine trust in people he immediately

changed the spirit and found the best in each of us. We forgot to worry about the results, started to focus on doing things right at each moment of the race and the results came by themselves, sometimes unnoticed by me – as an amateur helmsman I had to fully concentrate on steering and had to ask after the finish if we really came first.

I hit 50 this year, hardly noticing it had happened. So did my wife, Natalia, a few months before. My daughter – Jane, 25 – after some enquires realized that Natalia and I had known each other for 33 years – a mythical term from Russian fairy tales. During all these years Natalia invariably supported all my crazy endeavors from jewellery making to Japanese language translator, from windsurfer obsession to mountaineering, let alone all the long office hours and hard to find business trip destinations. So switching to the Dragon was actually welcomed due to the reduced physical strain on family members – compared with mountain (heli) skiing, which took all my time before. Natalia survived all our initial shame of being last – she's always with us on the coach RIB. It was my most memorable moment in sailing when we once appeared third at the first mark in Petit Navier ahead of the fleet and while rounding I managed to catch her happy eyes (we ended up sixth, but it is still the most glorious moment for me). Natalia is also the best friend (better than myself for sure) of all our team.

IDA – Tell us a little about your business and professional interests.

AL – I am computer engineer by education. Currently working for BPC Group, a Russian group of high-tech companies with interests in banking software (payment cards processing systems), distributed power generation (small microturbine based stand alone power stations producing power and heat/chilling for a variety of end-users from oil fields to Olympic stadiums in Sochi) and special chemicals – polymer additives for the plastics industry. Business is still my major sport where and only where I feel myself fully responsible for the results – I still see a lot of potential ahead and am working hard to make it happen.

IDA – What other leisure interests do you have?

AL – I spent over 10 years mountain skiing – starting from zero at the age of 37 and achieving a decent free-rider level. I dreamt of being a reasonable windsurfer, which probably will never happen, but I will do kite-surfing for sure. Now the Dragon (and work of course) takes all my time. I have plenty of other dreams – but no realistic plans so far.

IDA – What first attracted you to the Dragon?

AL – Frankly I had nothing to choose – Olga introduced me to the club where the Dragon was the only competition class. I like it because it is one-design and you compete on skills only, I like people around, I like fleets growing and the geography of the races. The most important thing – I like it because it doesn't impose any ceiling on me due to age, physical conditions and even time available, which most of the other competitive sports – tennis, swimming, all the rest – would inevitably do.

IDA – Tell us about your team

AL – I've sailed with Alexander Shalagin from the first



Dragon Gold Cup 2010

The International Dragon Gold Cup 2010 will be organised by the Royal Gothenburg Yacht Club from 5 – 13 August 2010.

The races will be held in the waters outside Marstrand on the Swedish west coast.

The Open Swedish Dragon Championship, from 28 – 31 July 2010, will be held at the same venue.

Please contact GKSS to be put on the mailing list for the Notice of Race.

Further information will be available on www.gkss.se

See you in Marstrand!

IDA – Having won the Müller Trophy what are your Dragon sailing goals for the 2010 season?

AL – We have not yet won any of the first grade regattas and I have a lot to master technically and it is also time to start understanding what is going on around me – understand and contribute is the next step.

IDA – Russia has rapidly become one of the leading nations in the Dragon Class. How do you see the future for your country's sailors both in the Dragon and in other international sailing classes and events?

AL – It is in the nature of Russians to embrace things wholeheartedly – once introduced to the class it quickly became an obsession. The quicker it comes the quicker it goes is also a part of the nature of some Russians, and we can observe that trend in the Russian Dragon fleet as well. The initial success of the first Russian boats sparked the enthusiasm of a second generation of Russian Dragon sailors and the people who joined the class in recent years are more stubborn and persistent than the pioneers – they come to stay and you'll know about them soon if not already. The Dragon fleet, driven predominately by owners who are successful businessmen, has absorbed almost all sailing experience accumulated in the country since Soviet times and is totally self sufficient now. You cannot say this about any other class including all Olympic classes – they are all dependent on government finance or/and sponsors' generosity – and they are yet to pick up and develop the talents in modern Russian environments. So the results may be very different from Dragons, but may be success in the Dragon will deliver hope and show the way for others.

day and with Andrew Kirilyuk since last year. Andrew has a lifetime of sailing experience including taking part in the Olympics and winning World titles. Alexander, a much younger but fully professional sailor, was the last hope of Russia to qualify for the Olympics in the Star class before he gave up and went to Dragons.

Alexander is our PR on shore and courage and muscles onboard; he handles jib and spinnaker during the race. Andrew is tactician in races and sails and boat organiser on shore – he's also a spirit of the team.

I came with zero experience 3 years ago – though at the helm I am mostly preoccupied with steering, speed and safety, rather than with tactical decisions.

As a newcomer to serious sport I had and have a lot pressure on me though I still do not function as a fully functional helmsman. I try to learn and spend all available time practicing. I have excellent and supportive teachers – my team and international competition. People say that I am making progress but there are still a lot of things to discover and master. I do not force it but eventually I will come to it and that makes me enjoy the sport.

I also enjoy the full support of my team to the extent that it lets me think about business while sailing, but I still could afford or allow myself to think of sailing while doing business.

We have great spirit and great atmosphere on board. I just enjoy being with my team; I have complete trust and complete confidence in the crew. Also with my lack of tactical capabilities we are fully complementary – my super concentration on steering makes Andrew and Alexander free to look around and discuss the next best possible move.



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Photo Courtesy Sander van der Borch

As Australia's sporting capital, Melbourne's beautiful Port Phillip has been chosen as the venue for the 2011 World Championship. Our host, the Royal Brighton Yacht Club, has been at the forefront of yacht racing in Australia since its first racing season in 1875. The club's credits include the 1956 Olympic Games, including hosting the Dragon Class, and many world championships in international classes.

PROGRAM

The Australian Championship for the Prince Philip Cup commences with registration on the 2nd and 3rd of January with a seven race series beginning the following day. This series is open to all competitors. Entrants who register and measure for this regatta will not be required to remeasure, except for any sail or other changes, for the Worlds.

WORLD CHAMPIONSHIP:

Registration days are Friday 7th and Saturday 8th January.

Racing begins on the following day with eight races scheduled through to the 15th of January.

A Lay Day is scheduled for the 12th of January. This is in recognition of the long program and a wish to share our great city and environs with all competitors and their supporters.

AN OPEN CHAMPIONSHIP

The 2007 IDA AGM granted this championship open status to allow all competitors the confidence to plan well ahead knowing their entry will be accepted without the requirement to qualify through their National Association. The venue can accommodate over 100 Dragons.

AN EASY CHAMPIONSHIP TO ATTEND

Australia's largest container port is located fifteen kilometres from the race venue. By special arrangement, Schenker Logistics will offer to collect your Dragon at specified major European and UK ports, deliver it to Melbourne and take care of customs and quarantine procedures. The Royal Brighton Yacht Club team will assist in transporting your Dragon to the marina.

Flying to Melbourne is straightforward with the International Airport forty minutes by car from the race venue. Visa requirements are easy and are outlined on the website.

GREAT CHAMPIONSHIP WEATHER

Our weather is famous for its variability. Typical summer sailing conditions are air temperature 27°C, water temperature 20°C and a 15 knot sea breeze producing a one metre wave.

AN IDEAL VENUE

Port Phillip offers 1900 square kilometers of protected water. The race area is 20 metres deep with a flat sandy

Dragon World Championship

January 2011 Melbourne, Australia

bottom. The courses are clear of marine traffic, tidal influence and "geographic obstacles". The race course is located one kilometre from the marina.

Royal Brighton Yacht Club although 135 years old, enjoys a new floating marina and a totally rebuilt clubhouse overlooking the race course. Supporters can watch the racing from the Club's bar, from the sandy Dendy Street beach or follow the racing aboard the spectator fleet.

A WORLD CLASS RACE MANAGEMENT TEAM

Our on water race management team, lead by the Wilson Brothers, has conducted two recent Olympic Games Regattas and multiple world championships including the highly successful 2009 World Championship for the Etchell Class also hosted by the Royal Brighton Yacht Club.

SOCIAL PROGRAM

A trip to Australia for the Worlds offers more than an elite sporting event.

Robert Alpe and the Royal Sydney Yacht Squadron will offer an entry to Australia via Sydney. This will feature a berth on a spectator boat for the start of the Sydney to Hobart Yacht Race on boxing day and later for the spectacular New Year's Eve fireworks display on Sydney Harbour before moving on to Melbourne.

The Lay Day function includes a round of golf at the Cape Schank followed by a musical luncheon at the Red Hill Estate on the Mornington Peninsula. This will include a presentation of the fine wines and produce from the region. There will be other opportunities to play on courses of Melbourne's famed sand belt golf region.

Paspaley Pearls will sponsor a luncheon at the Melbourne Langham Hotel featuring a fashion parade of The History of Australian Jewellery.

The Australian Open Tennis Championship follows the WDC. We can help in booking tickets if early notice is given.

The State Government has made Parliament's Queen's Hall available for the official reception.

There much more to follow; please maintain a watch on the website.

ACCOMMODATION.

A full range of accommodation is available with attractive rates having been negotiated. These are presented on the website. Accommodation must be booked through the regatta secretariat to obtain the special regatta tariff.

On behalf of the Australian International Dragon Association and the WDC2011 Committee I invite all Dragon sailors to come to Melbourne as our special guests and to compete in this great event.

Andrew Merrett

President AIDA, Chairman WDC2011 Committee
Regatta Secretariat: PO Box 6328, St.Kilda Road Central,
Melbourne, Victoria 8008, Australia
Phone: +613 9536 3110 Fax: +613 9525 3656
www.dragonworlds2011.com.au

To IRL or not to IRL...?

The International Ranking List [or IRL] for Dragons all over the globe is now up and running. It started in earnest in 2009 with the Prince Philip Cup, Australia's National Championship held in Sydney in January 2009. After some 30 regattas across the continents, the 2009 IRL winner and champion of champions, Anatoly Loginov was announced at the IDA Annual General Meeting in Paris in October 2009 and accepted on his behalf by Olga White from the Murka team who attended the AGM. A popular Russian helmsman, Anatoly only just beat Tommy Müller for the IRL Trophy by less than one point.

But what is the IRL, and why should you be involved with it?

Simply put, it is a system that ranks you and your crew against every other registered Dragon helmsman and crew across the globe. You may never race in Perth, Australia, you may never race anywhere other than your local lake, but the software can actually rank and compare the results of both, and provide a realistic evaluation of the relativity of each. The software considers much to achieve a result, not the least of which is fleet size and your result in that fleet and the weight or importance of each regatta entered into the IRL.

To make this work, the IRL software initially requires a list of Regattas that are to be 'Ranked'.

	Rank	IRL Points	Season Points	Last Name	First Name	Nationality	ISAF
+	1	123.172	1597.402	Loginov	Anatoly	Russia	RUSAL4
+	2	122.366	1501.434	Müller	Thomas	Germany	GERTM10
-	3	120.551	945.530	Taran	Ruslana	Hkraine	UKRRT1

Pos.	Regatta	Points	RL-Factor	M	RL-Points	Crew 1	Crew 2	Crew 3
1	Dragon Gold Cup 2009, Skagen	130.00	1.3	2	260.000	Roman Sadchikov	Vadim Statsenko	
3	Grand Prix Petit Navire, Douarnenez	117.176	1.2	2	231.353	Vadim Statsenko	George Leonchuk	
9	World Championship 2009, Medemblik	114.478	1.3	2	228.955	Roman Sadchikov	George Leonchuk	
3	Trofeo SAR Princesa Sofia (Iberian Championship), Palma de Mallorca	111.111	1.2	2	222.222		Roman Sadchikov	

Championships fall into this category

Also, each regatta is given a RL or Ranking List Factor of between 1 and 1.3. Typically, but not necessarily you could expect:

- IDA Championships 1.25 to 1.3.
- Grade One regattas 1.2 to 1.25
- Grade Two regattas 1 to 1.25.

These factors are used in the calculation of rankings.

The last element used in the calculation of rankings is a regatta 'Multiplier'. This is either one or two based on the importance of the regatta.

All the above 'factors' are determined by the IDA and published prior to each Ranking List year starting, so subject to variation each year. They form Part 4 of our Regatta Regulations and may be downloaded from the IDA web site.

Once all the regatta information is uploaded into the IRL, we only need sailor data and results to make it run and deliver

Regatta, Venue	Grade	Date	Country	RL Factor	Multiplier
Dragon Gold Cup 2009, Skagen	IDA	01-08-2009	Denmark	1.3	2
World Championship 2009, Medemblik	IDA	05-09-2009	Netherlands	1.3	2
European Championship 2009, Saint Tropez	IDA	07-10-2009	France	1.25	2
Trofeo SAR Princesa Sofia (Iberian Championship), Palma de Mallorca	1	04-04-2009	Spain	1.2	2
Grand Prix Petit Navire, Douarnenez	1	06-05-2009	France	1.2	2
Dragon Grand Prix Germany/Int German Championship 2009 (Baltic Challenge), Kiel/Strande	1	12-07-2009	Germany	1.2	2
Prince Philip Cup, Sydney	2	01-01-2009	Australia	1.25	2
2nd Antigua National Dragon Regatta, Nonsuch Bay	2	07-02-2009	Antigua	1.1	1



Olga White accepts the Müller Trophy on behalf of Anatoly Loginov from the donor Tommy Müller.

Once assembled, these regattas are given a Grade. This grades their importance within the class globally.

IDA Championships – for the World Championship, Gold Cup and European Championship

Grade One – for premium regattas that attract 60 plus entries and have a proven record of participation and management

Grade Two – Other regattas that while important, fall outside the above grading. National

rankings. The accuracy of both is critical to the successful ranking of sailors. Bad spelling, incorrect sailor information will negatively impact your result, or worse, provide no IRL result at all! As they say, garbage in - garbage out!!

Sailors desiring to be ranked [helm and crew] must provide the IRL with the following information to: irl@intdragon.org:

First Name Last Name
ISAF Sailor ID Email address
Nationality Sailing Club

Don't have an ISAF Sailor ID? No problem. Simply visit: <http://www.sailing.org/classification/first-application.php>

... and take the two minutes required to complete the online form. An ISAF Registration number will be immediately issued and should be included in your IRL Sailor Registration email. The number expires after 3 years and will need to be renewed.

The last piece of the puzzle is regatta results, and it is from this data that you will be ranked. Organisers of Graded Regattas are required to collect your ISAF Sailor ID on your entry form AND publish this with your regatta result. In 2009, most Regatta Organisers did NOT provide regatta results to the IRL and even fewer provided results with ISAF Sailor ID's against sailor names. As a result and by way of example, the IRL ended up with five Tommy Müllers' in the IRL. Tom Muller, Tommy Muller, Tommy Müller, T. Muller, T. Müller.

Would the real Tommy Müller please stand up!!

Where not provided by Regatta Organisers, the selection of Müllers were uploaded from regatta results taken from their web sites. I know Tommy knows how to spell his own name and would only ever enter as 'Tommy Müller', so the mistakes are being made by regatta organisers in the transposition of names from entry forms into their systems. To reduce this occurrence, we suggest you do two things:

- Use the identical name on entry forms as you used in your ISAF registration, and
 - Check and correct mistakes made by Regatta Organisers immediately you see them on the results sheets
- Now all you have to do is race and we will do the rest.

So to IRL is to:

- rank all helmsmen and crew corresponding to their relative performance within the last 12 months.
- use the current ranking information to fill up groups for an event with group starts (like the Gold Cup in 2003 and European Championship in 2009)
 - extend the current concept of 'International qualification' to World and European Championship where the best 25 helmsmen of the IRL of the previous year are qualified for these Championships of the ongoing year.
 - build-up a strong database with the results of all major Dragon events which can be published and accessed via the internet.
- use the IRL to further differentiate the Dragon Class from other one design classes.
- be competitive locally, nationally, and internationally without necessarily racing outside your own domestic waters.

If you would like more information about how the IRL works and how it can work best for you, please visit: http://www.intdragon.org/rules_ranking.php

... and download the International Ranking List IDA-IRL (an Adobe PDF of 63.6KB)

If you would like information on how to run the IRL software as your domestic Ranking List, please email: irl@intdragon.org.

Robert Alpe. IDA Vice Chairman and IRL Manager.



Dragon National Classes Reports 2009



Antigua

The Antigua Dragon season starts in December and ends after Antigua Sailing Week in early May. During the 2008/09 winter, many



Antigua – Blasting downwind.
Courtesy Antigua Dragon Class.

Dragon sailors from Europe came to Antigua. Considering a seawater temperature of around 28°C, and the prevailing medium to strong Easterly winds, racing Dragons in Antigua is a tempting destination. HRH Prince Henrik, Chris and Gail Dicker, Tommy Müller, Anatoly Loginov, Misha Mouratev, Olga White, Len Jones just to name a few, all joined the locals in some keen racing.

Initially, when the Dragons first arrived in 2007, virtually all the races were sailed in Nonsuch Bay. However, a Dragon base has now also been established in Falmouth, and races are also held in Jolly Harbour. Every month, one weekend of racing takes place, with feeder races between venues and training races the other three weekends. The programme for early 2010 is published at www.antiguadragons.org

Sven Harder is now in charge of coordinating the events and he can also arrange Dragon charters plus experienced crews if necessary. Sven, originally from Hamburg, is one of the most experienced sailors in Antigua and can be contacted on sven@sven-harder.com.

Poul-Richard Hoj-Jensen.
www.antiguadragons.org



Australia

Across Australia excitement is growing as we approach the Dragon World Championship in January 2011 on Melbourne's beautiful Port Phillip. There's a detailed update on page 24 and further details at www.dragonworlds2011.com.au.

For the first time in Australia we are seeing Dragon teams maintaining multiple boats in different parts of the world to allow crews to build major regatta experience in preparation for Melbourne. Former Australian Champion Richard Lynne will compete on the European circuit whilst teams from Sydney, Melbourne and Perth have joined the starting lines at major events in recent years.

Former World and multiple Australian Champion Nick Rogers took the 2009 Nationals with his new Ridgeway Dragon after a tight contest with Gordon Ingate and Mikhail Muratov. There was a close racing all through the lower ranks in a regatta run by the always-excellent Royal Sydney Yacht Squadron.

Victoria, New South Wales, Tasmania and Western Australia have all held well supported State Championships in addition to club racing. The NSW Gold Cup is being revitalised whilst new regattas are planned in Mooloolaba and the Gippsland Lakes.

Whilst the strength of Australian Dragon sailing remains in Perth, Sydney, Hobart and Melbourne, a fleet is reconvening in Brisbane at the Royal Queensland Yacht Squadron.

The Australian fleet has been boosted with an influx of new boats and a number of older boats are undergoing restoration programs. The Dragon Class is growing well in Australia. We are all looking forward to welcoming all Dragon sailors to our Open World Championship in January 2011.

Andrew Merrett. www.Dragonclass.org.au



Austria

The IDA has charged the Union-Yacht-Club Attersee with hosting the European Championship 2012. This is a big challenge for the Austrian Dragon fleet. The UYCA, founded 1886, is one of the oldest and most successful sailing clubs in Austria. With 50 Dragons in the club it has much experience in Dragon sailing and in organizing big events.

The Dragon European Championship will be a major highlight and the club will make all efforts to guarantee the best possible event and to offer all guests the maximum of hospitality. Car parking, trailer storage and camping will be concentrated in the large club area and will provide the event with the often-requested

family ambiance.

Located on the northern edge of the Alps the Attersee takes advantage of the thermic winds from north and south. Bad weather usually provides shifty and interesting sailing condition. The Attersee is considered the best lake for sailing in Austria and is located amidst the charming Salzkammergut region.

Currently we have about 30 Austrian sailors taking part in regattas. We expect that due to the qualification rules for the European Championship we will attract new and experienced sailors and increase the number of racing Dragons in Austria substantially. Christoph Schindle. www.Dragonclass.at



Belgium

Belgian sailors have been enthusiastic supporters of the international events during the past year with Gaetan Hannecart, Michel Van Cauwelaert, Edouard Wylleman, Pierre Spilleboudt, Thomas De Schrijver, Xavier Vanneste and Jean Dewilde among those representing Belgium at major international regattas in 2009.

The Belgian season brought wonderful weather and enthusiastic participants. Thanks to the efforts of the Royal North Sea YC in Ostend, beautiful regattas were sailed. The Belgian Open was once again a great success. Thirty-five participants and a wonderful organisation made this championship a top event. Top Belgian performances were Jerome Van Coillie in seventh and Edouard Wylleman in ninth. Next year, the preparatory year for the Gold Cup in 2011, we expect even more participants.

The preparations for the Gold Cup are currently well underway. Negotiations on sponsorship are entering a final phase. The preparations with the City of Ostend will be concluded in early 2010. The RNSYC and the BDA have established a joint steering committee to oversee the organisation.

Each year the Chairman concludes with the quote that next year will be another fascinating sailing year. This message also applies to 2010! Peter De Gryse. www.beldragon.be



Denmark

The 2009 season was somewhat different from our normal seasons. The financial crisis had its effect here too. As Denmark was hosting the Gold Cup in August many sailors saved time and energy for that. This meant that two of our major local regattas were unfortunately cancelled for the first time because of too few entries. However the Gold Cup, organised by the Royal Danish YC, proved to be worth waiting for. We had a fantastic event despite light winds. With 81 entries the fleet was just

perfect for a Gold Cup. Newcomer Ruslana Taran (Olympic medalist in two classes) proved to be the best sailor of the week - the first time ever the Gold Cup was won by a lady! See page 6 for a full report.

In the Danish Fleet we have decided to go local in early 2010 with training sessions in Hellerup, near Copenhagen, every second weekend during February, March and April. We aim to save not only time and money by training locally, but also to spend our time more efficiently avoiding all the NO WIND situations down south.

Time will show if this was a good choice or not...

See you all in 2010.

Lars Hendriksen. www.dragonclass.dk



France

Our 2009 season started with an average of 35 boats attending the winter series events in Antibes, Monaco and Cannes. Amongst them a significant proportion of foreign sailors who base their boats in Cannes.

At the beginning of May the Grand Prix Petit Navire attracted 87 boats in Douarnenez. To celebrate the 80th anniversary of the Class, the SR Douarnenez organised the Nautic Champion's race giving many famous sailors, Olympic medallists, European and World Champion, etc. the chance to race on a Dragon. They all really enjoyed it.

In June, the French Open was held in La Baule with 53 Dragons. Christian Boillot retained his National title in front of Anatoly Loginov and Poul-Richard Hoj-Jensen. He also won the 2009 French Ranking, a few points ahead of Luc Pillot and Louis Urvois. Congratulations to him and his team. In other French regattas we had a minimum of 30 Dragons on the starting line.

The last event of 2009 was the Paris Boat Show where we displayed two Dragons, one outside the main entrance and one inside, to great success.

For 2010, the French racing program is again very comprehensive, in Deauville, Douarnenez, La Baule, Cazaux, Noirmoutier, Antibes, Cannes, Monaco and Saint Tropez. We are pleased to announce the implementation of a new regatta in Brittany on 9-12 September, the "Open du Morbihan" in Le Croesty - see page 18 for details. The same four races will be graded in 2010: Douarnenez, Deauville, Cannes and Saint Tropez.

All the French Dragon sailors look forward to seeing you soon in France and wish you a great sailing season.

Eric Le Bon. www.afsid.org



Hong Kong

The main racing season in Hong Kong runs from September to May, so a Dragon report for the calendar year means the end of one half-year racing and the beginning of the next. Dragons were one of the first one-designs to

race as a class at the Royal Hong Kong YC starting in 1932 and the Club is the only one in Hong Kong to run races exclusively for Dragons. Our season consists of seven major race series, with a trophy for each, one overall series for Dragon of the Year, a number of pursuit races open to all classes, and other shorter series such as the Autumn Regatta, Spring Regatta and Christmas Cup. We also have a Single-Handed Race.

Although Karl Grebstad won most of the series in 2009, Simon Chan and Jozef Roels won Class Championships and Dragon of the Year for 2008-2009. By the end of November, Karl also won the only series we have completed this 2009-2010 season.

One of the outstanding races we have during each year is the Around the Island Race, around Hong Kong Island. This year there were 240 participants and Lowell Chang was the top Dragon finisher. Although the weather was sunny, warm and terrific, the Dragons were disadvantaged against some of the other boats with an unfriendly handicap rating and a few spots with very light winds, strong current and choppy waters.

Warm waters are sailed throughout the entire year so if you visit Hong Kong and would like to sail, please contact the Club and us! You may go to www.rhky.org.hk to see the dates of races during the season.

Phyllis Chang. www.rhky.org.hk



Hungary

Awarding the 2010 Europeans to Hungary gave a tremendous momentum to the development of the Hungarian Fleet. The number of Dragons has doubled in the past five years, thanks to the purchase of second-hand boats and the refit of old wooden boats. As for the number of boats at the Hungarian Championship, the Dragon was the most popular keelboat class in 2009 with 21 participants.

Vinci Hoesch has definitely learnt how to sail on sunny and windy Lake Balaton, the venue of next year's Europeans, and he convincingly won the Open Hungarian Championship, which was held in Balatonkenese in June. Second place and the Hungarian Championship title went to Ákos Lukáts with Szabolcs Detre third.

The Dragon's 80th anniversary was marked by a fleet race in September following the Autumn Race in Balatonkenese sponsored by

*Racing On Lake Balaton, Hungary.
Courtesy of the Hungarian Dragon Class.*



Erste Private Banking. On this occasion, we wanted to give the opportunity to everyone to win: we made teams consisting of three boats each, representing approximately the same strength, calculated on the basis of their results in the Autumn Race. This led to a closer get-together of the fleet. The team of Nirvana, Conseuro 44 and Fjord, won the Anniversary Regatta.

Three Hungarian boats took part in the Europeans at Saint Tropez where Hungarian Ranking leader Lóránd Gömbös sailed into the Gold Fleet and finished 32nd. This may give some hopes for this unit to sail with the best teams on home waters, at the Europeans in Balatonkenese, in June 2010.

The 2010 season will be crowned by a '10 Day Dragon Fiesta': We are looking forward to welcoming the best Dragon sailors in the World at the Hungarian Championship on June 1-5 and the European Championship on June 5-12, 2010 in Balatonkenese, all organised under the banner of the 2010 Europeans.

Vilmos Naray. www.dragonclass.hu



Ireland

The Irish fleet has survived a challenging year. While the effects of recession, and another wet summer, affected club racing turnouts, the major championships were well supported.

The Irish Open Championship was held in Kinsale in June and won by the ever consistent Neil Hegarty with Martin Byrne second and Simon Brien third. In August the fleet went to one of its favourite locations for the South Coast Championship - Glandore in West Cork. Having won the Rose Bowl event the previous week Peter Bowring's was the hot team, and having brought in Richard Goodbody as guest helmsman, together with his co-owner David Williams, they didn't disappoint. Second was IDA Treasurer Andrew Craig followed by Martin Byrne.

The East Coast Championship in September was hosted by the Royal Irish YC in Dun Laoghaire in weather dominated by a high pressure which brought the long-awaited Indian summer. A tense battle for the overall prize between Andrew Craig and Martin Byrne was resolved in the protest room in Martin's favour with Neil Hegarty third. We were delighted to welcome an entry from the recently reformed fleet at Abersoch. We hope to see more of the Abersoch fleet in the coming seasons.

2010 sees the Irish fleet return after a number of years absence to Belfast Lough and organiser Simon Brien is hoping for a large contingent of BDA boats to challenge the strong Irish fleet in July.

The Irish fleet's longer-term focus is the Gold Cup, which is to be held in Kinsale in 2012.

Tim Pearson. www.dublinbaydragons.org



Italy

A Dragon Fleet is born in Sanremo, confirming

that major events like the National Championships help the development of the Class. This and the growing presence of Italian Dragons at the races promoted by Cannes Dragon International displace east the center of gravity of the Mediterranean Dragons and it has been agreed that Alassio Dragon Week, 1 to 3 October 2010, will be the opening event of the Hiver des Dragons 2010-2011.

Alassio has long experience in organizing one-design races. The charming bay between Gallinara Island and Capo Mele offers favorable conditions for sailing.

The date has been chosen to allow those racing at Régates Royales, ending 25 September, to easily transfer their Dragons to Alassio and a dedicated area at Alassio Marina will be reserved for Dragons free of charge. The distance from Cannes to Alassio is just 140 km. Participants will have also the opportunity to conquer the Extra Cup, the prestigious challenge trophy, assigned to the first Dragon without discard.

The Hiver des Dragons 2010-2011 will start in Alassio at the beginning of October, followed by the usual events in Cannes, Juan Les Pins and Monaco and will finish in Sanremo in March.

From 14 to 16 of May, the Alberti Cup will be held in Portofino organized by YC Italiano alongside the prestigious Portofino Rolex Trophy, dedicated to the meter classes.

The après racing at each of these events gives the opportunity to enjoy typical foods and wines of the Liguria region so please join us in Italy to enjoy great racing, food and wine during 2010.

Antonio Viretti.
www.primazona.org/Dragone_home.htm

Netherlands

2009 saw the first Dragon World Championship ever to be held in Holland. All events prior to the Worlds counted towards Worlds selection and we enjoyed good average participation as a consequence.

The early season racing took place on the IJsselmeer near Muiden. We then moved on to our only salt-water regatta in Holland, the North Sea Race at Scheveningen. Blessed by great weather and fair winds it is a regatta worth trying.

The Nationals was held in Medemblik in late June. Light winds prevailed and Bram de Wilde took the well-deserved honours, after a last race in which no less than four teams could have gone home with the title.

15 teams went off to Ostend to sail for the Belgian Championship and enjoy the great hospitality of our neighbours. While Guus de Groot took the title, no less than four Dutch Dragons finished in the top five.

Lots of effort was put into the organisation of the Worlds 2009. Many volunteers offered their help and we are grateful to all sponsors of this event. We could not have hoped for a better week, weather wise and racing wise. It

all came down to the last race to decide Poul-Richard Hoj-Jensen was the World Champion. See full report on page 10.

While many Dutch teams went off to the South of France for their closure of the season at the Europeans, we had our final races in Alkmaar. All in all it was a season to remember for the Dutch Dragon sailors. We are already looking forward to 2010 and hope to welcome Dragons sailors from abroad to join our races. Marc van Bommel. www.dragonclass.nl

New Zealand

Change is in the air and in New Zealand 2008/9 has been a time of sad farewells and warm welcomes for the NZIDA.

Following the passing of Allen Smith in August 2008 (instrumental in reviving and driving the Dragon Class for over 20 years) and the arrival of two exciting Dragons (Alex Kirichuk's Alla and Scott Palmer's Yankee Doodle Dandee), it was agreed we should mark the 80th anniversary of the Class in style. Unfortunately our first attempt had to be postponed as the largest storm of the late summer season swept down the coast.

Undeterred, we rescheduled, to what proved to be a perfect weekend on the idyllic waters of Mahurangi. The sun shone, the breeze was steady for sailing and beautifully still at night for our celebrations. Fiery competition on the water transformed into great camaraderie on shore over the 3 days. Returning from a creditable performance in the Australian Prince Philip Cup, Scott Palmer sailed an impeccable regatta to take a convincing first overall. Past National Champions, John Webber and Frans de Court teamed up to take second place, followed closely by Alex Kirichuk winning the Brown & Stone Trophy for best performing classic Dragon.

Fifty guests celebrated the 80th anniversary at a commemorative dinner with special guests

Close racing action for the New Zealand Dragon Fleet. Courtesy of the New Zealand Dragon Class.



and Dragon sailors past and present. Alex Kirichuk's Corinthian Vodka was a much-appreciated sponsor, with a limited edition vintage vodka to commemorate the 80th anniversary of the Class. Needless to say it was a night (for most!) to remember.

The 14 Dragons in the small New Zealand fleet are spread throughout the country. The challenge in growing the Class here has been to have enough Dragons in one place for regular, high profile racing.

The Auckland Fleet will now be sailing out of the Royal New Zealand Yacht Squadron base at Westhaven and we have recently launched www.dragonclass.org.nz to create greater profile and visibility.

After ten years as President Frans de Court has stepped aside this year and the NZIDA has greatly appreciated his commitment and dedication to building the Class over the past decade.

Ka kite ano.
Jude Hooson. www.dragonclass.org.nz

Norway

It is always exciting to see what the year following a major event brings. We held the Europeans in 2008 and definitely saw the Class blossom in the 07/08 seasons. New boats and new faces were presented, experienced sailors from other classes tried out the Dragon and the question was whether we were going to continue this trend.

We definitely feel that the Dragon came out of the 08 season as a prosperous class, and hopefully the 08 season brought some new Dragon enthusiasts that will stay for many years to come.

Our short Norwegian season normally gives us 5-6 class regattas with the Nationals as the yearly highlight. Eivind Melleby took his second consecutive Norwegian Championship this year winning four out of seven races, confirming his status as one of Norway's top sailors.

Norway was well represented in Skagen for the Gold Cup and the three crews competing

were enthusiastic and seemed very satisfied with the regatta. Learning from their experience, hopefully even more boats will represent Norway for the Gold Cup in Marstrand in 2010.

Our goal for next year is to continue to grow as a class, and bring more Norwegian boats to international regattas. This way we hope to succeed both during regattas as well as in the social arena.

Good luck for the 2010 season
Tore Hovda. www.nordragon.com

Portugal

2009 was a very special year for the Portuguese Fleet. We were able to conclude the first winter series in Cascais, and we restarted our activity in Vilamoura, Algarve. The last IDA meeting promoted the King Juan Carlos Trophy to a Grade 1 event making us very proud. It was started in 1995, meaning that 2010 will be the 15th competition.

Since 2008 this trophy has been a part of the Cascais Winter Series, which is becoming increasingly popular as Dragon sailors are attracted by the fantastic conditions we have in Cascais. The first Cascais Winter Series took place from October 2008 to March 2009. We had entries from 5 countries and 32 races were held. The winner was José Matoso, followed by Filipe Silva and Francisco Pinheiro de Melo, all from Portugal.

As I write we have completed the first 3 series out of the 6 Winter Series events, with an average of 20 boats in each from 6 different countries, with nice weather and all kind of winds and seas. The winners from the first 3 series were Pedro Mendes Leal from Portugal, Vincent Hoesch from Germany and Thomas Müller from Germany

Why not join us for the final 3 Winter Series events on 29 to 31 of January, 25 to 28 February (Prince Henry the Navigator) and 11 to 14 of March (King Juan Carlos Trophy). The Clube Naval de Cascais has a package that allows all sailors to leave their boats during the winter under very good conditions. Competitive rates for hotels and apartments are available. Lisbon Airport is just 30 minutes by car with budget airline links to major European cities. The Cascais Municipal Airport, just 15 minutes by car from CNC can accommodate private jets and commuter planes. For more information, please visit www.cncascais.com or E-mail Dragopor@yahoo.com

At our major events in our 2009 the Prince Henry the Navigator Trophy was won by Ivan Bradbury, the King Juan Carlos Trophy went to Vincent Hoesch, the Portuguese National Championship was awarded to Henrique Anjos and the Desafio Chrysler Trophy went to José Matoso.

To conclude, I would like to thank the IDA for all the support they give and also all our Dragon friends. Looking forward to seeing you on the race course in Portugal.
Mário Quina. www.dragopor.com

Russia

The success of the Russian Dragon Fleet internationally has continued to grow during 2009 with Russian sailors venturing not only to Europe but also to Australia and Antigua. Mikhail Mouratov took third place in the Prince Philip Cup in Australia and was second to Poul-Richard Hoj-Jensen in Antigua Sailing Week with Anatoly Loginov third.

The only sailing on Lake Pirogovo in winter is ice sailing, so during the 2008/09 winter season many Russian Dragons based themselves on in Cannes, achieving increasingly improved results for the start of the summer season.

Noteworthy results during 2009 included Anatoly Loginov's first place in the Primo Cup, podium finishes in the Gold Cup and the Grand Prix Petit Navire and top ten places in the World Championship, the Trofeo SAR Princesa Sofia and the Dragon Grand Prix. Other Russian Dragons are also increasingly taking top ten places in all major regattas.

This outstanding success during 2009 left Anatoly Loginov at the top of the International Ranking List, less than a point ahead of Tommy Müller. In all, there were four Russians in the top twenty-five of the Ranking - Anatoly Loginov in first place, Mikhail Mouratov tenth, Olga White fifteenth and Alexander Shmidt in twenty-first.

2010 has been characterised by the increasing number of Russian owners taking the helm, both in Russian and International regattas. Their increasing success must be the envy of many professional helmsmen. Russian results have certainly not suffered as a consequence.

Russia now has two Grade 2 regattas - the Open Russian Championship and the Silver Cup, allowing stay-at-home sailors to obtain points towards the International Ranking. In 2009 both these events, plus the Banker's Cup were held at the Pirogovo YC. In 2010, we hope that the Open Russian Championship will again be held in St Petersburg, helping to attract more St Petersburg sailors into the fleet.

For the winter season 2009/10, many Russian Dragons are in Cascais. With many Russians consistently training in such varied conditions we await the results in 2010!

The conclusion from the 2009 season - hard work and practice make perfect! Congratulations to Anatoly Loginov for his first place on the International Ranking List after only three years of seriously helming a Dragon or any other yacht for that matter! We wait to see what hard work and training do in 2010 for the Russian Dragon fleet.
Happy Dragon Sailing!
Olga White. www.russiandragon.ru

Sweden

For the Swedish Dragon Association, 2009 has been yet another year with an increasing number of Dragons and successful races, in

particular on the east coast where the Volvo Round the World stopover in Stockholm focused much attention on sailing right in centre of the city. Activities continued with Sandhamn Race Week when the Dragons participated as the largest keelboat class. This was followed by the annual offshore Round Gotland Race, in which a number of Dragons regularly participate.

There were more or less the same regattas in 2009 as in earlier years on both the west and east coasts. The number of participants is regularly between 15 and 20 boats. The Swedish Nationals was held at Saltsjöbaden and 34 Dragons participated. Saltsjöbaden has the benefit of being easily accessible by road and providing the very best conditions for regattas in the Stockholm Archipelago.

The regular figure for Swedish Dragons participating in international regattas is 15 and some of these spend each winter in Cannes and Cascais. To stimulate international participation, the World's Best Swedish Dragon is appointed at the AGM of the Swedish Dragon Association based on results in international regattas and in 2009 the clear winner was Stefan Winberg.

In 2010 our focus is naturally very much on the west coast of Sweden with the Swedish Nationals at Marstrand on 24-27 July and then a week later the Dragon Gold Cup from the 5 to 13 August. Marstrand is very well known to many Dragon sailors for providing the best possible and most pleasant venue for major regattas, but this time the Dragon Gold Cup also serves as the most important event in the celebrations of the 150th anniversary of the Royal Gothenburg YC (GKSS). All Dragon sailors know very well that GKSS initiated the creation of the Dragon and its establishment as a one-design racing class. This will be the tenth time the Dragon Gold Cup is hosted by GKSS.

The Swedish Dragon Association welcomes you all to Marstrand.
Ulf Bjurman. www.segladrake.se

Switzerland

On the occasion of our 80th anniversary, the Swiss Dragon Fleet and the Ascona YC organised a special regatta for classic boats. With yachts from the 1950s and 1960s, 17 crews from Germany, France, the Ukraine and Switzerland met in the sunniest pocket

Classics racing off Ascona. Courtesy of the Swiss Dragon Class.



of Switzerland.

Lake Maggiore served as the backdrop for a week of warm weather, regular afternoon breezes and sailing in Bermuda shorts. Competitors completed seven races and soon the favourite classic Dragon became apparent. After the second day of competition, Andreas Hermann had won three races on Onyx, the second oldest Dragon, built in 1956. The crew of Onyx had to hand the winning title and a bottle of champagne over to St. George on day three, just in front of the lovely Isola di Brissago. On the final day Onyx again won both races to claim a superior but close victory as the crew of Samtkragen was following closely in second place. Although they sailed strongly throughout, the crew of Bunker King did not participate in the final race and finished third overall.

An event entitled, "Classic Dragon", would not be a classic race without the corresponding awards. The winning prize for the most classic

Looking to the future we invite all Dragon sailors to come to Thunersee as the Dragon fleet of Lake Thun will be 50 years old in 2010 and we will have a Swiss Championship from 11-15th May at the Thunersee Yachtclub to celebrate.

Lotti Schmid. www.dragon-class.ch



United Kingdom

2009 has been a year of growth for the British Class. One of the most important achievements is the establishment of a revived fleet at Abersoch in North Wales. A local group, led by Rob Riddell, set up a new class which, to date, has eight boats. Abersoch is a lovely place to sail and will be hosting a Northern Championship in 2010 and the Edinburgh Cup in 2011. We also exhibited a Dragon at the Dinghy Exhibition generating much interest and

Week again, Rory Bowman reasserted his primacy in Aldeburgh Week and Martin Makey dominated Burnham Week.

Internationally the best GBR result was Poul-Richard Hoj-Jensen's win in the Worlds, closely followed by Ivan Bradbury's win in the Regates Royales. Ivan was sailing the rejuvenated Blue Haze, which won the Europeans as long ago as 1963. Gavia, Quentin, David Palmer and Ron James achieved other top ten results. The Burnham fleet made its annual pilgrimage to La Baule, where the oysters and wine were excellent.

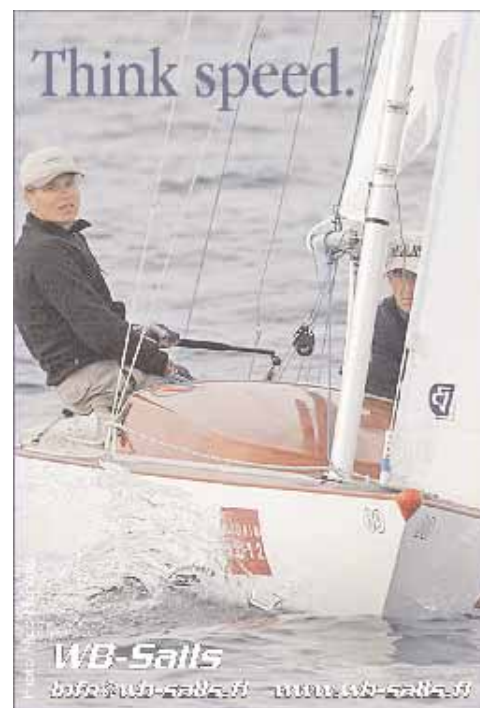
We are confident that the momentum created in 2009 will be maintained in 2010. The Edinburgh Cup, sponsored again by Aberdeen Asset Management, together with the South Coasts will be in Cowes, the East Coasts on the Medway and the Northerns at Abersoch. We are optimistic that, as the proud possessors of a devalued currency, many other Dragon sailors will join us for these events. You will be very welcome.

Patrick Gifford. www.britishdragons.org



USA

Despite the severe downturn in the US and Canadian economies our fleet was delighted to see a slight increase in membership numbers in 2009 with 30 boats now officially registered. The nature of the US and Canadian fleets are such that many of our members have restored classic boats and are now sailing in isolation within their local handicap fleets. However, their isolation does nothing to dim their enthusiasm for the wonderful Dragon Class and we continue to actively seek out new potential Dragon owners and sailors at every opportunity. If you are interested in sailing a Dragon in the USA or Canada please visit our web site at www.usdragon.org or contact Mickey Lake, AIDA Secretary, E-mail BLake84530@aol.com. Mickey Lake. www.usdragon.org



Dragon Half Models



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Close running at the 2009 Edinburgh Cup, Falmouth. Photo courtesy www.fionabrown.com

Dragon of all went to Arete, built in 1956 just before Onyx but without backstays. Female crewmembers received honorary prizes. Last but not least, St. George, from Brittany received an honorary award for having traveled the farthest to get to the competition narrowly beating another Dragon from Flensburg.

What would a birthday be without a suitable celebration? The program included a post-sailing reception, a group dinner, a leisure day to explore the area and a gala evening in the "Ascolago" overlooking the lake.

The event was such a success that the sailing community voiced its enthusiasm at repeating the event in the future. Perhaps the Dragon fleet will celebrate another special birthday in five years... Thank you from the bottom of our hearts to everyone who made this event possible.

plan to do the same again in 2010.

2009's Edinburgh Cup was at Royal Cornwall YC in Falmouth and generously sponsored by Aberdeen Asset Management. The turnout, both for the Southwestern Championship, which preceded it, and for the Edinburgh Cup itself, was up on the previous year. Falmouth lived up to its reputation for producing good racing in varied conditions. Both events were won by Bill Hardesty sailing with owner Quentin Strauss. Second in the Edinburgh Cup was Andrew Craig and third Gavia Wilkinson-Cox. As an innovation, a new trophy was presented to the first boat with an all-amateur crew. This went to Rob Campbell in fourth place.

In the other two BDA regional championships, Len Jones won a windy South Coasts at Cowes and Ian Gray displayed considerable cunning to win the East Coasts at Burnham. At local level Len Jones won Cowes

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Photo: Franco Paice

Interview with Richard Blickman, IDA Vice Chairman

At the 2009 IDA AGM Richard Blickman was elected as Vice Chairman. Aged 55 and married with three daughters, Richard is a third generation Dragon sailor. His grandfather built NED21 in 1937 and his father also raced Dragons, introducing Richard to the class as a young boy. Having started sailing at the age of six he went on to race Flying Juniors across Europe before taking a break from sailing to develop his career in semiconductor manufacturing and build his family with wife Mereline. During this time he spent many years assisting in race management with Yacht Club Hollandia in Medemblik.

He returned to competitive sailing in 2003 and bought his first Dragon. He now successfully campaigns a beautiful 2001 cold moulded Petticrows boat, NED393, called Cobweb. Since 2003 Richard has developed a keen interest in the technical aspects of the Dragon, visiting all the builders and virtually all the sail makers. The IDA spoke to him to find out about his new role.

IDA: What prompted your interest in the technical aspects of the Dragon?

RB: I have always had an interest in technical/mechanical products and a masters degree in mechanical engineering gave me an excellent basis for the world of processes and machines for microelectronics and semiconductor assembly for all kinds of applications. I find sailing, boat design and construction, spars and sails and the technology behind them fascinating.

If you look closely at the boats, masts and sails in our fleet there are constant small changes all aimed at improving performance. Well managed, these developments are essential to keep our class alive!

IDA: We currently have several active Dragon builders; do you see future consolidation of builders or a continuing opportunity for all?

RB: For any commercial product it is essential that manufacturing costs decline over time. Reduction of man-hours and material cost to build every new Dragon and sharing the benefit between builder and client is the ideal world. However equally important is continued innovation leading to improved performance, safety and sailing pleasure. Combining both factors will determine who will survive. On a relative basis the Dragon is an expensive boat and for all builders a major challenge. The efforts in recent years by our builders to reduce manufacturing costs have been partly successful and many new ideas have been introduced.

IDA: What personal strengths and experience do you bring to the IDA?

RB: I think I can bring some help in organizing the various tasks that the IDA has to perform. I have been very fortunate to have grown up and worked in the Netherlands, US East Coast and Switzerland. Also my work has always been very international from customers, our factories, suppliers, and financing/capital market transactions. As an IDA Officer, contributing some guidance in the coming 2 years with Dragon sailors from many countries sharing the heritage and respectful for tradition with top world class racing expectation is a very positive challenge.

IDA: You have said that promoting the Dragon to younger sailors is very important. What measures do you feel the IDA can take to enable this?

RB: The way to attract top class younger sailors is to make the Dragon easier to sail. Young people have less and less time. Everything has to be instant. At the same time reducing costs is

very important, as there are many one-design classes to choose from. This is a major challenge for the builders and IDA. We should all encourage young people to sail the Dragon where possible and remember that the Dragon was originally promoted for younger sailors at low cost 80 years ago.

IDA: How to maintain the Dragon's legendary Corinthian racing spirit whilst at the same time encompassing the high level of professional participation the class now attracts is a subject under much discussion. What are your thoughts on this issue?

RB: To me the Corinthian yachtsman respects the racing rules in a fair play environment under all circumstances. It is essential to maintain the highest level of racing organisation including jury to set the standard for all. Only in this manner we can continue to welcome world champions and Olympic champions from whom we can learn a lot. Are we not attracted by 'dancing with the stars'? A continuous challenge from top class sailors will keep the Dragon alive and healthy for many years to come.

So far I have learnt a lot from top class Dragon sailors and all are happy to share details to make us sail faster and more successfully. My 'bible' is Vincie Hoesch's tuning guide and Poul-Ricard Hoj-Jensen, Martin Payne, Lars Hendriksen and Fred Imhoff are all pleased and willing to answer questions on tuning, setting sails and switching gears.

Although recently a growing concern has arisen about the merits of the level of professional sailors and crews in our class. It is essential that we carefully maintain a balance between keen amateur Dragon sailors and full and partly professional teams. We should avoid in any case a negative atmosphere and tensions within our class. This is a major role for the IDA. Recent initiatives for full amateur team trophies in major events underscore the desire to maintain a healthy balance.

IDA: Tell us a little about how you see your role developing.

RB: I have understood the VC role requires me to be present before and during certain major events to offer help to the organising team. The key objective is that every event is the best ever. We have to realise that very major events are organised with intervals of at least 5 years per country and that the objective of the Europeans is to go to locations to promote the Dragon. This means that we have to review every location and all aspects to minimize disappointments. This role starts in the selection process for future venues at the IDA AGMs. Over the years the IDA has made a 'guidebook' for this purpose.

IDA: You've recently bought one of the most successful cold molded Dragons, does this mean you will be racing more on the international circuit in the coming years?

RB: As mentioned in the beginning, top class racing, as well as maintaining top class boats fascinates me. The Dragon racing calendar offers great racing at many top rate locations worldwide in over 23 countries and it is certainly my wish to sail in many new locations and revisit great Dragon friends in new and familiar locations.



DRAGON REGATTA SCHEDULE 2010

Start	End	Regattas	Venue	Country	Contact	RL	F	M
IDA Championships								
IDA Championships								
05/06/10	12/06/10	European Championship 2010	Balatonkenese	Hungary	www.dragoneuropeans.hu	1.25	2	
05/08/10	13/08/10	Dragon Gold Cup 2010	Marstrand	Sweden	www.gkss.se	1.3	2	
Grade 1 Events								
11/03/10	14/03/10	X King Juan Carlos Trophy (DWS 6 - Iberian Championship)	Cascais	Portugal	www.cncascais.com	1.2	2	
29/03/10	02/04/10	Trofeo SAR Princesa Sofia (Iberian Championship)	Palma de Mallorca	Spain	www.trofeoprincesasofia.org	1.2	2	
05/05/10	08/05/10	Grand Prix Petit Navire	Douarnenez	France	www.grandprixpetitnavire.com	1.2	2	
10/07/10	14/07/10	Dragon Grand Prix Germany	Boltenhagen/Baltic Sea	Germany	www.drachenklasse.de	1.2	2	
Grade 2 Events								
04/10/09	03/10/10	Australian Ranking List	4 states	Australia	www.dragonclass.org.au	1.2	2	
02/01/10	07/01/10	Prince Philip Cup	Perth	Australia	E-mail peter@masseco.com.au	1.25	2	
16/01/10	17/01/10	Hong Kong Nationals (Class Championships)		Hong Kong	www.rhkyk.org.hk	1	1	
30/01/10	31/01/10	Hong Kong Nationals (Class Championships)		Hong Kong	www.rhkyk.org.hk	1	1	
24/02/10	28/02/10	Semaine Internationale de Cannes - Open International de France	Cannes	France	www.yachtclubdecannes.com	1	1	
26/02/10	28/02/10	Antigua Dragon Championship	Nonsuch Bay	Antigua	www.antiguadrasons.org	1	1	
26/02/10	28/02/10	New Zealand National Championship		New Zealand	www.dragonclass.org.nz	1	1	
17/03/10	21/03/10	Copa del Mediterraneo (Iberian Championship)	Palma de Mallorca	Spain	www.cncascais.com	1	1	
26/03/10	28/03/10	International Italian Championship	Sanremo	Italy	www.yachtclubsanremo.it	1.1	1	
11/05/10	15/05/10	International Swiss Championship	Thun	Switzerland	www.dragon-class.ch	1.1	1	
15/05/10	15/05/10	Grand Prix Enkhuizen	Muiden	Netherlands	www.dragonclass.nl	1	1	
15/05/10	16/05/10	"Greek Championship ""A"" Round"	Athens	Greece	www.hdca.gr	1	1	
29/05/10	31/05/10	UK East Coast Championship	Medway	UK	www.medwayyachtclub.com	1	1	
29/05/10	31/05/10	Irish East Coast Championship	Dun Laoghaire	Ireland	www.riyc.ie	1	1	
05/06/10	11/06/10	Hungarian Championship (tune-up for Europeans)	Balatonkenese	Hungary	www.dragonclass.hu	1.1	1	
05/06/10	06/06/10	Pelle Gedda Cup	Saltsjbaden	Sweden	www.segladrake.se	1	1	
10/06/10	13/06/10	Portuguese National Championship	Cascais	Portugal	www.cncascais.com	1.1	1	
19/06/10	20/06/10	Rutgersson Cup/The Spring Dragon	Marstrand	Sweden	www.segladrake.se	1	1	
23/06/10	26/06/10	Open International de Deauville	Deauville	France	www.dyc14.com	1	1	
30/06/10	03/07/10	Edinburgh Cup - British Nationals	Cowes	UK	www.britishdragons.org.uk	1.1	1	
19/07/10	22/07/10	Int. German Championship	Flensburg/Baltic Sea	Germany	"www.fsc.de."	1.1	1	
22/07/10	25/07/10	Irish National Championship	Belfast	Ireland	www.rniyc.org	1	1	
24/07/10	25/07/10	Entenpokal Dragon	Attersee (SCK)	Austria	www.dragonclass.at	1	1	
28/07/10	31/07/10	Swedish Championships/ The Marstrand Regattan	Marstrand	Sweden	www.segladrake.se	1	1	
29/07/10	01/08/10	International Austrian Championship	Attersee (Uycas)	Austria	www.dragonclass.at	1.1	1	
07/08/10	08/08/10	International Dragon Cup	Thun	Switzerland	www.dragon-class.ch	1	1	
18/08/10	22/08/10	Belgian Open Championship	Ostend	Belgium	www.beldragon.be	1.1	1	
20/08/10	22/08/10	Finnish National Championship (dates provisional)	Marianham	Finland	E-mail kai.talas@gearshiftgroup.com	1	1	
26/08/10	29/08/10	Open Danish Championship	Skovshoved Harbour	Denmark	www.kapeseljads.kdy.dk	1.1	1	
02/09/10	05/09/10	Open Russian Dragon Championships	St Petersburg	Russia	www.russiandragon.ru	1.1	1	
09/09/10	12/09/10	Open Dutch Championship	Medemblik	Netherlands	www.dragonclass.nl	1.1	1	
10/09/10	12/09/10	Erste Private Banking Dragon Fleet Race	Balatonkenese	Hungary	www.dragonclass.hu	1	1	
02/10/10	03/10/10	The Silver Dragon Cup	Moscow	Russia	www.russiandragon.ru	1.1	1	
06/10/10	09/10/10	Dragon Saint Tropez	Saint Tropez	France	www.snst.org	1.1	1	
14/10/10	17/10/10	Hans-Detmar-Wagner Cup	Torbole (Italy)	Germany	www.drachenklasse.de	1	1	
13/11/10	14/11/10	"Greek Championship ""B"" Round"	Athens	Greece	www.hdca.gr	1	1	
Non-graded Events								
09/01/10		Tomes Cup (Pursuit Race)		Hong Kong	www.rhkyk.org.hk			
16/01/10	17/01/10	Antigua Yacht Club Challenge		Antigua	www.antiguadrasons.org			
22/01/10	24/01/10	Ski-Voile International	Antibes	France	cna.antibes.free.fr			
23/01/10	24/01/10	Class Regatta - Hong Kong		Hong Kong	www.rhkyk.org.hk			
29/01/10	31/01/10	Cascais Dragon Winter Series 4	Cascais	Portugal	www.cncascais.com			
05/02/10	07/02/10	Primo Cup	Monaco	France	www.yacht-club-monaco.mc			
13/02/10	14/02/10	Valentines Regatta	Jolly Harbour	Antigua	www.antiguadrasons.org			
20/02/10		Moonraker Series		Hong Kong	www.rhkyk.org.hk			
25/02/10	28/02/10	Prince Henry The Navigator Trophy (DWS 6 & Iberian Ch/ship)	Cascais	Portugal	www.cncascais.com			
27/02/10		Moonraker Series		Hong Kong	www.rhkyk.org.hk			
06/03/10		Moonraker Series		Hong Kong	www.rhkyk.org.hk			
19/03/10	21/03/10	Caribbean Dragon Championship	Falmouth/Nonsuch Bay	Antigua	www.antiguadrasons.org			
20/03/10		Phyloong Series		Hong Kong	www.rhkyk.org.hk			
27/03/10		Alternative 7's		Hong Kong	www.rhkyk.org.hk			
02/04/10	05/04/10	Burnham Easter Regatta	Burnham-on-Crouch	UK	www.royalcorinthian.co.uk			
02/04/10	05/04/10	Easter Pre-Worlds Regatta	Melbourne	Australia	E-mail don@assocmanagement.com.au			
02/04/10	03/04/10	Easter Regatta	Thun	Switzerland	www.dragon-class.ch			
03/04/10	05/04/10	Paashazen	Aalsmeer	Netherlands	www.dragonclass.nl			
10/04/10		Phyloong Series		Hong Kong	www.rhkyk.org.hk			
15/04/10	20/04/10	Antigua Classic Week		Antigua	www.antiguadrasons.org			
17/04/10	18/04/10	Maritime Cup	Athens	Greece	www.hdca.gr			
17/04/10		Phyloong Series		Hong Kong	www.rhkyk.org.hk			
24/04/10	30/04/10	Antigua Sailing Week		Antigua	www.antiguadrasons.org			
24/04/10	25/04/10	Glariseggcup	Steckborn	Switzerland	www.dragon-class.ch			
24/04/10	25/04/10	Spring Regatta		Hong Kong	www.rhkyk.org.hk			
01/05/10	03/05/10	Coupe de Bretagne	Douarnenez	France	www.grandprixpetitnavire.com			
01/05/10		HKRNVR Pursuit Race		Hong Kong	www.rhkyk.org.hk			
13/05/10	16/05/10	Coupe Drakkar	Deauville	France	www.dyc14.com			
13/05/10	15/05/10	Vasco de Gama	Arcachon	France	www.voile-arcachon.oq			
14/05/10	16/05/10	Alberti Cup	Portofino	Italy	www.yci.it			
21/05/10	24/05/10	North Sea Regatta	Scheveningen	Netherlands	www.dragonclass.nl			
22/05/10	24/05/10	Escale Dragon	Concarneau	France	www.escale-dragon.com			
05/06/10	06/06/10	International Jungfrautrophy	Thun	Switzerland	www.dragon-class.ch			
09/06/10	12/06/10	Derby Dragon	La Baule	France	www.yclb.net			
17/06/10	20/06/10	UK Northern Area Championship	Abersoch	UK	www.britishdragons.org.uk			
23/06/10	27/06/10	Bankers Cup	Moscow	Russia	www.russiandragon.ru			

Start	End	Regattas	Venue	Country	Contact	RL	F	M
26/06/10	27/06/10	Sommerregatta	Steckborn	Switzerland	www.dragon-class.ch			
27/06/10	29/06/10	UK South Coast Championship	Cowes	UK	www.britishdragons.org.uk			
02/07/10	04/07/10	Sandhamn Race Week	Sandhamn	Sweden	www.segladrake.se			
03/07/10	04/08/10	Patrick Monteiro de Barros Trophy	Cascais	Portugal	www.cncascais.com			
03/07/10	04/07/10	"Grand Prix Enkhuizen, Finale"	Muiden	Netherlands	www.dragonclass.nl			
12/07/10	14/07/10	Sun Race	Cannes	France	www.yachtclubdecannes.com			
23/07/10	25/07/10	Marblehead Trophy	Skovshoved Harbour	Denmark	www.marblehead.kdy.dk			
30/07/10	01/08/10	Lancel Classic	Noirmoutier	France	www.cbvoischalze.com			
31/07/10	07/08/10	Cowes Week	Cowes	UK	www.cowesweek.co.uk			
18/08/10	19/08/10	Patacas Trophy (tune-up Chrysler Trophy)	Cascais	Portugal	www.cncascais.com			
26/08/10	28/08/10	Chrysler Challenge	Cascais	Portugal	www.cncascais.com			
29/08/10	05/09/10	Burnham Week	Burnham-on-Crouch	UK	www.burnhamweek.org.uk			
04/09/10	05/09/10	Tune Up Open Dutch National Championship	Medemblik	Netherlands	www.dragonclass.nl			
09/09/10	12/09/10	Open de Dragon du Morbihan	Le Croesty Arzon	France	www.ycca.net			
10/09/10	12/09/10	Irish South Coast Championship	Kinsale	Ireland	www.kyc.ie			
20/09/10	25/09/10	Regates Royales	Cannes	France	www.yachtclubdecannes.com			
25/09/10	26/09/10	Zugerseemeisterschaft	Zug	Switzerland	www.dragon-class.ch			
25/09/10	26/09/10	The Piraeus Trophy	Athens	Greece	www.hdca.gr			
01/10/10	03/10/10	Alassio Dragon Week	Alassio	Italy	www.primazona.org/Dragone_home.htm			
08/10/10	10/10/10	Jack Craig Memorial Bell	Lough Derg	Ireland	www.idyc.ie			
09/10/10	10/10/10	Tastevin	Alkmaar	Netherlands	www.alkmaardermeer.nl			
09/10/10	10/10/10	Herbstpreis and Team Trophy	Thun	Switzerland	www.dragon-class.ch			
22/10/10	24/10/10	Dragon Winter Series 1	Cascais	Portugal	www.cncascais.com			
29/10/10	01/11/10	Drag's Cup	Cazaux	France	www.cercle-de-voile-cazoux-lac.com			
12/11/10	14/11/10	Championnat Intl. de Mediterranee + Armistice Cup	Cannes	France	www.yachtclubdecannes.com			
19/11/10	21/11/10	Dragon Winter Series 2	Cascais	Portugal	www.cncascais.com			
03/12/10	05/12/10	Dragon Winter Series 3	Cascais	Portugal	www.cncascais.com			
03/12/10	05/12/10	Coupe d'Hiver du YCC	Cannes	France	www.yachtclubdecannes.com			
2011 IDA Championships								
07/01/11	15/01/11	World Championship 2011	Melbourne	Australia	www.dragonworlds2011.com.au	1.3	2	
04/07/11	09/07/11	European Championship 2011	Boltenhagen/Baltic Sea	Germany		1.25	2	
03/09/11	11/09/11	Gold Cup 2011	Ostend	Belgium		1.3	2	

Please regularly check www.intrdragon.org for further events and additional information

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Petticrows	30
Vejle Yacht Service	11
Total 2009	41
Total 2008	37

Photo courtesy: Sander van der Borch.



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