



DRAGON

ONE DESIGN RACING

2013 REVIEW • 2014 PREVIEW

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Building Winning Dragons from 1988-2014



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IDA Chairman's Report

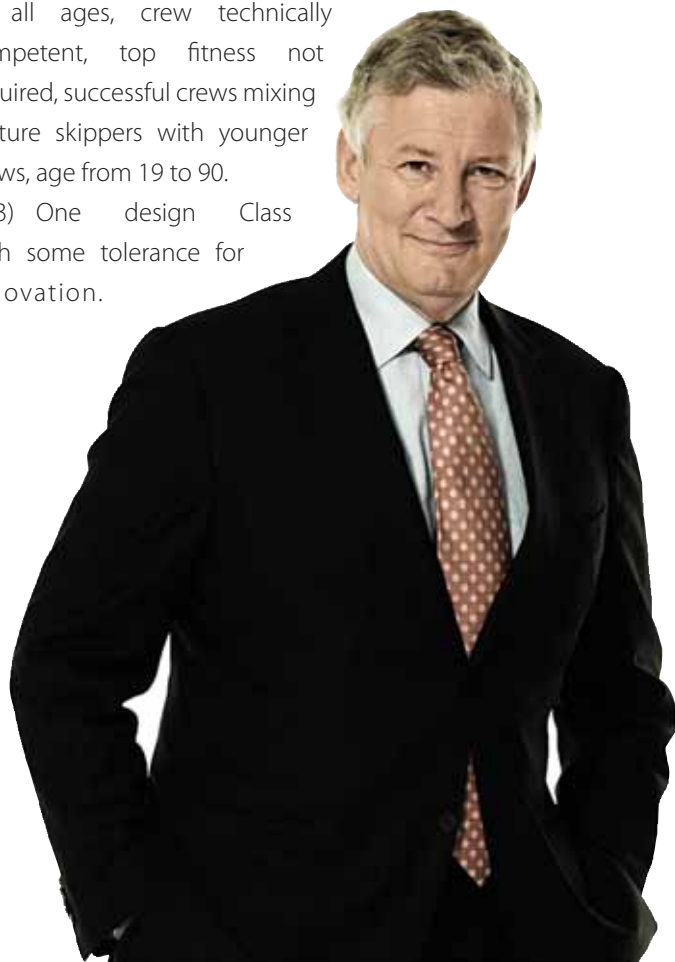
We can look back on yet another great year for the Dragon Class featuring many national and international events with a growing number of sailors. 2013's World and European Championships and the Gold Cup enjoyed above average attendance from 15-17 nations. Apart from the major IDA international events, many graded and local events throughout the year have been enjoying excellent attendances too, despite a difficult global economic situation. Also many new sailors have joined the Dragon Class and moreover several younger teams are now taking part. However, there are also concerns that the local fleets i.e. club racing have seen less favourable development.

Mainly due to the difficult global economic situation a lower number of new Dragons were built. On the other hand we have seen an increase in the number of sail labels from around 800 to 1000. Financially the IDA is strong as our Treasurer Andrew Craig reported to the AGM in detail.



In 2014 we celebrate that 85 years ago, in 1929, the first Dragon was launched. So it is appropriate to investigate how the success of the Dragon over so many years has continued. Several years ago Louis Urvois formulated his view on the reasons for the success of the Dragon Class:

- 1) General boat qualities. Seaworthiness, aesthetics, easy transportation, only 3 crewmembers, low cost.
- 2) Unique niche positioning. Appealing for successful sailors of all ages, crew technically competent, top fitness not required, successful crews mixing mature skippers with younger crews, age from 19 to 90.
- 3) One design Class with some tolerance for innovation.



True one design, constant development in rigging and construction techniques thus enhancing the boat's performance and giving it an aura of modernity in spite of her age. Development has been evolutionary and not revolutionary thus well kept 8-10 years old boats can remain competitive,

4) When drastic innovations were introduced transition phases were created during which the innovation was penalized in order to maintain a level playing field.

5) Very active club, national and international racing calendar. These races are a successful mix of serious racing with most congenial after regatta social events.

6) Benefit over the years from the involvement and support of boat builders, themselves active and successful sailors in the Class.

At the AGM in 2011 the Officers presented as part of the Dragon Class Identity the vision statement, which was adopted by the meeting.

The brand:

- Long and proud heritage of meter and one design
- Important history of Olympic years
- People who own and race Dragons include champions from many decades and royalty
- Worlds largest One Design keel boat Class
- Careful evolutionary management of Class rules, boat and sail design and materials
- Quality management of International and National Dragon Class Associations

These are things that make us unique: The Vision: An image of the future we seek to create. By pursuing the Corinthian principles of:

- 1) Careful worldwide stewardship
- 2) Honourable, competitive One-Design racing
- 3) Evolutionary modernisation of the boat
- 4) Upholding Class traditions
- 5) Supporting ISAF
- 6) Enjoying the fellowship of our global sailing fraternity

The International Dragon shall be the world's pre-eminent One-Design Keelboat Class. One could ask what has changed over the past 10 years that could have a negative impact on continued success in the years to come. A concern for some sailors is the increase of Professional sailors. On the one hand, that so many top international Olympic medallists and World Champions decide to race Dragons clearly demonstrates many of the reasons for our long-term success. Also less experienced sailors with Professional crews find the Dragon Class attractive, probably also for its top class racing and ambiance. As a result continued and increased pressure is put onto the IDA and the event organisers to accommodate a more professional all round setting. Although we all agree to a top class and top rate event setting, we must be careful not to sacrifice the breadth of the Class at all events. There is a growing concern that an increased professional setting will lead to a split in the Class and thereafter a rapid overall decline. It is therefore the IDA's duty to maintain the Corinthian values which are the basis for continued long term success.

At this year's owners meeting, held at the Gold Cup in Douarnenez, many subjects were raised in relation to the organisation of our major events. The selection of the venue and moreover the timing in the year was raised. Also the need for professional race management and unified sailing instructions for the major events was voiced. Although the IDA Secretary and Officers have supported the preparation of all major events over many years with great efforts and attended ISAF race management courses to establish contacts with ISAF IROs, increased focus on quality is desired.

The Officers have decided to establish an IDA Sailing Co-ordinator position to assist the Secretary and the Officers in preparing the major and certain graded events to increased standards. The main purpose of this new role is to provide input and expertise to the IDA regarding events and agreed promotional activities and to undertake specific projects as outlined by the IDA Officers and Secretary, with this role reporting to the Secretary. A clear challenge will be to maintain the overall cost in balance with the aid of sponsors resulting in entry fees within the IDA regatta regulations defined range.

We have been fortunate to enjoy substantial sponsoring for our major events in 2013 from Gazprom and BMW. Also many other local sponsors have generously supported mainly the social part of every event.

The Corinthian trophies have been awarded at all major events and at the Worlds for the first time an ISAF officer has checked the Corinthian entries, both helmsmen and crews according to the rules. Yet again this year the top Corinthian sailors matched our Professional sailors in many races. It is key that the good relationship between the Professionals and the Corinthians remains in tact. Certain elements like requests for Professional PROs, event organisers and coach boats are to an increasing number of long-term Dragon sailors a concern for the long-term success of the Class.

The promotion of the Class through our website, yearbook and other social media depends on the efforts of many. In particular we thank Martin Payne and Fiona Brown for their contributions at all major events, graded and many local events.

Overall 2013 has been a great year and we can look forward with great confidence to celebrating our 85th year in style. Highlights of the year will of course be the European Championship in Sanremo at the end of April and the Gold Cup in Medemblik in early September, but in addition we are encouraging all National Dragon Classes to organise events throughout the year to celebrate the incredible 85 years of Dragon sailing around the globe.

Richard Blickman



Current Champions 2013



World Championship (Weymouth, UK)	Fever	Klaus Diederichs Andy Beadsworth Jamie Lea
Gold Cup (Douarnenez, France)	Bunker Queen	Markus Wieser Sergey Pugachev Georgii Leonchuk
European Championship (Cascais, Portugal)	Drago	Jose Matoso Gustavo Lima Frederico Melo
Borge Borresen Memorial Trophy (Winner of first race Gold Cup)	Annapurna	Anatoly Loginov Vadim Statsenko Alexander Shalagin
Nations Cup (Team Race within Gold Cup)	French Team	Lady Jane Ar Prim Ulysse
Prince Philip Cup (Botany Bay, Australia)	Akula	Matt Whitnall Rob Bishop Christian Brook
Cannes Dragon Grand Prix (Cannes, France)	Activitis	Malte Philip Alex Schlonski Michael Kurtz
XVI HM King Juan Carlos I Trophy (Cascais, Portugal)	Strange Little Girl	Dmitri Samokin Andrey Kirilyuk Aleksy Bushuev
Grand Prix Guyader (Douranenez, France)	Bunker Queen	Markus Wieser Sergey Pugachev Georgii Leonchuk
Dragon Grand Prix Germany (Kuhlingsborn, Germany)	Alfie	Lawrie Smith Ossie Stewart Tim Tavinor
The Müller Trophy (Top place sailor on the IRL)	Bunker Queen	Markus Wieser Gergey Pugachev Georgii Leonchuk
Corinthian Trophies		
World Championship (Weymouth, UK)	Danish Blue	Poul Richard Hoj-Jensen Hamish Mackay Andrew Norden
Gold Cup (Douarnenez, France)	Sapphire	Jan Woortman Thomas Scherer Jonas Schumacher
European Championship (Cascais, Portugal)	Aimee	Graham Bailey Julia Bailey Richard Powell Will Heritage

Dragons in Dublin Bay

This lovely poem was written by former Dublin Dragon fleet member Eric Turner many years ago, but conveys the joy of Dragon club sailing as well to day as it did when first written.

Dragons out in Dublin Bay, racing all day Saturday.

Brendan, Barry, Jack and me, two with Gerry make the three.

Gear all checked, replaced, repaired. Wife home, children, nothing spared.

Runners, halyards, Harken blocks, winches, outhauls, partner chocks,
Shrouds and spreaders, rigging spars, fenders, cordage, barber cars,
Forestay, rudder, Samson post, German Norths - ignore the cost.

Hull as slick as otter's eye, countless hours with wet and dry,
Topsides varnished - see your face - fitted out at Cotter's place.

Balance perfect, entry fine, elegance in every line.

Forecast's one and maybe two; Persil clouds in sky of blue.

Reaching up and down the line, waiting for an entry sign,

Looks like port's the favoured end - watch that boat! Prepare to fend!
"Can't bear down on me you mother! Up! Up! Up! And you're another!"

Thirty seconds, wind her in, let her off now, heed the pin!

Adren'lin pumping through the heart. Ecstasy! A perfect start!

Point her up in every puff, keep her going, watch your luff!

Stay away from British Rail, steam does not give way to sail.

Lifting port across the fleet, tacking for a layline beat.

Wind is veering, sail her free (surely two with hint of three?)

Flow's too full, we'll have to tack; not out here, we'll catch the slack.

Feels like three now, nearly four, seems to me we're in for more,

Look ahead, report the lifts, watch the compass, read the shifts.

Must be four and here's the rain. Weather forecast wrong again.

Line squall marching from the east, storm clouds hastening to the feast.

Tiller's over, helm's a-lee, round the mark and running free.

Kite is filling, luff just curled, backstay eased and gunny furled.

Blowing four now, gusting five! God it's good to be alive!

Chaos at the loo'ard mark! Boats converging, hazard stark!

"Starboard! Water!" hear them shout. "God Almighty, go about."

"Bollix tacking in my way, fly the protest, make him pay!"

Gybing now, beware the boom, shave the buoy, we've got the room.

Heeling, filling, full and bye, sit her out now make her fly.

Sail her freer, mustn't pinch, crack the genny half an inch,

Stinging spray upon the face, wake of effervescent lace,

Blowing five and gusting six, owners fretting for their sticks.

Shaking, flapping, clattering, whipping, jolting, racketing,

Hammer blows beneath the bow, Neptune wanting in somehow.

Shortened course, we'll get the gun, across the line, "Well done, well done!"

Drop the main, pick up the buoy, there's the punt with Sean, "Ahoy!"

In the George bar (prop'ly dressed), hold the end-of-race inquest.

... felt her broaching had no rights took my water Irish Lights ...

... weather ... loo'ard overlap port ... brown trousers through the gap ...

One more thing we all agree, three hot whiskeys Mrs D.

Dragons out in Dublin Bay, racing all one Saturday.

Eric Turner

Father, BA, MLitt, Justice of the Peace



Meet the IDA Secretariat

The IDA Officers are by definition honorary positions and are elected for a 2-year term. An Officer can be re-appointed but can only serve for a maximum of 4 years. It is therefore vital for the Class that it is supported by a professional secretariat. The Officers are responsible for setting and maintaining the IDA policies and the IDA Class Secretary is key to making things happen.

Running a successful Class like the Dragon Class requires a wide range of activities: on the administration side, maintaining the ISAF 'one design' status, organising the Technical Committee, qualifying boat builders/sail makers, answering sailors questions, running the website, publishing the Year Book, organising the AGM, supporting Class promotion, managing sail/mast labels as well as organising the Annual General Meeting; on the sailing side, advising venues on Regatta Management, organising the rota for our major events, ie the Worlds, Europeans and the Gold Cup, as well as controlling the status of the Grade1 and 2 events.

So the Secretariat Team are expected to know a lot about Dragons, a lot about sailing and a lot about administration and governance. All of these activities come under the overall responsibility of the IDA Secretary supported by an assistant.

Introducing Thomas Wilton- IDA Secretary



Many of you know that David Dale retired at the last AGM after 12 years in the role of IDA Secretary and his successor is Thomas Wilton.

Thomas' professional background is as a Swedish lawyer and Judge but more importantly Thomas is a Dragon sailor. He first sailed Dragons in 1965 in Sweden and then started again in 1987. His

most active Dragon years though have been in the last 15, during which he has picked up 3 National championships, a second in a Gold Cup and many top 10 places at International regattas as a crew. His IDA pedigree is no less impressive; he crewed extensively with Thomas Olrog, the Swedish IDA Chairman, for 6 years and has crewed occasionally for former IDA Chairmen, Chris Dicker and Rob Campbell. He has been foredeck for Tim Tavinor of Petticrows for the last 6 years. Much of this crewing has been done with his wife Nicky, who served as IDA Secretary and Vice Chairman in the late 90s. In addition to his time on the international stage Thomas sails in his local fleet in Burnham-on-Crouch in England.

Recently we had the opportunity to catch up with Thomas and put a few searching questions to him.

IDA

Thomas given it's a lot of work and you are still actively sailing why have you taken the role?

TW

Well there have been times in the past three months when I have wondered that myself. But seriously I have had a lot of fun sailing in the Class over the years and made many great friends. I enjoy seeing the Dragon succeed so when I was approached I thought yes, maybe this is pay back time and why not put something back into the Class in return for what it has given me.

IDA

How do you think the IDA Secretary role has developed over the years?

TW

Well the volume of activity had definitely increased. But what has really changed the role significantly is the technology available to us today and the level of management professionalism that is expected in every type of organisation, and sailing associations are no different. So my hope is that my professional skills and sailing experience will provide a good foundation for doing the job.

IDA

What is the main challenge ahead do you think?

TW

Well one of the regular topics of conversation in the class today is the balance between Professional and Corinthian sailors and meeting all their needs. I have been a Corinthian sailor all my life but I have also been fortunate enough to spend a lot of time on the international tour and sailed with many professionals, both helms and crew, so I can understand the concerns and issues that are being raised and hopefully can provide some useful input to this discussion.

Introducing Martin Payne – IDA Sailing Co-ordinator

One of the main reasons for the Dragon Class' success over the years is our ability to provide top class racing at our major championships, the Worlds, Europeans and the Gold Cup, as well as at the Grade 1 events. The quality and success of these events are vital in promoting the class as well as retaining sailors year after year.

At the last AGM the IDA Officers decided to appoint a Sailing Co-ordinator and Martin Payne has offered to fulfill this new challenge. This is a new position within the IDA and will report to the IDA Secretary. The main tasks of the Sailing Co-ordinator will be:

- Providing advice and guidance to the organisers of the IDA Championships (Worlds, Europeans and Gold Cup) as well as Grade 1 events.
- Attending international events in both an advisory and information gathering role, listening to concerns, analysing their impact and providing balanced input and recommendations



from the sailors across all levels

- Updating and promoting the IDA Regatta guidelines for use by event organisers

Martin Payne (Stavros) is well known to many sailors through his entertaining blogs on the website, articles about sailors and on the water clinics. He has been an active Dragon sailor since 1991, consistently at the top end of the international fleet either as a crew or helm. During this time

he has won 6 National Championships in Europe, as both helm and crew. Martin also finished 3rd in the 2000 Europeans and, on average, wins at least 3 International events each year (for example in 2013 he won Cascais, La Baule and Deauville). Through his clinics and training sessions he helps many Dragons sailors to improve their performance. Over the years he has been one of the most vocal voices on the need to balance the needs of Corinthian and Professional sailors.

So as this is a “new” role we asked Richard Blickman to talk about the position.

IDA

Richard what is the thinking behind the role of IDA Sailing Co-ordinator?

RB

One important element of the Dragon Class’ success is its ability to offer a consistently high quality of racing across many venues and countries.

But as anyone who has been involved in organising an international event will know, it takes enormous effort to plan an event and to provide effective communication with the sailors during the event. In addition the Dragon class has its own particular set of requirements to improve the quality of the racing which need to be communicated to, understood and implemented by all major championship organising committees. This information is also available in the IDA Regatta Guidelines to every event organiser.

In 2014 the IDA intends to become more actively involved with the event organisers for this year’s IDA Championships and Grade 1 events both during the planning stages and at the event itself. The IDA will certainly not take over from the event organiser, many of whom have already run excellent events for us for many years, but will provide advice and guidance if required.

IDA

How do you see the role developing?

RB

Well we are very much in the initial stages of the role and we are keen to see the added value it can bring. Martin will be working closely with Thomas on this. I know their intentions are to conduct, if needed, several pre-event visits and to be active throughout the planning phase and during the event. To do this effectively one or both of them will be non-sailors at the IDA championships and certain Grade 1 events as there maybe circumstances where a competitor also providing advice to the organiser would result in a conflict of interest.

IDA

You say the role covers just the Grade 1 and IDA Championships

RB

Yes that is the current status – we have 7-8 such events every year. Of course if other Regattas ask questions then both Thomas and Martin will answer and help.

IDA

The IDA have selected Martin for this new role, how did that come about?

RB

The idea for such a role has been talked about for quite some time, and several of the active international sailors put Martin forward as a candidate. He is of course well known to them and has their confidence, which is very important.

Introducing Jill Hayward – IDA Assistant Secretary

Jill is well known to the National Secretaries having been the IDA Assistant Secretary for many years. During that time she has helped many Dragon sailors and organisers with hundreds of issues and questions. Apart from being the friendly voice on the end of a phone, Jill handles most of the



day to day administration for the Class, maintaining Class statistics, filing documents with ISAF, organising meetings, communicating with the Secretaries and keeping every one informed. But as Jill says “in this job there are many different tasks; from shipping metal templates overseas in customised crates to assisting sailors with their visas. It’s what makes the job interesting.”

As Thomas Wilton commented to us, “Jill has been a great help to me as I get on top of the job. She provides continuity for us all, which is essential when you are running an Association where people change all the time.”

Local Hero Jose Matoso Claims BMW Dragon European Championship 2013



The BMW Dragon European Championship 2013, hosted by the Club Naval de Cascais, Portugal featured unusually light airs for this legendary strong wind venue. The 62-strong fleet from 16 nations also had to contend with some unexpected current in the race area thanks to high volumes of spring melt waters rushing out of the Lisbon harbour and disturbing the normal tidal currents. But despite the unusual conditions the fleet was nonetheless able to complete all seven of the scheduled races.

It was to be an incredibly tough series with every single boat in the fleet suffering at the hands of the conditions at one point or another. Denmark's Jorgen Schoenherr claimed the first blood of the championship, winning a grueling two-hour opening race from Britain's Gavia Wilkinson-Cox with fellow Dane Jens Christensen third.

Day two saw winds in the low teens and a large ground swell for races two and three. Portuguese local hero Diogo Barros moved into the overall lead thanks to a ninth and a first and Russia's Vasily Senatorov climbed into second overall having claimed a seventh and a second. Boat of the day however, went to IDA Vice Chairman

and Club Naval de Cascais President Jose Matoso who put in the best performance of the day with a fifth and sixth place to jump up into third overall.

Jens Christensen made the most of the two races sailed in around 10 knots on day three, adding second and sixth places to his total score, which in turn put him into second place. Jose Matoso's 15th in race four was followed by victory in race five and he retained the overall lead for a second day running, whth Germany's Ingo Ehrlicher moving up into third overall thanks to a fourth and a 13th.



The penultimate day of the championship featured just one race in a little under 10 knots. Portugal's Henrique Anjous claimed race victory from Sweden's Stefan Winberg with Germany's Markus Wieser, sailing for the Ukrain, in third. In the overall standing's Jens Christensen took sixth and moved into the overall lead. Jose Matoso had a somewhat disastrous day adding a 28th to his card and dropping into second overall, while Ingo Ehrlicher's 11th place was sufficient to retain third.

Going into the final day Jens Christensen held a 3-point lead over Jose Matoso, who in turn was four points ahead of Ingo Ehrlicher. Britain's Klaus Diederichs lay fourth, 11 points behind the leader, with Markus Wieser fifteen further points back in fifth. Light winds and complex currents continued to prevail and the first attempt to start the race had to be abandoned when the fleet failed to reach the first mark in the prescribed 45 minutes.

After a long wait, which saw a number of boats head back to the dock convinced there would be no more racing, the fleet still in the race area were rewarded with a sea breeze and judicious use of the black flag got the final race underway just inside the time limit. Britain's Graham Bailey took the lead from the off with a lovely pin end start and held his advantage to claimed race victory as well as the Corinthian European Championship title. Bailey was followed across the line by Markus Wieser, but behind them battle was raging for the overall title and none of the favourites were to be seen near the head of the fleet. Ultimately it all came down to the final run with Jose Matoso crossing the line in 19th place to become 2013 Dragon European Champion, Wieser's second place secured him second overall, and third place went to Jens Christensen.

Despite the difficult conditions the championship was declared a resounding success and particular praise was given to the Club Naval de Cascais for providing the perfect combination of top class racing and well judged social events.

After racing winner Jose Matoso, crewed by Gustavo Lima and Frederico Melo, said "As you can imagine I am really happy. Winning a championship like the Europeans is unique, it was a very tough championship, everybody had good results, everybody had bad results and it was really up to the last downwind of the race and counting every point to make it, but I am really really happy. Also as the President of the Club, to have 62 boats from 16 nations here in Cascais couldn't be better."



Results Top 5

1. POR 55 – Drago – 62 pts
Jose Matoso
Gustavo Lima
Frederico Melo –
2. UKR 7 – Bunker Queen – 68 pts
Markus Wieser
Sergey Pugachev
Georgi Leonchuk
3. DEN405 – Out of Bounce – 69 pts
Jens Christensen
Kim Andersen
Anders Bagger
4. GBR758 – Fever – 71 pts
Klaus Diederichs
Andy Beadsworth
Jamie Lea
5. GER1068 – Dottore Amore – 75 pts
Ingo Ehrlicher
Werner Fritz
Thomas Auracher

Corinthian Winner

1. GBR720 – Aimee – 86 pts
Graham Bailey
Julia Bailey
Richard Powell
Will Heritage



DRAGON WORLD CHAMPIONSHIP 2013

WEYMOUTH • 5 - 13 SEPTEMBER



- 77 of the World's top teams
- 16 nations represented including Japan, Australia and the United Arab Emirates
- Epic championship courses on the race area of the 2012 London Olympiad
- Patronage and a personal visit by Her Royal Highness The Princess Royal
- Challenging conditions that threw everything including the kitchen sink at the competitors
- A final showdown so epic it put Ben-Hur in the shade
- Fabulous social gatherings featuring traditional English fare and even Morris Dancing in one of Henry VIII's Castles.
- Worthy Champions who gave their all for victory

The Gazprom International Dragon World Championship 2013, hosted by Weymouth and Portland National Sailing Academy from 5-13 September, had it all and then some!

There are some championships where the competitors go

home having had a relaxing and fun time, and there are others where the commitment, determination and sheer guts required to win remind us that ultimately Dragon sailing at this level truly is a world-class sport.



Despite being faced with some extremely difficult conditions, the Race Committee, headed by Race Officer Tim Hancock, was able to provide seven closely fought races with no less than six different race winners. In the early stages of the competition it was Dragon legend Poul Ricahrd Hoj-Jensen who dazzled, leading the fleet from the opening race through until the third day of competition.

In the middle of the regatta the event was graced by a personal visit by Her Royal Highness the Princess Royal, President of the Royal Yachting Association and Patron of the Gazprom International Dragon World Championship. As well as meeting members of the organising team, Her Royal Highness also went afloat to watch the racing and delayed her departure a little in order to be able to

It was so close on the line that Diederichs and his team of Andy Beadsworth and Jamie Lea thought that Kirilyuk had done enough to win and they sailed home despondent. But on attempting to congratulate Kirilyuk on the dock they discovered that their mental arithmetic was faulty and they had in fact won the Royal Hellenic Trophy and the right to call themselves Dragon World

mid week cocktail party at Henri The VIII's Portland Castle. The Championship Gala dinner kicked off with Hendricks Gin and Tonics followed by a superb dinner of British produce. And for the final prize giving traditional English afternoon tea and cakes were served – how terribly British!



catch the end of a race.

Day four of the competition was to prove a turning point and as Hoj-Jensen got buried at the start Russia's Andrey Kirilyuk took the chance to shine, moving into a 14 point overall lead from Britain's Klaus Diederichs, with the UAE's Hendrik Witzmann third and Hoj-Jensen fourth (and leading Corinthian).

The penultimate day produced two more thrilling races that set the regatta up for an extraordinary final showdown. Going into the final day and with only one more race to sail, Kirilyuk led Diederichs by just two points and their cushion on the pack meant they were certain of dividing gold and silver between them. To win Diederichs had to beat Kirilyuk by three place or sail him down below 18th place, so the game was on and it was clear that neither party was frightened to engage in what was to be a match race of epic proportions.

For more than two hours the spectators clung to the edges of their seats as Diederichs did everything he could to force Kirilyuk down the pack, even sailing him out beyond the final port lay line in a desperate last leg move. But every time Diederichs looked to have control, the ever-shifting wind would flick again and suddenly the two boats would go from down the pan to back in the chocolates. Up ahead Mark Dicker was winning the race in impressive style, with Tommy Müller second and Poul Richard Hoj-Jensen third, but all the attention was turned back down the track as Diederichs finished in ninth place followed in rapid succession by Mark Wade and Julia Bailey, Kirilyuk, Valeriy Ushkov and Markus Wieser.

Champions by a single point margin. The battle for third place was also extremely close with Markus Wieser eventually beating Ferenc Kis-Szolgyemi by just 3 points.

In the Corinthian division Poul Richard Hoj-Jensen and his crew of Andrew Norden and Hamish Mackay added Corinthian Dragon World Champion to the two overall Dragon World titles he already holds. Philip Dohse took second Corinthian with Philipp Ocker third.

Alongside great racing the event also featured a fantastic social programme. The daily prize givings saw happy sailors take home fun prizes from supporting sponsors such as Zhik, Maui Jim and Rag Bags. Dragon builder Petticrows hosted a brilliant Pie and Pint supper. There was a wonderful

Overall Top 5

1. GBR758 – Fever – 34 pts
Klaus Diederichs
Andy Beadsworth
Jamie Lea
2. RUS76 – Strange Little Girl – 36 pts
Andrey Kirilyuk
Aleskey Bushuev
Alina Dotsenko
3. UKR7 – Bunker Queen – 56 pts
Markus Wieser
Sergey Pugachev
Georgii Leonchuk
4. HUN57 – Hanni – 59 pts
Ferenc Kis-Szolgyemi
Karoly Vezer
Tamas Kiss
5. UAE20 – 69 pts
Hendrik Witzmann
Michael Koch
Markus Koy

Corinthian Winner

- GBR775 – Danish Blue – 22 pts
Poul Richard Hoj-Jensen
Hamish MacKay
Andrew Norden

Full results and further information at www.dragonworlds13.org



Gazprom International Dragon Gold Cup 2013 goes to Markus Wieser



After six days of racing triumph at the Gazprom International Dragon Gold Cup went to Markus Wieser and his team aboard UKR 7 Bunker Queen – a victory pieced together one day at a time with true consistency and spirit. The racing on the final day proved to be much more invigorating than its predecessors as the early part of the regatta was dogged by light winds. Despite this the quality of racing was truly outstanding.

From 16th to 24th August the Bay of Douarnenez played home to 77 teams from 17 countries, including 19 French participants. The regatta got off to a slow start in light and shifty airs with six attempts needed before the fleet finally got away with several boats being black-flagged. Anatoly Loginov was the man who made the most of the conditions winning the race and the Borge Borresen Memorial Trophy comfortably from Dmitry Samokhin with Luc Pillot in third.

Day two brought more light airs but this time it was Gavia Wilkinson-Cox who gave the boys something to think about as she took the lead from the first mark and then held off the aggressively attacking pack all the way to the finish. She was followed across the line by Ferenc Kis-Szolgyemi and Tommy Müller.



Race three saw an unexpected result when Vassilliy Senatorov leapt from 21st to 8th on the first run and then proceeded to pick off the remainder of the top ten on the second beat, going on to cross the finish line in first place. Second place went to Markus Wieser with Hugo Stenbeck in third.

The light airs continued into day four with a long delay for wind, which never really topped 10 knots even after the boats finally started at 17.00. Jorgen Schönherr let the fleet around the first mark and despite numerous attacks he successfully kept them behind them for the rest of the race with Peter Koenig second and Markus Wieser third.



Day five finally brought a change in conditions with a westerly wind of 10 to 15 knots, choppy seas and a veil of mist over the race area. Five boats were called OCS but only three returned and both Dmitry Samokhin and Stefan Windberg failed to come back. The poor visibility made finding the marks extremely difficult and this time it was Yevgen Braslavets who took early control of the race to lead to the line. Lars Hendriksen took second and Markus Brennecke third.

Going into the final day Markus Wieser had a 36 point advantage and was all but assured of victory. He wisely took a conservative approach to the race and went on to finish 28th, his worst result of the regatta but more than adequate to claim the trophy. At last Douarnenez delivered stronger winds giving the teams a good work out to finish the regatta. Whilst Markus Brennecke led the

race from start to finish the fight for the remaining podium places was extremely tight. Ultimately Yevgen Braslavets crossed the line in 12th place to take second overall while Peter Heerema's 10th place put him onto the final step of the podium

In the Corinthian Division Jan Woortman beat Jorgen Schönherr and Bram de Wilde to claim the trophy for the top all amateur team. The French team of Luc Pillot/Lady Jane, Cyrille Vernes/Ar Prim and Jean Breger/Ulysse claimed the Nations Cup with the British team of Gavia Wilkinson-Cox/Jerboa, Martin Payne/Bear and Lawrie Smith/Alfie second.

Overall Top 5

- 1 – UKR 7 – Bunker Queen – 54 pts
Markus Wieser
Sergey Pugachev
Georgii Leonchuk
- 2 – UKR 8 – Bunker Prince – 74 pts
Yevgen Braslavets
Igor Sidirov
Sergiy Timokhov
- 3 – NED412 – Troika – 75 pts
Pieter Heerema
Theis Palm
Herve Connigham
- 4 – GER1133 – Sinewave – 82 pts
Tommy Müller
Vincent Hoesch
Michael Lipp
- 5 – RUS27 – Annapurna – 85 pts
Anatoly Loginov
Vadim Statsenko
Alexander Shalagin

Corinthian Winner

- GER1144 – Sapphire – 31 pts
Jan Woortman
Thomas Schere
Jonas Schumacher



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Markus Wieser Interview

At the Hans-Detmar Wagner Cup in October 2013 Martin 'Stavros' Payne caught up with Markus Wieser, winner of the 2013 Gold Cup and one of the most successful Dragon sailors of his generation.



Stavros:

After a very successful season you are crewing here at Lake Garda for a newcomer. Tell us a little about this new owner and did you enjoy crewing?

Markus Wieser:

We sold one of our Transbunker boats to Bernd Doepke, a good friend of mine. Bernd works at BMW headquarters in Munich; he loves sailing and is the one who implements Yachtsport at BMW. I enjoyed being in front of the traveller, even so crewing is much more physical than helming.

Stavros:

BMW had a significant presence at most of our major events last year. In addition we have Gazprom as a major sponsor partner too. A situation which we can be proud off! Why is our class so attractive?

Markus:

The Dragon is a grown class, established many years ago, One Design. You can sail the boat on local, national or international level, just as you wish. Big fleets, many nationalities, a very nice community, high level racing, no excuse to loose. Easy to transport, small logistics, Companies, even global players like Gazprom and BMW realise the potential the Dragon community can offer.

Stavros:

What classes did you sail before you started sailing the Dragon?

Markus:

When I was 4 years old I started sailing with a youth class, later

I moved to the Olympic Flying Dutchman (1985-1992). For many years I joined the Match Race World Tour and did a lot of Big Boat campaigns, too. But since my childhood I am sailing the Dragon. Starting off with my father on local events when I was ten years old, I crewed later for Tommy Müller, Marcus Brennecke and Harm Müller Spreer.

Besides the Dragon I am sailing other boats, mostly faster ones with asymmetric downwind sails. They are fun to sail, but I still love racing the classic Dragon.

Stavros:

How many years have you been sailing for Transbunker and how did that partnership come about?

Markus:

At the 2006 Gold Cup in Douarnenez I was crewing for Werner Fritz. We won the Gold Cup. After the last race these guys bought all our sails we had used. They thought we must have special sails. One month later I won Regattes Royales in Cannes, straight after the event Sergei bought my boat and asked me and Thomas Auracher, if we would be interested to sail with him.

Stavros:

That's a good story, but why did Sergei decide not to helm his boat like most of the Russian owners ?

Markus:

Sergei wants to win, and he believes his chances of winning are higher if he is crewing.

Stavros:

He probably made the right decision, because you did archive quite a few good results in the last few years.

Markus:

Thats true, in 2007 we won already our first Championship title, the Europeans in Norway. Since then we have added 3 more European Championships, 2 Gold Cups, a couple of 2nd and 3rd places at Worlds and Europeans and a few grade ones victories.

But we are still on an unfinished business with the Worlds. In Melbourne 2011 Lawrie snatched it from us in the last race of the World Championship, we lost it with even points, just by the count back. This year in Weymouth we finished 3rd. Good results, but once we have to win the Worlds..

Stavros:

So it looks like we could still have you guys in the fleet for a few more years! As one of the top sailors in the World, who have you

been particularly impressed with in the Dragon Class?

Markus:

There are so many good sailors in the class but Andrey Kirilyuk (RUS 76) impresses me the most. He made Anatoly Loginov (RUS 27) a Gold Cup winner and Dmitry Samohkin a top helmsman. Andrey took the helm at this years Worlds and did an excellent job with finishing 2nd overall. He is a nice and sympathetic guy too.

Stavros:

I agree, he is currently probably to best tactician in our class.

Could you tell us a little about your race preparation? Just some things about what you look for on a race course both prior to the start and during the race?

Markus:

When it comes down to the start we always have a race plan: Beforehand we line up, measure the current, check the starting line and try to set up our game plan. If something changes we try to adapt it. But the most crucial thing is to minimise mistakes in the communication. We talk a lot on the boat, George always gives me the picture of what is happening around us, Sergei watches the compass and looks further up the racetrack as a kind of strategist. In addition my match racing experience helps a lot when it comes down to boat against boat stuff. This combination makes us confident.

Stavros:

Your Dubai project: You are involved in building new boats in Dubai, can you tell more about it?

Markus:

With Premier Composite Technologies (PCT) Dubai we are building new designed boats. Early to say, but I think our new boats will be competitive. We are still in the testing period in Dubai by sailing the new boats against our old ones. Our target is to be set for Grand Prix Guyader in Douarnenez, there we want to show up with the first 2 PCT boats.

Stavros:

We will look forward to seeing how the new project develops. To keep the class attractive and get young blood into our class, what is needed from your point of view?

Markus:

The most important thing is a professional race management. Furthermore we should aim for some new locations. There are so many cool sailing spots we havent sailed yet, warm ones like Sardinia, Dubai, just to name two. Cool locations will attract new



interest in our class.

The Star class is carrying Gold and Silver stars on the mainsail, we could do similar. That would give some visibility on the water, which could add to the interest for visitors and sponsors.

Stavros:

I know the IDA has looked closely at bringing in "Professional" Race Officers, but there are concerns that this would cause too much disruption within locally appointed non professionals management and volunteers. The complications of language barriers, lack of local knowledge and basic familiarity with certain venues, could prove too difficult.

So the IDA intends to closely monitor the performance of all PRO's for the major events and to hold pre-event meetings with the PRO's to outline our requirements for a successful regatta. And we will be looking to the competitors for feedback so we can correctly shape future policy.

It's been fascinating to catch up Markus and thank you for taking the time to chat.



Marcus and his crew with the Dragon Gold Cup



Image





Gallery



Sanremo welcomes the Dragon European Championship 2014

With its wonderful azure sailing waters, elegant clubhouse and fabulous Italian hospitality Sanremo, on Italy's Ligurian Riviera, is the perfect Dragon championship venue. The fleet will gather in Sanremo from 25-29 March for the Dragon European Championship 2014, hosted by the Yacht Club Sanremo.

Long a centre of sailing excellence and a popular venue on the Dragon Mediterranean circuit, Sanremo brings a wealth of experience in race and event management to ensure competitors can expect racing of the highest standards and an après sail programme to match.

Registration for the event will open on Saturday 22 March and run through until Monday 24th with an Opening Ceremony to welcome competitors on the evening of Monday 24 March. Championship racing takes place from Tuesday 25th to Saturday 29th March with daily post racing pasta parties, a Championship Gala Dinner on Friday 28 March and the Prize Giving following racing on Saturday 29th March. Teams competing must qualify through their national countries or via the Dragon International Ranking List so the quality of competition will be as high as ever.

The city offers plentiful accommodation at all levels, great logistical connections to the rest of Europe and a delightful spring climate with plenty of sunshine and good breezes. As well as the obvious attractions for sailors, Sanremo is also a delightful place for families and friends accompanying the teams.

Located between Genoa and the French border in an area known as the Riviera dei Fiori, or riviera of flowers, Sanremo is a popular year round destination with plenty to entertain. There is a world famous Casino, wonderful markets (the area's flower markets are legendary), great restaurants, good beaches, excellent shopping, museums and cultural activities all within walking distance of the club. Hire a car and you can get up into the mountains to explore rural villages or take a drive along the coast to the famous Ventimiglia Friday Market, one of the best general markets in Europe and perfect for those who love to shop and can't resist a bargain handbag! Also on offer to partners and family attending the regatta is an Italian Cookery Course being arranged by the organisers.

For further information about the event please visit www.yachtclubsanremo.it/EUROPEAN%20CHAMPIONSHIP





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BOAT PARKING AREA RESERVED

Medemblik to host Dragon Gold Cup 2014

2014 will see the International Dragon fleet heading once again for Medemblik on Holland's IJsselmeer for a major championship. Hot on the heels of the very successful 2009 World Championship Medemblik will host the 2014 Dragon Gold Cup from 5-12 September.

Medemblik's delights are many including the purpose built International Regatta Centre which offers superb shoreside facilities, a hugely experienced race management team, racing on tideless waters in typically excellent wind conditions and just a short sail from the harbour entrance.

The town is one of the oldest in Holland and its myriad historic buildings which line the canal banks will make a delightful backdrop to the regatta. Accommodation is mainly in self catering bungalow villages located close to the marina and there is also a hotel and a range of other self catering options. With bars and restaurants aplenty lining the canals and excellent shopping everything you might need is on the doorstep.

As is traditional, the Gold Cup will feature six races with no discard allowed, ensuring the competition will be as exciting as ever. Medemblik's excellent logistical links make it easy for teams from across Europe to attend and the proximity to Rotterdam's Europort means shipping in from outside Europe is also very easy. An excellent turnout is expected with all the top names due to compete.

The Gold Cup is always regarded as the most informal of the IDA's major championships and competitors often invite family and friends to join them for the regatta. Medemblik has plenty to keep non-sailing guests entertained while the boats are racing including many historic buildings, a steam train which runs between the towns along the edge of the IJsselmeer, great cycling (and easy bike hire), museums and art galleries, plus dozens of delightful coffee shops and bars where you can sit and watch the world go by and admire the traditional Dutch sailing vessels which often line the canals.

Further information about the Dragon Gold Cup 2014 is available at www.dragongoldcup2014.com





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Pedro Andrade is a professional sailor offering his services around the globe. He also offers Dragon road transport, service and maintenance at major events across Europe.

Contact him on Skype [prandrade1221](https://www.skype.com/user/prandrade1221), e-mail prandrade@me.com or by phone +351913620070



Image: Sander Van Der Borch



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IDA announces first ever Corinthian-only Regatta



1929-2014

For the first time in 2014 the International Dragon Class will host a dedicated Corinthian only regatta at Deauville from 27 to 30 June 2014. Supporting and encouraging the Corinthian competitors is vital to the long term health of the Class so we spoke to several of the top Corinthian sailors to get their views on Corinthian sailing

Jan Woortman (GER)

Introducing just one international Corinthian event a year could be a further good idea to motivate some more Corinthian Crews to also race other international major events, but on the other hand we really have to be careful not to split the class, which is in a very perfect international condition right now. The main focus should be to get some more Corinthian Crews to the big international events in one class, like it always was in the Dragons.

What attracted me to the Dragon a few years ago were the big fleets with a very high level of sailing in almost exactly similar 3-person boats combined with lots of regattas with the perfect international infrastructure. It allows you to be sensible with your sailing time and you get to meet many old friends. So, sailing against the Pro-teams in these big fleets is perfect, you compare yourself with a lot of the best sailors and that way you either learn a lot or you enjoy your success even more. This is, anyway, for sure,

the biggest Corinthian-motivation itself. The series winner usually has a lot more points than in other classes because of the tough competition.

On the other hand, in that sensible theme, I would really like to see more Corinthian sailors encouraged to race at the existing combined international big events. At the Gold Cup this year there were 20 Corinthians out of 80 crews, so it would be even better, if it is more balanced by getting some more Corinthian-teams (back), which, I think, were there a few years ago and getting some additional young crews into the class. So by promoting the Corinthians like, already usually done in the overall result list at the major international events and trying carefully ideas like this one new international Corinthian event, the overall fleets will grow even more. Maybe a further additional thought could be, that coach boats, which are surely generally ok and a logical result of that great high-level sailing should be a little more limited in their 'freedom' during the race.

I'm optimistic for the next seasons (with a little lucky motivation work done) to reach a great fleet of maybe 120 dragons with 60/60 (equal Pro and Corinthian teams) at the Gold Cups both in Medemblik 2014 & Kühlungsborn 2015.

Reinier Wissenraet (NED)

A new event on the agenda, sounds good... Corinthians only. In Deauville, that Normandy port with all these nice restaurants.

Attractive of course... But not because of the fact that the pros are banned. I always like to compete with them, if only to build on our learning curve. But the fleet size will be nice in Deauville. Hopefully this new regatta will be widely promoted. It's new to us and we will try to fit it into our 2014 plan.

The planning of our new season of Dragon sailing is always started in the Christmas period. A good moment to look both back and ahead, fueled by the many – offseason – open ideas discussed during a number of team lunches, drinks & dinners. The final planning of the new season is always a very democratic process in our team, as we decided long ago that we will only sail the serious regattas as a team together. If a team member is unavailable we will not bring in any substitute, we will simply just not start.

Over the last ten years we have visited only a few of the international events starting with the Dragon 75th Jubilee in Saint Tropez followed by one World Championship, one GP Douarnenez, one Europeans and two Gold Cups.

The main reason for our low attendance rate is that I – as helmsman – deeply hate to have to start in a large fleet of 80+ boats. It takes me way out of my comfort zone. The starting lines are always incredibly crowded, I am forced to sail in an aggressive mood, instead of the defensive which I like (in a pristine cold moulded boat..). Anyway, I mostly end up in the second row after the gun, where I have to suffer bad air, chop and no serious tactical choice apart from banging a corner... Followed by a long race, somewhere down in the ranking, fighting for every

place in each leg, irritated by close port tackers and some boats pushing the ISAF rules at marks, etc. I am most of the time glad to be back ashore after each race day to fully enjoy the socials...

So what's my alternative?

I am really happy to participate in Dragon racing in fleets with 10 – 40 boats on the starting line. No stress, no worries, just nice racing. Long courses, short courses. One or three races a day. It's all OK with me. If you were to look at our racing programme for 2014 then you would notice that it's dominated by Dragon racing in The Netherlands.

We have a local fleet in Muiden (near Amsterdam on the IJsselmeer) with approx. 25 Dragons. We will start our Dragon sailing early March and end late November. We race with the local fleet in these 9 months on Sundays every other week and Wednesday nights during summer. Next to the local racing we have a number of national races a number of which will also take place in Muiden, including our National Championship. In August we will, as always, travel down to Ostend for the open Belgian Championship. In September we will have the Dragon Gold Cup in Medemblik.

My dilemma is, as you may understand; will I start in that Regatta with 100+ competitors in my home country or will I opt out and serve you as a member of the Race Committee? Come to Medemblik in September 2014 for the Gold Cup to find out...

See you in Deauville anyway...



Markus Wieser Takes Second Consecutive IRL Victory

The Dragon International Ranking List goes from strength to strength and in 2013 the quality of the competition could be clearly seen in the results where the top seven boats finished within 10 points of each other.

The battle for the Tommy Müller Trophy 2013 came down to a battle between two of the greatest sailors in the class with Markus Wieser ultimately pipping Tommy Müller for the top slot by 6.365 points. Third place went to Jose Matoso who was just 0.293 points ahead of fourth placed Klaus Diederichs. Evgeniy Braslavets took fifth place with Dmitry Samokhin sixth and Lawrie Smith seventh. Marcus Brennecke, Anatoly Loginov and Lars Hendriksen rounded

out the top ten in 8th, 9th and 10th respectively.

The ranking is calculated using the results from the IDA Championships (Worlds, Europeans and Gold Cup) plus the Grade 1 and Grade 2 events. Each Ranked Regatta has an RL-factor (RL) and a multiplier (M) that may be different. In all Ranked Regattas with 19 or fewer entries a scaling factor (S) is applied. The total ranking list points of a period are calculated as the average of the best six results of a sailor. A minimum of 5 results is needed. When (M)=2, the obtained RL-points may be used twice for the overall score. The full IRL results and a list of the 2014 events can be found at www.intdragon.net.

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National Reports 2013



America & Canada Joint National Report

Overall membership grew modestly in 2013, with a total of 44 Dragons registered in the US and Canada. While the numbers are small, they are much improved over 10 years ago when the North American Dragon fleets were in decline. Our largest concentrations are around the Great Lakes (Cleveland and Toronto), in the South (Gulf of Mexico) and on the West Coast (Vancouver). This year we had a fleet of 6 for Cleveland Race Week and Vancouver had fleets of 8 by year-end.

Two major restorations were completed and launched this year. Mia II, USA264, a mid 50s Borresen (which was campaigned in the 68 Olympics) was launched in Mystic CN. And Hubris, USA144, a similar vintage Borresen was launched in Wisconsin, north of Chicago.

For 2014, we are discussing an Eastern Circuit, and an invitational event in Vancouver to celebrate 85 years of Dragons. This would likely be a team-racing event with boats provided by the local fleet (much like the Pacific Interport event).

Finally, remember that it's always fun to race a Dragon, including the older ones. So let's get all those Dragons out on the water!

www.nadragons.org



Australia

Australia's Dragon racing takes place in four coastal cities – Perth in the west has the largest fleet with around 28 boats and growing. 4000km away on the East Coast is Sydney with a stable fleet of 18 boats. 1000km to the south is Melbourne's 10 boat fleet and a further 300km to the south across the Tasman is Hobart's fleet of around 6 boats. Once a year the Grade 1 Prince Philip Cup (the Australasian Championships) attracts boats from each of these centres, and this year several European crews were among the 30 boats competing in Perth in January 2014. Australia's relatively benign economic conditions in recent years and the resultant strong \$A has seen the Sydney and Perth fleets in particular upgrade their boats with new and recent model Dragons from Europe and Australia's Ridgeways. More Australians have participated on the European regatta circuit and this year's Weymouth Worlds had a record seven Australian team entries. We have much to learn from the Europeans and love our exposure to their many exotic racing venues. However, we are trying to develop our own national racing circuit to give our sailors more frequent high level racing exposure in Australia. Our state championships along with the very successful Winter Championships on Botany Bay are a basis for this. We have applied for IDA Grade 2 status for two of these regattas and believe that this will further encourage high level racing achievement in Australia and promote more international interest in our sunny climes during the northern winter.

www.dragonclass.org.au



Austria

With a – slightly growing – number of 100 members and 80 registered boats the Austrian fleet belongs to the top five in the world numerically, but is still a comparatively small community of Dragon sailors around the beautiful lakes in the Austrian Salzkammergut. Here you will find enthusiasm for sailing National and International events side by side with family sailors, classics fans and sailors simply fascinated by sailing a classic design. The Austrian Dragon Class wants to serve and support the diversity of Dragon sailing, which we believe is one of the strengths of our Class. With 32 participants in the Austrian ranking list we are little below the numbers of 2010 and 2011 (which have been years of preparation for the Europeans in Austria) but still above the 10 years average.

Looking back to the 2013 season we focused on three priorities: Offering attractive events in Austria, organising training and development opportunities for Austrian sailors and promoting the Classic Dragon branch of the family.

Promoting and organising the Dragon Summer we offered a series of three events within two weeks to attract not only Austrian sailors but also international guests. We confess that we did not hesitate to count on the beautiful Austrian lakes and hospitality to make up for the lack of ocean sailing locations. This helped us to welcome more than 20 International sailors and more than 50 Dragons sailing the Entenpokal, the Austrian Nationals and the Drachenkristall on Lake Attersee and Lake Wolfgangsee. As the main event, the Nationals



saw 39 participants including 21 guests from Germany, Ukraine, Russia, Hungary and Switzerland. With the support of Sergey Pugachev and Transbunker we were able to provide not only a professional race organisation but also a rich accompanying program.

Winner of the Austrian nationals 2013 is the Bavarian boat builder Markus Glas crewed by Florian Grosser and Philipp Ocker. Second was UKR 8 with Yevgen Braslavets, Igor Sidrov and Sergiy Timokhov. Markus Wieser, winner of the Europeans 2012, crewed by Sergey Pugachev and Thomas Auracher came in third. The Austrian Champion 2013 was Ernst Seidl sailing with Thomas Priester and Michael Müller. This was Ernst 7th Dragon title since 2002!

Planning the season 2013 we started also to offer and promote training activities for our members in organizing a series of five training events in May and June. With the help of Olympic participant Hans Spitzauer, the Austrian Dragon Champions Ernst Seidl and Dietmar Gfreiner and IRO Gert Schmidleitner we managed to start a structured training initiative. Developing these activities is again part of our plan for 2014. We want to support a team of active Dragon sailors and grow the number of participants in National and International events. Another important component is the quality of race management. Introducing a cost sharing model between the organising sailing clubs and the Austrian Dragon fleet for race management turned out

to be a successful approach: in 2013 the fleet was sharing the costs for an IRO – Gert Schmidleitner – for each of the major events. This guaranteed top quality race organisation for both our guests and the Austrian sailors.

Looking forward to 2014 we continue what we have started in 2013. In the year of the 85th dragon anniversary we invite visitors to an extended version of the Dragon Summer including four events on Lake Attersee and Lake Wolfgangsee, two of them for Classic Dragons. We want to celebrate our anniversary sailing and enjoying great events. No question there will be enough space for partying and after sail socializing!

Last but not least we believe that Classic Dragon sailors are an important part of the Dragon family. More than 40 of the overall number of 120 dragons in Austria are Classic Dragons, a dozen of them also do some racing.

With the 3rd International Dragon Classics 2015, run in association with the Union-Yacht-Club Wolfgangsee, we are proud to invite you to a major Classic event on Lake Wolfgangsee in 2015. Please find all current information and news at www.dragonclass.at



Belgium

After a successful Gold Cup in 2011, the new Belgian Dragon Association (BDA) needed to prepare itself for the next successes in its history. It is now focusing its support on the thoroughbred racers and the local Dragon amateurs and keeping the organisation financially sound. What the Belgian Dragon members lack in numerical quantity, they certainly compensate in high quality and dynamics. The Belgian teams have sailed the whole year throughout the whole of Europe and enjoyed their first Nieuwpoort Week for Dragons, delivering superb results and top IRL rankings.

The BDA is of course using social media in its lively communication towards its growing group of followers. In 2013 we celebrated the first winners of the Five Nations Cup categories (Best Team: BEL80, Best Crew: Jan De Bie and Best Nation: Russia). The BDA is currently finalising some great sponsorship deals to further support our ambitious goals for 2014 and 2015.

We will kick off the historical 85th Anniversary of the Dragon in typical Belgian style at the Friday Nocturne of the Belgian Boat Show at which we will further promote our beautiful Class and enjoy the celebrations of the 2013 5 Nations Cup. We'll present the 2014 version involving the Dragon fleets around us even more. We warmly invite you all to our races in Nieuwpoort and Ostend (incl. the International Brugse Zot Cup) in 2014.

www.belgiandragons.be

Denmark

2013 was in many aspects an interesting and overall a very positive year for Danish Dragons. Never the less our efforts to get the Danish amateurs out on the water was, however, disappointingly unsuccessful. Sadly about 60 fully sail worthy Dragons are still to be found on land, and we have only seen the usual crowd of elite Dragon sailors at sea in Denmark.

To address this issue, we have been co-operating with the Norwegians and Swedes for a couple of years.

Norway and Sweden have many active amateurs and we have created "The Nordic Challenge" series, which takes place in Hankö, Norway, Marstrand/Båstad, Sweden and Hornbæk/Copenhagen in Denmark.

These venues are extraordinary attractive in every respect and highly recommended. Each year they continue to attract more

and more Dragon sailors from the Nordics as well as from Holland and Germany – and more are most welcome! To further attract the amateurs we will in 2014 introduce Corinthian Trophies and Trophies for Older Boats, crews etc. so more is to be won in our 85th Anniversary year!

It is a formidable success that our Dragon Class, has, since the Second World War, continuously attracted some of the best sailing teams in the World. One main reason for this is the constant development and control of class rules, securing even and fair racing.

We had a fantastic summer and look forward to 2014.

www.dragonclass.dk



Our membership numbers remains stable close to 100 Dragon owners, which reflects the continuing interest and enthusiasm for the Dragon Class. Our seven active fleets (Deauville, Douarnenez, La Baule, Noirmoutier, Arcachon, La Grande Motte and Cannes) offered an abundant, diversified Regatta program throughout the year with 12 events lining up more than 15 boats on the starting line, in addition to numerous club events.

The Open National Championship was held for the first time in La Grande Motte (our youngest fleet) with 30 participants. The winner was Remy Arnaud on Legend, followed by Gerard Blanc on Tsuica with Ron James aboard Fei Lin's Flirtation completing the podium.

The French Dragon regatta circuit, including two IDA Grade 1 events, remains very attractive with great International attendance and we take great pride in hosting events, which bring fellow Dragon sailors from all over the world, and entertaining them on the sea and shore alike.

The highlight of 2013 was

undoubtedly the Gazprom International Dragon Gold Cup held in Douarnenez in August with 77 crews attending. With six races held in mild to medium sea breeze conditions and a great social programme hosted by the SRD, the event, won by Marcus Wieser and his crew on Bunker Queen, was a major success.

The 2014 events calendar will again offer a broad choice of regattas, well balanced throughout the year along all coastal regions, with Aquitaine's Vasco de Gama being relocated exceptionally for 2014 in La Rochelle (May 29th to June 1st) as a warm up event for the Worlds



in 2015. Preceded by the GP Guyader in Douarnenez in early May and closely followed by La Baule and then Deauville in June, this provides a uniquely well connected and coherent regatta schedule on the West coast of France. The 2014 Open National Championship will take place in Cazaux on August 23rd-26th.

With the support of fleet captains and local clubs, the Association encourages and promotes the Class through a number of initiatives: training events, regular press articles, use of social networks, and for the first time two dragons being exhibited last September at La Rochelle Boat Show 'Le Grand Pavois' as a prelude to the next World Championships (June 4-12th 2015) with an aim to rebuild a fleet at this dynamic yachting hub.

www.france-dragon.org



Germany



**BMW
DRAGON GRAND PRIX
GERMANY**

June 15th - June 18th, 2014
Ostseebad Kühlungsborn

BMW Dragon Grand Prix Germany 2014 in Kühlungsborn from 15th to 18th of June 2014.

The German Dragon Association is delighted and honoured to be hosting the BMW Dragon Grand Prix Germany 2014 as a Grade 1 event of the International World Ranking list.

For the second time, the BMW Dragon Grand Prix Germany 2014 will take place at the seaside resort of Kühlungsborn from Sunday, June 15th to

Wednesday, June 18th 2014. Responsible for the water and land organization is the "Segelclub Kühlungsborn".

With an open and unrestricted sailing area in the Baltic Sea, a short distance to the race area and perfect logistical infrastructure Kühlungsborn also offers the optimal conditions for the Dragon sailors from all over the world. Moreover, Kühlungsborn is the



perfect venue for the combination of regatta and holiday.

The Notice of Race as well as entry form will be published on the official website of the "Segelclub Kühlungsborn" www.segelclub-kuehlungsborn.de.

www.dracheklasse.de



Ireland

As so often seems to happen after a major event year, the Irish fleet in 2013 suffered something of a hangover after the tremendous successes of 2012 – a BDA Northerns, an Edinburgh Cup, all the regular Irish Championships, all culminating in a glorious Gold Cup in Kinsale.

Nevertheless, the core fleet members were there, leading by example, and none more so than the Phantom crew (IRL 176), led by their all-Corinthian team of Peter Bowring, David Williams and Neil Hegarty with occasional guest appearances from Arthur Mehigan, Hilary Williams and Anne-Marie Bowring.



With only a second and a fourth in the early season Baily Bowl and East Coast Championship it seemed that Phantom, gecko-like, had to bask in a little sunshine before their metabolism fired up. And so it proved as they were unbeatable for the rest of the season, winning the Dunlaoghaire Volvo Regatta, the Nationals in Dunlaoghaire, the South Coasts in Glandore and the Jack Craig Memorial Bell in Lough Derg in October. They also travelled to Wales to compete in the British Northerns and took the trophy home with them!

Phantom's successes were all the more notable for their defeat of several professionally crewed Dragons, proving either that enthusiastic amateurs can beat the pros, or, that the Phantom boys (and girls) should take up sailing professionally.

In Dublin Bay it was decided to experiment with moving racing to Sundays, principally to allow the fleet to continue to race windward-leeward championship courses on less crowded water. As the summer progressed, and the talk of Ireland exiting the EU/IMF bailout intensified, the numbers of competitors increased and the season culminated in several sparkling days of what we, still in

the grip of austerity budgets, call 'Prosecco Sailing.' While Sunday racing was a great success from a racing perspective, the fleet missed the buzz of Saturday après-sail on the waterfront and 2014 may see a return to Saturday sailing.

The Kinsale and Glandore fleets are also in good heart and a number of Dublin Bay Dragons have moved to the sunnier southwest, swelling their numbers. Both venues are spectacularly picturesque and always attract good attendances to championship events. It is rumoured that we won't have too long to wait before another Gold Cup is held in these waters.

www.dragonclass.ie

Event dates for 2014

East Coasts	RStGYC	Sat 31 May - Mon 2 June
Nationals	Kinsale	Thurs 26 June – Sun 29 June
South Coasts	Glandore	Fri 29 - Sun 31 August
Jack Craig Memorial Regatta	Lough Derg	Fri 17 – Sun 19 October



Norway

The year 2013 has soon come to an end and looking back, the Norwegian Dragon Association concludes it was a good year.

Norwegian Dragon sailors have participated in the following International regattas:

- Holland in April
- Open Danish Championship
- Audi Dragon Cup in Marstrand
- Gold Cup in Douarnenez
- Cannes in November

On a National level our sailors participated in:

- Aker Brygge Cup
- Midsummer Race in Bundefjorden
- Hankø Race Week, which included the Open Nordic Championship,
- His Majesty King Harald Cup in August
- The Norwegian National Championship at the end of August in Asker

In 2013 we were pleased to welcome three new boats to the



Norwegian fleet; D-NOR294 9'9 Roll II, D-NOR295 Friendship and D-NOR296 The Knucker. We are about 25 active Dragons in Norway.

Hopefully we can welcome more boats and sailors in the years to come and perhaps encourage a younger crowd into taking up Dragon sailing.

The Norwegian Dragon Association together with The Royal Norwegian Yacht Club organised the Nordic championship in 2013. The Championship was won by Martin Pålson, D-SWE 375. As the hosting association we appreciated all the positive feedback we received on both the arrangement of the races and the social activities in connection with the championship.

Other results:

The Norwegian Championship 2013 was won by Eivind Melleby with D-NOR287.

The Norwegian Cup 2013 was won by Jørgen Paulsen with D-NOR293.

To celebrate the 85th Anniversary of the Dragon in 2014 we have planned the following activities:

- Aker Brygge Cup in the beginning of June
- Hankø Race Week 25-29 June
- His Majesty King Harald Cup in August
- The Norwegian Championship 29-31 August, will be organised by Bundefjorden Seilforening, Oslo.

Our Dragon Sailors will of course participate in the Nordic Championship in Denmark 22-25 May and the Audi Dragon Cup in Sweden. We also hope that boats might participate in the European Championship in San Remo and the Gold Cup in Holland.

We are looking forward to the 2014 85th Anniversary season with great expectation.

www.nordragon.com



2014 Dragon Regatta Schedule

REGATTAS 2014	RL_F	M	START DATE	FINISH DATE	VENUE	COUNTRY	CONTACT
Championships <i>Dates are correct at the time of going to press</i>							
European Championship	1.25	2	25/03/2014	29/03/2014	San Remo	Italy	www.yachtclubsanremo.it
Dragon Gold Cup	1.3	2	07/09/2014	12/09/2014	Medemblik	Netherlands	www.dragongoldcup2014.com
Grade 1							
Prince Philip Cup - Australasian Championship	1.2	2	02/01/2014	09/01/2014	Peppermint Grove	Australia	www.dragonclass.org.au
Cannes Dragon Grand Prix	1.2	2	25/02/2014	02/03/2014	Cannes	France	www.yachtclubdecannes.org
H.M. King Juan Carlos I Trophy - Winter Series 2013/2014 6th	1.2	2	06/03/2014	09/03/2014	Cascais	Portugal	www.cncascais.com
Grand Prix Guyader	1.2	2	07/05/2014	10/05/2014	Douarnenez	France	www.grandprixguyader.com
German Grand Prix	1.2	2	15/06/2014	18/06/2014	Kühlungsborn	Germany	www.segelclubkuehlungsborn.de
Grade 2 <i>Please note that for 2014, only Grade 2 National Championship events will count towards the IRL. Other Grade 2 events will be run to the Grade 2 standard but will not count towards the International Ranking.</i>							
Hong Kong Championship	1.1	1	10/01/2014	12/01/2014	Hong Kong	Hong Kong	www.rhkyc.org.hk
Italian Open Championship	1.1	1	20/03/2014	22/03/2014	San Remo	Italy	www.assodragone.it
Nordic Open Championship	1	1	22/05/2014	25/05/2014	Hellerup	Denmark	www.dragonclass.dk
Alpencup			24/05/2014	25/05/2014	Rorschach	Switzerland	www.dragon-class.ch
Hungarian Championship	1.1	1	28/05/2014	01/06/2014	Balatonfüred	Hungary	www.dragonclass.hu
International Swiss Championship	1.1	1	28/05/2014	01/06/2014	Rorschach	Switzerland	www.dragon-class.ch
Vasco de Gama			29/05/2014	01/06/2014	La Rochelle	France	www.srr-sailing.com
Danish Open Championship	1.1	1	05/06/2014	08/06/2014	Hornbæk	Denmark	www.dragonclass.dk
Irish Championship	1.1	1	26/06/2014	29/06/2014	Kinsale	Ireland	www.dragonclass.ie
Finnish National Championship - Helsinki Regatta	1.1	1	27/06/2014	29/06/2014	Helsinki	Finland	www.finnishdragon.fi
Open International de Deauville			27/06/2014	30/06/2014	Deauville	France	www.dyc14.fr
Edinburgh Cup	1.1	1	06/07/2014	11/07/2014	Lymington	UK	www.britishdragons.org
South Coast Championships			19/07/2014	21/07/2014	Cowes	UK	www.britishdragons.org
Entenpokal - Landesmeisterschaft von Oberösterreich			26/07/2014	27/07/2014	Attersee	Austria	www.sck.at
International Austrian Championship	1.1	1	31/07/2014	03/08/2014	Attersee	Austria	www.uycas.at
Open Belgian Championship	1.1	1	21/08/2014	24/08/2014	Ostend	Belgium	www.belgiandragons.be
Open International de France - French Championship	1.1	1	22/08/2014	26/08/2014	Cazaux	France	www.cercle-de-voile-cazaux-lac.com
South Coast Championship			29/08/2014	31/08/2014	Glandore	Ireland	www.dragonclass.ie
Hungarian Fleet Championship, Johan Anker Cup	1	1	19/09/2014	21/09/2014	Csopak	Hungary	www.dragonclass.hu
Hans-Detmar Wagner Cup			09/10/2014	12/10/2014	Torbole	Italy	www.assodragone.it
Championships 2015							
European Championship	1.25	2	25/07/2015	01/08/2015	Båstad	Sweden	www.segladrake.se
World Championship	1.3	2	04/06/2015	12/06/2015	La Rochelle	France	www.dragonworlds2015.org
Gold Cup	1.3	2	29/08/2015	05/09/2015	Kiel/Warnemund	Germany	www.dracheklasse.de

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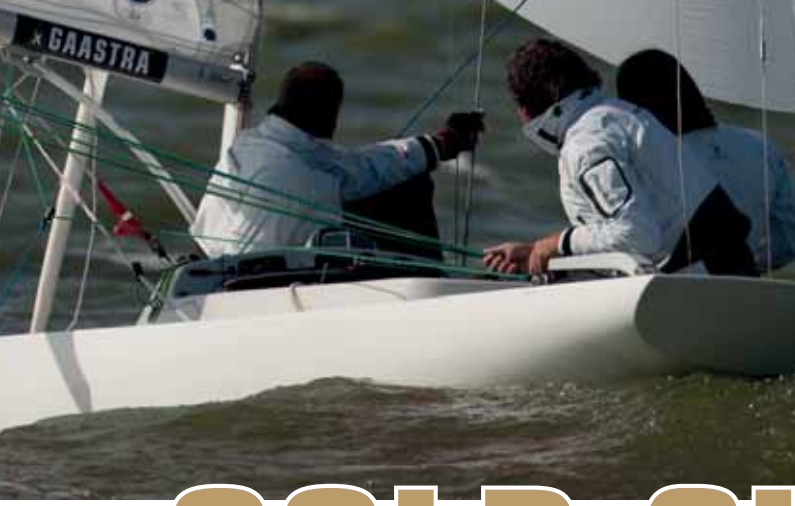
INTERNATIONAL DRAGON RULES & PLANS

Available from the IDA - info@intdragon.net
Plans 1-7 + Johan Anker Original Drawings
via e-mail £60
Plan 8 hard copy £130
Plan 8 on disk £300
Prices are approximate and subject to change

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