



DRAGON

ONE DESIGN RACING

2016 REVIEW • 2017 PREVIEW



New production facilities and a brand new hull design for 2017

After outgrowing our old premises, we moved at the beginning of the year, and Peticrows new production facilities are back in full production.

New hull design for 2017

Our new Dragon hull for 2017 promises to be our slipperiest yet. Not only have we utilised advanced hydro-dynamic CAD technology in its new design, but in contrast, we have also gone back in time and analysed the underwater shapes of some of the fastest historic race winners. Many of the secrets of these classic racers have also been incorporated into the new shape! 2017 Dragons will be available with traveller or Barney post, with or without spinnaker chute.

There are already a number of pre-orders under way for completion in early 2017.

New to our range

The expansion of our new production facilities, now also allows us to build race winning Finn dinghies alongside our Dragon production lines. All overseen by MD Tim Tavinor, himself a successful Finn racer and long acknowledged as one of the world's finest ever Finn builders!



In addition to our new Finn range, we now apply our expertise in glass fibre production to build hulls for Rannoch Adventure Ocean Rowing specialists.

Serious Dragon sailors push their kit to the limit, so just in case you break anything, our legendary service team has also expanded its facilities and are on site as usual with ample spares at most major regattas.

If you are serious about winning, there's really only one choice – The new 2017 Peticrows Dragon.

Find out more online www.peticrows.com



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Contents

- 4 Message From The Chairman
- 7 Current Champions
- 8 Renovation of Mistral KC118
- 10 IDA Main Rule Changes Effective 2017
- 11 Introducing IDA Vice Chairman Marc Castagnet
- 11 IDA Photography Competition
- 12 IDA 2016 Member Survey
- 14 Our Journey to Victory – Learning to successfully race a Dragon
- 18 Dave Dellenbaugh's top Speed & Smarts Tips for Dragon Sailors
- 22 The Rogues Gallery
- 24 Yves Leglise - What's new in the 2017-2020 Racing Rules
- 32 Five Olympic Games and still smiling – Gustavo Lima interview
- 34 National Classes Special Feature – Palma, Mallorca
- 36 National Classes Postcards
- 42 IDA National Class Contacts & Registered Fleet Numbers
- 43 2017 Dragon Regatta Schedule

Event Notices

- 17 Special Event Announcement – Dragon 90th Jubilee
- 26 Dragon World Championship 2017
- 27 Dragon World Championship 2017
- 28 Dragon European Championship 2017
- 29 Dragon Gold Cup 2017
- 30 Brugse Zot International Dragon Corinthian Cup 2017

- 31 Looking Ahead to 2018

Advertisers

- 6 Hyde Sails
- 16 Payne Sailing
- 16 Fritz Segel
- 30 WB Sails
- 44 Leonardo Yachts

IDA Officers & Officials

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Vice Presidents

H.R.H. Prince Henrik of Denmark
Frederik , Crown Prince of Denmark
Christopher Dicker
Poul Richard Hoj-Jensen

Chairman

Vasily Senatorov (RUS)
E: senatorov@dobleuv.ru

Vice Chairmen

Stéphane Baseden (FRA)
E: stephane.baseden@gmail.com
Helmut Schmidt (GER)
E: helmut.schmidt@hcs-holdings.de
Marc Castagnet (HKG)
E: castagnetmarc@gmail.com

Treasurer

Kasper Harsberg (DEN)
E: kasper.harsberg@intdragon.net

Secretary

Tim Pearson (IRL)
44 Orpen Green, Blackrock
County Dublin, Ireland
T: +353 8724 80361
E: timothympearson@gmail.com

IDA Sailing Co-ordinator

Martin Payne (GBR)
Mob +44 7788 587017
E: paynesailing@aol.com

IDA Technical Committee

Chairman

Klaus Diederichs (GBR)
E: klaus.diederichs@kdcapital.eu

Members

Gunter Ahlers (GER) Chief Measurer
E: g.o.ahlers@web.de
Graham Bailey (GBR)
E: gbailey2012@gmail.com
Ron James (GBR)
E: rjames1@nildram.co.uk
Andrew Johnson (AUS)
E: bill@physics.uwa.edu.au
Yves Léglise (FRA)
E: yves.leglise@gmail.com
Lars Hendriksen (DEN)
E: lars@cehtech.dk

Classic Boat Coordinator

Patrick Gifford (GBR)
E: patrick@gifford97.fsnet.co.uk

Design Guidelines Officer

Robert Alpe (AUS)
E: robert.alpe@fontfactory.com

Webmaster

Daniel Genevet
E: webmaster@intdragon.net

Photographers

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Message from the Chairman

Dear Dragon sailors,

The year 2016 has shown that the Dragon class is in good health and in good hands.

The best proof of this came in the form of the results of our member survey - the first ever survey of its kind carried out during the entire history of the class. The survey, which attracted almost 500 responses, showed that although we face many of the same challenges as sailing worldwide, many of the problems we thought were real in previous years – such as a conflict between pro and Corinthian sailors – do not really exist. There was strong support in the survey for no radical change, but we must do more in marketing to younger sailors, and provide support for club level sailing and promotion of Corinthian regattas. The willingness of many nations to host the 2017 Corinthian Cup demonstrates this support and we can all look forward to a great event this year in Belgium.

Other big issues for class members are to cut the costs of Dragon sailing, save the fleet from the 'arms race' and preserve it within the one-design formula, and introduce new venues for the international circuit.

Reflecting this desire to race in new venues we have adjusted the Grade 1 event circuit for 2017 to include Torbole and have

produced a unique clockwise event trail starting with the Grand-Prix of Cannes in February and finishing back in France with Gold Cup in October. This year will be an intensive one for major events as we also have a Worlds (in Cascais), a Europeans (in Lake Thun) and a Gold Cup (in St Tropez). The IDA will continue to pay close attention to the assessment of championship venues with a view to providing not only the best sailing, but attracting the largest number of Dragon sailors.

In 2016 the Technical Committee spent a huge amount of time investigating measurement issues that had arisen, many from the observations and comments of some sailors. We have a detailed and carefully worded set of Class Rules and the recent AGM endorsed the simple and effective formula put forward by the Technical Committee – 'Protest or Shut Up.'

In spite of rather low levels of orders for new boats we are seeing increasing activity on the second-hand market that I have no doubt will sooner or later result in new build orders.

We were delighted to see that the new President of World Sailing is Kim Anderson from Denmark - a very keen Dragon sailor, and we can take that as a sign of the high value of our class within

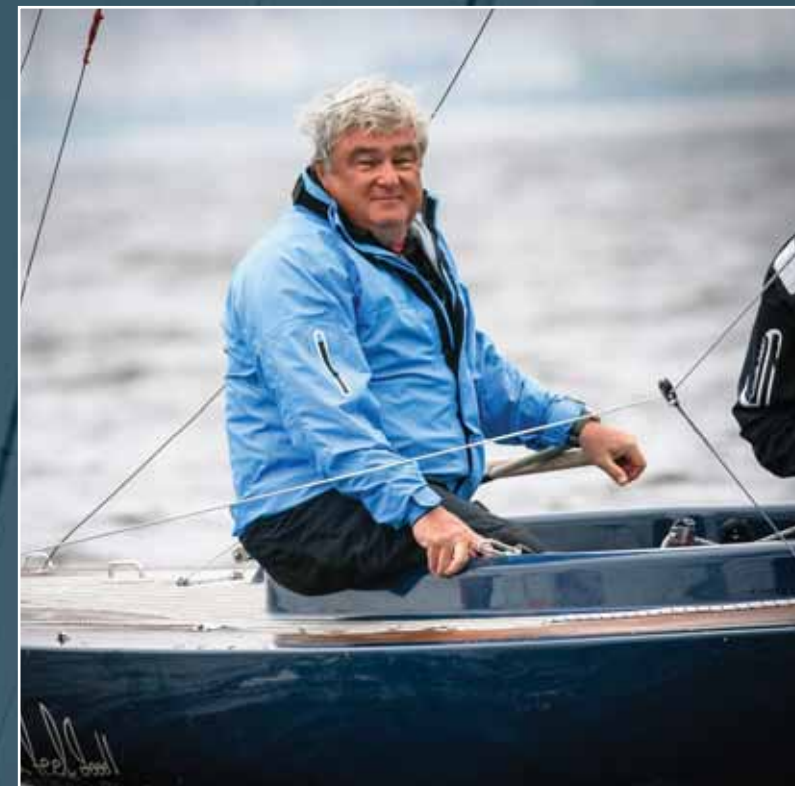
the sailing community, and can only help us in our promotional efforts. One of our objectives is to attract more newcomers to the Dragon class, and to popularise our class within the entire sailing community. We are developing a marketing plan to attract potential sponsors, and the AGM approved the creation of a special non-commercial entity to serve the class for marketing activities.

I am sure that one of the main reasons for the successful and rapid responses to the challenges of our time continues to be the very active position of the officers of the IDA working as a team. We communicate and discuss all the issues regularly and find answers to any new questions that arise, and I wish to thank all my colleagues on the Executive Board.

I wish all Dragon sailors a Happy New Year and a lot of good starts at all levels: in the clubs, nationals and international championships!

Best wishes

Vasily Senatorov
IDA Chairman





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Current Champions 2016

World Championship (2015) La Rochelle, France	Bunker Boys	Yevgen Braslavets Aleksander Mirchuk Sergiy Timokhov
Gold Cup Hornbaek, Denmark	Sophie Racing	Hugo Stenbeck Martin Westerdahl Bernardo Freitas
European Championship St Petersburg, Russia	Annapurna	Anatoly Loginov Vadim Statsenko Alexander Shalagin
Borge Borresen Memorial Trophy (Winner of first race Gold Cup)	Jerboa	Gavia Wilkinson-Cox Mark Hart Philip Catmur
Nations Cup (Team Race within Gold Cup)	Denmark	Nina African Queen Eva Full Speed!!!
Prince Philip Cup Brighton, Australia	Karabos XI	Nick Rogers Simon Burrows Leigh Behrens
Cannes Dragon Grand Prix Cannes, France	Nenya	Peter Von Koskull Li-min Tcheng Niko Ruonsovo Casper Von Koskull
XVI HM King Juan Carlos I Trophy Cascais, Portugal	Annapurna	Anatoly Loginov Vadim Statsenko Alexander Shalagin
Grand Prix Guyader Douarnenez, France	Sophie II	Hugo Stenbeck Martin Westerdahl Bernardo Freitas
BMW Dragon Grand Prix Germany Kühlungsborn, Germany	M3	Michael Schmidt Malte Philipp Mario Wagner
The Müller Trophy (Top placed sailor on the IRL)	Bunker Boys	Yevgen Braslavets Aleksander Mirchuk Sergiy Timokhov

Corinthian Trophies

World Championship (2015) La Rochelle, France	Dragonfly	William Packer Julian Harding Denis Cullity
Gold Cup Hornbaek, Denmark	My Way	Frank Berg Soren Hvalsoe Carsten Hey
European Championship St Petersburg, Russia	My Way	Frank Berg Soren Hvalsoe Carsten Hey

NATIONAL OPEN DRAGON

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Renovation of Mistral KC118

This is the story of the restoration of Mistral KC118, a 1970 Børresen Dragon. Mistral has been a two-year project undertaken by Norman Allyn to bring the boat back to like-original condition when she won the Dragon World Championships in 1983.

History

Dragon hull number 556 was built by Børresen Boats in Denmark in 1970, and is a carvel planked Classic Dragon built with mahogany, teak and oak hardwoods, with softwoods used for the deck beams, carling and shelf.



Mistral competing in the 1984 North Americans, photo provided by David Miller.

of Vancouver in 1972, and was given a new sail number, KC118 when she was moved to Canada. Bob had an illustrious racing career in Dragons. Bob, with David Miller and Robert Butt, came second in the 1975 World Championships in Rochester, New York, and then won the 1983 World Championships in Vancouver with crew Nigel Brown and Shane Koreman. When Bob was unable to sail in 1984, David Miller, with crew Shane Koreman and Robert Butt, won the North American Championships in Vancouver.

Communications with the International Dragon Association (IDA)

Before any work was undertaken, Anne Garrett, National Secretary of the American Dragon Association (ADA) put the author in touch with Patrick Gifford of the Classic Dragon Committee of the IDA. Patrick has restored a number of Classics, and was a

great resource for undertaking this project. The guiding document prepared by Patrick and the IDA for restoring old wooden Dragons is 'Dragon Class Rules for 'Classic' Dragons' which applies to carvel-planked boats built before the mid-1970s. Other reference documents utilized:

International Dragon Class Rules.

Appendix for Carvel Planked Construction and Wooden Spars.

A Summary of Relaxation of the IDA Rules in Respect of Older Boats.

Maintaining a valid Measurement Certificate

Repairs require that specific procedures be undertaken in order to maintain a valid Measurement Certificate. Fortunately, the original measurement forms, including the Measurement Work Sheet and the Measurement Form, along with American International Dragon Association and Canadian International Dragon Council certificates, were passed on through the various owners, and this facilitated the location of the Stations 2, 4, 8, 12 and 14, and the width of the boat at these stations, which were maintained during the repairs.

The objective of the work was to perform the repairs in such a way as to not change the shape of the hull in any way and so maintain a valid measurement certificate.

Deck and Beams

The deck was in poor condition, and it was decided to replace it. As luck would have it, the wood-work was being performed by Mike Pongracic of Northwest Delta Yacht Services in Vancouver, and he had very high quality Douglas Fir, Teak and Mahogany timbers in his shop. A plan was formulated for the deck replacement and was presented to, and approved by, the IDA, as follows:



The timber was weighed using a calibrated scale and density determined.

The proposed wood/epoxy laminated deck would have a unit weight of 8.15 kg/m², which exceeds the minimum weight in the rules of 7.6 kg/m² if constructed as follows:

Install 3 layers of 4 mm thick Douglas Fir planks set at 0, 60 and -60 degrees.

Install a final layer of 4 mm thick teak.

The achieved thickness of 16 mm exceeds the minimum thickness in the Rules of 15 mm.

Only every second deck beam was removed at a time, and clamps were used at the measurement stations to ensure the hull lines were not changed.

A shear clamp was added where the deck and hull meet.

Hull and Frames

To mitigate seams opening up in the future, the hull was splined, where the connections between planks were opened up about 3 mm using a guided skill saw, epoxy was applied to both surfaces, and a 3 mm thick piece of mahogany, also wetted out with epoxy, was inserted into the space.



As the work on splines proceeded it was found that several planks adjacent to the bilge had some decay, and that the lower ends of the frames in this area were also compromised. The frames in this area were repaired by making up templates for each location, and laying up new ends of the frames such that only the lower ends of the frames were replaced. The work was performed one frame at a time and the keel did not have to be removed.

Epoxy was applied to the outside and inside of the hull in an effort to seal the mahogany shell to mitigate changing moisture levels and expansion/contraction of the wood.

The wood work was finished in June, 2015.



Mike Pongracic faring the epoxy coating on the hull, with Bill West looking on.

Equipment

The author visited Petticrows at Burnham-on-Crouch in 2013 and 2014 where information on the latest equipment was obtained, wood boat restorations were viewed, and equipment purchased including shroud connectors, furling gear, mast ram, and running backstay deck swivels.



The mast that came with the boat was a recent Petticrows mast with an in-mast swivel, and so was compatible with the latest furling gear.

A beautiful and modern equipped 1956 Peterson Thusen Dragon was in Petticrows' yard at the time of the 2013 visit, and that boat had a stainless steel space frame to take out the shroud loads. Lane Rud of Blue

Water Systems built a similar space frame out of aluminum for Mistral.

Lane also fabricated aluminum brackets for the under-deck running backstay blocks, the stainless steel bracket that connects the Bartels furler to the hull, and the aluminum centre console.



Tim and Kay Tavinor and Paul Neve at Petticrows were very helpful in providing information on positioning the rig relative to Station 4, the location of the shrouds, the design of the centre console, and the design of the basket and controls for launching the spinnaker out of the cockpit. The rig is now about 50 mm forward of where it was previously, which works well with the new North sails.

Weight

The boat was originally minimum weight, but is now is about 40 kg heavier, which is thought to be primarily due to the added epoxy, the installation of the shear clamp, and the weight of the deck being 7% over the minimum.

Performance

The boat is still fast, which is attributed to the excellent lines of this great boat, the care in preserving the lines throughout the project, and the modern equipment and sails.



Timeline

1970	Built in Denmark by Børresen Boats for Marty Godsfil in Seattle.
1972	Purchased by Bob Burgess in Vancouver.
1975	Second in World Championships in Rochester.
1983	First in World Championships in Vancouver.
1984	First in North American Championships in Vancouver.
1990 – 2013	Owned by Heinz Rautenberg and Doug Day in Vancouver.
2013 – 2015	Owned and repaired by Norman Allyn in Vancouver.

IDA Main Rule Changes

EFFECTIVE 2017

Class Rule Changes

(Subject to World Sailing approval)

The Technical Committee (TC) proposed seven rule amendments at the October 2016 AGM. Most amendments were minor wording changes intended to further clarify existing rules and remove ambiguities.

The full wording of the changes can be found in the AGM Minutes 2016 on the IDA website: (http://www.intdragon.net/pdf/ida_agm_minutes_2016.pdf).

It is worth drawing attention to two of the changes

Class Rule (CR) 1.65.4 Yachts having their Spinnaker chute removed after first certification shall either be re-swung in accordance with (CR) 10.20, or have additional corrector weights of not less than 4.5kg fixed not less than 300mm forward of Station 4. (CR) 10.40 applies in this case.

Reason: Dragons now frequently are having their spinnaker chutes removed, which alters the longitudinal weight distribution, requiring either re-swinging or compensation for the loss of weight in the bow area as specified above. Re-swinging can only be done at a certified builder, who has the necessary equipment to do so, which is not always practical, therefore the simple 4.5kg solution above has been introduced.

(CR) 7.2 and 7.3 These rules have been amended to remove any ambiguity about the intention to exclude the possibility of having chain plates and possible adjustment of the shrouds above the deck. Any existing boats with above-deck adjustment will be grandfathered.

Championship Rule Changes

The AGM agreed to change the Championship Rules (Rule 23) to allow for 8 races at the European Championship and 10 races at the Worlds effective 2017.

Other Technical issues discussed during 2016 by the Technical Committee:

Weight distribution ([CR] 2.503 and 2.509) and swing test – the Technical Committee recommendations not to use the swing test or take random core samples of deck at major regattas were endorsed. The delegates however encouraged the Technical Committee to pursue the idea of random checks of hull and deck thickness. The Technical Committee was asked to investigate the potential purchase of a device to perform such tests.

The Technical Committee issued a reminder to all sailors and Organising Authorities that sail numbers cannot be transferred between boats. Competitors are reminded that this is not in compliance with (CR) 1.83.2. 'Each country shall issue sail numbers which shall be consecutive beginning from one. The number shall be preceded by the national letter(s). Each number shall be used once only.' Each boat should therefore display the sail number which is on its measurement certificate, unless permission is granted by the Race Committee to use a different sail number for a specific regatta.

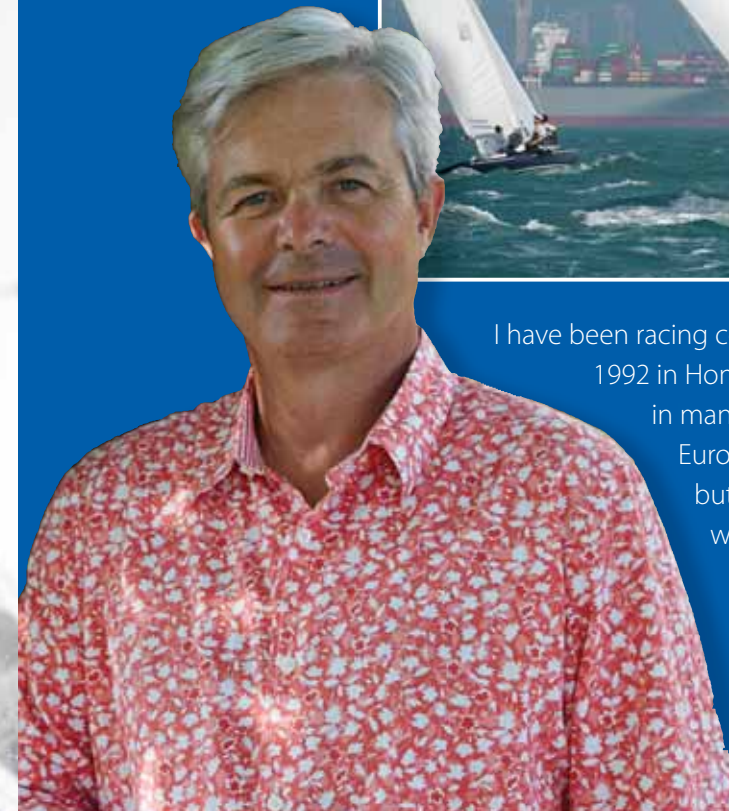
The AGM agreed that Electronic Measurement Forms should be introduced as soon as is practicable. This needs to be approved by World Sailing.

There has been a regrettable tendency among a few sailors to complain about perceived or alleged rule breaches after the events are over, particularly via social media. The Technical Committee endorsed a 'protest or shut up' policy, and stressed that protesting after an event is not possible. Protests should be made at the regatta according to proper procedures laid down in the rules (WS RRS).

The Technical Committee plan to digitise old archived IDA documents including measurement forms, certificates and other documents was approved and the costs for this are included in the 2017 budget.

Introducing Marc Castagnet

Vice Chairman IDA and Vice Captain of the Hong Kong Dragon Association



I have been racing competitively since I was 15 years old. I started sailing Dragons in 1992 in Hong Kong where I crewed for Phyllis Chang until 2009. I competed in many Interport regattas with Japan, Australia, Canada, and also with Europe. I bought my own Dragon in 2010. I am Hong Kong based, but my business brings me to Europe every few weeks and I race whenever I can in Arcachon, Douarnenez and elsewhere in Europe.

I look forward to the opportunity to sail more regattas, not only close to Hong Kong and in Europe but also in America and Australasia in the coming years.

Marc joins the IDA Executive team with effect from the 2016 IDA AGM held on 26 October in Cascais, Portugal.



PHOTO COMPETITION

We invite you to submit your wonderful Dragon photos for next year's IDA Yearbook.

The winning photos will be published in the 2017/18 issue – who knows, yours might even make the cover!

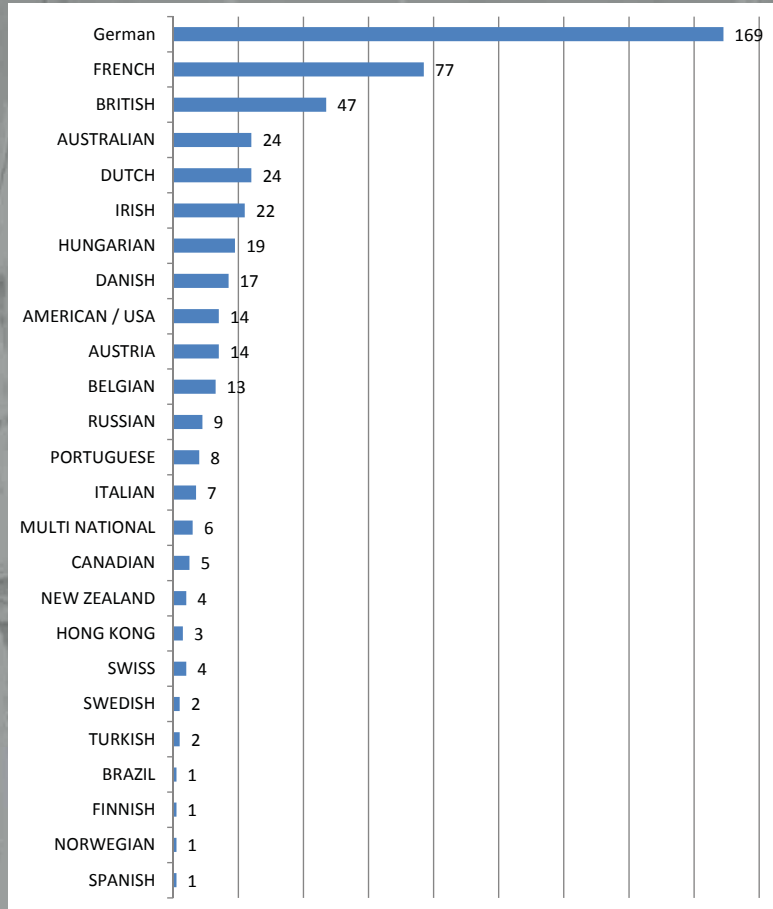
Please send high resolution digital images to Fiona.Brown@fionabrown.com

INTERNATIONAL DRAGON ASSOCIATION 2016 MEMBER SURVEY

In 2016 the IDA conducted the first ever major survey of its members in its almost 90 year history – 494 Participants from 26 Nations took part.

One participant summed up the survey eloquently, saying (translated from French) "I think staying in contact with the members of the class through this type of opinion survey is an excellent initiative and encouraging evidence that there is a real concern about the life of the class in order to curb its eventual decline. Congratulations."

The full survey results are available to view at www.intdragon.org. But here we share with you some of the highlights of its findings.



Reasons and Preferences

Apart from having a beautiful boat most Dragon sailors value the performance and high level of racing in a Dragon.

About 60% of participants sail at higher level, 40% no races or just at club level – but more than 2/3 of those have ambition to sail at higher level.

Costs and lack of competitiveness are limiting factors.

Many of the results of this survey are based on the analysis of clustered responses. This analysis was carried out by Helmut Schmidt, Cordula Schickel and Tim Pearson.



Challenges and Opportunities

Top challenges are

- Aging class profile
- Too high costs
- Decline in race participation
- Competition from other classes and sports

Top opportunities are

- Promotion at club level
- Marketing/PR
- Approach young sailors
- Fewer Pros/ Encourage Corinthians
- Hold events at new attractive venues

Changes and recommendations

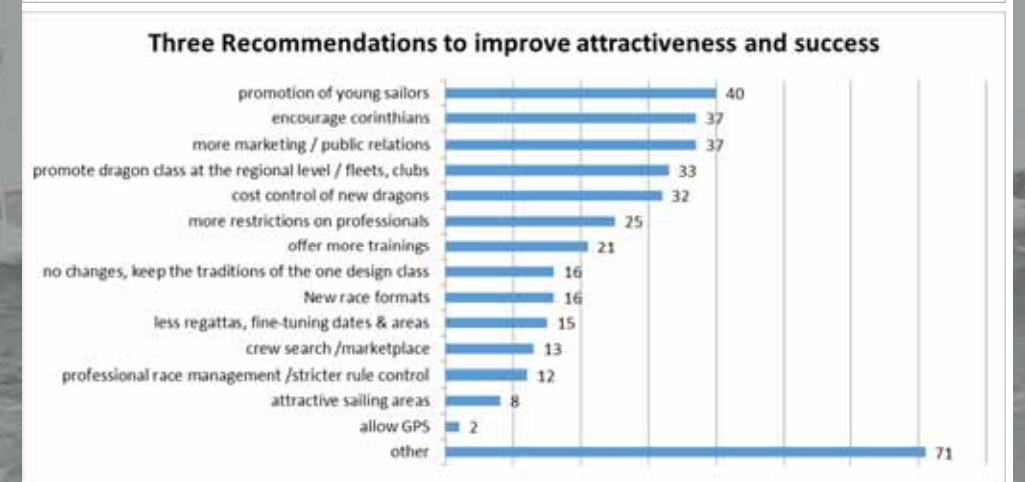
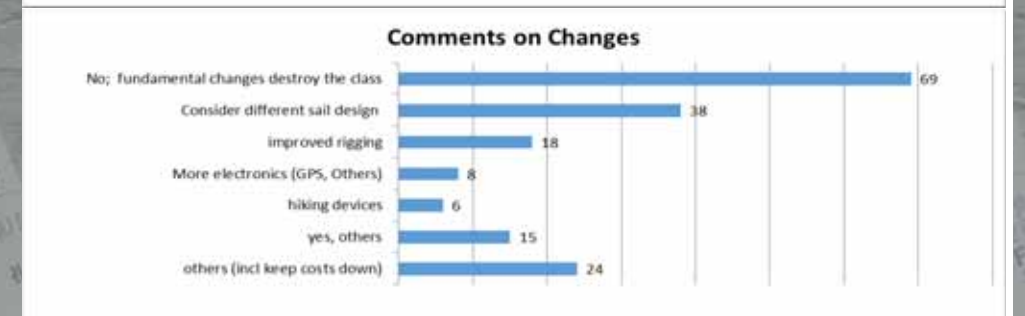
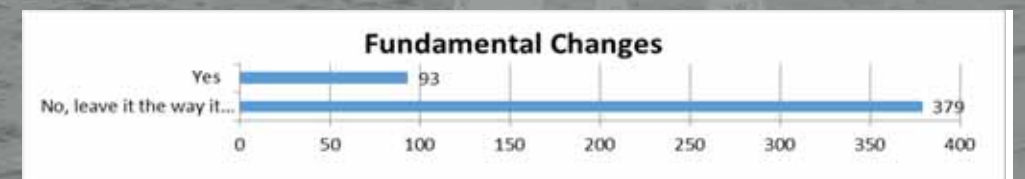
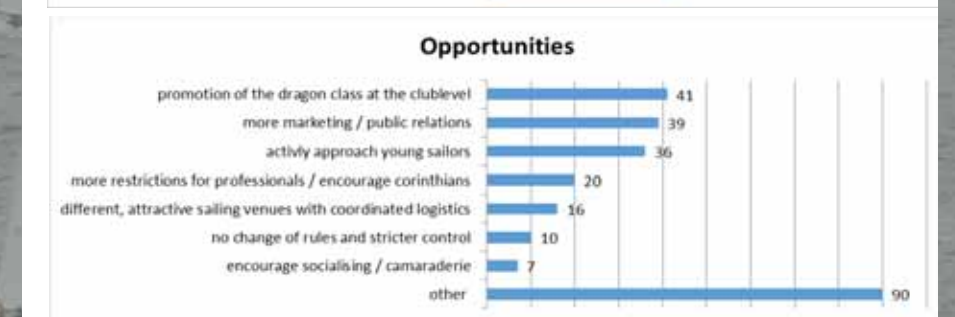
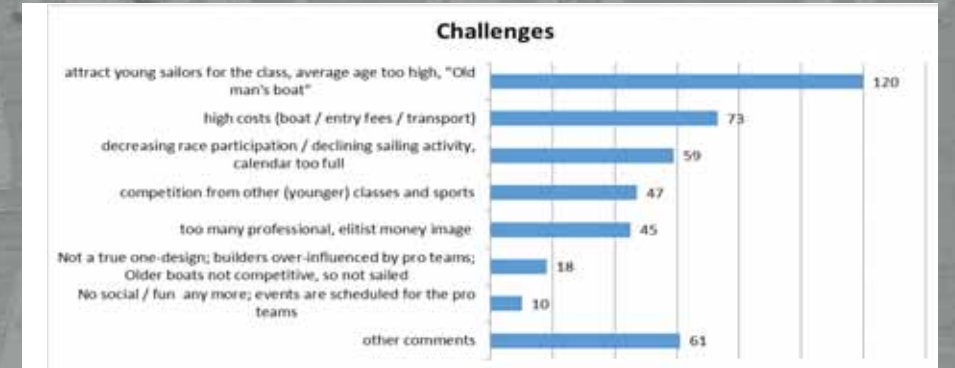
– what the IDA should do?

There is a clear message:

No fundamental changes (by 80% majority)

Top recommendations

- Promotion of young sailors
- Encourage Corinthians
- Marketing/PR
- Regional/Club level Promotion
- Reduce Costs



Our Journey to Victory

Learning to successfully race a Dragon

An interview with Jim Burns, owner of Ayrborn CAN145 and recent winner of the Canadian Dragon Championship

Tell us about your background in another One Design Class.

I have just finished my 56th year of racing, starting in leaky wooden Snipes and moving to OK Dinghy's, Stars, Soling's and then going to cruising class boats from a C&C 35, up to and including an Admirals Cup 2 tonner.

I finally saw the light in 1992 and bought a J24 and campaigned it for 19 years, racing on 56 days a year and doing a bunch of regional championships (North Americans and one Worlds).

I subscribe to Dennis Connor's 'No Excuse to Lose' philosophy and the J24 had the best of everything, sails, gear and an excellent team that was focused on results. While we won many local championships (12 time Western Canadian Champions), I learned that there is a quantum leap in performance required when you go to the 'big show' at North Americans or World Championships where we did well to finish in the top 1/3rd. Our highlight was a 4th in one race at the World's in a 73 boat fleet. As one sailmaker at the World's put it, we were 'Happies' as in 'I'm just happy to be here!'



Why did you choose to buy a Dragon?

When the local J24 Fleet collapsed, I didn't want to quit One Design racing and the only other viable fleets were the Martin 242 (a 24' lightly built 'Laser on steroids') or the Dragon Fleet. I had always considered the Dragon to be (kindly) a 'Gentleman's boat' or (unkindly), a 'Geezer boat', a lead mine and not a lot of fun in the light airs of English Bay. Then in 2009, I steered a Dragon for the first time in the Commodores' Cup and found it to be far more lively than I had imagined. It was very close racing and a lot of fun. However, no one told me then about the straight leg hiking on the weather legs....

After selling the J24, I started to look around for a Dragon and found that there were none for sale in Canada that weren't quite elderly and in pretty rough shape. I went online and found Ayrborn (formerly Kedron III) from the Solent Fleet on the British Dragon's web site. Although I did have a friend in the UK look at the boat, I really bought it sight unseen with the provision that it be delivered to Petticrows for inspection and shipping to Vancouver. Full marks to Petticrows who were (and have been) fantastic to deal with, as the boat was not even a Petticrows boat but a 1987 St. George's Dragon that had been retrofitted with a new Petticrows rig and winchless sheeting system in 2005. Petticrows did a great job of packing the boat, on its trailer, in a container. However, when we pulled the boat out of the container in June of 2011 in Vancouver, I have to admit that it was a huge disappointment and it went straight into the shop for a complete sand down and repaint of the hull. We then raced it for the balance of the year, but not very successfully.

We realized that the fittings and systems needed a complete re-do and the boat spent six months 'in detox' during the winter of 2011-2012 in a warehouse where we took every single fitting off the boat (except the keel bolts) and essentially rebuilt the boat from the hull up. Every line, fitting and block on the boat (except the mast, boom and standing rigging), has been replaced and the hull has been faired and repainted a second time. We then started to focus on sailing and even installed a Go Pro camera on the aft deck to study our movements and see how we could be more efficient and 'smooth'. No excuse to lose.

What do you like about the Class?

The best thing about the Dragon Class is that virtually everyone in the class has come to it after sailing for a long time in other fleets. To be crass, there are no 'idiots' in the Dragon fleet and don't even think about being a chancer at a mark rounding. We have all been there before and we all have respect for each other's abilities. There are very few 'exchanges of pleasantries' on the race course and partly as a result, we socialize easily and well after racing. The boats are SO close in boat speed and abilities that last year, the Season's championship came down to the last downwind leg of the last race of the last regatta when the top three boats crossed the line overlapped, the winner by three feet winning the race, the regatta and the season. This year, we won the season on a tiebreaker. It just doesn't get any better than that (although my cardiologist might disagree).



What's the learning curve on how to sail a Dragon well.

OMG, the boat is FIENDISHLY complex and there are so many adjustments (and therefore, so many variables) that you can really 'chase your tail' and go backwards. It has taken us a full three years of trial and error and experience to get up to speed. We are still not able to match the two fastest boats in the fleet (Eagle and Mistral, a former World Champion) on straight line boat speed and have to resort to tactics and sail handling (and a little old age and treachery) to prevail.

In a J24 'flat is fast' and it is like 'steering a plate' upwind as there is no directional stability and when the boat is 'dialed in' the helm is completely dead. That means that you have to physically turn the boat up in the puffs and down in the lulls. If you steer a Dragon like that, all that you will see is transoms going by you. The boat must be caressed upwind and everything must be smooth, smooth, smooth. As may be evident, it has been a very steep learning curve coming from J24's.



What's next for you and your crew?

Well, we have now won the Season Championship twice and the Canadians once and so I guess that it is time to bite the bullet and go to a 'big show' in Europe. We would have to charter and frankly,

I am somewhat daunted by the undertaking, quite apart from the substantial cost for someone paying with Canadian dollars. In fact, I think that it is the cost of campaigning a boat that may well be the Achilles heel of the Dragon fleet. This is to say nothing of the time and logistics of moving the boats from Regatta to Regatta. It is fine if you are retired and have the means, but if you are still scratching at the coal face on a daily basis, it is a limiting factor. It is, I think, why there are so many older boats for sale.

Regardless, for the time being, we are happy just being 'local heroes' but I am hopeful that we will be able to be 'Happies' in at least one regatta in Europe in the next year or two.



Charter boats from Stavros

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FRITZ-SAILS UNBEATABLE 2016

Int. Dragon Ranking 1. 2. 3.*

Goldcup 1.* 2. 3. 5.

Europeans 1. 2. 4. 5. 7.* 8. 10.

Grand Prix Douarnenez 1.* 2. 3.

Grand Prix Kühlungsborn 1. 2. 4. 6.

Grand Prix Juan Carlos 1. 2.* 3. 4.

Italian Championship 1. 2. 3.

Swed. Championship 1.*

German Championship 1. 2. 3.* 4. 5.

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FRITZ-Segel GmbH · ERNSDORFER STRASSE 66 · D-83209 PRIEN AM CHIEMSEE

PHONE + 49(0) 80 51/43 27 · FAX + 49(0) 80 51/6 22 02 · E-Mail: info@fritz-segel.com

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SPECIAL EVENT ANNOUNCEMENT DRAGON 90TH JUBILEE CANNES, SEPTEMBER 2019

Beyond its abundant and regular international regatta circuit, the Dragon class will soon celebrate its 90th anniversary, its unmatched success as the most elegant, popular and competitive one design keelboat with a special and unique event. The goal is to gather as many Dragon sailors as possible to enjoy quality sailing and friendly social time ashore in the long lasting spirit of comradeship which characterises the Dragon community.

The IDA and the Yacht Club de Cannes are proud to announce a special regatta to commemorate the 90th year jubilee of the Dragon. The event will be organised in Cannes in the last week of September of 2019, separately from the annual Régates Royales, with a dedicated village in the picturesque Old Port as the heart of the party, just footsteps away from Cannes centre.

Provisional sailing programme

Days 1, 2, 3 Qualifying rounds (up to 3 pools) with 2 races a day.

Day 4 Coastal course altogether around the Iles de Lérins with a separate scoring system.

Days 5, 6, 7 Finals (up to 3 pools Gold, Silver, Bronze) with 2 races a day.

Both bays (La Napoule and Juan les Pins) will be reserved exclusively for the regatta allowing ample space with up to three separate race areas.

In order to host as many entries as possible, the championship will be organised with pools of 80 Dragons (max) each, allowing up to 240 entries.

The 75th anniversary, organised in St Tropez in 2004, assembled 260 Dragons and left emotional as well as memorable impressions with all...

September typically offers Mediterranean warm 'late summer' temperatures combined with sea breeze wind conditions.

The modern Port Canto will be used for efficient launching and craning out.

Cannes and its area offer a broad range of accommodation as well as an abundant set of activities readily available at that season.

The social programme will be rich, diverse and above all cheerful!

**More details on the venue and the programme to come...
Save the dates to your diaries!**



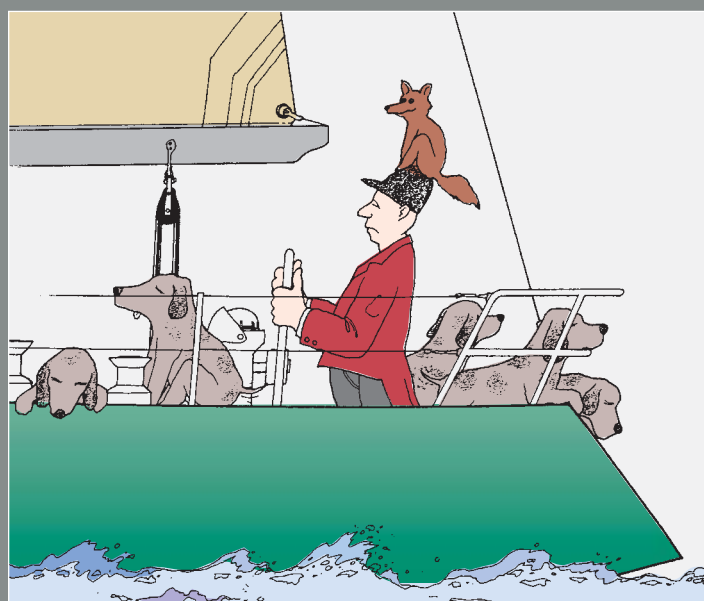
The huge fleet at the 75th Regatta in 2004.

Dave Dellenbaugh's top Speed & Smarts tips for Dragon sailors

AS SELECTED BY GRAHAM BAILEY

Below is a selection of excellent tips on strategy, tactics and speed courtesy of the hugely respected shift-master, Dave Dellenbaugh who also offers some helpful hints on keeping your head together when it goes wrong. These are all of application to Dragon class racing and I would perhaps add one observation: The difference between the leaders and the mid fleet boats is a lot less than you might think. Our good friend and local Cowes fleet sailor, Dave Ross, discovered this for himself at a recent regatta in Cascais when much to everyone's

surprise (not least his own), he won two clean races in one day against a rock-star line up. He told me afterwards that he didn't do anything different to his usual except he stopped moving the tiller and held the boat in a fractionally higher groove – next thing he was off like a robber's dog and some of the very best sailors in the world could not catch him. Marvellous class where the boats are so close in performance that a passionate amateur can take on the world and on his day - win. We are all learning all the time and each of us can take something away from the following.



Stay in the hunt.

1 Never give up! No matter how hopeless your position seems, the race is not over until all the boats cross the finish line. There are many times when large changes can happen late in the race, so keep plugging. Catching just one or two boats may make a big difference at the end of the series. At least use the rest of the race to practice your boat handling, work on speed and figure out the wind so you will be stronger in the next race.

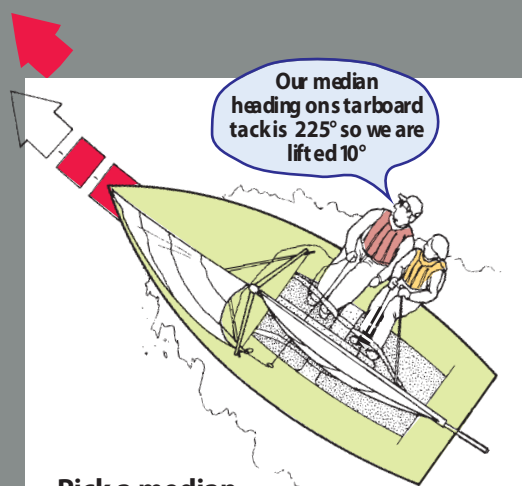
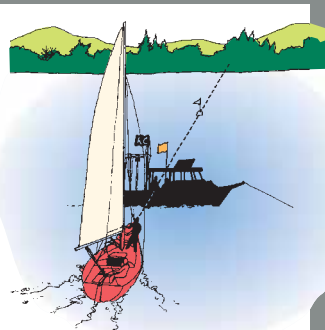
Play the time and distance guessing game.

2 This is an easy to play game that will help you tune your sense of time and distance. When you are practicing, heading out to the race course, or sailing around between races, pick a fixed point up ahead and ask everyone to guess how long it will take you to get there. Then start your watches! It's fun, contagious, competitive and will help your starting!



Use a line sight!

3 One extremely valuable tool for starting is a "line sight" (or range) using the pin end of the line and a point on the shore behind it. Get a line site for every start (if possible) by sailing just outside the committee boat and looking through the pin end toward the land beyond. By lining up these two points as you approach the start, you'll know exactly where the starting line is.

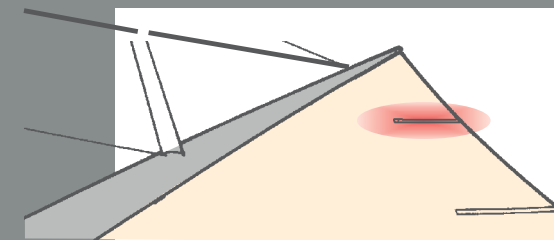
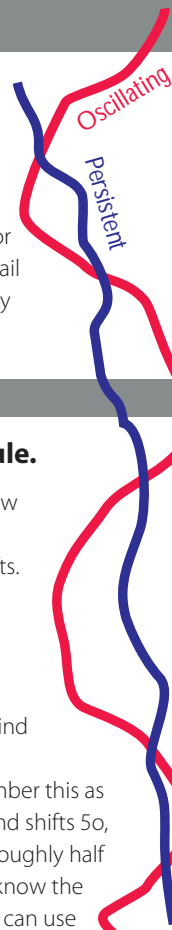


Pick a median.

4 When the wind direction is oscillating, it's key to figure out the media, or average, wind direction. This is usually the direction that's midway between the farthest left shift and the farthest right shift you've seen. It's critical to know this number because your strategic choices hinge on whether the wind is to the left or right of this median. So always choose a median heading for each tack, and remember these numbers may change during the race.

Oscillating or persistent?

5 In most races, the windshift pattern is either oscillating or persistent. On every leg, you must decide which way you are going to play the wind. This decision influences many of your strategic and tactical moves and will greatly affect your success. For example, if you think the wind is shifting persistently, you should sail into a header. But if the wind is really scillating, you will lose a lot by doing this. So, is the wind oscillating or persistent?



Top batten parallel.

10 Getting the right main trim is critical for good speed in any condition. If you over-trim the main, it will stall and be slow. If you under-trim the main, you'll be faster, but you won't be able to point. The key is finding a happy medium that works for both speed and pointing. The easiest guideline is trimming the sheet so the top batten is parallel with the boom. In light air and lump, let the top batten angle off to leeward a bit. In flat water and more wind, trim the sheet hard enough so the top batten angles to windward.

Sail fast on a lift.

6 In a shifty wind, it's usually better to sail slightly faster than normal while you are on the lifted tack. This maximizes your VMG in the median wind direction. And second, it brings you to the next shift (header) sooner. The more you are lifted, the faster you should sail. As you get headed down to the median, slow down slightly until you are sailing at your normal upwind speed and angle.

Use the '10-15'r rule.

7 Few sailors know how much they gain or lose when the wind shifts. Here's an easy guide: In a 10° shift you will gain or lose roughly 25% of the lateral separation (perpendicular to the wind direction) between you and other boats. Remember this as the '10-25' rule. If the wind shifts 5°, the gain or loss will be roughly half (12%) and so on. If you know the starting line length, you can use this rule to figure out the advantage of starting at either end.

Protect the right side.

8 If other factors are equal, protect the right side of the beat since that will give you the starboard-tack advantage when you converge with other boats. This is especially important on short beats and whenever you are close to the windward mark. On runs, protect the left side (looking downwind) since this will put you on starboard tack and inside as you approach the leeward mark.

Minimise helm downwind.

9 When sailing upwind, it's good to have a bit of windward helm to give the rudder more feel and lift. But on a run or reach an off-centre rudder just creates drag, and this is slow. Therefore, adjust the trim of your boat and sails to keep your rudder centred and your helm neutral as much as possible. The boat should almost steer itself in a straight line.

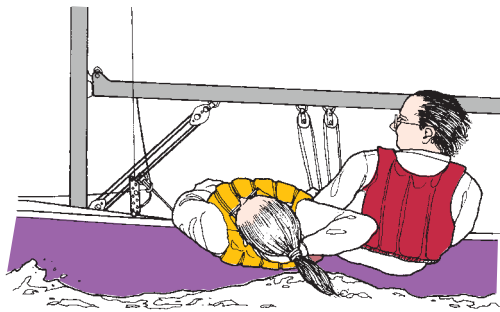
Don't always swing wide.

11 Conventional wisdom says you should round a mark by swinging wide on the near side and close on the far side (like the red boat below). However, this is not the fastest way to get around the mark. Unless you are worried about your position relative to other boats, it's better to approach the mark closer on the near side, pass it on a beam reach, and end up father from the mark as you turn up to close hauled (like the blue boat). The key is making your turn so the mark is at the bottom of your arc; if you don't do this you will sail extra distance. Of course, there may be tactical reasons (e.g. boats just ahead or behind) why it makes sense to round wide and tight so you are on a closehauled course when you pass the mark.



Go fast first, then point.

12 The ability to point high is great for tactics, strategy and speed, but you can't just aim your boat closer to the wind. Pointing ability is closely tied to speed, so in order to point higher you must start by going faster. This gets the water flowing faster over your foils, which increases their efficiency and produces lift. When pointing is a problem, the natural response is simply to turn the boat towards the wind, but this is the opposite of what's needed. Instead, you should aim lower and go faster first – then slowly try pointing higher. (Of course, you may also need to make other changes to improve pointing).



Take your chute down early.

13 One of the costliest mistakes at leeward marks is leaving your chute up too long. Carrying your spinnaker for an extra length or two will gain you only a small distance, but a takedown snafu can cost you tons. Therefore, unless you are fighting for an inside overlap, make the smart, conservative choice by dropping a little early and not risking a bad takedown.



Don't manoeuvre in lulls.

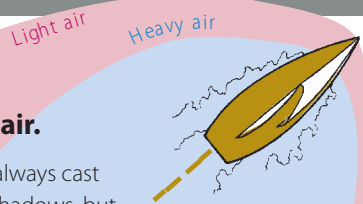
14 Another good rule of thumb is that you should never make a manoeuvre in a lull unless you have a very, very good reason. Whenever possible, time your manoeuvres (e.g. tacks, gybes) so you perform them in good wind pressure. If you make turns without much wind you will lose a lot in each manoeuvre.

Tack when headed to the median.

15 When the wind is shifty, your basic strategy is to tack on the headers. But exactly when is the best time to tack? The biggest mistake for most sailors is sailing too far into the header. If you keep going until you get the maximum shift, you will sail roughly half the beat on headers instead of lifts, which is not fast. To avoid this, tack when you get knocked to your median heading.

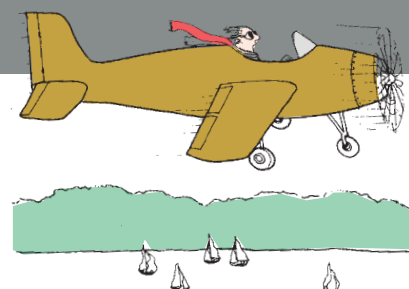
Avoid bad air.

16 Boats always cast wind shadows, but these are more harmful in light air. When a stream of slow moving air is interrupted (e.g. by a boat's sail plan), it takes a long time for that stream to return to normal. In light air, you may feel another boat's shadow as far as 10 lengths away, and when you are in that shadow, you may have only half as much wind as boats in clear air. This is a problem because you were already under powered. In heavy air, the wind stream re-forms much more quickly, so you might feel a shadow only 5 boat lengths to leeward of another boat. And that won't hurt as much because you still have relatively strong breeze.



Wave a port tacker across

17 When you have a good lane on starboard tack and you want to keep going toward the left side, don't automatically yell "starboard" to every port tacker that tries to cross in front of you. Having them tack on your lee bow is probably not the best thing. It's often much better to let the other boat go across, even if this means you will lose a little by bearing off behind them. When you are still several lengths away, yell "Go ahead," or other words to make it clear they can keep going. Just be sure to communicate loudly and clearly.

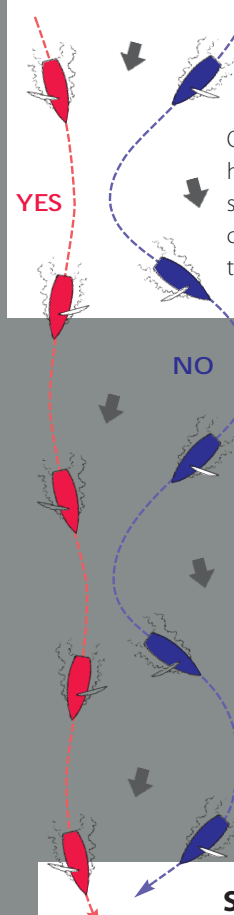


Drop out of the sky.

19 One of the toughest things about coming from behind is psychological. They key is to stay focused on the present and not get hung up on how you ended up near the back of the fleet. Here's a psychological game I play when I find myself back in the pack: I pretend that someone else was driving the boat and got it into a bad position. Then I was magically dropped onto the boat from an airplane to help make a comeback. This does a number of things: 1) it keeps me from blaming myself for making a mistake; 2) it helps me look at the current situation objectively; and 3) it gets me psyched up for the challenge of improving my position during the rest of the race.

Gybe on the lifts.

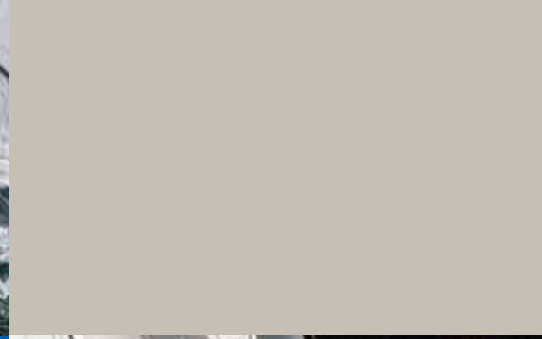
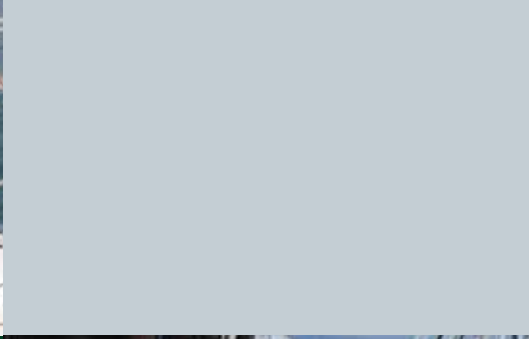
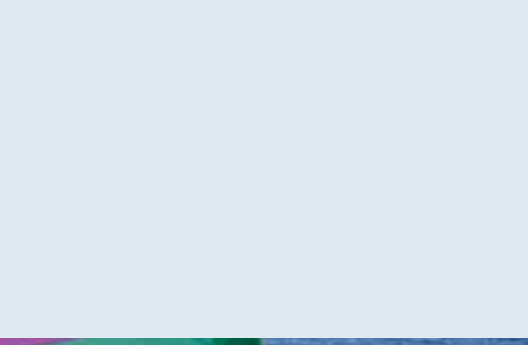
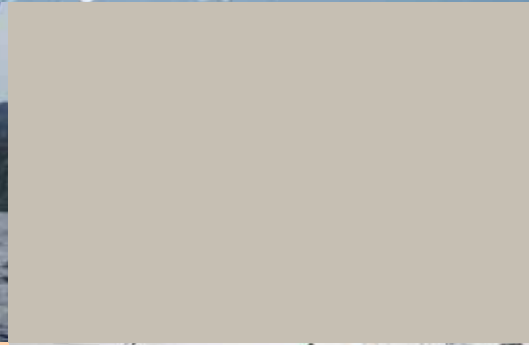
18 When you're sailing upwind in an oscillating breeze, you should tack on the headers so you sail on the lifts. On runs, however, you want to gybe on the lifts so you sail on the headers. By gybing each time you are lifted, you will always be sailing away from the next shift (the right move on runs), and you can sail lower and closer to the leeward mark (i.e. you'll climb down the ladder rungs and maximise VMG to leeward).



Stay on the favoured side of other boats.

20 When your strategy says the right side of the course is favoured, it may not be enough simply to sail toward that part of the beat or run. If all the other boats go even farther right, you are actually on their left, which is not good. Since your only goal in the race is to beat your competitors, you must use your strategy to position yourself relative to them. If you like the right side, for example, you should generally stay on the right side of the boat (or boats) you want to beat.

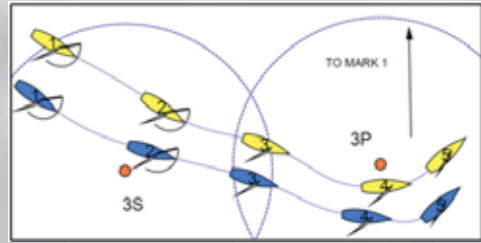
The Rogues Gallery



YVES LEGLISE TELLS US WHAT'S NEW IN THE 2017-2020 RACING RULES

A term used as stated in the RRS "Definitions" is shown in *italic type*.

This is where we stopped last year, remember?



"And what happens in exact position 3 when they are in both zones???"

So, who got the answer?

Both boats just entered the 3P zone and are leaving the 3S one. RRS 18.1.c says that RRS 18 doesn't apply between a boat approaching a mark and one leaving it. They both are leaving mark 3S, so RRS 18 has stopped applying to this mark.

2016 was an Olympic year so the old Racing Rules ceased to apply on 31st December 2016, and the new set of Racing Rules came into force on 1st January 2017 and will apply for four years until 31st December 2020.

We'll only deal here with what is really relevant for the average Dragon Sailor. So here is a summary of the main points: "New rules in red." My comments in blue.

Terminology

The "measurement committee" is replaced by a "technical committee".

DEFINITIONS

"Party" A party to a hearing is

- for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
- a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- a support person subject to a hearing under rule 60.3(d).

However, the protest committee is never a party.

The main point in my view is the introduction of a support person (see definition below) who can be protested under RRS 60.3(d).

"Support Person" Any person who

- provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- is the parent or guardian of a competitor."

A new definition which includes a person providing any kind of support to a competitor. See the IDA standard Sailing Instructions for major events.

PART 1, FUNDAMENTAL RULES

3 - Acceptance of the Rules

"3.1 (a) By participating or intending to participate in a race conducted under these rules, each competitor and boat owner agrees to accept these rules.

(b) A support person by providing support, or a parent or guardian by permitting their child to enter a race, agrees to accept the rules.

3.2 Each competitor and boat owner agrees, on behalf of their support persons, that such support persons are bound by the rules."

Totally re-written rule. One main addition: competitors have to make sure their support persons are aware of the rules and comply with them. More responsibility on the competitor's shoulders.

PART 2, WHEN BOATS MEET

Preamble

"The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1."

This part of a sentence is new, and needs some attention: a boat can now be penalised when not racing if she broke RRS 14, Avoiding contact, and caused damage or injury. This means you can be penalised before the preparatory signal, between races, or when sailing back to the marina after racing.

"18.2 Giving Mark-Room

(d) Rules 18.2(b) and (c) cease to apply when the boat entitled to mark-room has been given that mark-room, or if she passes head to wind or leaves the zone."

Clarification of when RRS 18.2(b) and 18.2(c) cease to apply. Previous 18.2(c) is included.

18.3 Tacking in the Zone

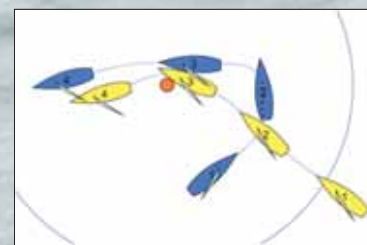
"If a boat in the zone of a mark to be left to port passes head to wind from port to starboard tack and is then fetching the mark, she shall not cause a boat that has been on starboard tack since entering the zone to sail above close-hauled to avoid contact and she shall give mark-room if that boat becomes overlapped inside her. When this rule applies between boats, rule 18.2 does not apply between them."

Total re-writing of this rule, which applies to a boat which tacks in the zone when the mark is to be left to port, and when she is fetching the mark



In position 2, blue passes head to wind from port to starboard tack.

In position 3, she's fetching the mark. But she causes yellow, who has been on starboard tack since she entered the zone (pos.1) to sail above close hauled to avoid contact..



Blue tacks in the zone in position 2, and Yellow becomes overlapped inside her.

In position 3, Blue breaks the rule since she doesn't give Yellow, who was fetching the mark, mark room.

We're having some little changes in RRS 19, Room to pass an obstruction. They are not relevant to the Dragon class, which requires Organising Authorities to avoid obstructions on or close to courses.

"22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

22.3 A boat moving astern, or sideways to windward, through the water by backing a sail shall keep clear of one that is not."

It is not a general practice in the Dragon class, but it is possible to move sideways to windward by backing the main and without changing course, which makes it impossible for the windward boat to keep clear. It is now up to the leeward boat (the one who's moving to windward) to keep clear.

PART 3, CONDUCT OF A RACE

"30.3 U Flag Rule

If flag U has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or re-sailed."



This experimental rule is now adopted. It is less penalising than the Black flag. The use of this flag would have avoided a couple of problems we had last season. This, on the left, is a U flag..

Some minor changes in PART 4, OTHER REQUIREMENTS WHEN RACING. Not much to mention.

PART 5, PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

60.3 A protest committee may

"(d) call a hearing to consider whether a support person has broken a rule, based on its own observation or information received from any source, including evidence taken during a hearing"

New paragraph: a support person (see Definitions) can be protested for breaking a rule (see Definitions: the Sailing Instructions are rules).

"60.4 A technical committee may

(a) protest a boat, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the boat herself. However, it shall protest a boat if it decides that

- a boat has broken a rule of Part 4, but not rules 41, 42, 44 and 46, or
- a boat or personal equipment does not comply with the class rules;
- request redress for a boat; or
- report to the protest committee requesting action under rule 69.2(b)."

New paragraph: the technical committee doesn't have to go through the race committee anymore to lodge a protest. It will save time and discussions on who should protest (measurer? race committee?) on measurement issues.

"61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable

opportunity for each. She shall display the flag until she is no longer racing. However,

(4) if as a result of the incident a member of either crew is in danger, or there is injury or serious damage that is obvious to the boat intending to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3."

This paragraph 4) used to apply to "the boats involved". It is now reduced to the only boat intending to protest.

"61.2 Protest Contents

A protest shall be in writing and identify

- the protestor and protestee;
- the incident
- where and when the incident occurred;

However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirements (d) and (e) may be met before or during the hearing. Requirement (c) may also be met before or during the hearing, provided the protestee is allowed reasonable time to prepare for the hearing."

This important last sentence will make more protests to be heard: quite often, the protestor considered that stating "race 2" was enough to fulfil this requirement (which was part of (b) in the previous rules), and the protest was declared invalid by the protest committee. It can now be changed during the hearing. Only requirement (b) remains mandatory.

RRS 63.4 was totally re-written and adds some precisions about the conflict of interest.

64.4 Decisions Concerning Support Persons

(a) When the protest committee decides that a support person who is a party to a hearing has broken a rule, it may

- issue a warning,
- exclude the person from the event or venue or remove any privileges or benefits, or
- take other action within its jurisdiction as provided by the rules.

(b) The protest committee may also penalize a competitor for the breach of a rule by a support person by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that

- the competitor may have gained a competitive advantage as the result of the breach by the support person, or
- the support person commits a further breach after the competitor has been warned by the protest committee that a penalty may be imposed.

Two issues in this new rule:

- * a breach of a rule by a support person, and a penalisation of this person.
- * a penalisation of the related boat in case of advantage gained or further breach.

RRS 69 has been totally re-written, and World Sailing has issued a "Misconduct Guidance" for protest committees (but of course interesting for competitors) available on WS website.

Not much for the sailors in the last parts of the RRS nor in the Appendices.

GREAT DRAGON SAILING

10TH
CASCAIS
DRAGON WINTER SERIES
2017 - 2018

23RD
H.M.KING
JUAN CARLOS TROPHY
2018 IDA GRADE 1



fotografia de Ricardo Pinto

BE PART OF THE 10TH ANNIVERSARY OF THE DRAGON WINTER SERIES 2017-2018

BRIGHT SUNNY DAYS / GREAT BEACHES / FANTASTIC GASTRONOMY AND WINE / CULTURE
CLOSE TO LISBON

A PERFECT STAY



Dragon World Championship Cascais 2017

The race areas are in open Atlantic ocean, less than half an hour to reach and are sheltered to the north by the coast that extends west of Cascais. They offer different sailing conditions with no relevant current, with flat water and shifter winds closer in the bay and larger ocean swells with more stable wind patterns further out west. Prevailing northwesterly winds ranging from 12 to 22 knots are expected with average temperature of 21°C, making for outstanding racing and subsequent partying ashore.

Founded in 1939, the Clube Naval de Cascais is the leading Portuguese sailing club with a large experience of organizing major international sailing regattas. Together with the adjacent Marina de Cascais, they constitute a venue with excellent facilities to host this event.

Located on the Atlantic Ocean and 20km west of Lisbon, Cascais, with its mild climate and genuine friendliness of the local people, is a popular and pleasant vacation and tourism town that has managed to retain much of its original charm.

Cascais offers visitors a mix of historical culture resulting from its over 650 years of history, entertainment, wonderful beaches and golf courses, but also a rich culinary heritage based largely on fresh fish and seafood available from a wide choice of restaurants ranging from the most exclusive eateries to more popular establishments.

But when it comes to sailing, Cascais is the Portuguese capital venue and has proven over the years to have some of the best conditions for sail racing in Europe.

The 2017 Dragon World Championship for the Royal Hellenic Cup will be hosted by the Clube Naval de Cascais and the Portuguese Dragon Association from 9 to 17 June. Supported by the adjacent Marina de Cascais and the Municipality of Cascais, the regatta will open on Friday 9 June with registration and measurement until Sunday 11 June when a practice race will also be held. Championship racing will run from 12 to 17 June with ten races scheduled.

Cascais is 25 kilometers west of Lisbon's international airport and, as a major tourism destination, offers a wide range of accommodation from five star hotels to self-catering apartments or villas and camping. For more information see www.visitcascais.com/en.

The 2017 Dragon Worlds will culminate the 2016/2017 edition of the now well established Cascais Dragon Winter Series of one regatta a month starting in Nov 2016 and finishing in May 2017 and comprising the HM King Juan Carlos Trophy (IDA Grade 1) from 6 to 9 April and the Portuguese 2017 Open Nationals from 12 to 14 May (www.cascaisdragonwinterseries.com).

The Clube Naval de Cascais and the Portuguese Dragon fleet, in close association with the IDA, are working to ensure that the Cascais Worlds will meet the expectations and needs of the participants and warmly invite and look forward to welcome international Dragon sailors from all around the World.

To find out more about the 2017 Cascais Dragon World Championship please visit www.dragonworlds2017.com or Email regatas@cncascais.com.



TWO WEEKS SAILING IN SWITZERLAND

Lake Thun



Main Event

August 14–19, 2017

Dragon Europeans 2017

Pre Events

August 5–6, 2017

Tune-up Race «Alpencup»

August 8–12, 2017

International Swiss Championship

www.dragon-class.ch | www.dragoneuro2017.ch



Saint-Tropez, France
du 13 au 20 octobre 2017



Inscriptions : <http://www.societe-nautique-saint-tropez.fr/>
Tel: 0033(0)4 94 97 30 54 - info@snst.org

Brugse Zot International Dragon Corinthian Cup 2017



The Brugse Zot Dragon Corinthian Cup and the Belgian Open Championship will be the highlights of the Belgian Dragon sailing season. Both races will be hosted by the Royal North Sea Yacht Club between 28/07/2017 & 06/08/2017 in Ostend, Belgium. The International Dragon Association will offer the Corinthian Cup which is a special trophy for non-professional teams. The Brugse Zot Race takes place from Saturday 28th of July till Monday 31st of August in the weekend before the Belgian Open Championship (3-6th August).

Sponsor: Brugse Zot

No better sponsor for a Dragon regatta than a Belgian brewer: Xavier Vanneste. Hence a regatta with wonderful social events and a lot of beer!

Hosting Yacht Club: Royal North Sea Yacht Club

The North Sea Yacht Club was established in the winter of 1946 – 1947 by a group of young enthusiasts sailing Snipes and Papillons. The first Dragons appeared at the club in the 1950's and the Dragon sailing has been the core of the club's activities. Multiple major dragon races have been sailed in front of Ostend: Gold Cup in 1992, 2001 and 2011.



Harbour: Ostend, Belgium

The location of the harbour is perfect for dragon sailors and their supporters. It's located right in the centre of the city, close to shops and hotels and sailing to the open sea only takes you a couple of minutes.

The Clubhouse restaurant serves wonderful food in a cosy atmosphere with a great view over the harbour.



THE GOLD CUP 2018 – HELSINKI, FINLAND

The Land of the Midnight Sun beckons the Dragon sailors for the 2018 Gold Cup, which will be hosted by the Helsingfors Segelklubb from 20 to 28 July 2018. Located just to the west of Helsinki city in Lauttasaari, the club was founded in 1899 and is one of Finland's largest and most successful sailing clubs.

Renowned for hosting major championships for dinghy and keelboat fleets, the club has a dedicated marina and excellent shoreside facilities including a very nice restaurant and modern well equipped club house. In the Finnish tradition there are even on site saunas to help you ease those post racing aches and pains!

Racing will take place on the open waters of the Gulf of Finland where currents are minimal and excellent sea breezes can be expected at this time of year.

Whilst accommodation is available near the club, visitors often prefer to stay in Helsinki, which is just a 15-minute drive from the club and offers an outstanding range of facilities and accommodation, as you would expect from a European capital city.



Above: Helsinki Yacht Club.

Travelling to Helsinki is straightforward with flights to Helsinki international airport and regular ferry services to Tallinn, Stockholm, Mariehamn, Travemunde and St Petersburg.

EUROPEAN CHAMPIONSHIP 2018 – BALATONFÜRED, HUNGARY

26 May to 1 June 2018 will see the International Dragon fleet making a welcome return to the waters of Hungary's Lake Balaton for the 2018 Dragon European Championship. The last major Dragon Championship held on the lake was the 2010 Europeans at Balatonkenese, which was declared a resounding success by all. For this event the venue moves down the lake a little to Balatonfüred, home of the local Dragon fleet and a superb regatta venue.

Racing will again take place on the northern part of the lake, above the Tihany peninsular, and competitors can expect stunning turquoise blue waters, warm sunshine, excellent breeze and a backdrop of Hungary's beautiful rolling hillsides.

Lake Balaton is famed for its wine, its food, its stunning scenery, its historic towns and villages, its excellent holiday accommodation options and its outstanding hospitality. Once again the organisers will be pulling out all the stops to ensure the competitors enjoy an outstanding regatta both afloat and ashore.

Travelling to the venue couldn't be easier with major motorway links to all parts of Europe and Budapest Airport only 1 hour away. Hungary looks forward to welcoming you in 2018 so save the date and stand by for further information at www.dragonclass.hu.



Nenya FIN 63, winner Cannes Grand Prix 2016

Already perfecting designs for the 2018 Gold Cup in Helsinki



WB-Sails

www.wb-sails.fi

info@wb-sails.fi



Five Olympic Games and still smiling



Meet Gustavo Lima one of our most talented and popular sailors. In Rio, Gustavo became the only sailor to have competed in five Olympic games in the Laser class – a truly remarkable achievement. We caught up with him in his hometown of Cascais to ask him about his experiences.



“Obviously I am extremely proud to have represented Portugal in five Olympics. For me it was an amazing story, the pain, the faith, the belief, I will always carry these feelings. I have had incredible moments in my Olympic participations, but Rio was my favourite for many reasons, not least I was born there, so to finish there was perfect. It is with great

pride that I watched the opening ceremony in Rio. The last minutes were magical and will be forever in my memory.”

How much of your life has revolved around the Olympic games?

“Well it’s hard to encapsulate 20 years of Laser Sailing/ Olympic effort. But I have to say that I’ve lived a great life, full of joy. I’ve visit more than 50 countries, met lots of great people around the globe. I’ve had the chance to learn and compete against the best sailors and with a lot of discipline I have made a career.

My life was dedicated to one aim. Winning. That was my goal always. This time in Rio I knew that to have some chances the wind had to be lighter. Well it didn’t happen and I repeated the result of London, 22nd. A bit unfair because I spent 3 years dedicated to this moment (Rio

2016). For example I remember at the Dragon Europeans I was sailing a Laser at 7am before the races plus some strenuous gym sessions.”



Has the media attention been difficult to handle?

“Well every four years Olympic athletes become a media attraction and because I had a good career, the media also believes in me. It is something you get used to it. Since 1992 I have given interviews. It is good to have the recognition, but the most important thing in the Olympics is to filter that media pressure. You have to stay mentally prepared for big pressure.”

So how did your sailing career develop?

“I started sailing in Cascais. My parents took me to Clube Naval de Cascais when I was 9 years old. Cascais, as the Dragon Class well knows, is a perfect venue to train, variable winds, big seas and great facilities. I started as normal in the Optimist class. I got inspired later from the best Portuguese sailors at that time. Hugo Rocha, Martinho Fortunato, Francisco Neto, Pedro Andrade and some others.

My brother Jorge is also an Olympic sailor in the 49er. He started later in the Optimists when I was almost going out of the class, but in the light air he was the fastest Optimist sailor.

We had a few competitions together and I saw that he was going to be one of the best ever in the Optimists. He won 3 times in a row the Portuguese National Championships.

I started late in the Laser Class and I was light as my weight was 70kg at 18 years old. So I tried the Olympic qualification for Atlanta 1996 against Afonso Domingos and Vasco Serpa. With only 2 years of experience I got into the fight against these two amazing sailors. Vasco went to the 1996 Olympics and finished 7th.

So later I became bigger and stronger and won my Olympic spot in 2000 for Sydney. I completed my Olympic debut in 6th place. So at this point I realised I could be one of the best Laser sailors in the World. A lot of discipline, organization, teamwork, effort, resilience, are the adjectives that I used most for my career. In 2001 I was Vice World Champion in Ireland. In 2003 I became the first and only Portuguese World Champion in Cadiz. Robert Scheidt was 2nd in a titanic battle in the last race. In 2004 I finished 5th at the Athens Olympics. Close to the podium. So I decided to continue until Beijing in 2008. In 2005 I almost got to the podium at the Worlds again (5th place) and I got a bronze



medal in the 2006 Europeans. In 2007 I won my first World Cup series (Miami) and I have achieved my best Olympic result in 2008 in China. I went into the Medal race in 3rd place, losing the medal by 1 point, which was hard.

At this stage I changed to the Star Class and I sailed for 2 years with Rubrio Basilio. In the 2011 trials for London my crew got injured with two Hernias and I had to go back to the Laser for the London Olympics. Co-incidentally I got into the Dragon Class in 2009, almost at the same time as the Star. It was an amazing learning opportunity with both boats.

I owe a lot to my Father who has been my main supporter until I was 19 or 20, he always believed in me and invested in my boats and travelling expenses.”

After seven years how do you like the Dragon?

“Dragon sailing is fantastic. The boat is not fast but it is very competitive. You can trim the boat in a way that will compensate for the lack of weight. You can catch some waves downwind and make big gains. And upwind you



make huge differences getting inside a wind pressure if you point harder to get that puff. So to sum up, I can say that Dragon sailing is very challenging because of lot of aspects. It has incredible high-level sailors, and is becoming more and more professional. Some teams are even training during the week - just like Olympic sailing.

I really like to sail this boat because to gain two metres you have to trim around six to ten things inside the boat. The sailors’ atmosphere is fantastic and I have made a lot of friends inside the class.”

What are your plans now?

“Well I left my legacy. Now it is time to move on. It’s the clubs that should be interested in my experience. I know that the Portuguese Sailing Federation is very keen to have me closer. I would be available to help if they need me.”

Passing on experience in Cascais. Never give up kids!

“Right now I’m starting my non-Olympic projects. I will continue in the Dragon Class with José Matoso. I started a new project in the SB20 Class. I have some invitations for the J70 Class. So basically I am getting involved with some different classes. I was helping Team Provezza (TP52) in Cascais with local knowledge. I also sailed in the Portuguese Match Racing Nationals (2nd place).

And if there’s time I can hope to enjoy some surfing and biking – living in Cascais you can do sports every day!”





Spain

The rebirth of the Dragon fleet in Palma

We are lucky enough to live right next to one of the best sailing venues in the world, the Bay of Palma. My opinion of course is rather biased, I was born in Palma and have lived on the island for most of my life, but I'm sure quite a few of our fellow international sailors will agree with me.

It can't get much better than sailing on a sunny weekend in November with the thermometers going up to 29 degrees and a steady southerly wind of 12 knots. What a great way to start the 'winter' series regatta calendar that we've put together.



Weather is just part of the equation. We also count on the excellent facilities and the support of the Real Club Nautico and Puerto Portals, not only for hosting regattas but also for providing just the right venue for the very important social element of club sailing. We all enjoy post regatta debriefs at the club bar as well as the barbecues or cocktails that are organised in most of our regattas.

Without a doubt we have all the right ingredients to build up a strong fleet. You would have thought that with such idyllic conditions we would have sailors queueing up to buy and/or sail Dragons. Unfortunately, it hasn't quite been so; it was only a couple of years ago when you could barely see three or four Dragon masts when overlooking the keel boat docking area of our home port. I'm glad to say that things look different today, we have a growing fleet that right now counts up to 12 Dragons actively participating in the extensive regatta calendar for 2016/2017.

There's been several aspects we've had to tackle in order to encourage the growth of the fleet.

Probably one of the most important ones is related to the perception that local sailors had regarding the price of Dragons and the subsequent cost of ownership of the boat.



There seemed to be an inherent thought that Dragons are in a league that only a few can afford. It's taken time to spread the word that a Dragon doesn't necessarily have to be more expensive than any of the other popular keel boats that have been sailed in our clubs. Some of the early GRP Dragons that have proven to be competitive within the fleet have been purchased for under 10.000€. The same would apply to the running costs, with a partly sponsored docking price (in Palma and Portals) and, without having to go for a full sail replacement every year to remain competitive, the costs become bearable.

Another stigma that seemed to be associated with the Dragon is that it's a class for veteran sailors. Within our fleet,



ages now vary throughout the whole spectrum, from kids, youngsters and some Grandpa's too. It's a joy to see how a few boats in the fleet are crewed by two or up to three different family generations. Fortunately, the 4 crew allowance for the light weight crew creates an opportunity for the younger sailors to fit in.

The different ages don't only come with the sailors but with the boats themselves. From late 1940's wooden classics to mid 2000's Petticrows, the boats that are clearly different (especially in certain conditions) but they can coexist with each other, competing in the same regattas just by adding a 'sub ranking' for classics. The GRP Dragons within the fleet are also varied, with a 35-year build construction date difference between the two extremes. As has been demonstrated on several occasions, there are no slower boats, just slower sailors or a lack of tuning and preparation.

The range and experience of our sailors is also varied; we are pleased to have some extremely experienced members that have sailed in Dragons for longer than I've been around and that are actively coaching those new and less experienced that have recently started to sail Dragons. There is a quite a steep learning curve when you get into Dragons, so the coaching of those more experienced is greatly appreciated by the newcomers. It's key that the skill level of the fleet improves, each one steps up their own individual notch but in general we've seen how we are all getting to sail better.

Several fleets have been popular in the past in Palma, from Platu 25's to J80's with fleet sizes in the 20-30 boat range - that's where we are aiming to go. We are in the process of converting some of those sailors over and are upbeat that we will be (if we are not already) the largest fleet of keel boats in Palma in the very near future.

Palma used to be a popular with the international fleet but always lacked a strong local fleet. Now that we are right on track with with the local fleet, we feel confident that we will be seeing more international boats sailing in the bay thanks to the appeal of Palma, the program we are putting together and a healthy local fleet.

Follow us on Facebook – www.facebook.com/spanishdc

MALLORCA DRAGON WINTER SERIES

Spanish Dragon Class is pleased to announce it will be hosting an extensive regatta program in the bay of Palma. With a growing local fleet of 12 dragons, we will soon welcome several additional international entries. This will establish a strong local fleet along with a well sailing program that counts with some major international regattas at the end of the winter series.

TRAVEL & TRANSPORTATION: With favourable flight options, Palma is a convenient place to fly to and from. Several accommodation options with favourable pricing rates are available for participants. Special pre-arranged fees have also been negotiated with Accor Hotels & Reservations Service.

SAILING CONDITIONS / RACING AREAS: Our winter series is set in the picturesque bay of Palma and counts with some of the best sailing conditions in the Mediterranean.

ENTRY FEES: The fixed winter program fee includes berthing, trailer storage, regatta sewers, storage and jacking.

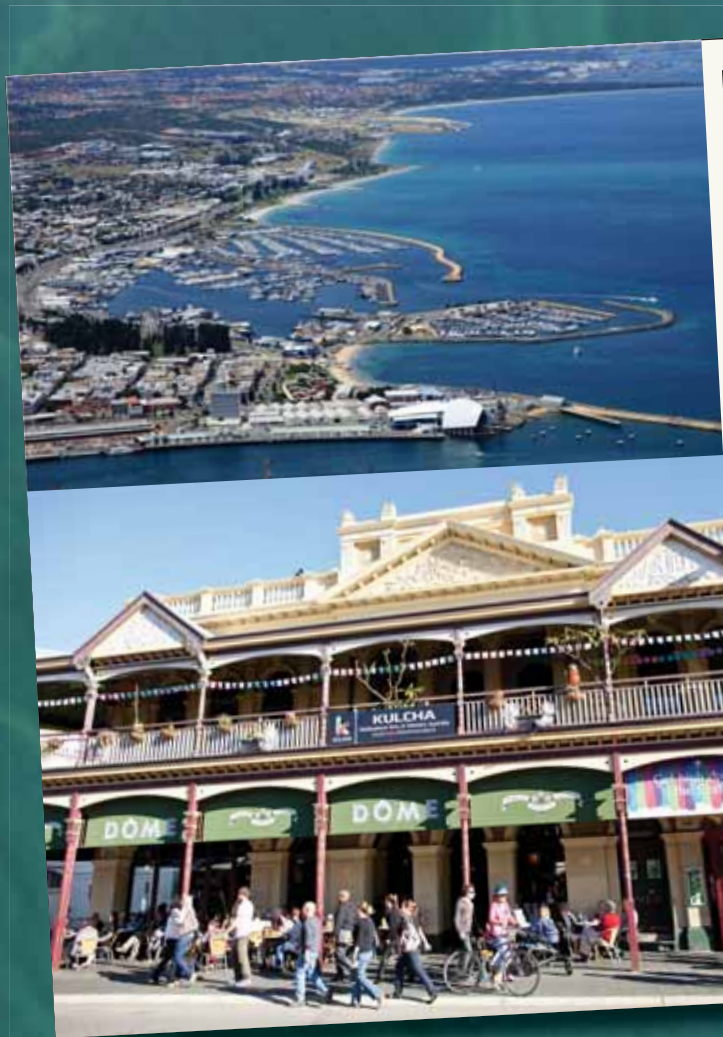
SOCIAL PROGRAM: Food and drinks in the clubhouse after each racing day of the series.

PRIZES: Prizes will be awarded to the 1st, 2nd, 3rd, 4th and 5th place finishers after completing the entire sailing of the series.

Rank	Event	Location	Dates
1st	WINTER TRAINING REGATA	RCNP	30th OCTOBER
2nd	TROFEO SOLA TROPHY	RCNP	12th NOVEMBER
3rd	WINTER BUFFETE FEAU	CLUB DE MAR	26th-27th NOVEMBER
4th	TROFEO INVENCION	RCNP	17th-18th DECEMBER
5th	TROFEO SAKT SEBASTIA	RCNP	14th JANUARY '17
6th	TROFEO NCI	RCNP	5th FEBRUARY '17
7th	TROFEO CARNIVAL	RCNP	25th-26th FEBRUARY '17
8th	WINTER TROFEO REGATA	RCNP	11th MARCH '17

1st Premio Sola Trophy - RCNP 24th-26th March '17
Trofeo Mediterraneo - RCNP 13th-16th April '17
2017 Palmaria - RCNP 31st May '17

2016 2017



ANNOUNCING THE
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West Australian State Dragon Championship:
Dec 14 - 16, 2018

2018 Australian Dragon Championship:
Dec 29, 2018 - Jan 2, 2019

World Dragon Championship: Jan 4 - 10, 2019

A month of Dragon racing in sailing paradise!



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www.facebook.com/belgiandragons

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Main Venues - Ostend,
(occasionally) Nieuwpoort
and from mid 2017 Cadzand



<http://www.nadragons.org/>

www.facebook.com/nadragons

www.twitter.com/nadragons

Main Venues - Vancouver,
Toronto



www.dragonclass.at

www.facebook.com/osterreichische.drachenflotte

Main Venues - Traunsee,
Wolfgangsee and Attersee



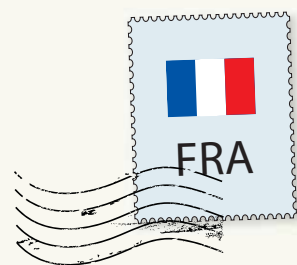
www.finnishdragon.fi/en/

<https://www.facebook.com/Louhipurjehtijat-Drakseglare-Finnish-Dragon-134538989934507>

Main Venues - Helsinki,
Hanko

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POSTCARDS FROM THE NATIONAL CLASSES



www.france-dragon.org

www.facebook.com/francedragonofficiel/

Main Venues – Cannes, St Tropez, Douarnenez, La Baule, Antibes, Arcachon, Deauville, Noirmoutier, La Grande Motte, Cazaux



www.britishdragons.org

www.facebook.com/BritishDragonAssociation

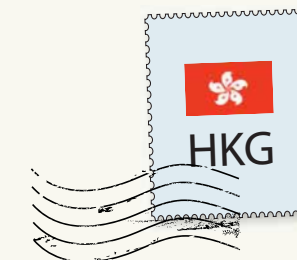
Main Venues – Burnham-on-Crouch, Cowes, Abersoch, Belfast, Medway, Falmouth, Firth of Fourth



www.dracheklasse.de

www.facebook.com/GermanDragonAssociation

Main Venues – Starnberger See, Ammersee, Bodensee, Baldeneysee, Alster, Flensburg, Kühlungsborn, Wannsee, Lake Garda

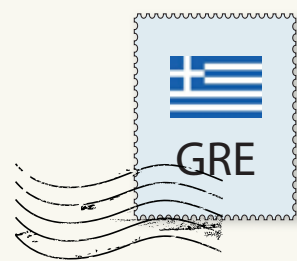


www.rhkyc.org.hk/Dragon.aspx

www.facebook.com/groups/hongkongdragonclass

www.youtube.com/channel/UCjqtU80o0XNLDIQ4t1gzQw

Main Venues – Hong Kong



www.hdca.gr

Main Venues – Athens, Piraeus

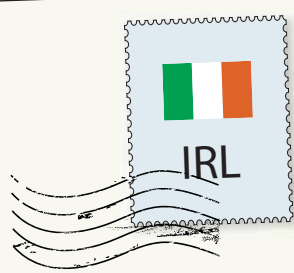


www.dragonclass.hu

Main Venues - Lake Balaton - Balatonfüred, Balatonkenese, Balatonföldvár, Tihany

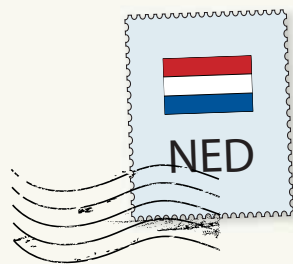
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www.dragonclass.ie

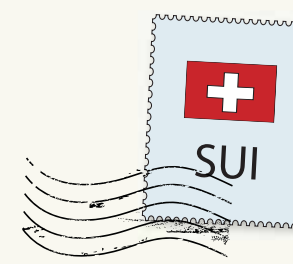
Main Venues –
Dublin, Glandore Kinsale,



www.dragonclass.nl

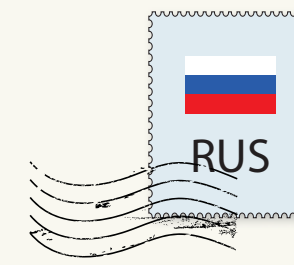
[www.facebook.com/
nederlandsedrakencub](http://www.facebook.com/nederlandsedrakencub)

Main Venues - Aalsmeer,
Muiden, Alkmaardermeer



www.dragon-class.ch

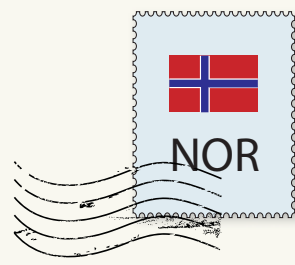
Main Venues – Bodensee,
Thunersee und Zugersee



www.russiandragon.ru

[www.facebook.com/
RussianDragon](http://www.facebook.com/RussianDragon)

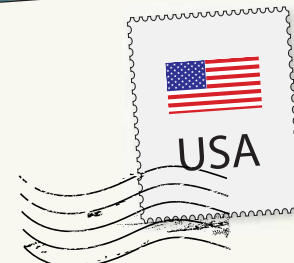
Main Venue – St Petersburg



www.nordragon.no

[www.facebook.com/
norskdrakeklubb](http://www.facebook.com/norskdrakeklubb)

Main Venues – Hanko,
Fredrikstad, Oslo



www.nadragons.org

[www.facebook.com/
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www.twitter.com/nadragons

Main Venues - Cleveland,
Chicago (new), Miami (new),
San Diego

IDA National Class Contacts & Registered Fleet Numbers

COUNTRY	NAME	PHONE NUMBERS	WEB EMAIL	REGISTERED BOATS
Antigua	Sophia Hoj-Jensen	+ 447753650803 + 12687822898	www.antiguadragons.org Sophia@hoj-jensen.com	8
Australia	Wayne Wagg	+ 61 3 62445789 + 61 3 62319111 + 1 438445789	www.dragonclass.org.au mystere24@gmail.com	51
Austria	Marcus Oppitz	+ 43 676 844 880 250	www.dragonclass.at marcus.oppitz@gmail.com	90
Belgium	Anne Vanneste	+ 32474807196 + 3250321176	www.belgiandragons.be secretary@belgiandragons.be	19
Canada	David Dale-Johnson	+ 1 778.995.3958 + 1 780.938.3958	www.nadragons.org dalejohn@ualberta.ca	23
Denmark	Thomas Schmidt	+45 30284649	www.dragonclass.dk info@dragonclass.dk	33
Egypt	Mohamed Ibrahim Khalil	+ 202 23646763 + 201001866618	www.eswf.info info@eswfegy.com	15
Estonia	Alexander Karboinov	+ 3725048651 + 3725018101	sass@jakari.ee	5
Finland	Rudi Jürg	+358 44 6408160	www.finnishdragon.fi rudyjurg@gmail.com	15
France	Jean Breger	+33 467 281382	www.france-dragon.org jedobreger@gmail.com	86
Germany	Cordula Schickel	+49 8158 9973556 + 49 160 5436394	www.drachenklasse.de office@drachenklasse.de	405
Greece	Antonis Nicolaras	+ 302104526894 + 302104519557	www.hdca.gr leonelex@otenet.gr	9
Hong Kong	Bram van Olphen	+ 852 28929201 + 852 96607927	www.rhkyc.org.hk bram.van.olphen@centraloceans.com	21
Hungary	Vilmos Naray	+36 (1) 225 7836 + 36 (20) 369 2126	www.dragonclass.hu info@dragonclass.hu	17
Ireland	Peter Bowring	+ 353 1 2853899 + 353 86 2433084	www.dragonclass.ie bowringp@eircom.net	17
Italy	Paolo Giorgetti	+39 33 56 121 592	www.assodragone.it dragone.ita44@fastwebnet.it	26
Japan	Akira Sawada	+81 798 33 0001	sawadaakira@hakutaka.jp	20
Netherlands	Philip de Koning Gans	+ 31 235316093 + 31 653223573	www.dragonclass.nl info@dragonclass.nl	65
New Zealand	Jude Hooson	+ 64 9 302 3035 + 64 9 307 1002 + 64 21 662 006	www.dragonclass.org.nz judehooson@mandala.co.nz	13
Norway	Sissel Andersen	+47 97770076	www.nordragon.no sissel1106@gmail.com	25
Portugal	Mario Quina	+351 917 550 575	www.dragopor.com dragopor@yahoo.com	23
Russia	Tatiana Kurbatova Lyuders	+ 49 176 672 670 31 + 7 925 809 13 42	www.russiandragon.ru sail470@me.com	51
Spain	Carlos Carbajal		spanish.dragon.class@gmail.com	13
Sri Lanka	Kapila Kumara / Patrick Delahaye	+ 32 2 354 30 77 +31 475 46 64 61	delahaye.patrick@skynet.be	4
Sweden	Olle Jo Johansson	+ 46 70 520 50 50	www.segladrake.se mail@ollejo.se	52
Switzerland	Lotti Schmid	+ 41 31 931 61 69 + 41 79 222 72 65	www.dragon-class.ch info@dragon-class.ch	66
Turkey	Engin Demiran		aliengindemircan@gmail.com	12
U.A.E.	Verena Wieser	+34 971 700 385 +34 636 632 172 +49 176 637 35 35 9	verena@fam-wieser.de	3
UK	Selina Dicker	+ 44 0203 620 6030 + 44 07720 277100	www.britishdragons.org britishdragonsec@gmail.com	93
Ukraine	Evgeniy Braslavets	+ 380562365183 + 380979632054	ebbraslavets@hotmail.com	3
USA	Anne Garrett	+ 1 206 225 6134	www.nadragons.org lagarrett@nadragons.org	23

1306

2017 Dragon Regatta Schedule

	RL_F	M	START DATE	END DATE	VENUE	COUNTRY	CONTACT
CHAMPIONSHIPS 2017							
Dragon World Championship	1.3	2	06/09/17	06/17/17	Cascais	Portugal	www.cncascais.com
European Championship	1.25	2	08/14/17	08/19/17	Lake Thun	Switzerland	www.dragoneuro2017.ch
Gold Cup	1.3	2	10/13/17	10/20/17	St Tropez	France	www.societe-nautique-saint-tropez.fr
GRADE 1							
Prince Philip Cup - Australasian Championship	1.2	2	01/02/17	01/08/17	Kirribilli	Australia	www.rsys.com.au
Grand prix de Cannes	1.2	2	02/21/17	02/25/17	Cannes	France	www.yachtclubdecannes.org
XXII H.M. King Juan Carlos Trophy	1.2	2	04/06/17	04/09/17	Cascais	Portugal	www.cncascais.com
Dragon Grand Prix Germany	1.2	2	07/05/17	07/08/17	Kühlungsborn	Germany	www.dragon-kuehlungsborn.de
Dragon Grand Prix - Hans-Detmar Wagner Cup	1.2	2	10/04/17	10/07/17	Torbole	Italy	www.assodragone.it
GRADE 2							
Dragon Cup - Italian Open Championship	1.1	1	03/23/17	03/26/17	San Remo	Italy	www.yachtclubsanremo.it
48th Trofeo S.A.R Princesa Sofia			03/24/17	03/26/17	Palma de Mallorca	Spain	www.trofeoprincesasofia.org
Grand Prix of Aalsmeer - 1st serie			03/25/17	03/26/17	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer - 2nd serie			04/08/17	04/09/17	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer - Final serie			04/14/17	04/16/17	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix Guyader - National open Dragon	1.1	1	05/02/17	05/06/17	Douarnenez	France	www.grandprixguyader.com
Portuguese National Championship	1.1	1	05/12/17	05/14/17	Cascais	Portugal	www.cncascais.com
Danish Nationals	1.1	1	05/25/17	05/27/17	Hellerup	Denmark	www.dragonclass.dk
Sonnenschein Cup - Hungarian Championship	1.1	1	05/26/17	05/28/17	Balatonfüred	Hungary	www.dragonclass.hu
Irish Open Championship	1.1	1	06/15/17	06/18/17	Dun Laoghaire	Ireland	www.riyc.ie
Hankø Race Week - Open Nordic Championship			06/29/17	07/02/17	Hankø	Norway	www.nordragon.com
HSRM Helsinki Regatta - Open Championship	1.1	1	07/01/17	07/03/16	Helsinki	Finland	www.finnishdragon.fi
Southern Area Championship			07/08/17	07/10/17	Cowes	UK	www.britishdragons.org
Edinburgh Cup	1.1	1	07/11/17	07/15/17	Cowes	UK	www.edinburghcup.org
Entenpokal			07/22/17	07/23/17	Attersee	Austria	www.sck.at
International Austrian Championship	1.1	1	07/27/17	07/30/17	Attersee	Austria	www.dragonclass.at
Belgian Open Championship	1.1	1	08/03/17	08/06/17	Ostend	Belgium	www.rnsc.be
International Swiss Championship	1.1	1	08/09/17	08/12/17	Lake Thun	Switzerland	www.dragon-class.ch
Open Swedish Championship	1.1	1	08/11/17	08/13/17	Marstrand	Sweden	www.segladrake.se
South Coast Championship			09/01/17	09/03/17	Kinsale	Ireland	www.dragonclass.ie
Open Norwegian Championship	1.1	1	09/01/17	09/03/17	Fjærholmen	Norway	www.nordragon.no
Open Dutch Championship	1.1	1	09/07/17	09/10/17	Muiden	Netherlands	www.dragonclass.nl
Drachenhumpen			09/08/17	09/10/17	Utting	Germany	www.drachenklasse.de
International German Championship	1.1	1	09/13/17	09/16/17	Utting	Germany	www.drachenklasse.de
Turkish National Open Dragon Championship	1.1	1	11/02/17	11/05/17	Bodrum	Turkey	www.milbodbodrummarina.com
CHAMPIONSHIPS 2018							
European Championship	1.25	2	05/26/18	06/01/18	Balatonfüred	Hungary	www.dragonclass.hu
Gold Cup	1.3	2	07/20/18	07/28/18	Helsinki	Finland	www.hoski.fi

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

ACTIVE INTERNATIONAL DRAGON BUILDERS

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

Joop Doomernik
Havendijk 22, 5017 AM-tilburg
The Netherlands
Tel. +31 (0)13 - 58 00 306
Mobile +31 (0)655 80 66 66
E-mail: joop@doomernik.nl
www.doomernik.nl

Premier Composite Technologies
Dubai Investments Park,
PO Box 282777, Dubai, UAE
Tel +971 (0)4 886 8555
E-mail: marine@pct.ae
www.pct.ae

Petticrows Ltd
Unit 6, Dammerwick Business Park,
Marsh Road, Burnham-on-Crouch,
Essex, CM0 8NB, UK
Tel +44 1621 782115
E-mail: petticrows@petticrows.com
www.petticrows.com

Ridgeway Dragons
57 B South Arm Road,
Rokeby 7019, Tasmania.
Contact: Zane Ridgeway
(03)62729946
zane@ridgewaydragons.com
www.ridgewaydragons.com

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