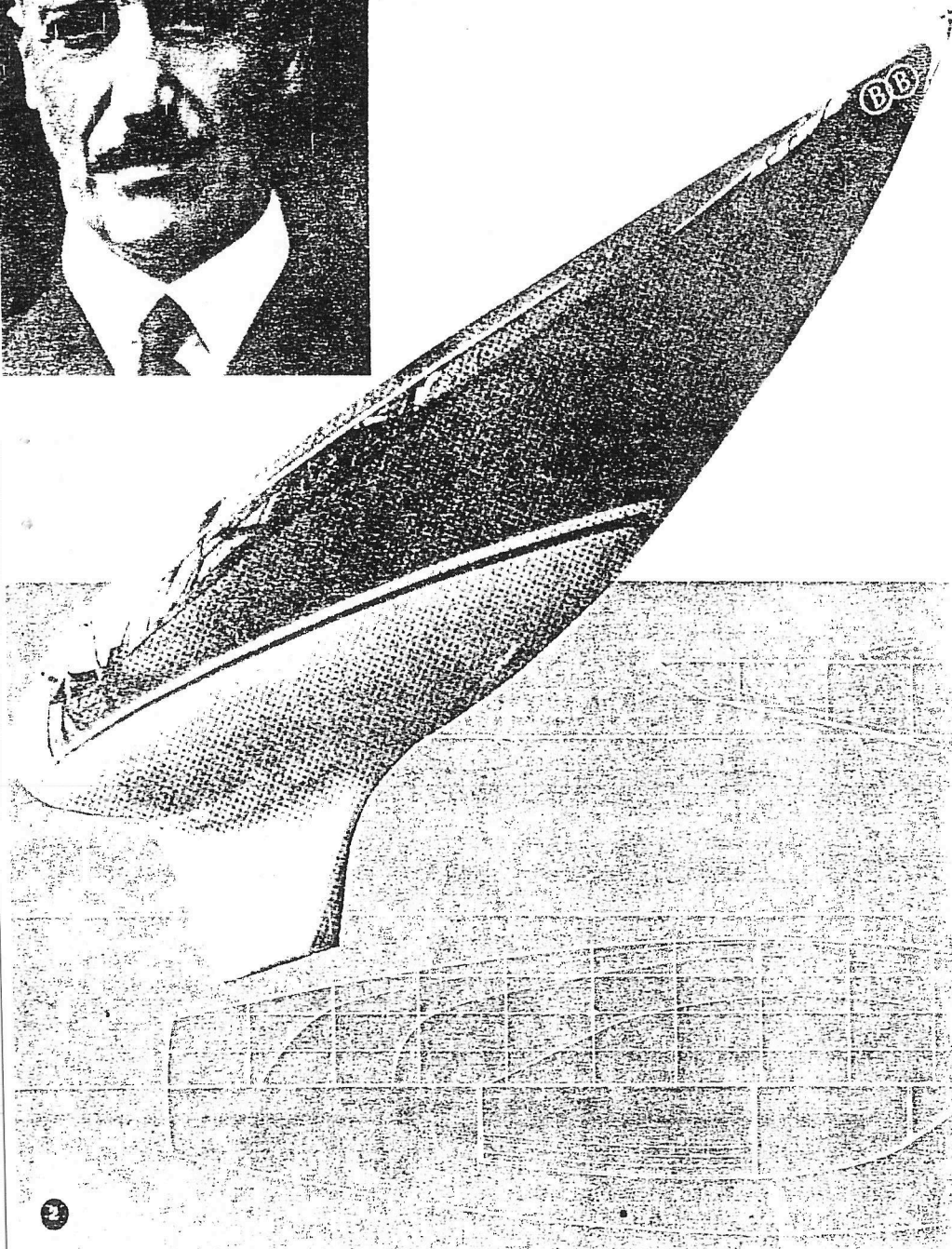
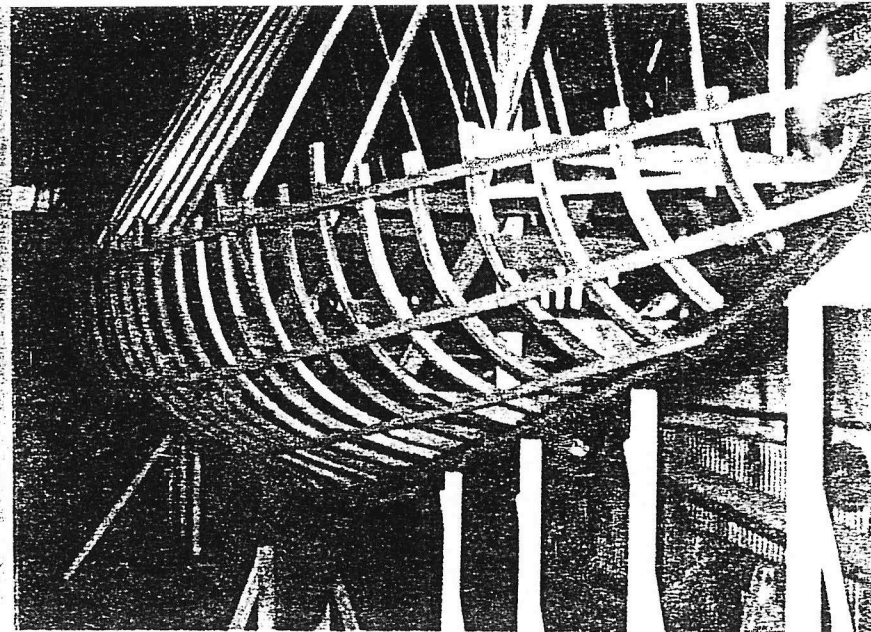


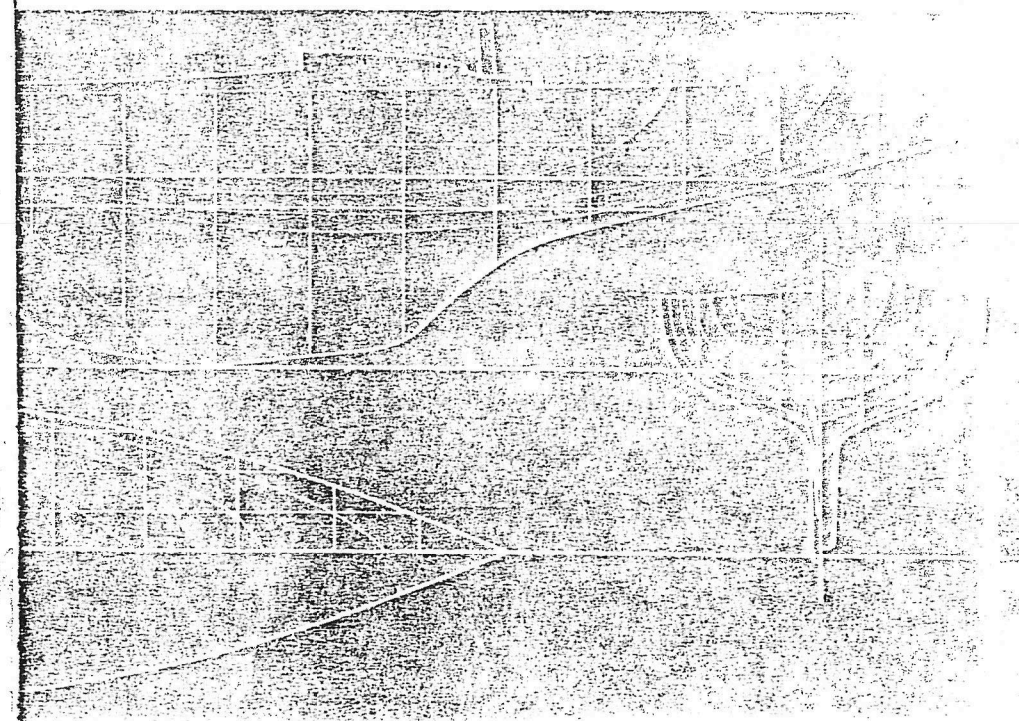


## JOHAN ANKER

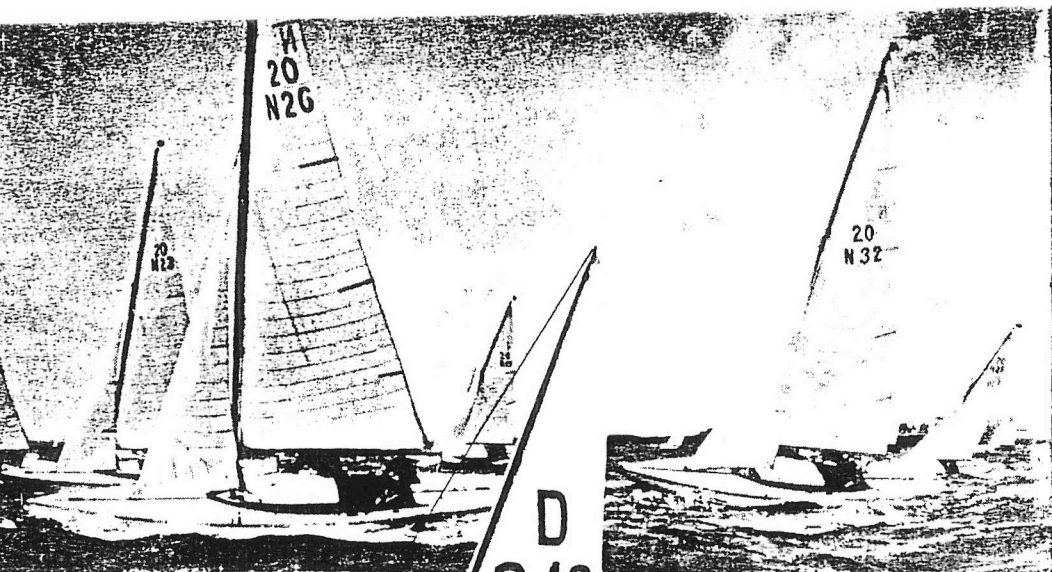
the highly gifted Norwegian designer of a yacht called dragon. Born 1871 – June – 26., died 1940 – Oct. – 01.



A yacht, which in our day and age has survived 50 years, without losing the interest of the highly technical racing community, surely must be an ingenious design. The drawings and pictures on these two pages make plain the graceful and harmonious lines of the dragon. Even after half a century, the dragon maintains its position as the most beautiful and photogenic racer.



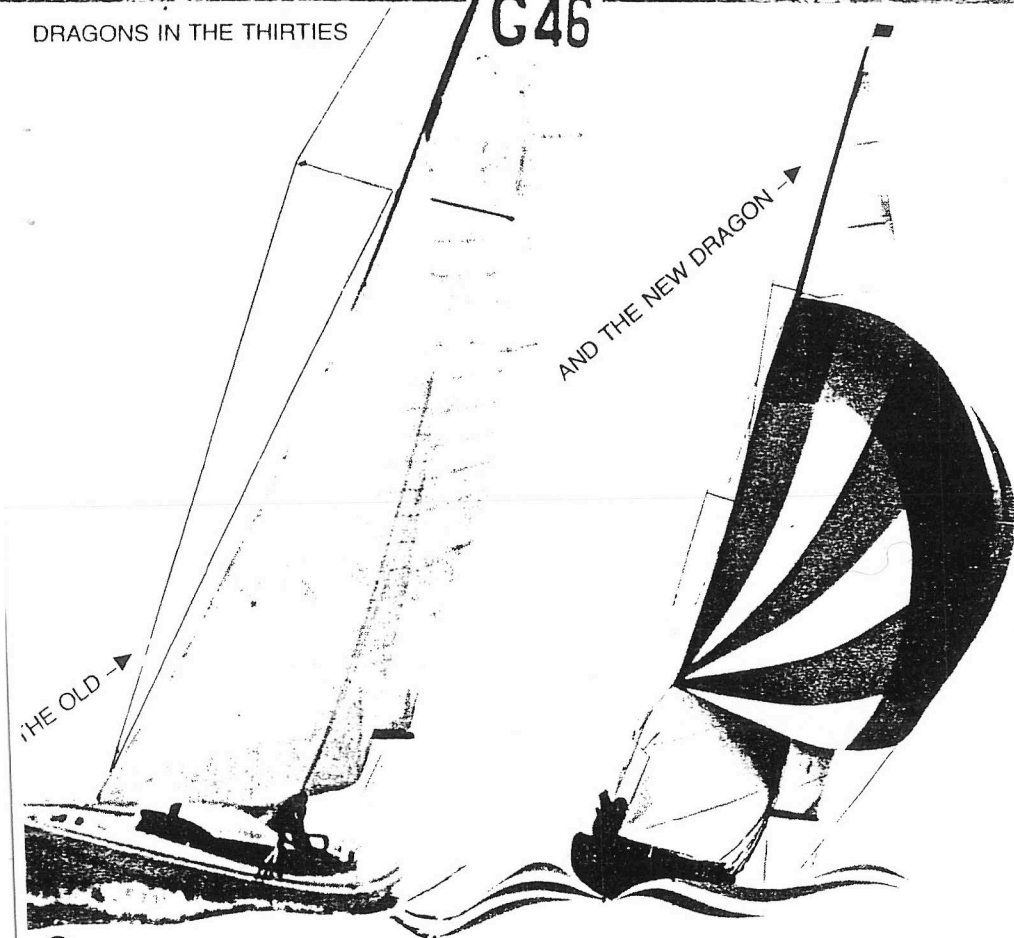




DRAGONS IN THE THIRTIES

D  
G46

AND THE NEW DRAGON →



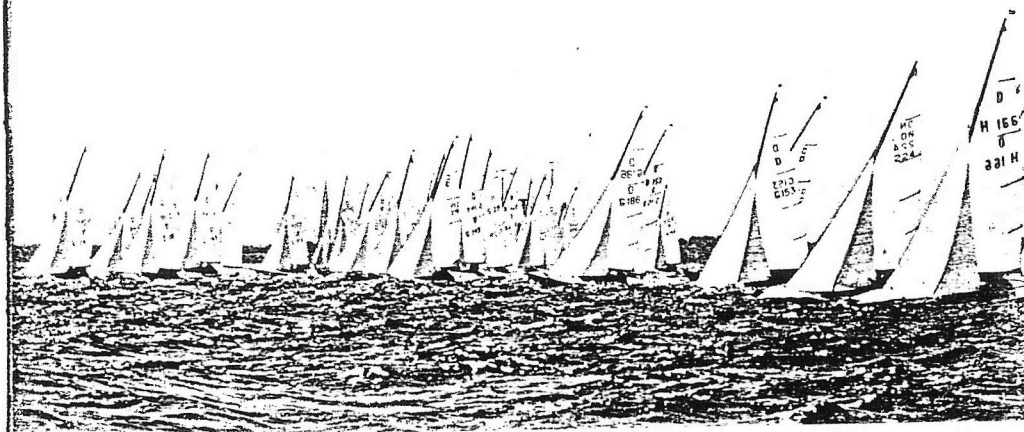
## FIFTY YEARS TECHNICAL DEVELOPMEN

It may seem odd to talk about development in a One-Design Class, but one of the secrets of our long existence as a world-wide racing machine is that we adapt improvements made in yachting generally over the years, but without making radical alterations which would have divided the Class.

Our main basis remains the one-design nature of the hull. Over the fifty years since Johan Anker designed the boat, the only changes to the rule regarding its shape have been to preserve the one-design character of the hull, not to change it. Today a forty year old hull can still race competitively. The greatest change to the hull has been to permit construction in G.R.P. When this possibility was first discussed, it was pointed out that should the new hull prove faster than a wooden one, the Class could not accept it, where as if it were slower, nobody would want it. Eventually after much hard work by Børge, Børresen assisted by Lloyds Register of Shipping a G.R.P. specification was adopted for use by the Class in 1973. It turned out to be entirely satisfactory. Although in the initial stages it was prudent to insist upon the use of either the old wooden specification or the new G.R.P. one, it soon became clear that the use of wood in the deck and superstructure greatly added to the appearance of the boat without upsetting the weight distribution provided such variations were kept under rigid control. This is the situation today, and it appears to be working satisfactorily.

There is in existence a further variation to permit a wooden laminated hull. The first of which raced in the Gold Cup this year. The object of this variation is to make a one-off home construction simpler and cheaper than the original wooden specification.

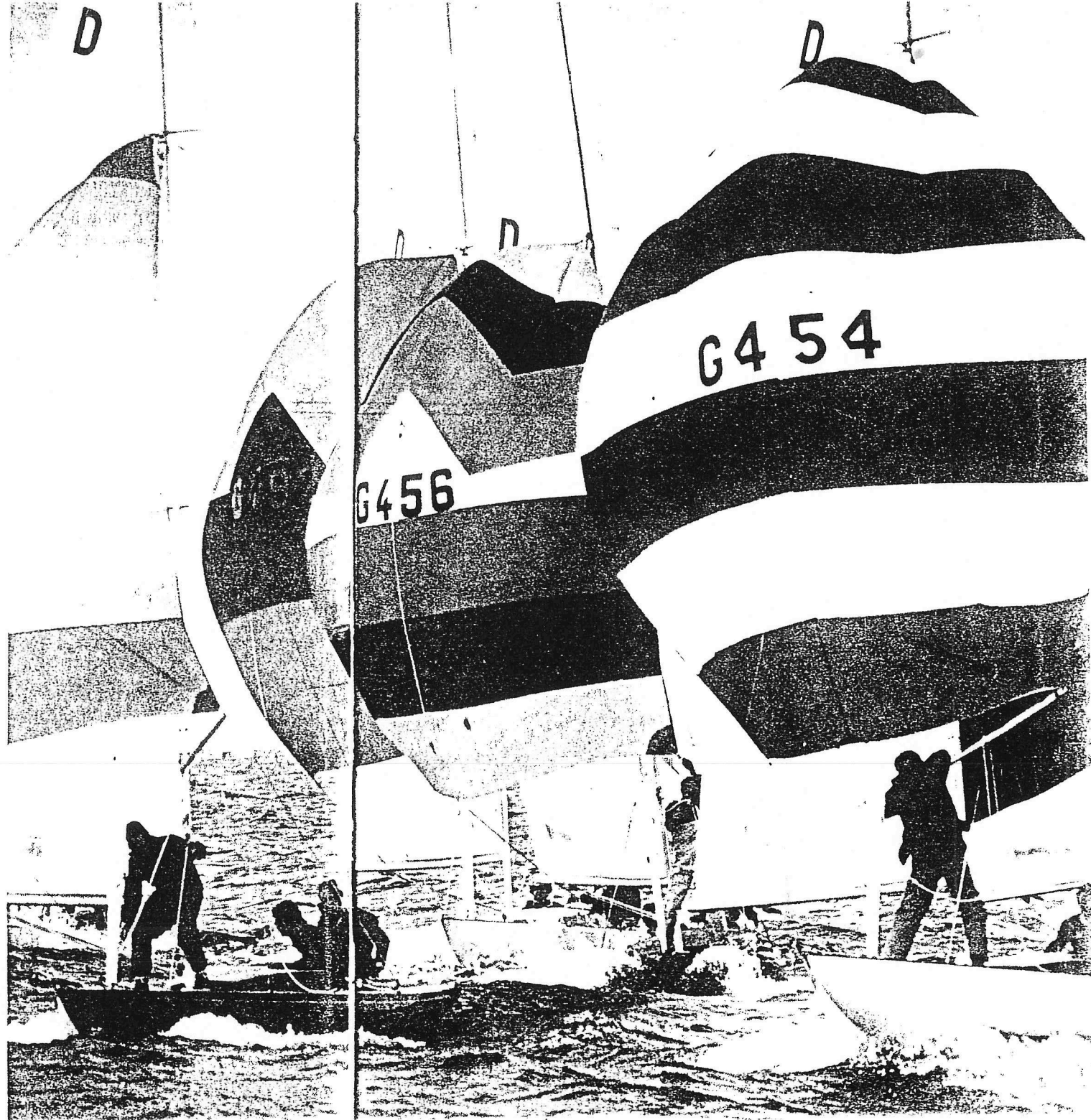
THE MODERN DRAGON



One final point as regards the hull is that, having watched modern G.R.P. classes floundering in a welter of rules to control the plug, the moulds and finally the finished product, the Dragon rule is silent as to the shape of the plug or the moulds but requires that **the final product shall measure correctly**. This seems to be the only thing that really matters.

Now as to the rig, things have been slightly different. Had there been no change since 1929, the Class would by now be dead or as is the case in the designers home country, rather prematurely we think, be in a museum. The wide adoption in yacht racing generally of the parachute spinnaker and the genoa jib, both of which could not be set properly on the original rig, led to a major change in 1945, when the opportunity was taken to increase the sail area slightly, also eliminating the topmast forestay to permit the setting of a parachute spinnaker and altering the spreader and shroud arrangement to permit the easy sheeting of the genoa. The Scandinavian Clubs which initiated this change did their work well, as recent experiments on a larger sail area proved to be of no advantage, merely leading to the boat becoming uncontrollable in quite moderate winds.

Spinnaker measurement was such when the parachute spinnaker started, that a design race took place which resulted in sailmakers competing to produce bigger and better spinnakers every week or so. This idiotic situation has to be stopped, so a strict measurement was brought in which produced a strictly one-design spinnaker which could not be improved without cheating. This rule lasted for many years with cheating becoming more and more prevalent. Last year the rule was freed to

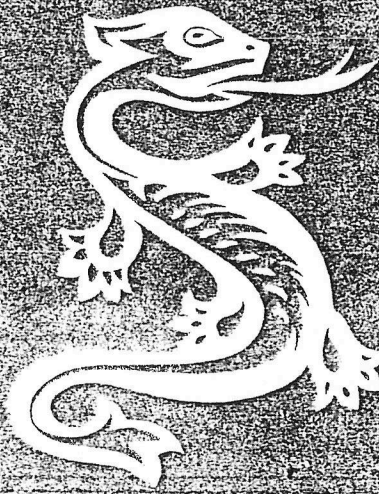


come in line with present day thinking on spinnaker design and measurement. The full impact of this change is not yet completely apparent, but seems sensible and to be generally acceptable to the Class.

Two other changes of note which have done much to assist the maintenance of the Class was the adoption of synthetic sail material in the late nineteen-fifties and aluminium for spars in the early nineteen-seventies. Both these changes have kept the Class up to date with development without causing a split in the Fleet and without leading to excessive expense.

It is hoped that this short history of technical development in the Class will go some way to accounting for the present strong position of the Class in International Keel Boat racing and point the way for future control of the Class Rules, so that the Class will continue to increase in popularity and continue to give good racing between Dragons of all ages as it does today.

May I end on a personal note by saying how much I have enjoyed being involved in the technical aspects of the Class for the past twenty years, and of sailing these fascinatingly difficult boats for thirty years.

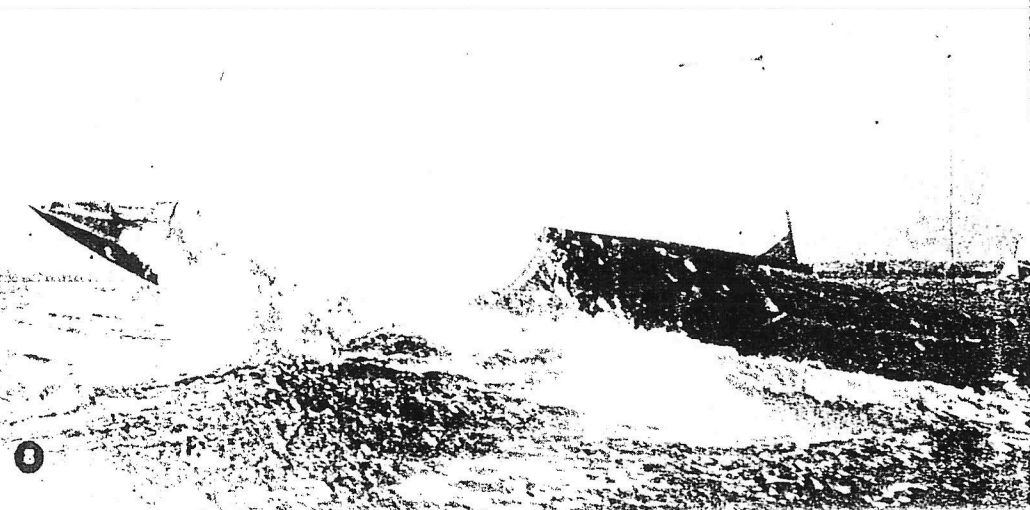


My thanks and appreciation to all the enthusiasts I have met on the way, not all whose enthusiasm was misplaced.

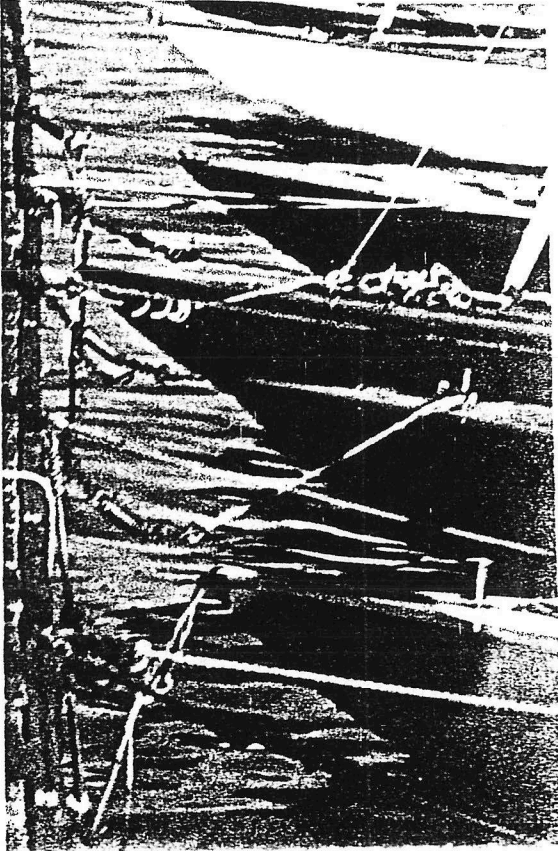
The last Fifty years have been good.  
Here's to the next Fifty!

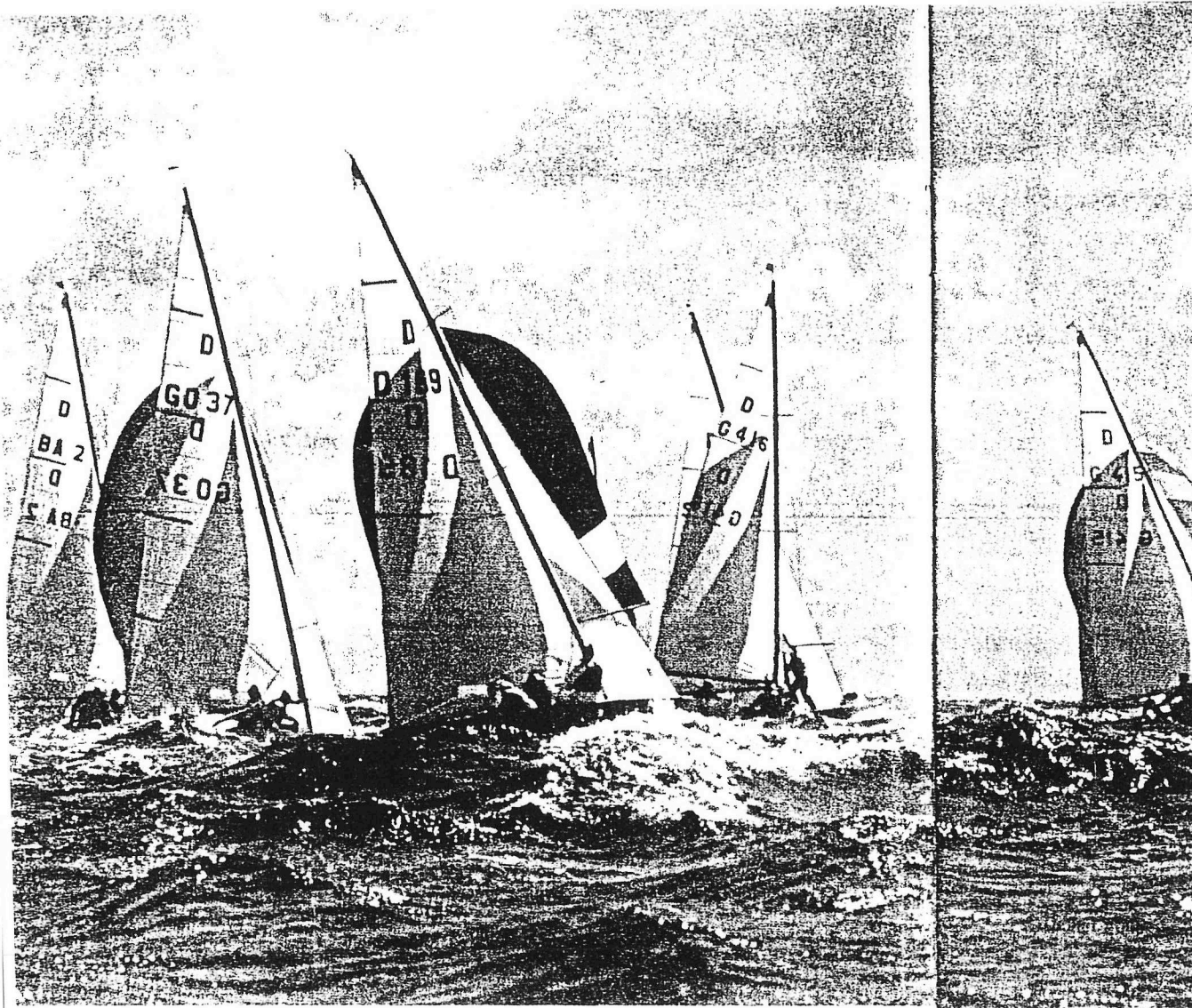
SIR GORDON SMITH BT, VICE PRESIDENT I.D.

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← HARD WEATHER RACING  
SILENCE – THE RACE IS OVER →





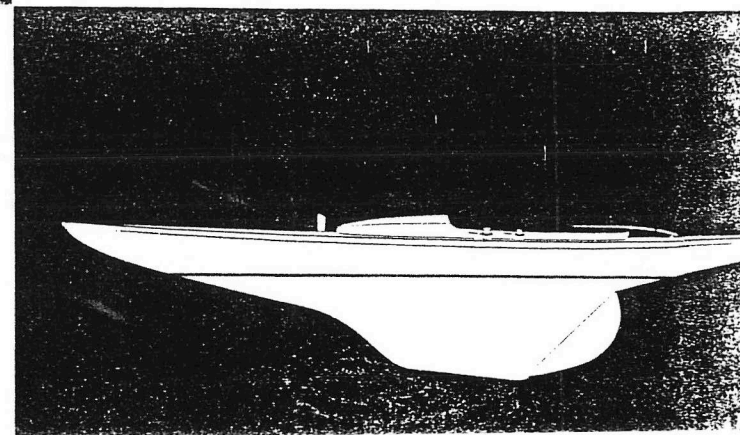
DRAGONS IN THE PREOLYMPICS 1971

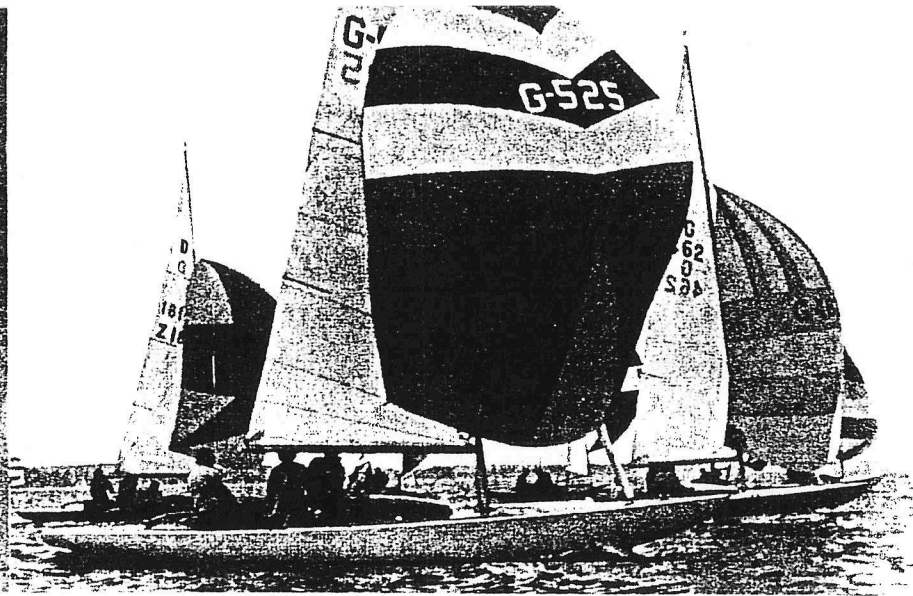
## WHAT DOES ONE THINK OF THE DRAGON

Fifty years ago Johan ANKER designed a boat for coast cruising and for regattas with two or three people on board. The Norwegian architect answered the hopes of his fellow countrymen and of Neighbours in Sweden, Finland and Denmark who spent their week ends at sea when weather permits. It was pleasing to look at the photographs of the original Dragon with a small gib and a main you reef as soon as the wind blows. The mast was then supported by only one wide spreader and the cabin contained two berths.

All this has been greatly developed and today we see the Dragon whose hull is identical, but the rigging and the sail plan have a very different aspect to that of the original. From the connoisseur to those ignorant in matters of sailing the opinion is unanimous. The Dragon is liked for its elegant lines, its ready response, its proportions and its size. A sea-going boat, it remains safe in any hands, all-weather and pleasing in all its aspects. Chosen after the second world war as an Olympic class with a three man crew it has shown itself to be unequalled for its adaptation to difficult seas on all stretches of water in the world, its effective design, its generous distribution of weight and volume, its limited number of authorized sails and its lasting quality.

THE GRACEFUL HULL OF THE DRAGON





SOME SPINNAKERS MADE UNDER THE NEW 1978 RULE

In the Olympic Regattas until 1972 all the great helmsmen tried it and loved it. After that date it came back from the fore and now is no longer Olympic. Should one complain or rejoice? I cannot bring myself to decide. There are advantages for a class to participate at the games which take place every four years.

It remains alive, evolutionary and subject to demands from the most competent crews to improve performance. The public is constantly kept informed by the press of important events, their location etc. Therefore this publicity assures wider and faster spread of information.

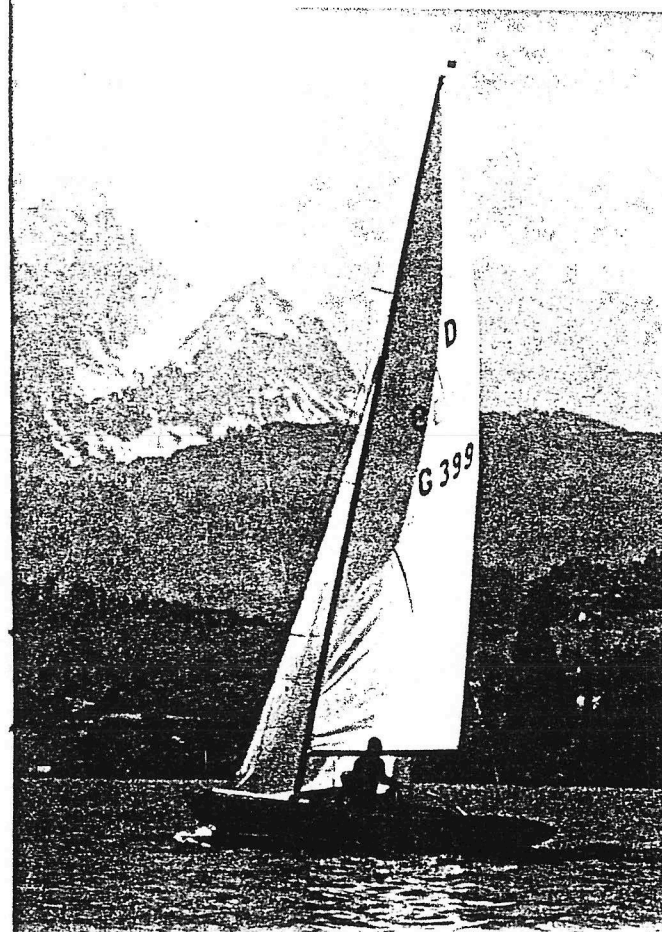
But the Frantic rush for rigging improvements the competition between builders threaten the uniformity of the class despite the vigilance of the directors. A sort of division is appearing in the fleets between those who race at the highest level, for whom Olympic selection is the first objective, and the others. Little by little some competitors become discouraged at having no access to the top places because of lack of means or lack of talent.

The situation to-day reveals a constant development in some countries, stagnation in others and a total disaffection in others. Speaking as one responsible seems to me completely impossible to revive the interest of communist countries in our class. Europe remaining the centre of development and frequent international meetings, it appears increasingly necessary to stimulate the movement competitors to foreign countries and this in turn encourages emulation in local fleets. However it is obvious that travelling a great distance with a yacht of 1700 kgs. is not easy. Lack of mobility and cost of transport is probably the major handicap for most of us.

Nevertheless one cannot have a comfortable boat, safe and suitable for a family outing and yet move it like a dinghy of 200 kgs.

As far as I am concerned I have made my choice. After travelling more than 60 000 kms in 11 years with my boat I do not know any other which would give me as much joy and satisfaction as a Dragon.

PHILIPPE MANSET - CHAIRMAN OF THE I.D.A.



SAILING IN SWITZERLAND



## DRAGON GOLD CUP

The first Dragon Gold Cup took place in Clyde, Scotland in 1937. The members of the Clyde Yacht Club donated this perpetual Trophy made of pure gold for an annual international race among the following nations, each represented by one yacht club: Scotland, (CYC), France, (YCdF), Sweden, (G.R. S. S.), Germany, (NRV), Holland, (KNZeR), Denmark, (KDYC). From the beginning the Gold Cup was considered a family event for

the dragon sailors and was in fact, until the first official World Championship in 1965, the unofficial world cup. The event was open to everyone and for that reason very well attended. The races took place all over Europe; e. g. Kopenhagen, Marstrand, Oslo, Travemünde, Hankoe, Medemblik, on the Clyde and other famous racing places. The 50. th anniversary race was held in First of Forth near Edinburg, organized by the Royal Forth-Yacht-Club 60 participants from 10 nations met for the celebration. As a point of interest, exactly double the number of participants entered the races held to celebrate the 100 th anniversary of the Royal Danish-Yacht-Club in 1966. It was an exciting race, nearly 20 wooden masts broke in the force of the gale winds. The Danes, moreover on their home-ground, dearly dominated the scene with the leading group Aage Birch, Ole Berntsen and Axel Holm in Front of Kopenhagen. Aage Birch, 7 times Gold Cup Winner, obiously the most successful dragon-sailor of all times, has also won that serie in superior style. The 1980 Dragon Gold Cup will take place in Holland on the Isselmeer; in 1981 in Douarnenez, France on the Atlantic coast; in 1982 in the bay of Travemünde, Germany.

The following list of the Gold Cup Winners from 1937-1979 speaks for itself.

THE FIRST DRINK FOR THE WINNER  
DR. PETER STÜLCKEN

## LIST OF GOLD CUP WINNERS

|      |            |                       |            |
|------|------------|-----------------------|------------|
| 1937 | Oslo       | Rolf Billner          | Sweden     |
| 1938 | Travemünde | Herbert Döhler        | Germany    |
| 1939 | Gothenburg | Harald Gedda          | Sweden     |
| 1947 | Clyde      | W. H. Barnett         | N. Ireland |
| 1948 | Arendal    | Thor Thorvaldsen      | Norway     |
| 1949 | Marstrand  | Ole Berntsen          | Denmark    |
| 1950 | Vejle      | Thor Thorvaldsen      | Norway     |
| 1951 | Clyde      | Consul Thorkil Warrer | Denmark    |
| 1952 | Hankoe     | Oivind Christensen    | Norway     |
| 1953 | Marstrand  | Theodor Thomsen       | Germany    |
| 1954 | Skovshoved | Ole Berntsen          | Denmark    |
| 1955 | Amsterdam  | Theodor Thomsen       | Germany    |
| 1956 | Clyde      | Consul Thorkil Warrer | Denmark    |
| 1957 | Hankoe     | Ole Berntsen          | Denmark    |
| 1958 | Marstrand  | Sergio Sorrentino     | Italy      |
| 1959 | Skovshoved | Walter Windeyer       | Canada     |
| 1960 | Amsterdam  | Ole Berntsen          | Denmark    |
| 1961 | Clyde      | Sir Gordon Smith      | England    |
| 1962 | Hankoe     | Ole Berntsen          | Denmark    |
| 1963 | Marstrand  | Aage Birch            | Denmark    |
| 1964 | Travemünde | Aage Birch            | Denmark    |
| 1965 | Ijselmeer  | Henning Jensen        | Denmark    |
| 1966 | Copenhagen | Aage Birch            | Denmark    |
| 1967 | Clyde      | Börge Børresen        | Denmark    |
| 1968 | Hankoe     | Aage Birch            | Denmark    |
| 1969 | Marstrand  | Aage Birch            | Denmark    |
| 1970 | Travemünde | Aage Birch            | Denmark    |
| 1971 | Medemblik  | A. W. Henry           | USA ✓      |
| 1972 | Copenhagen | Aage Birch            | Denmark    |
| 1973 | Clyde      | D. Young              | UK         |
| 1974 | Le Havre   | N. Truman             | UK         |
| 1975 | Marstrand  | T. Krogh              | Denmark    |
| 1976 | Travemünde | P. Stülcken           | Germany    |
| 1977 | Kinsale    | P. Stülcken           | Germany    |
| 1979 | Ebeltoft   | B. Palmquist          | Sweden     |
| 1979 | Edinburgh  | B. Palmquist          | Sweden     |



AAGE BIRCH



BENG T PALMQUIST

# WORLD CHAMPIONSHIPS

## LIST OF WINNERS

1965

Ole Berntsen, D. K.  
Sweden

1967

G. S. Friedrichs, USA  
USA

1969

Robert Mosbacher, USA  
Spain

1971

Gebr. Sundelin, Sweden  
Australia

1973

Roger Eliasson, Sweden  
Grece

1975

Bengt Palmquist, Sweden  
USA

1977

Harry Ferreberger, Austria  
Switzerland

1979

Jan Porter, Australia  
Australia

The international Dragon Association in November 64 organized biannual World Championships. It was determined to race alternately in Europa, USA and Australia. In memory of the former King Paul of Greece, who had always supported the development, the Royal Hellenic Cup was donated as the trophy for the World Championships.

Obviously not too many participants were able to ship their own yachts between continents for such an event. Participants sailing chartered yachts were at a disadvantage. Only since the Association approved the fibreglass design of the dragon has a charterer had an equal chance to become World Champion.

The last Championships in Geelong, Australia saw, for instance, 16 Europeans participate on equal footing, but only 3 were able to be named in a list of 10 winners. Despite local advantages one European was in close competition up to the last race, but then take second place.

For the World Championships, contrary to the Gold Cup, only a limited number of yachts permitted. The mode of selection, however, does not necessarily guarantee the participation of the best, mainly due to financial reasons, but it cuts the starting numbers down to approximal 30 yachts. The list of names, of participants over the years shows that in long time skippers are capable of reaching the top.

The next World Championships will be sailed in August 1981 at Travemünde, Germany. 12 nations are expected to test the racing conditions of this southern bay of the Baltic Sea.

SHOTS OF THE WORLD  
CHAMPIONSHIPS 1979





## EUROPEAN CHAMPIONSHIPS

In 1962 the International Dragon Association in conjunction with the Yacht Club of France decided, to combine the racing series of the "Coupe du Virgine Heriot" with a European Championship. Any European country can host this series, presupposing the country has its own Dragon fleet. The mode of selection of participants is similar to that of the World Championship. In that way the number of participants is reduced.

Some Association members are of the opinion that the European Championship should only be held every second year alternately with the World's. That way the three attractive series, World, European and Gold Cup, would not conflict in the uneven numbered years. At the next IDA Annual Meeting this decision will be made.

This year the European Championship took place at Ostende and was organized by the North Sea Yacht Club and the Belgian Dragon Association.

The regattas offered an unusual balance of pleasure for the participants from 7 nations: favourable winds and side events of cultural interest. Thanks to the efforts of Jo de Witte, the president of the Belgian Dragon fleet, the event proved itself an adventure in international understanding. These contacts will be of significant importance for the next century due the fact that success is measured by the numbers of participants.

HAPPY WINNERS · MARKUS GLAS AND HIS CREW

## LIST OF WINNERS

1963

Parry, England  
Grece

1964

A. Birsch, D.K.  
France

1965

S. Tait, England  
England

1966

GS Friedrichs, USA  
D.K.

1967

Briand, France  
France

1968

Anesimov, URSS  
Finland

1969

Axel Holm, D.K.  
Germany

1970

H. Long, USA  
Ireland

1971

Sundelin, Sweden  
Sweden

1972

Borowski, E. Germany  
France

1973

B. Borresen, D.K.  
Spain

1974

E. Hirt, W. Germany  
Holland

1975

U. Seipolt, W. Germany  
Sweden

1976

U. Seipolt, W. Germany  
Germany

1977

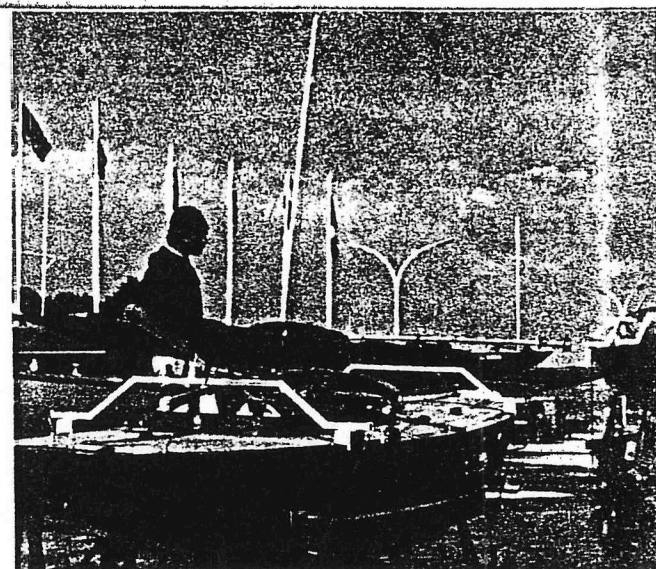
M. Glas, W. Germany  
France

1978

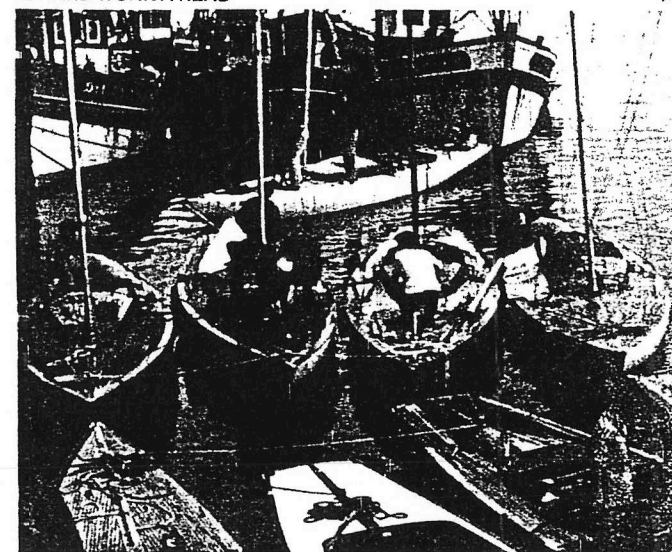
C. Doyle, Ireland  
England

1979

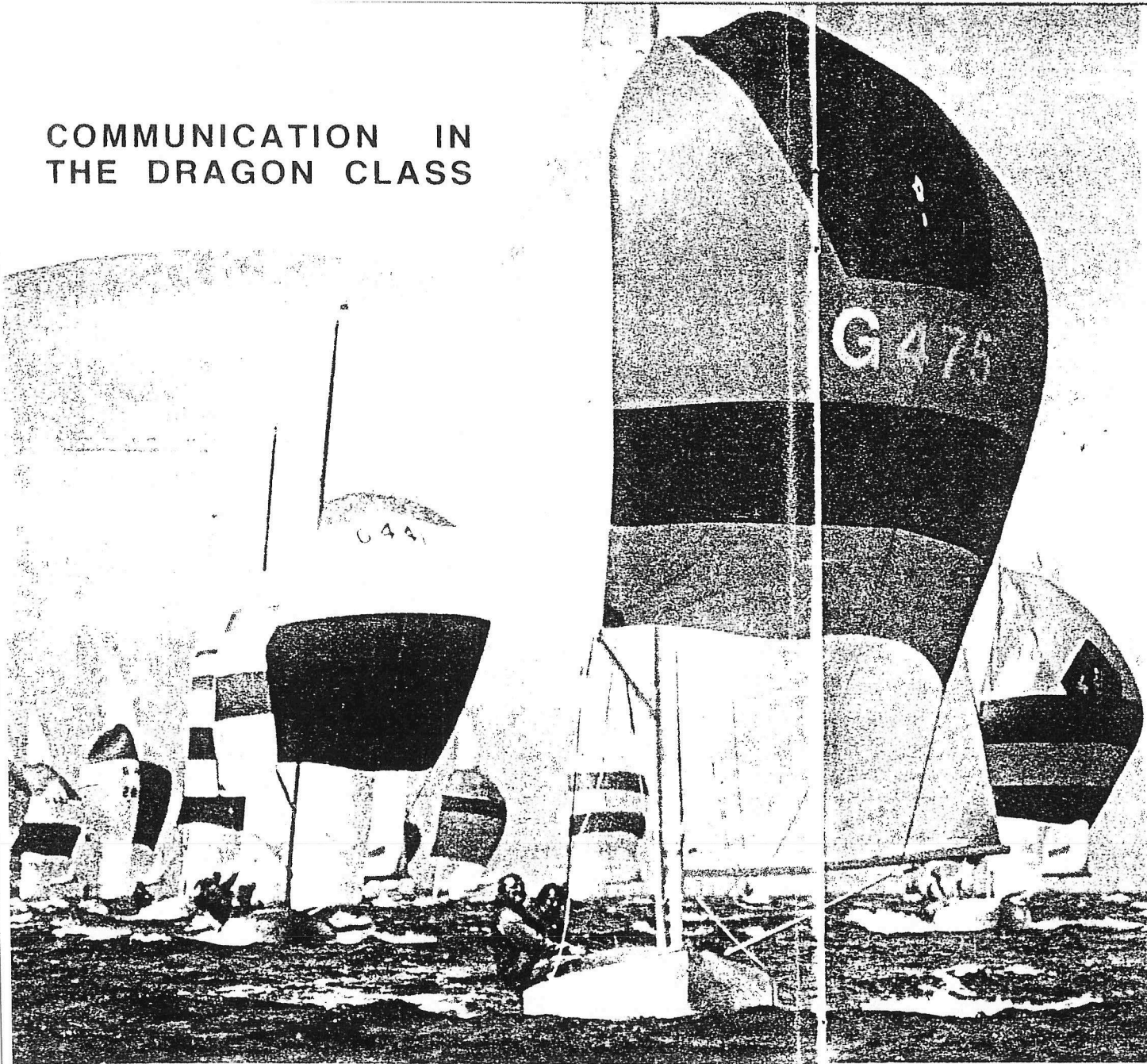
Ed. R. Frech, Holland  
Belgium



▲ HARD WORK A HEAD



## COMMUNICATION IN THE DRAGON CLASS



KIEL WEEK 1977

At first sight „Communication in the dragon class“ seems a strange theme and may appear to warrant little attention but I hope this short article may cause the reader to have second thoughts and on reflection feel that the subject is of some concern. Contact between people creates communication and whilst sportsmen of different nationalities have common interest of sailing one of the best designed ships and meeting other competitors at various regattas, this naturally promotes international understanding and that is something which is very badly needed in the world today. Regular communication is also the lifeline and determining factor in the strength of the international dragon association which, when developed into a strong institution, can provide the greatest possible help to dragon sailors throughout the world by fostering an interest in the growth of the class. In my opinion it is a pity that due to the decision taken at the I.Y.R.U. meeting in november 1972 the dragon lost her olympic status but I personally look forward to the day, when the dragon will be restored to her rightful position. Particularly as she has now been modernized from mast to keel with up to date sails, rigging, aluminium mast, and polyester hull whilst retaining her fine sailing characteristics making her highly suitable for competition. I am fully aware that not everyone shares my view in this matter and that olympic status does not necessarily guarantee success for the sport. On the contrary some people may find competition becoming too hard and professional and prefer to keep their sailing on a more good-natured and friendly footing, by laying a greater emphasis on the promotion of mutual understanding between dragon sailors of different nationalities.

In fact this has always been an extremely important side of our dragon events as most people look forward to renewing old acquaintances and making new friends at these occasions.

Once again, communication comes into the picture for it is the secretary's task to keep the various associations posted with the results of the regattas, advising any change in the rules for the class, together with any other important decisions that may be taken.

With this aim in mind the national secretaries and yachting clubs are invited to report all such matters to the I.D.A., in order that the secretary may distribute the information on a world-wide basis.

Don't forget that personal contacts between dragon sailors decide on the number of entries for our big events as Gold-cup, European and Worldchampionship. After the 1972 decision, interest in the class declined and even disappeared in a number of countries and I feel that this is sad, particularly as no 3-man keelboat with equivalent characteristics has been introduced as a replacement.

Moreover, the dragon is a boat which suits young and elderly sailors alike and with reintroduction of the class in the olympics we would at least gain the advantage of having one class in which the more mature sailor can measure his strength and prove his prowess.

I feel that this privilege should not be solely reserved for youth but available to all who are 'young at heart'.

Fortunately, during the recent years, we sense in some countries an increase of interest in the class and so as to encourage this growth our lines of communication must be well maintained and activated.

Please do realize: Without "Communication" no "Development".

The I.D.A. has contact with approximately 30 national authorities and keeps in close touch with various committees of the I.Y.R.U.

Unfortunately, after 1972 a number of countries withdrew their support as they no longer possessed a dragon fleet.

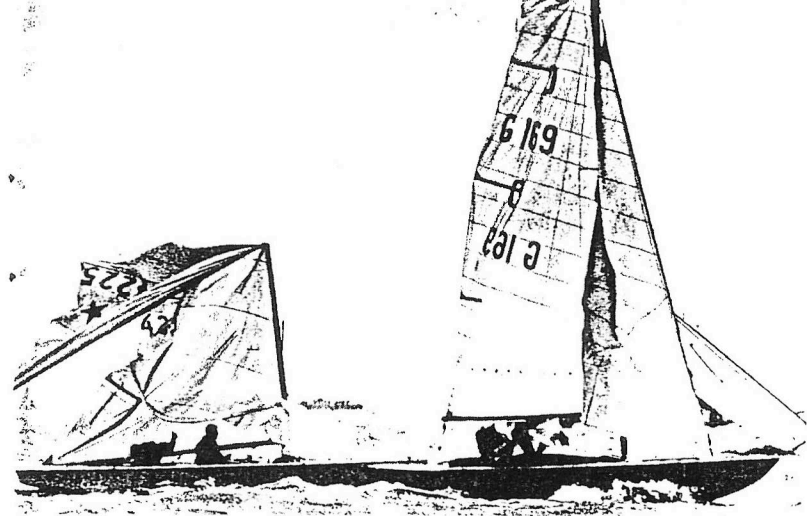
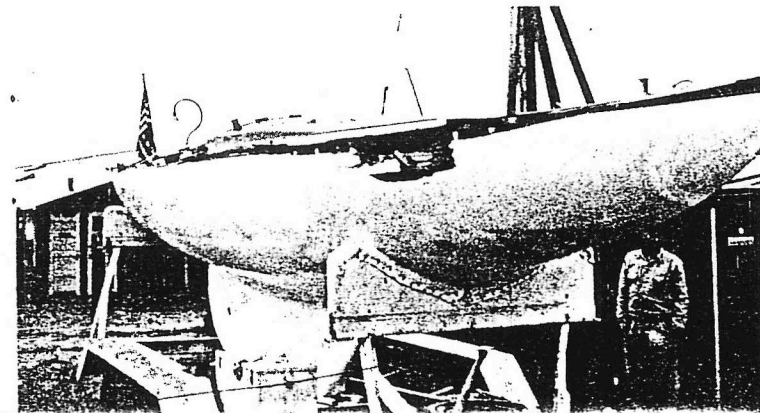
However, experience has shown that of the remaining countries that do still have a more or less active fleet only approximately 50% react to correspondence and circulars received from the I.D.A. secretary.

This is not only disappointing for the I.D.A. committee but is certainly not the best way of stimulating and promoting interest in the class.

It should always be remembered, that what may seem trivial to one national association, may be of great interest to another somewhere else in the world. Therefore it is essential that a free flow of information to the I.D.A. be maintained, enabling them to undertake their work effectively.

In conclusion I appeal to all national dragon associations, especially secretaries, to support the activities of the international dragon association by doubling their efforts in the field of communication in order that international dragon sailing may flourish in the years to come.

J.J. DE JONGH · HOLLAND · SECRETARY OF THE INTERNATIONAL DRAGON ASSOCIATION

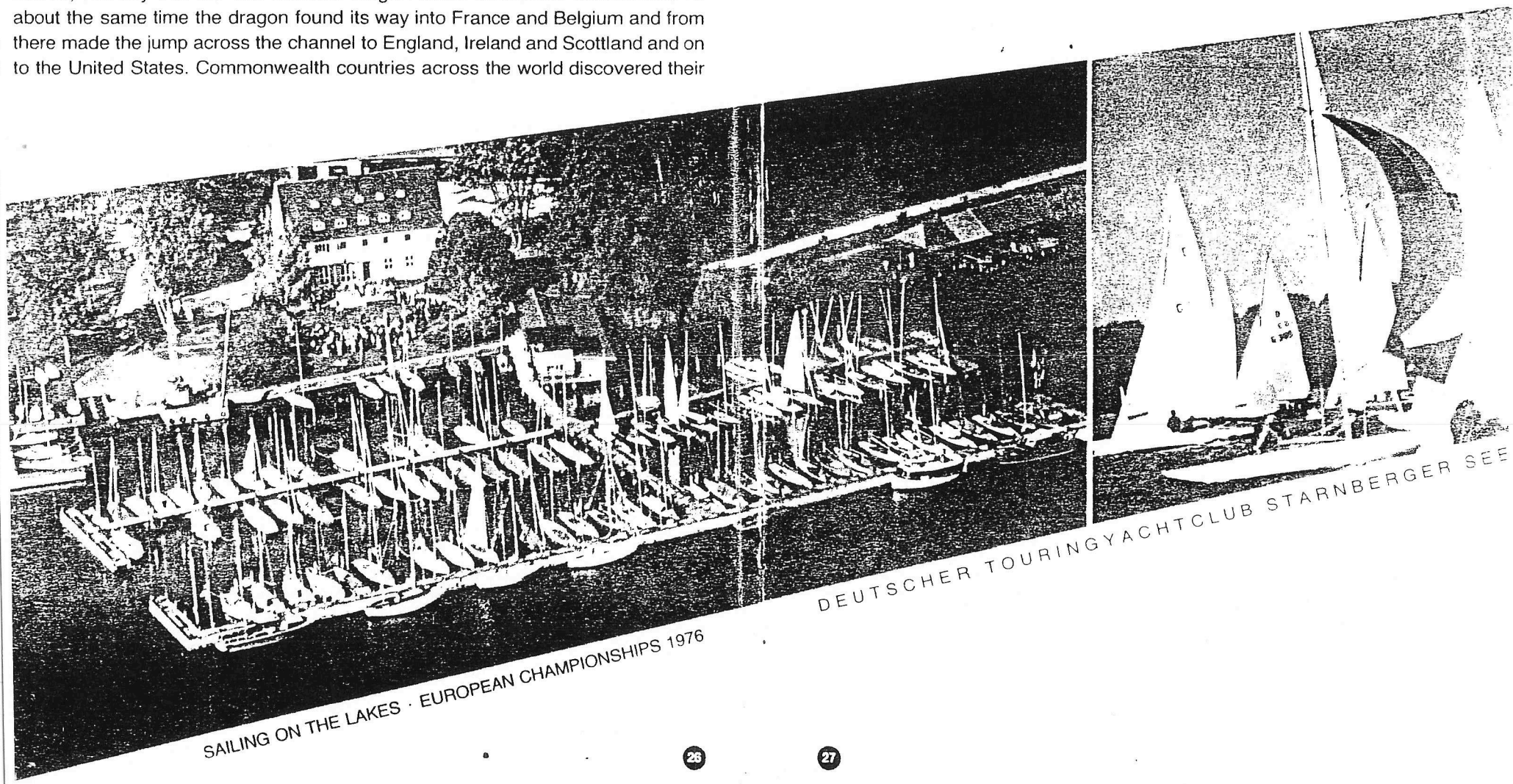


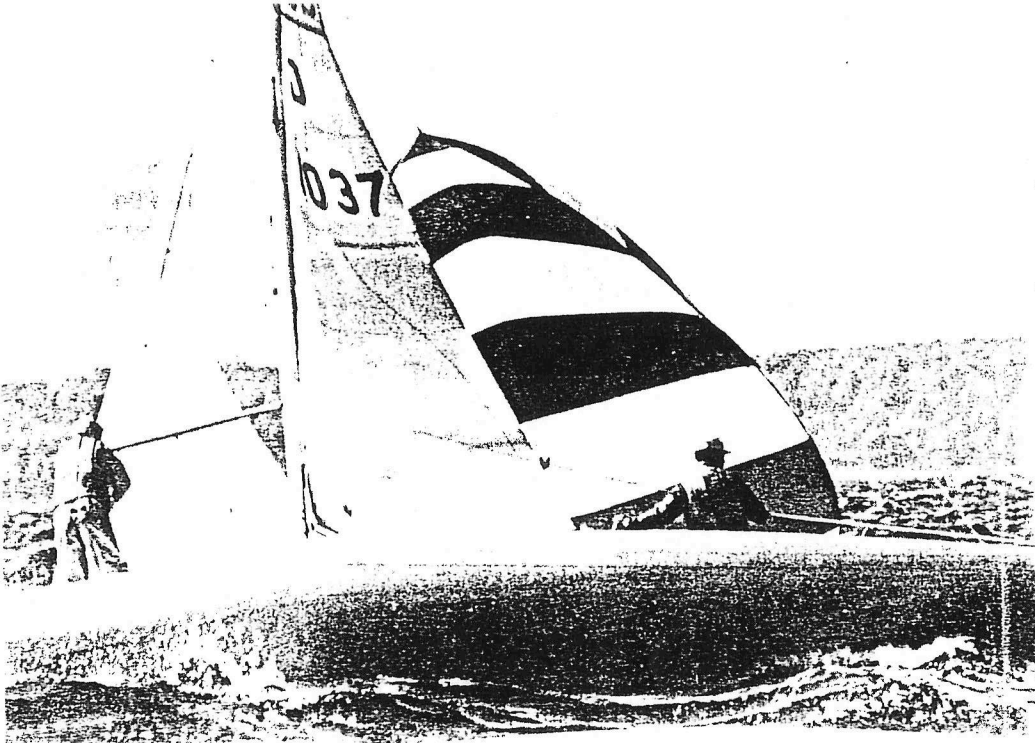
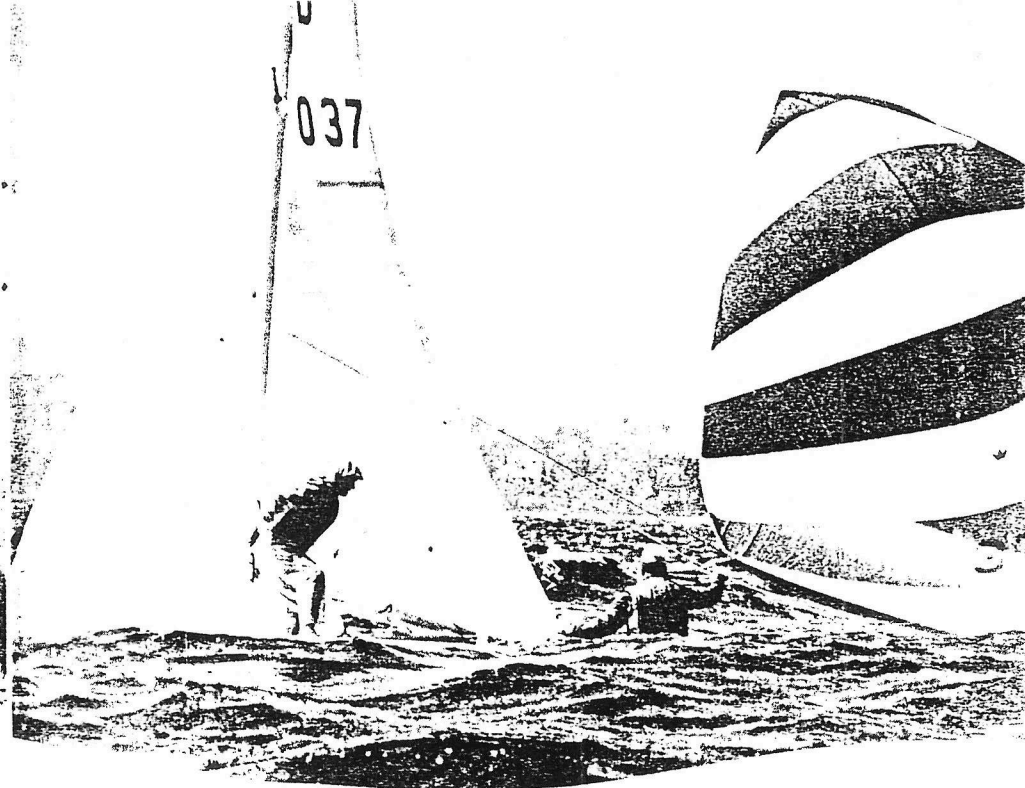
# THE DRAGON TODAY

When Johan Anker built his first dragon 50 years ago, neither he nor the Norwegian Sailing Association suspected that this boat would find worldwide recognition in a short period of time. Originally conceived as a low-cost alternative to the expensive "Schärenkreuzer" class then prevalent around the Scandinavian fjords, the dragon was designed as a 2 - 3 man keelboat. In order to keep construction costs down, the dragon had to be built from inexpensive Oregon pine of Norwegian origin for many years, and it was only in the 1950's that mahogany was approved for building dragons.

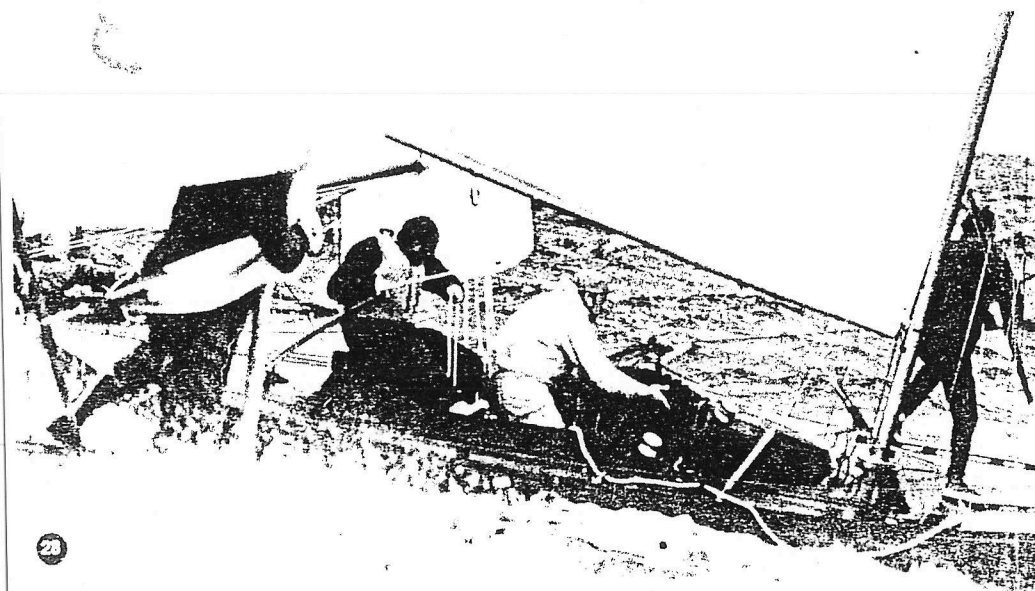
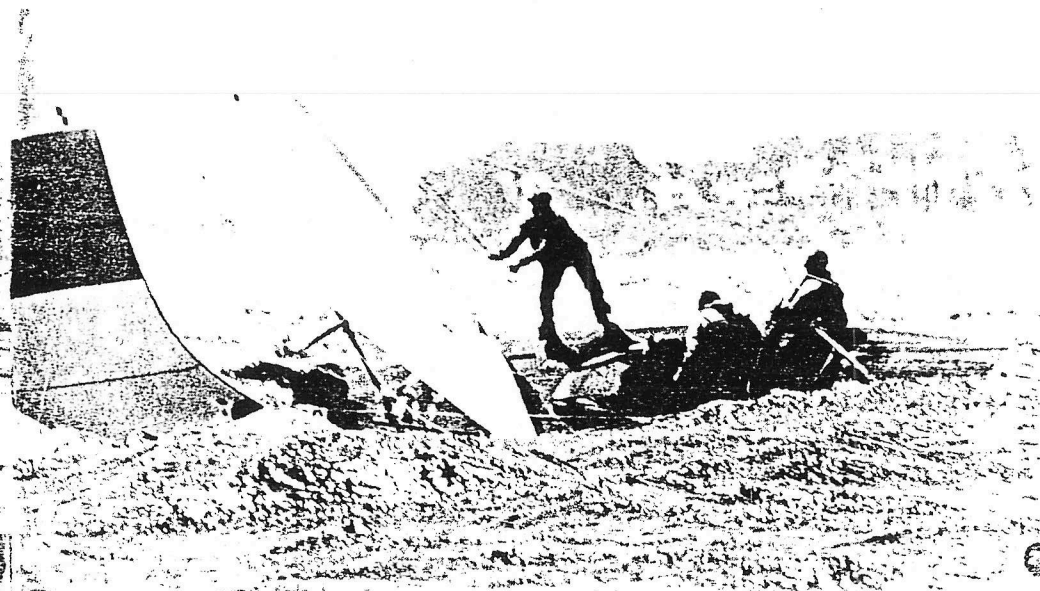
In the beginning, of course, the dragon's popularity was confined to northern Europe. It was in Sweden, Denmark, Holland, Finland, northern Germany and, of course, Norway that the first national dragon fleets constituted themselves. At about the same time the dragon found its way into France and Belgium and from there made the jump across the channel to England, Ireland and Scotland and on to the United States. Commonwealth countries across the world discovered their

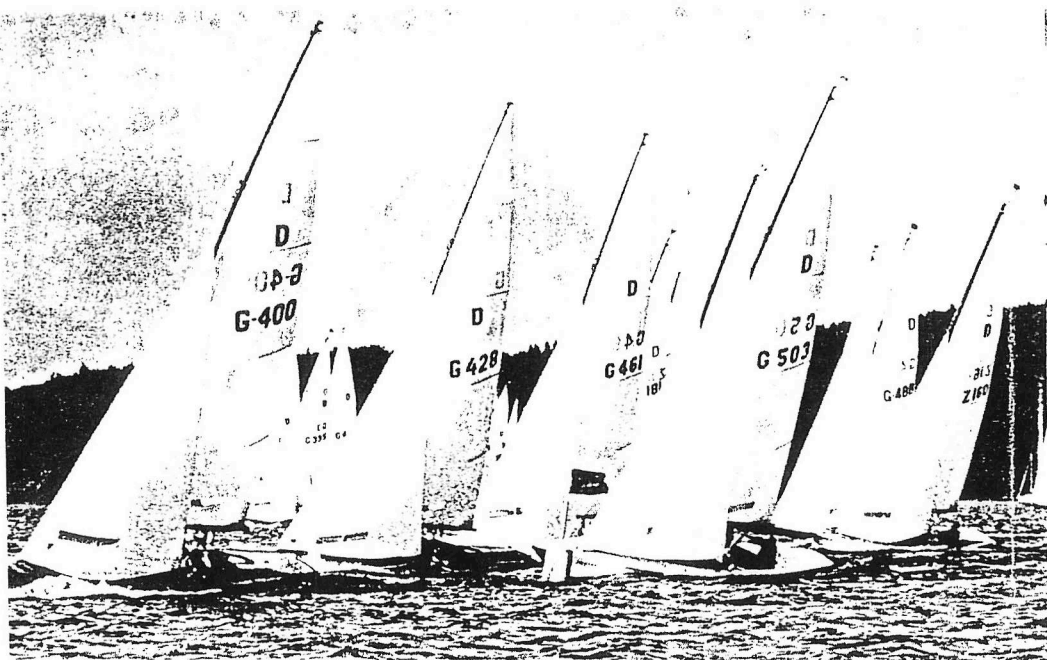
love for the dragon, and with its introduction to Russia and Japan the acceptance of the dragon became truly global. In the beginning the dragon was sailed mainly in coastal waters, but due to its versatility as a day-cruiser and racer, it soon began to capture the interest of lake sailors as well. Southern Germany, Switzerland, Austria and Hungary are good examples for this trend. Dragon fleets on various lakes close to large cities soon began to surpass those of the coastal region. Today we find 50 - 100 dragons based on some European lakes. A leading southern German club boasts 35 dragons in its marina. Local club races attract 4 - 70 entries. However, unreliable wind conditions continue to be a handicap when compared to the more stable breeze of the coastal areas. But there is one notable exception: the Lago di Garda located in the north of Italy. This magnificent mountain lake can be counted on for steady northerly and southerly winds, with





THINGS BETTER FORGOTTEN . . .



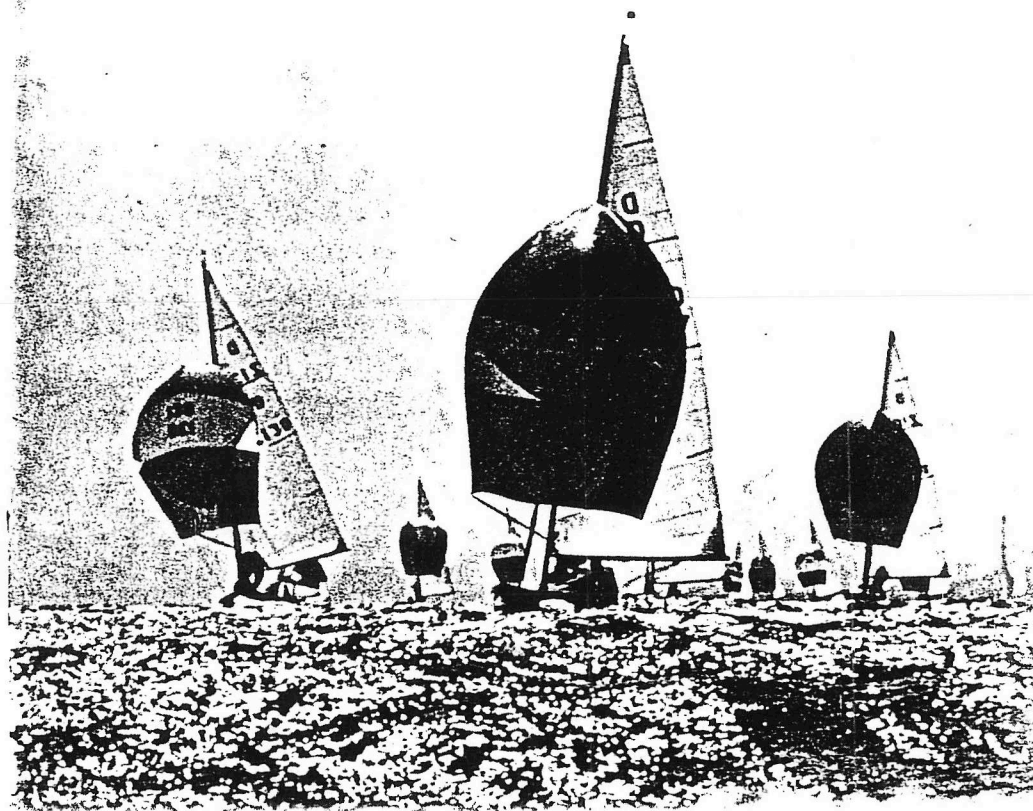


The Fastnet disaster has caused designers and technical committees everywhere to rethink decisions regarding design. Modern yachts, from small racer to Admir Cup contender, with their kegrudder and fin keel, all resemble the traditional sm sailing craft. In some cases, safety has been sacrificed for the sake of a bit mo speed. Broken rudders and other damage have resulted. Although the lateral pl of the dragon does not conform to modern design trends, it provides high stabili on any course and makes the crew safe. When we consider the numerou advantages of the dragon and the good will of thousands of enthusiastic ar satisfied dragon sailors, we come to only one conclusion: Today, after 50 year the position of the dragon, with its beautiful lines, elegant sail plan and its goo sailing characteristics, especially in heavy weather, is stronger than ever. Th dragon lives, its future has only begun.

HANS-DETMAR WAGNER · COMMODORE OF THE GERMAN DRAGON ASSOCIATION

the morning downdraft from the north and the afternoon "ora" from the south. Lake Garda has become a mecca for the Olympic classes and a favorite training ground with national teams. This year the dragon class held its "premiere" on Lake Garda with a spectacular series that drew 30 euphoric participants. Everyone agreed that this lake is ideally suited for major events such as the Gold Cup and the European or World Championships. The right selection of attractive sailing areas for competition is an immensely important task for the IDA. In choosing an area, a central location and good accessibility should be key considerations, since we all agree that the transportation problem puts a strain on the finances of most international sailors. The image of a class depends largely on the qualitative and quantitative showing that its members make in the important international cup series. Especially now that we can see a definite upward trend in dragons, this aspect takes on added importance, although it is unavoidable that a compromise will have to be reached from time to time. It is fortunate that attractive sites have been found for the 3 major events of the coming years. They will ensure large participation and tough competition in these coming races for the Gold Cup and the European and World Championship that will provide additional impetus for the dragon class. In the year of its 50th anniversary, we find the dragon in an excellent position when compared to the other international classes. Its versatility, as opposed to pure racing sloops, is becoming more and more of an asset and an increasing number of sailors are switching or coming back to the dragon from other classes. Another attraction comes from the fact that dragon crews can be aged from 15 – 80, and that their size and weight are unimportant, which cannot be said for most other classes.

HAPPY SAILING →



RACE ON

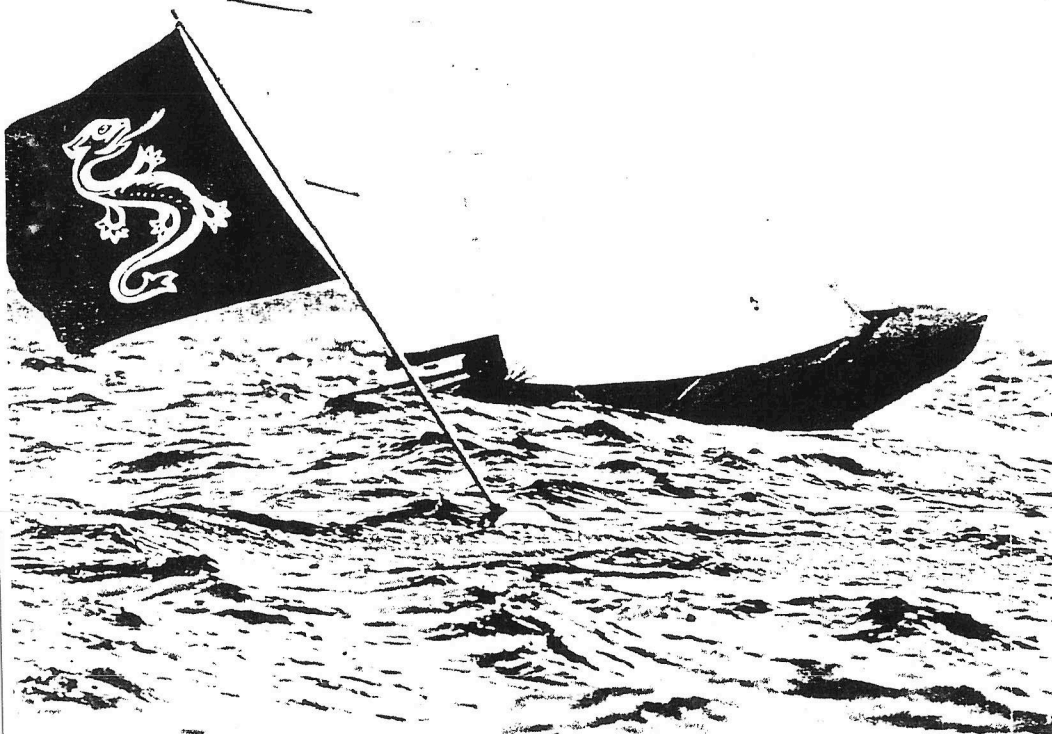
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