



80 Dragon
1929 - 2009

INTERNATIONAL
Dragon
YEARBOOK

80th Anniversary Edition

January 2009

www.intdragon.org

When speed matters

- Ready to race straight from the factory
- Service team and spares parts at most major regattas
- 2700 litres of buoyancy incorporated into internal moulding
- Hull and deck laminated using vacuum infusion system ensuring maximum strength and complete consistency
- Latest spec, brand new mould for 2009

Høj Jensen Design

2008 RESULTS Petticrow built Dragon Finishing Positions

Dragon Gold Cup - Cascais	1, 2, 3, 4, 7, 9, 10
Edinburgh Cup	1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
Irish Dragon Championships	1, 2, 3, 4, 5, 6, 7, 8,
Open Belgian Championships	1, 3, 5, 6, 7, 8,
Derby Dragon	1, 2, 3, 4, 6, 7, 8, 9, 10,
Italian Dragon's Cup	1, 2, 3, 4, 5, 6, 8, 9, 10,
Grand Prix Navire	1, 3, 4, 5, 6, 7, 8, 9,
Antiguan National Dragon Championships, Antigua	1, 2, 3, 4, 5, 6, 7,
XV Prince Henry – The Navigator Trophy, Portugal	1, 2, 3, 5, 6, 8, 9, 10,

Petticrows Limited
The Quay · Burnham-on-Crouch · Essex
England · CMO 8AT
Tel: +44 (0) 1621 782115
Email: petticrows@petticrows.com
Website: www.Petticrows.com

Dealer for Benelux:
Dupon Watersport · Mobile: +31 297 325 650
Email: andre.dupon@wxs.nl

Dealer for Sweden:
Leif Carlsson · Tel: +46 8717 0464
Email: leif.carlsson@sunecarlssonbatvarv.se

Dealer for Norway:
Steff Herbern · Herbern Marina as Stranden 30
0250 Oslo · Norway · Tel: 0047 90011400
Email: steff@herbern.no www.herbern.no

Dealer for Germany:
Vincent Hoesch · Tel: +49 17527006
Email: vincent2@t-online.de

Dealer for Portugal:
Vicente Pinheiro de Melo
Mobile: +351 964 646 504
Email: vicente@marmasters.com

Dealer for Australia:
Wolff Breit · Mobile: +61 (0)412 291 552
Email: wb@asindustries.com.au

Photo: Onne van der Wal / vanderwal.com.

CHAIRMAN'S MESSAGE



OUR ANNUAL GENERAL MEETING took place in October in London, at the Royal Thames Yacht Club – still an excellent and popular venue for the event. The Minutes of the meeting have been excluded from this Yearbook to create space for more creative articles. They are however readily available from either your National Association Secretary or direct from the IDA website. Whilst our Class has continued to grow, with very good entries at most of our Championship and Grade 1 events, we have undoubtedly had some disappointments with Regatta organisation over the last couple of years. This will be a key focus for your Officers in 2009 and beyond.

The technical changes agreed last year to increase buoyancy have been introduced most successfully. Mike Hayles, Chairman of the Technical Committee, and the builders have cooperated very well to implement them so quickly. I take this opportunity to thank them. Technical changes introduced this year are minor in comparison, although we have altered the dimensions of the small jib and it will be interesting to see whether it becomes a competitive weapon in heavy sailing conditions. Another technical issue that has been causing problems over the last few years is the incorrect use of sail numbers. The rules are clear, with the boat's plaque number and sail number clearly stated on the boat's measurement certificate. Regatta Organisers will be required to enforce the rules correctly in 2009 – you have been warned!

The IDA championship events in 2008 were the European Championship in Oslo, Norway and the Gold Cup in Cascais, Portugal. Unfortunately the Europeans suffered from difficult conditions and a long tow from the marina to the racecourse. Maxim Logutenko, sailing "I Feel Good", won the Europeans. The Gold Cup had excellent sailing, even if the winds were a little lighter than is normally expected at Cascais! Poul-Richard Høj-Jensen sailing Danish Blue won the Gold Cup. Congratulations to both boats and their crews.

For 2009, a decision has been made to transfer the European Championship from St Petersburg, Russia to St Tropez, France. This was agreed due to concerns on potential entry levels as a result of possible transport difficulties and high costs. I would like to thank the Russian Association for being so understanding and also the French Association for stepping into the gap at such short notice. As you all know, our other two championship events next year are the Gold Cup in Skagen, Denmark and the Worlds in Medemblik, Holland. They are all top quality venues.

Your Association has had a successful year financially and yet again I would like to thank Andrew Craig for his careful stewardship. An updated Constitution was adopted at the AGM. This should not have any significant impact on the way we run our affairs. It has been adopted primarily to come into

line with ISAF best practice, to modernise our communications and to allow the Association to raise funds if necessary in future by additional methods as well as those we already have in our Constitution.

During 2008, we were unable to operate the International Ranking List. This was because of the need to transpose the programmes into English (now completed) and to determine a system to achieve accurate inputs. We have adopted the ISAF sailor registration system to ensure each helmsman has a unique identity. I ask each of you to register with ISAF, as your registration number will be required on regatta entry forms if you wish to appear on the Ranking List in 2009. The first and current leader of the List, Tommy Müller in 2007, has generously donated a "World Ranking List" trophy to be awarded annually.

During the last year, a number of suggestions have been made for some fundamental changes to the boat to 'modernize' it by various alterations to hull, mast and rig. The Officers are concerned that we must always protect older boats and the unique one-design appeal of the Class. In 2003, a paper was developed and adopted at the AGM entitled "Guidelines to a Development Strategy for the Dragon Class" It is reproduced in this year's Yearbook (page 35) as I think you should all be aware of the current working template against which we consider proposed technical changes.

I am very pleased that Phyllis Chang (Hong Kong) has agreed to become a Vice Chairman, having been elected at the AGM. Phyllis and her husband, Lowell, have sailed Dragons in Hong Kong and on the international circuit for many years. Indeed, Lowell built Dragons in Hong Kong for several years and much of the local fleet was actually built in Hong Kong. Robert Alpe (Australia) has retired after the maximum term of 4 years and I would like to thank him for his outstanding contribution. Robert has been highly creative and I also know that he is working extremely hard to help build on the strength of the Australian fleet.

We now move into 2009, the 80th Anniversary of the Dragon, yet another milestone! The continuing growth and strength of the class demonstrate the demand for our type of strict one design keelboat that has been able to adapt over the years to accept evolving technology. Your Officers wish you all good and competitive sailing during our 80th anniversary year whether it be at championship events or, just as importantly, at your local yacht club.

Rob Campbell

Rob Campbell, Chairman

INDEX

Chairman	3
IDA Officers	4
Major Trophy Winners	5
Gold Cup 2008 Report	6
Aberdeen Dragon European Championship 2008 Report	8
Hanseatic Lloyd Dragon Grand Prix 2008 Report	11
Stavros Looks Back	12
The Vintage Yachting Games 2008 Report	14
Dragon World Championship 2009 Preview	17
Dragon European Championship 2009 Preview	18
Dragon Gold Cup 2009 Preview	20
Grand Prix Petit Navire Celebrates It's Tenth Edition	22
Dragon World Championship 2011 Preview	24
The Phyllis Chang Interview	26
National Dragon Class Reports	28
Guidelines To A Development Strategy For the Dragon Class	35
Dragon Regatta Schedule 2009 & Useful Information	36
IDA National Class Contacts	38

Front Cover Photo & Above: Cascais Dragon Gold Cup 2008, courtesy Nico Martinez.



IDA OFFICERS

PRESIDENT

H.M. King Constantine

VICE-PRESIDENTS

H.R.H. Prince Henrik of Denmark
Christopher Dicker

OFFICERS

CHAIRMAN

Robert Campbell (United Kingdom)
Dragon House, 13 Ship Road,
Burnham on Crouch, CM0 8JX, UK
Mobile: +44 (0)7974 204441
E-mail: rob.campbell688@googlemail.com

VICE-CHAIRMEN

Phyllis Chang (Hong Kong)
3rd Floor, 40 Chung Hom Kok Road, Hong Kong
Phone (Office): +852 2533 2718
Phone (Home): +852 2813 1877
Fax (Office): +852 3150 3718
Mobile: +851 6478 8791
E-mail: phyllis@greatchina.com.hk

Xavier Rouget-Luchaire (France)
5, Square Jasmin, 75016 Paris, France
Phone: +33 1 45 273500
Mobile: +33 6 85 21 01 38
E-mail: xavier.rougetluchaire@wanadoo.fr

Peter Warrer (Denmark)
Vestre Skovvej 4, 8240 Risskov, Denmark
Phone: +4540290941
E-mail: pwarrer@hotmail.com

TREASURER

Andrew Craig (Ireland)
Phone (Office): +353 1 662 6210
Phone (Home): +353 1 285 8057
Fax: 353 1 704 8712
E-mail: andrew.j.craig@ie.pwc.com

SECRETARY

David Dale
2 Leelands, Lower Pennington Lane,
Lymington, Hants SO41 8EY
Phone/Fax: +44 (0)1590 689 704
E-mail: dmdale@btinternet.com

ASSISTANT SECRETARY

Jill Hayward (UK)
Berrycroft, Tye Lane, Walberton, Arundel,
West Sussex, BN18 OLU
Phone/Fax: (Office) +44 (0)1243 555931
E-mail: Jill.Hayward@intdragon.org

IDA TECHNICAL COMMITTEE

Mike Hayles GBR Chairman
hayles505@aol.com

MEMBERS

Philip Ocker GER
p.ocker@gmx.de

Marc van Bommel NED
marc@lvb-wood.nl

Lars Hendriksen DEN
sunz@sunz.dk

Andrew Johnson AUS
bill@physics.uwa.edu.au

TECHNICAL ADVISER

Gunter Ahlers GER International Measurer
g.o.ahlers@web.de

CLASSIC BOAT COORDINATOR

Patrick Gifford GBR
Patrick@Gifford97.fsnet.co.uk

IDA Website –
www.intdragon.org

MAJOR TROPHIES AND CURRENT HOLDERS

THE ROYAL HELLENIC CUP – WORLD CHAMPIONSHIPS (2007)

Sinewave

Tommy Müller, Vincie Hoesch, Max Scheibmair

THE VIRGINIE HERIOT CUP – EUROPEAN CHAMPIONSHIPS

I Feel Good

Maxim Logutenko, Mikhail Senatorov, Vladimir Krutskh

THE GOLD CUP

Danish Blue

Poul-Richard Hoj-Jensen, Theis Palme, Andrew Norden

PRINCE HENRY THE NAVIGATOR TROPHY, KING JUAN CARLOS CUP, IBERIAN CHAMPIONSHIP

Noni

Antonio Correria, Pedro R de Andrade, Tiago Marcelino

PRINCESS SOPHIA – PALMA

Danish Blue

Poul-Richard Hoj-Jensen, Theis Palme, Andrew Norden

GRANDE PRIX PETITE NAVIRE –DOUARNENEZ

Red October

Georgy Shayduko, Marat Nevlutov, Maxim Semekhanov

DRAGON GRANDE PRIX – STRANDE

My Way

Frank Berg, Sven Kirsten, Niels Klint

TROPHEE PANERAI – REGATES ROYALE

Tradiston

Ulli Libor, Stefan Helbreigal, Frank Butzman

THE MARBLEHEAD TROPHY

Sinewave

Tommy Müller, Vincie Hoesch, Max Scheibmair

THE NATIONS CUP

(TEAM RACE WITHIN GOLD CUP)

UK – Jerboa, Danish Blue, Quicksilver III

THE BORGE BORRESEN MEMORIAL TROPHY

Red October

Artiom Kuznetsov, Vladimir Silkin, Georgy Shayduko

THE PRINCE PHILIP CUP (AUSTRALIAN NATIONAL CHAMPIONSHIP)

Whim

Gordon Ingate, Nick Rogers, Simon Burrows



Photo courtesy Nico Martinez

GOLD CUP 2008

Poul-Richard Hoj-Jensen Takes Fifth Gold Cup Title

Cascais, Portugal. 29 August to 5 September 2008

The Club Nautico Cascais, Portugal hosted the 2008 Gold Cup, which attracted an entry of 74 crews from 16 nations. As always the entry list read like a who's who of yachting including several sailors who had come straight from the Olympics in Qingdao such as Olympic 49er Gold medallist Jonah Warrer of Denmark and Silver medallist George Leonchuk of the Ukraine and 2008 Bacardi Cup winner Bernado Santos, who had represented Portugal in the Star Class.

Alongside the usual array of World class sailors that populate the Dragon Class it was wonderful to see several very young crews taking part in their first Dragon Gold Cup regatta. To see such talented young sailors at a major Dragon event is always rewarding and who knows, if they keep coming back, perhaps one day they will better

Børge Børresen's incredible record of competing in 51 Gold Cups!

There was also a fantastic family battle during the event with three generations of the Pinheiro family, Jorge Pinheiro, Francisco Pinheiro de Melo and Pedro Pinheiro de Melo racing against each other in three different boats.

Jorge was the eventual victory in this family mini drama.

OVERALL TOP TEN RESULTS

Pos	Sail No	Boat	Crew	Series Points
1	GBR-735	Danish Blue	Poul-Richard Hoj-Jensen, Theis Palm, Andrew Morden	95
2	GBR-716	Jerboa	Gavia Wilkinson-Cox, Jon Mortimer, Ron Rosenberg	99
3	GBR-688	Quicksilver III	Robert Campbell, Matt Walker, Jonathan Hill	104.7
4	UKR-7	Bunker Queen	Markus Wieser, Thomas Auracher, Sergei Pugatchev	107
5	UKR-8	Bunker Boys	Evgeniy Braslavets, Sergey Timokhov, Claus Olesen	110
6	POR-42	Mar	Manuel Champalimaud, Mark Hart, Ed Streeter	112
7	RUS-77	Diamond	Inna Shternberg, Yury Bozhedomov, Petr Zakharov	122
8	UKR-9	Eva Bunker	Lars Hendriksen, George Leonchuk, Martin Leifelt	133.7
9	SUI-288	Gaudinm	Robert Stanjek, Markus Koy, Friedemann Nisch	137
10	POR-47	Catarina III	Henrique Anjos, Vasco Serpa, Pedro Costa Alemão	140

Racing typically took place in 8-12 knots and glorious sunshine. The Gold Cup is arguably the most prestigious event in the Dragon calendar, raced for over six races with no score discarded, and the race committee led by PRO Joao Aranda did an excellent job to complete all races in often tricky conditions.

The series proved dramatic from the outset with the reigning World Champions Tommy Müller, Vincent Hoesch and Max Scheibmair of Germany leading from start to finish of race one only to find that they had been black flag disqualified from the three hour race. As a result, the Russian boat Red October, (Artiom Kuznetsov), won the race and became the first winner of the Børge Børresen Memorial Trophy presented by the Børresen family this year to the winner of the first race of the Gold Cup series.

As the series progressed there were daily surprises as many pre race favourites struggled. By the close of the fourth day there had been four different daily leaders – Russia's Artiom Kuznetsov and Alexey Krylov on days one and two respectively, Manuel Champalimaud of Portugal on day

three and Denmark's Poul-Richard Hoj-Jensen, who was sailing for Great Britain, on day four.

Going into the final day with just one race to sail the leader board was wide open. Hoj-Jensen and Portugal's Manuel Champalimaud were separated by just two points with Brits Rob Campbell third and Gavia Wilkinson-Cox fourth. Wilkinson-Cox was just nine points behind the leader and five points ahead of Germany's Markus Wieser sailing for the Ukraine in fifth.

It was to be an incredible final show down with the wind at around 18 knots, but whilst Russia's Maxim Semerkhanov was busy winning the race with Ukraine's Evgeniy Braslavets second and Portugal's António Mardel Correia third, all eyes were focused further back in the fleet where a dog fight of legendary proportions took place for the overall title.

For Hoj-Jensen things were a little ragged on the first leg losing places on the inside of the course and accepting a two turn penalty at the first mark. Meanwhile Campbell and Wilkinson-Cox were at the head of the fleet battling for possible Gold Cup victory.

Gradually Hoj-Jensen moved up the fleet and closed in on Campbell, but the threat from Wilkinson-Cox, ahead and in third, was still present. Realising they needed to pull something out of the bag Campbell went hard right on the final beat. Hoj-Jensen opted to do battle on the left chasing down Wilkinson-Cox.

Coming into the finish Wilkinson-Cox was passed twice to take fifth, while Hoj-Jensen overtook boats all the way to



the line, including Campbell, finishing in ninth place to win the Gold Cup by four points.

For Wilkinson-Cox her fifth place was sufficient to give her second overall while Campbell's twelfth gave him third overall. Wieser held onto his fourth with Ukrainian team mate Evgeniy Braslavets in fifth. Sadly for Champalimaud the day brought disaster and a 24th place pushed him down from third to sixth overall. However, he remained clearly the top Portuguese boat in the Regatta.

The conclusion of the race had been a cliff-hanger, but the excitement was far from over. As the teams figured out the points it became clear that Hoj-Jensen's incredible fifth Gold Cup win was not the only exceptional result that day.

The Nations Cup is the Gold Cup's

team award and the result is calculated using the overall finishing positions of the top three boats from each nation. Over the years there have been some illustrious winners, but 2008's victors are unique as for the first time ever the Nations Cup was won by a team that finished in first, second and third places. At the prize giving the applause for Poul-Richard Hoj-Jensen, Theis Palm and Andrew Norden (GBR735, Danish Blue), Gavia Wilkinson-Cox, John Mortimer and Ron Rosenberg (GBR716, Jerboa) and Rob Campbell, Matt Walker and Jonathan Hill (GBR688, Quicksilver III) was almost deafening.

As if that incredible feat was not enough there was one more unique aspect to this Nations Cup winning

team. The trophy is actually presented to the member of the winning team finishing in the highest position in the final race of the regatta. The team's top placed finisher in that final race was Gavia Wilkinson-Cox, making her the first woman ever to be presented with the Nations Cup.

The IDA would like to thank the members, volunteers and staff of the Club Nautico Cascais led by President Jose Matoso and by Portuguese Dragon Fleet Chairman Mario Quina for their dedication and commitment in making the 2008 Dragon Gold Cup such an exciting event. The 2009 Dragon Gold Cup will take place in Skagen, Denmark from 1-7 August and further details of that event can be found on page 20.

Photos courtesy Nico Martinez



Aberdeen Dragon European Championship 2008

Patrick Gifford brings us a 'from the race course' view:

Oslo, Norway, 4th to 8th August 2008

The club racing at the Pirogovo Yacht Club near Moscow must be a very good way of sharpening up one's Dragon sailing. That is, if any of the members have time to attend to their local racing and aren't too busy scooping the pool on the international circuit. Five of the top six boats in this year's Aberdeen Dragon European Championship, led by Maxim Logutenko, came from Pirogovo, with only Tommy Müller in third place preventing a clean sweep. It was a most impressive performance.

The conditions off Oslo were highly varied and not what the locals expected. They told us that sea breezes were the norm. In practice we only saw them as we put the boats together on the Thursday before the event and many participants probably believe that they are a figment of over-enthusiastic Norwegian prediction though their efforts to appear may have helped the wind to die on some occasions. What we actually got came mostly from the north, apart from day three, and varied in strength from a brief 30 knots to absolutely zero at times. It was always shifty and the ability to play these consistently was critical to success.

The first race was led home by Markus Wieser only to find he had been over the line, giving victory to Harro Kniffka. It was more notable for the rain squall that arrived on the second beat which made the run unexpectedly exciting. I didn't see any Chinese gybes but couldn't understand why some of the gyrations observed didn't produce them.

Day two saw a gradually dying wind and two races. This was the moment when Maxim Logutenko got a grip on the series by recording a first and a second as conditions became increasingly difficult.

A similar, though more extreme weather pattern prevailed on the third day so that the second race had a shortened and radically changed course in which the last beat saw prolonged windless periods and dramatic shifts.

Logutenko managed to hold the lead throughout, an admirable achievement as we, in our small way, went from around twentieth to about fiftieth and back to finish fifteenth.



Overall Top Ten Results

Pos	SailNo	Boat	Crew	Nett
1.	RUS34	I Feel Good	Maxim Logutenko, Mikhail Senatorov, Vladimir Krutskih	61.0
2.	RUS90	-	Dmitry Berezkin, Igor Golhberg, Alexei Bushuev	73.0
3.	GER996	Sinewave	Thomas Müller, Vincent Hoesch, Maximilian Scheibmair	73.0
4.	RUS31	Convergence	Emelianov Konstantin, Mikhail Senatorov, Alexander Prokhorov	79.7
5.	RUS71	Multima	Maxim Semerkhanov, Sergei Kuznecov, Dimitrii Tereshkin	82.7
6.	RUS12	Right Now	Vadim Slatsenko, Andrey Sidorenko, Oleg Chugunov	82.7
7.	FIN50	Rat Pack	Henrik Dahlman, Theis Palm, Oskar Dannstrom	84.0
8.	SUI297	Taciston	Ulli Libor, Frank Butzmann, Stefan Hellrugel	84.7
9.	NOR279	Liz	Terje Wang, Odd Godager, Jan Monrad-Hansen	99.0
10.	DEN390	Men At Work	Jens Christensen, Kim Andersen, Philipp Skafte-Holm	99.0

An interesting type of yacht racing, best handled by those brought up on inland lakes. The following day was ultimately abandoned after a prolonged attempt to finish a race in no wind. Finally the last day saw reasonably steady wind strength of Force 3-4 and much the fairest, at least in conventional terms, race of the series. In this Logutenko sailed conservatively and consolidated his position very effectively.

It was a Championship of contrasts. I very much liked being moored in central Oslo rather than out in the sticks. However, the tow for nearly two hours each way to the racing area was a drawback, not just for the participants but also for the unfortunate towboats. The split locations meant that KNS hardly saw any of us which was perhaps a pity, though Herbern's Marina certainly provided excellent hospitality and the parties on the last two evenings were memorable.

Generally the effort and helpfulness of the organisers and sponsors was very marked. Norwegian "greenness" contrasted with a committee boat with two gas turbines and a Russian support boat with slim lines and 600hp of outboard motors. Goodness knows what the whole regatta cost in fuel. In sailing terms, it was easy to see how the race area could provide a first-class venue. It chose to be very moody the week we were there which was bad luck but not very different from experiences in several other places this year.



Photos courtesy Mona Five Herbern, Roger Brendhagen.



Hanseatic Lloyd Dragon Grand Prix 2008

Frank Berg Claims Second Consecutive Victory Strande, Germany , 5-8 July 2008

The victors of July's Hanseatic Lloyd Dragon Grand Prix 2008 were Frank Berg, Sören Kirsten and Niels Klint from Denmark. Berg had already won this regatta, held off Strande on Germany's Kiel Bay, and which counts towards the world rankings in the Dragon class, in the previous year. He was delighted with his double victory and very pleased with his prize of a limited partnership share worth Euro 5,000 in the 'HLL Atlantic', a

containership of the title sponsor Hanseatic Lloyd. On top of it all three of the winning team were given Chronoswiss watches, the "Cabrio" model with special engraving, each of them worth more than Euro 3,500.

Second over all and 8 points behind the leaders were Frank Butzmann, Sigrid Smuda-Fröschl and Stefan Hellriegel of Germany. Despite being first and second in the preceding races, after a false start in the fourth race the team was forced to sail to defend its ranking during the rest of the series. Third place went to Denmark's Poul-Richard Hoj-Jensen, Lars Jensen and Theis Palm. Having won the Olympic Gold Medal twice Hoj-Jensen from Denmark, known all over the world as "Mr Dragon", was the only helmsman who managed to win two races in the series. In fourth place were Germany's Michael Koch, Michael Lipp and Justus Kniffka, just in front of the reigning world champions Tommy Müller, Vincent Hoesch and Max Scheibmair, also from Germany.

OVERALL TOP TEN RESULTS

Pos	SailNo	Boat	Crew	Nett
1.	DEN266	My Way	Frank Berg, Sören Kirsten, Niels Klint	13
2.	SUI297	Tachiston	Frank Butzmann, Sigrid Smuda-Fröschl, Stefan Hellriegel	21
3.	GBR735	Danish Blue	Poul-Richard Hoj-Jensen, Lars Jensen, Theis Palm	25
4.	SUI296	Ariston	Michael Koch, Michael Lipp, Justus Kniffka	29
5.	GER996	Sinewave	Thomas Müller, Vincent Hoesch, Maximillian Scheibmair	30
6.	UKR8	Royal Bunker	Eugeniy Braslavets, Sergey Timokhov, Claus Olsen	37
7.	GER976	Montana	Dirk David, Stefan Abel, Mark Bayer	49
8.	GER931	Kleine Briese	Dr Helmut Schmidt, Michael Berenbach, Andreas Listl	51
9.	DEN391	African Queen	Jörgen Schönherr, Jan Eli Gravvad, Axel Waltersdorph	53
10.	DEN390	Men At Work	Jens Christensen, Kim Andersen, Louis Kjaergaard	53

71 crews from eleven nations took part and, commanded by racing manager Jobst Richter from the Kiel Yacht Club, they were able to sail six thrilling races with winds of force three to four along with initially sunny weather and showers later on.

The preparations for the Dragon Grand Prix Germany 2009 with the integrated International German Championship are in full swing. All Dragon sailors are cordially welcomed to Germany from July 13 to July 18 2009!

CHILDHOOD Golf & Race

The annual CHILDHOOD Golf & Race charity event followed the Hanseatic Lloyd Dragon Grand Prix. Thanks to the combined efforts of the golfers, sailors and sponsors it was possible to accumulate well over Euro 200,000 for the World CHILDHOOD Foundation, founded by HM Queen Silvia of Sweden to help children in need around the globe.

The Golf element of the event attracted almost 80 golfers with The

Prime Minister of Schleswig-Holstein, Peter Harry Carstensen, opening the tournament. At the benefit regatta on Sunday, each of the 71 boats of the Hanseatic Lloyd Dragon Grand Prix was joined by a "4th man" special guest. Here it was HM Queen Silvia herself who fired the starting shot.

As part of the event a new visual accent was set by presenting the CHILDHOOD Golf & Race event flag. Initiated by artist Frauke Klatt the flag measures nine metres high by three metres wide and was flown at both the golf course and in the harbour, whilst smaller replicas were flown as battle flags aboard the Dragons. "I tried to catch the day on which all attention was focused on CHILDHOOD and the children", explained Frauke Klatt, the internationally known painter from Travemünde. "Children are happiness on earth, but they are so fragile and worth protecting".

Be at the top ...

instead of being average!

www.fritz-segel.de

Stavros looks back...



Stavros sees three Hat-Tricks in 2008

YES, YES CAMPERS... Three Hat Trick's in 2008 and another one came from intensive care...

As you all know I have the privilege to sail in many regatta's each year. So although my roundup may cover the majority of events, I can't be everywhere, so for missed information and stories...ask Vincie! He is the German guy, who sails faster than all and is the perfect professional, but although born the same time as yours truly (1957)... He has less hair and struggles when telling Tommy Müller's jokes...

To win a Dragon race at Club, National, International or World level is an achievement we all desire. To win an event is something most sailors just dream about. Just watching as other competitors take the glory... It takes luck, skill, teamwork, preparation, luck (did I say that), boat speed, experience and a bit more LUCK.

But, having said that I remember the great South American golfer, Lee Travino, saying those famous words "The more I practice, the luckier I get" So practice is the key issue! Training, Sailing, Racing, as much as possible. Time on the water is the most important thing. So when I look at our winners this year, its commitment & dedication that has paved the way for their success. Being comfortable and confident with your team is paramount...

However, with everything I've mentioned already, 2008 has seen three brilliant Hat Tricks! Yes, the sailors I am about to mention won at least three International Dragon events over the past season, a tremendous achievement.

It first began with The Man, Poul-Richard Hoj-Jensen winning the Princess Sofia, La Baule and then the Gold Cup. PR has been sailing excellently since recovering from his miracle escape of being run over by Bessy, the tractor a few years ago. This exceptional Double Olympic Gold Medallist sailor has been the main inspiration for many years for our much loved Dragon Class. So to see PR, now well into his 60's, still at the top of his game is fantastic.

Then we have Ulli Libor, who, now approaching 70, is nearly the oldest Hat Trick

member, winning the Regates Royales, Cannes, Followed by St Tropez and then the last big 45 boat fleet event back in Cannes. Ulli is also very lucky to be alive after a messed up operation kept him in intensive care for many weeks. His two Olympic Medals back in the 1970's have given Ulli a tremendous help in soon coming to terms with helming a Dragon. Again showing how many hours of 'on the water' sailing are required, to compete at this extremely high level of one design racing...

Then last but not least we come to Olaf Sorensen, who is now nearly 80 years of age, giving hope, motivation & enthusiasm to all around him... After winning the Italian Championship in San Remo, followed by the Irish East Coast held in Dublin Bay, Olaf then had the confidence to lift the Open Championship Title in Deauville... Olaf attributes his rapid raise to fame as at last having the maximum 'weight on the rail'... Just think of all those trophies he missed out on over the years before I started to sail with him!

Alas, not all can be winners, so let's take the time to mention one Bridesmaid, Gavia Wilkinson-Cox helming her beloved Jerboa GBR 716 finished, 2nd in the prestigious Primo Cup, Monaco. Then a fantastic 2nd at the unique Gold Cup, Cascais. Rounding off her excellent season with a 2nd in the first Vintage Games event, Medemblik. With the Dutch Association hosting our Worlds next September in Medemblik, Gavia may well have chosen wisely in sailing the difficult IJsselmeer whilst many of us soaked up the sunshine in the South of France at Cannes.

There have been a variety of winning sails this year, which bodes well for all the major companies as the recession begins to bite. In no particular order, Norths, Fritz, Quantum and Peticrow sails have all won any number of events. Proving once again it usually comes down to team work and the 'Nut' on the tiller. Talking of Nuts, other major winners include, Frank Butzmann, Len Jones, Georgy Shayduko, Peter Due, Tommy Müller, Lars Hendriksen, Don O'Donoghue, Henrik Dahlman, Guus de Groot,

Mark Neeleman and Frank Berg plus many others. Congratulations to you all it's a pleasure to race against the cream of our class, so good sailing to you in 2009.

Then we have the boat builders, with Peticrows still the dominant force its still good for the class to see Doomernik is making its deserved mark at the very top of the International fleet, with Ulli Libor its front runner. BB Borresen have also hung in there providing some new ideas, in particular the missing spinnaker hatches! Apparently they have some on order...Finally of course the group of old Pedersen and Thuesen's Dragons from around the 1960's continue to burn up the race track whenever their respective owners point them in the right direction...

So in closing Campers, let's look forward to 2009, our 80th Anniversary of the Dragon Class. I hope the present financial climate does not prevent all Dragon owners and crew sailing their beautiful boats whenever possible. From the grass roots of club races to the National and International stage lets all try to support the early events in Monaco, Cascais and Palma, the one not to be missed will be the 10th anniversary of Douarnenez in May. I know Louis Urvois is pulling out all the stops to make the 2009 event the best ever. He still can't decide if he will offer for the spectacular lottery prize his beautiful cold moulded FRA 300, a New Peticrow Dragon with all the extra's or indeed to offer his newly acquired Hotel de France! So who out there could be the next winner...

Other events not to be missed will be the Gold Cup in Skagen, the Worlds in Medemblik and the Europeans in St Tropez. With all the usual well attended regattas along the way, we are all spoilt for choice as we try to plan our 2009 calendar. Whatever you choose, we are all winners, as we continue to sail in this fantastic one design class. Remember Campers, treat every day as though it's your last, because one day it will be true!

Higher, Faster, Longer..... Stavros



Harmony Hall Yacht Club

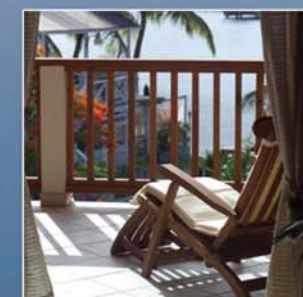
Nonsuch Bay

presents

Caribbean Dragon Championship

10th - 17th January 2010

Please visit www.antiguadragons.org for further information



Antigua Yacht Club Marina

Falmouth Harbour



Harmony Hall Yacht Club
Phone: +1 (268) 460-4120
Fax: +1 (268) 460-4406
E-mail: harmony@candw.ag
www.harmonyhallantigua.com

Antigua Yacht Club Marina
Phone: +1 (268) 460-1540
Fax: +1 (268) 460-1444
E-mail: aycmarina@candw.ag
www.aycmarina.com

The Vintage Yachting Games 2008



Summer 2008 brought a special new event for former Olympic classes including the Dragon; the inaugural Vintage Yachting Games sailed from 20-27 September off Medemblik, the Netherlands. For this first event the Europe, O-Jolle, FD, Soling and Dragon classes were invited to send national representatives to compete.

That fleet size does not always matter for the level of competition is proven by the America's Cup (two boats) and the Olympic medal races (ten boats). The six Dragons representing their nations brought us some of the closest racing of the series and congratulations go to the team of Reinier Wissenraet (NED 345) on their victory. Second place went to Gavia Wilkinson-Cox (GBR716) with Gordon Ingate (AUS206) third.

The Dragon class was graced with the presence of three former Olympians: Fred Imhoff, who represented the Netherlands in the FD in Keil1972, Gordon Ingate who represented Australia in the Tempest also in 1972, and Keith Musto who won Silver for Britain in the FD at Tokyo in 1964.

It is the intention of the Vintage Yachting Games Foundation to let this event develop to be THE multi former Olympic class event. The Games will take place only once every four years. The next Vintage Yachting Games is scheduled for July 2012 on Lake Como, Italy.

If you have questions please contact the foundation by email at info@vintageyachtinggames.org or visit www.vintageyachtinggames.org
Rudy den Outer. Chairman Vintage Yachting Games

Aberdeen Asset Management is proud to sponsor the British Dragon Association...

...and wish those competing this year, the very best of luck.

Aberdeen Asset Management is an independent asset management group with offices in 21 countries globally. Our sole business is the active management of financial assets, chiefly equities, fixed income and property.

Today, we manage more than £103 billion* of assets for third parties.

For more information about Aberdeen and our services please visit our website;

aberdeen-asset.com

*As at 30th October, 2008



FOCUS
Yacht Racing Services
*"You focus on your performances
We take care of the rest"*

C. BOILLLOT
Manager

LOGISTIC

- Storage : Indoor & Outdoor
- Transport : Regional & International
- Full Management

TECHNICAL
Boats & Trailers

- Repair
- Maintenance
- Upgrade

DISTRIBUTION

- GP Covers
- Harbeck Trailers
- Harken Fittings
- Liros Ropes
- Petticrows Spare Parts
- Quantum sails

TRANSACTIONS
- Second Hand Boats

TRAINING

- Beginner
- Intermediate
- Expert

UK, DEAUVILLE, MEDEMBLICK, STRANDE, SKAGEN, RUSSIA, GRENAA, ATTERSEE, LUCERNE, LAKE BALATON, PORTO FINO, SAN REMO, ST TROPEZ, PALMA, CASCAIS, LA BAULE, CONCARNEAU, DOUARNENEZ

43° 34' 75" N - 6° 59' 56" E - Mail : contact@focus-yrs.com
444 chemin de Carimail - 06250 Mougins
Off. +33 4 93 65 58 19 - Mob. +33 6 80 20 81 26
www.focus-yrs.com

Dragon-Class **insurance.**

Designed by those
in the know.

Pantaenius - your Dragon specialist

**Request your personal
quotation now!
Phone: +377-97 98 43 43**

Michael Kurtz crewing at the Hanseatic-Lloyd Dragon Worlds – Rolex Baltic Week 2005



34, Quai Jean-Charles Rey · 98000 Monaco
Tel. +377-97 98 43 43 · Fax +377-97 98 43 40

www.pantaenius.com

High Performance Mast Rigging Spareparts



Børresen Bådebyggeri
www.borresen.com
Email: bb@borresen.com
Phone +45 75 82 59 00

Think speed.

WB-Sails
info@wb-sails.fi www.wb-sails.fi



Dragon World Championship 2009

Medemblik, The Netherlands. 5-11 September 2009

The International Dragon fleet will be setting sail for the land of windmills, canals, bicycles and clogs when it travels to Medemblik in the Netherlands for the 2009 Dragon World Championship from 5-11 September 2009.

Medemblik is the smallest but oldest town in the West Friesland region of the Netherlands and is located on the famous IJsselmeer, western Europe's largest lake created in 1932 when the Zuiderzee was closed by a 32 km dam. Recorded as the home of King Redbad of Fryslân in the 8th century, Medemblik was granted city rights in 1289 and has a rich cultural history, fascinating and beautifully preserved traditional Dutch architecture, great shopping, restaurants and bars and even a 13th century castle standing guard over the town and harbour.

The World Championship will be based at the purpose built Medemblik Regatta Centre, which was completed in 1999 and is rightly regarded as one of Europe's premiere championship sailing venues. Located at the entrance to the historic harbour the venue has superb modern facilities and is within a few

minutes walk of the old town's many attractions and a host of accommodation options.

The racing, located just a short sail from the marina, will be run under the supervision of Medemblik's World class Race Committee whose experience includes multiple World and European Championships as well as the annual Holland Regatta for Olympic Classes. September brings some of the best sailing conditions of the year on the IJsselmeer with warm sunny days and good winds the norm.

Eight races are scheduled, if six or more races are completed there will be one discard and five races must be completed to constitute the championship. Alongside the racing programme organisers are also preparing an excellent social programme to ensure competitors have plenty of opportunity to further develop that legendary Dragon camaraderie.

For families and friends attending the regatta there is plenty to do in Medemblik and the surrounding area. Whether your interest lies in the famous steam train and bakery museums, the historic buildings, the local galleries,



bicycle tours of the area or just taking a table at one of the many picturesque canal side cafés for coffee and people watching, there is something to please everyone.

Entry is by qualification only as described in the Dragon World Championship Rules which are available from www.intdragon.org. Among those expected to compete are defending World Champion Tommy Müller of Germany, who will be hoping to repeat his 2007 victory at Dun Laoghaire in Ireland, Markus Wieser, Frank Berg, Poul-Richard Hoj-Jensen, Lars Hendriksen and Ulli Libor.

Further details about the 2009 Dragon World Championship from www.dragonworlds2009.com



Photo top courtesy Nico Martinez, below, www.fionabrown.com



2009 DRAGON EUROPEAN CHAMPIONSHIP

St Tropez, France. 7-11 October 2009

The 2009 Dragon European Championship was to have been hosted by St Petersburg, Russia. However, by fall 2008 the IDA was becoming increasingly concerned that entry levels would be very low because of the relatively high cost and logistical difficulties of the venue. After careful consideration and discussion with the Russian Class, the IDA regrettably decided it would be best to relocate the event and the search began for an alternative venue.

The IDA knew that it would need a truly exceptional host organisation to put together such a big event with only 10 months notice and so only venues that already had good experience of both the Dragon Class and of running very large events could be considered.

The IDA was delighted when the French Dragon Association stepped forward to offer St Tropez as a possible location. The suggestion made perfect sense as St Tropez has excellent experience of running truly world class events including the Giraglia Rolex Cup, the Voiles de Saint Tropez (ex-Nioulargue) with 500 Classic boats, and of course the incredible Dragon 75th Anniversary celebration in 2004 with 263 boats on the same start line.

Following discussion at the IDA AGM it was agreed that the 2009 Dragon European Championship would be held in St Tropez. IDA Chairman Rob Campbell thanked the Russian Class for its efforts to take the championship to St Petersburg

and hoped that it would be possible to reconsider the city for another championship in the future, once the economic and logistical situation has improved.

One of the key factors in selecting St Tropez as the new venue was its role in hosting the popular Dragon St Tropez regatta, which is held annually in October. This event has typically attracted around 50 entries and has been highly praised by all who compete. The 2009 Dragon European Championship will effectively replace this regatta and will run from 7th to 11th October, which fits in very well with the rest of the international circuit. Two weeks earlier we have the Regates Royales in Cannes, which will provide an excellent warm up opportunity, and as the journey time from Cannes to St Tropez is only approximately 90 minutes it couldn't be easier to enjoy both regattas.



As well as offering outstanding sailing waters and winds St Tropez is also one of the most beautiful of the French Mediterranean towns. A former fishing port, its historic harbour is surrounded by excellent restaurants and shops. The town offers a wide range of accommodation and within close range you have glorious beaches, incredible historic and cultural attractions and the stunning Alpes Maritime, so accompanying friends and families will have plenty to keep them entertained.

The championship will be hosted by the Société Nautique de St Tropez with racing held on the Gulf de St Tropez. Registration will take place on Monday 5th and Tuesday 6th October, there will be practise racing on Tuesday 6th October and Championship racing will be from Wednesday 7th to Sunday 11th October. Like the World Championship, entry to the Europeans is by qualification which is explained in the Rules of the trophy at Appendix 2 in the IDA Regatta Regulations available on the Class website at www.intrdragon.org.

Top former Dragon sailor and world renowned Race Officer Tony O'Gorman will head up the Race Committee as

PRO. As well as having both won and managed many major Dragon championships in the past, Tony also has huge experience of race management in the Gulf de St Tropez having acted as PRO for both the Voiles de St Tropez and the Dragon St Tropez for some years.

The European Championship will take place the week immediately following the Voiles de St Tropez classic yacht regatta which finishes on Sunday 4th October. Although it will not be possible for Dragons to arrive in St Tropez until Monday 5th October, those wishing to practise in the area in advance of the regatta can base themselves at Marines de Cogolin at the head of the Gulf de St Tropez (visit www.marines-de-cogolin.com for further information).

For further information about the 2009 European Championship please visit www.intrdragon.org, or www.snst.org, e-mail snsttropez@aol.com or telephone the Société Nautique de St Tropez on +33 (0)4 94 97 08 76

Photos courtesy Société Nautique de St Tropez.



Dragon Gold Cup 2009

Skagen, Denmark, 1-7 August 2009

Founded in the 13th century the historic fishing community of Skagen is perched at the very top of Denmark's Jutland peninsula amid a dramatic landscape of heather-topped sand dunes. Sitting where the Skagerrak and the Kattegat meet in the western Baltic Sea the area has more sunshine hours than any other part of Denmark and is popular with cruising and racing sailors alike.

Thanks to its long summer evenings and its exceptional clarity of light the area is known as the Land of Light and is also a haven for artists and tourists. As a result the town is an interesting mix of traditional Danish fishing port and cosmopolitan artists' community.

In 2009 the International Dragon fleet will assemble in Skagen during the first week of August for the 2009 Dragon Gold Cup. Hosted by the Royal Danish Yacht Club, with the

assistance of the Skagen Sejlklub, racing will take place in Ålbæk Bay, to the east-south-east of Skagen. At that time of year the area is renowned for its steady prevailing west-north-westerly winds and relatively flat seas promising excellent championship conditions.

Naturally the cream of the International Dragon fleet is expected to attend including defending Gold Cup and Nations Cup champions Poul-Richard Hoj-Jensen, Gavia Wilkinson-Cox and Rob Campbell, who will be hoping to reprise their incredible success of 2008. Naturally strong contingents from the Baltic and Scandinavian countries and from Russia are also anticipated.

As well as an excellent six race sailing programme the event will also feature daily social gatherings including the formal Gold Cup Dinner on Thursday evening and a final night

Prize Giving Ceremony and Party on Friday. Registration will be open from Friday 31st July until Sunday 2nd August. Practise racing will take place on Sunday 2nd August followed by the six race Championship series which will run from Monday 3rd to Friday 7th August.

The Royal Danish Yacht Club has made special accommodation arrangements with several of Skagen's leading hotels and in addition there is also a wide range of rental homes and camping sites in the area. Full details of all accommodations are available on the event web site.

Entry is restricted to a maximum of 120 boats with entries being accepted in strict order of submission date. To find out more about the event and submit your entry please visit www.goldcup.kdy.dk or contact the Royal Danish Yacht Club on e-mail kdy@kdy.dk or phone: +45 33 14 87 87



Photo courtesy www.fionabrown.com

10TH ANNIVERSARY
A GREAT LOTTERY PRIZE : A COLD MOULDED DRAGON !



Grand Prix Petit Navire Celebrates Its Tenth Edition



For Louis Urvois the Grand Prix Petit Navire, held each May in Douarnenez, Brittany, is more than just another Dragon event. It is part of a very special commitment to the town where his lifelong love of the sea and sailing was nurtured during childhood. Work commitments took him away from Douarnenez as a young man, but following his retirement in the late 1990s he returned to the town once again.

Historically Douarnenez was home to a large fishing fleet and its many associated fish canneries, which between them provided work for the majority of the town's population. Sadly, by the time Louis returned, the fishing fleet had been reduced to just a handful of boats and only two canneries remained, leaving the town desperately in need of a new lease of life.

Knowing that Douarnenez combines some of the best sailing waters in Europe with a beautiful and historic harbour, it didn't take Louis long to recognise that yacht racing could play a considerable role in reviving the town's fortunes. In his youth Louis had been involved in offshore racing, but he instinctively felt that what was needed here was a truly special one-design regatta that would attract people keen to not only take advantage of the exceptional racing

conditions, but also to stay in the local hotels and rental homes, and to socialise in the restaurants and bars.

Louis consulted with local sailing pro Gwen Chapalain and between them the two men began to hatch their plan. Over the years Douarnenez had hosted several major Dragon regattas and Gwen knew that the Dragon was ideal for an event of this magnitude. The two men began to look at exactly what was needed to attract the discerning Dragon fleet in large numbers, and also to attract the attention of the National and International Media. They wanted to ensure not only a good turnout at the regatta, but also to put Douarnenez firmly on the tourist and sailing map.

The Dragon Class is a demanding crowd, and the two men knew that it wasn't enough to offer just great conditions and a beautiful venue; they needed something truly exceptional. Having first secured the enthusiastic support of Douarnenez Town Council plus the Finistere district and Brittany regional authorities, an approach was made to Petit Navire, one of the two remaining canneries in the town, who generously agreed a sponsorship deal which continues to this day.



open to all entrants and giving them the chance to win outright a new Dragon.

So the stage was set and in 2000 the Grand Prix Petit Navire was born with 65 Dragon crews competing. It was an outstanding success but Louis and Gwen knew they wanted to broaden the media appeal of the regatta and involve the town even further and so their work continued.

As well as spreading the word to the Dragon sailing fraternity Louis and Gwen began to approach some of the World's best known sailors, inviting them to race in the regattas. Among those who have accepted these invitations over the years are Bruno Peyron, Sebastien Josse, Bernard Stamm, Russell Coutts, Brad Butterworth and world record holding speed sailor Alex Cazergues.

Since 2000 the event has grown exponentially in stature and popularity. Additional classes have been carefully selected to partner the event and today the Dragon Class is joined by the 60' IMOCA Class, the Mini 6.50 class, the Class 40 and the spectacular Kitesurfers. Keen to also support the future of sailing a special Optimist class has been incorporated, giving some 200 of Douarnenez's school children the chance to race. The event now involves 15 local associations including the three Douarnenez yacht clubs. Three hundred members of these associations are involved benevolently in the organisation of the event.

The entry rota for each event reads like a who's who of yachting and has included Giovanni Soldini, Bruno Jourden, Loick Peyron, Michel Desjoyeaux, Vincent Riou, Patrice Carpentier and Frederik Crown Prince of Denmark. Of course the Dragon Class can always be relied upon to bring a host of Olympic and World Champions and America's Cup competitors to any event and the Grand Prix Petit Navire attracts the very best of them.

After racing competitors are encouraged to visit and enjoy the many local attractions the area has to offer, and the social functions typically feature local produce and entertainments. There are also special attractions ashore including demonstrations of local traditional maritime skills and crafts, which help to bring thousands of spectators to the town.

For the Dragon Class Douarnenez has become one of the highlights of the year. So popular is the event

With the basic building blocks in place they began work on developing the additional elements they knew were needed. They approached Poul-Richard Hoj-Jensen, of Dragon builder Petticrows, to partner in a unique and very special Lottery competition,

that entry has had to be capped at 100 boats and there is always a waiting list for places. 2009 is the tenth edition of the Grand Prix Petit Navire and to mark the occasion there will be a host of special activities including a truly exceptional version of the original Lottery draw. This year's lucky Lottery winner will sail away in the beautiful cold moulded Dragon "Ar Youleg", which was custom built for Louis Urvois by Petticrows and is one of the most valuable and successful boats on the international circuit today. Truly a unique prize.



This years lucky lottery winner will sail away in this boat.



The sailing world in general and the Dragon Class in particular owe the Douarnenez associations and their three hundred local volunteers a huge debt of gratitude for creating this very special event. We wish them every success for their tenth edition celebrations and look forward to joining them in Douarnenez each May for many years to come.

To find out more about the 2009 Tenth Anniversary edition of the Grand Prix Petit Navire please visit www.grandprixpetitnavire.com

Grand Prix Petit Navire Winners

- 2000 - Guus De Groot (NED)
- 2001 - Rory Bowman (GBR)
- 2002 - Poul-Richard Hoj-Jensen (GBR)
- 2003 - John Ross Murphy (IRL)
- 2004 - Poul-Richard Hoj-Jensen (GBR)
- 2005 - Jorgen Schönherr (DEN)
- 2006 - Inna Shternberg (RUS)
- 2007 - Tommy Müller (GER)
- 2008 - Georgy Shayduko (RUS)

Dragon Open World Championship 2011

MELBOURNE, AUSTRALIA JANUARY 2011

Blue sky, a 17 knot south westerly pushing up a one metre swell, water temperature 20°C, air temperature 32°C and an Olympic standard Race Committee create Dragon racing heaven. This may be typical of Melbourne's Port Phillip but Melbourne weather is famous for its variability. Life shouldn't be monotonous after all!

The Melbourne WDC 2011 Committee has been working steadily for three years with the clear mandate to produce Australia's best ever Dragon Regatta. The Royal Brighton Yacht Club clubhouse, floating marina and official race management fleet have been totally renovated in the last two years. Plans and arrangements for the Regatta are progressing well.

Race Management An Olympic standard race management committee has been appointed lead by official starters from the 2000 and 2008 Olympic Games. The Race Committee will run the Australian Dragon Championship as a warm up immediately preceding the Open World Championship.

Accommodation Negotiations are well advanced. Options for competitors include the new 60 room boutique Rydges Hotel 20 metres from the Royal Brighton Yacht Club. A range of accommodation will be offered from five star hotels to home stay.

Transport Logistics Bringing a boat to Australia needs to be easy. Negotiations

with Schenker Logistics are well advanced with special rates available from major European and British ports. Through Schenker we can offer a simple process for shipping, customs clearance and delivery of boats to the race venue.

Social program The social program highlights include a State Government reception at the Parliament House Queen's Hall, and a lay day Winery tour on the beautiful Mornington Peninsula just south of Melbourne. Naturally the gala dinner will be a special affair. For accompanying partners there is a fashion show featuring Australian pearls and diamonds, and Australian art.

Special Tours Through Robert Alpe and the Royal Sydney Yacht Squadron, an entry tour to Australia through Sydney will be available. This will feature social sailing on Sydney Harbour, the start of the Sydney to Hobart Yacht Race and the New Year's firework celebrations on and around the Opera House and the Sydney Harbour Bridge. Plus tickets to the Australian Open Tennis Tournament to follow the regatta will be available via advance booking. Other tours will also be offered and announced in the coming months.

Sponsorship Sponsorship negotiation is progressing through these difficult financial times. Naming rights sponsorship is still available.

Most of all to create a great Worlds Regatta we all need to be involved in the planning and organisation. In Australia we are looking forward to showcasing our country however this is foremost a Regatta for all Dragon sailors. Members of our committee have literally travelled the Dragon World in the last three years meeting and talking (and drinking) with the Dragon community in Europe, the British Isles, North America, New Zealand and Asia to assist planning to meet the requirements of the IDA and the worldwide Dragon community.

We welcome input with suggestions and support to create a stunning event in Melbourne, January 2011. Our website will be published in March 2009 with details announced in the IDA website.

Hoping to catch up with many of you in Medemblik in September.
Andrew Merrett – Chairman,
World Dragon Championship 2011 Committee
amerrett@bigpond.net.au

Contacts

- Robert Alpe, Official IDA Representative WDC 2011 alpe@fontfactory.com
- Don Blanksby, Secretary WDC 2011 don@assocmanagement.com.au
- Royal Brighton Yacht Club <http://www.rbyc.org.au/>



FAST

...the power to perform

2008 was a year of fine tuning through testing and customer feedback to develop our already well known upwind sail inventory, to add to this for the coming season is the NEW spinnaker range where the CX-8 light spinnaker, a full cross-cut design (horizontal panels instead of the radial clew) with light clew patches to save weight and add performance in the light airs. The CX-8R is a NEW all-purpose spinnaker with the well known Bi-Radial construction for the stronger breeze.

Your race winning North Sails 2009 inventory will include:

- A-9 All-Purpose mainsail
- HM-8 Heavy Mainsail
- LJ-3 Light Genoa
- MJ-8 Medium Genoa
- MJ-8H Heavy Genoa
- CX-8 Light Spinnaker
- CX-8R All-Purpose Spinnaker



Faster by Design

For more on Dragon Sails Contact North Sails today.

North Sails One Design Int. Ltd.

T: (+44) 02392 604276

F: (+44) 02392 354810

E: info@northonedesign.com

Theis Palm theis@od.northsails.com

www.northonedesign.com



International Dragon
World Championships

Lets all meet in sunny **Melbourne**
Australia
January 2011

An Interview with Phyllis Chang

When lawyer Phyllis Chang and her new husband Lowell arrived in Hong Kong from San Francisco in 1971 they had no idea that they were about to discover a new and all consuming passion in Dragon sailing. Phyllis spoke to the IDA Yearbook's Fiona Brown to explain more about that passion for the Dragon and her recent appointment as a Vice Chairman of the IDA.

PC - My husband and I were married in 1971 and we immediately moved from San Francisco to Hong Kong. We had a friend there who was not yet a sailor, but who knew that my husband Lowell was a good sailor and asked him to go into partnership in a boat. Lowell agreed and so our friend, not knowing anything about boats, found an advertisement in the newspaper that offered a boat for sale which they purchased and that boat turned out to be a Dragon.

The Hong Kong Dragon fleet at that time had all been built locally right after the war in 1947. (There was a fleet of Dragons before WWII in Hong Kong but it was called Anker Class named after the designer of Dragons. The fleet was destroyed during the occupation by the Japanese Navy). Those boats were all wooden and local sailing was a lot of fun and very good. But then in 1983 my husband went to a Dragon Worlds in Vancouver and he saw boats there that were well set up and it was a big difference from what we were sailing. Some of our original boats still had bunks so you could sleep aboard.

In Vancouver he took a lot of photographs and when he came home he set up our Dragon using the things he'd learned. After that we did the Hong Kong Round the Island Race and won it overall, beating about 150 entries. So that was how we really got into competitive racing and it changed the fleet in Hong Kong and everyone wanted to upgrade their gear and so it helped the fleet move forward.

By this time the wooden boats had begun to deteriorate. While he was in Vancouver my husband met somebody from Seattle who was building Dragons and, because of that introduction, a few years later he bought the moulds from Seattle and began building new Dragons in Hong Kong as a hobby. I first got to helm my own boat when he gave me the first boat he built because he thought it would be mistake-ridden. The fourth boat he built went to Australia where it won the World Championship and so people in Hong Kong started to buy the new boats bringing a new lease of life to the class. He was the first to put structures and windward controls on his boats which changed how Dragons were built and set up everywhere. My husband has now stopped building Dragons because the new builders are very good at their trade and service. Now boats have to be imported from Europe or Australia. Although most of the original wooden boats are now gone I learned recently that one of them has been bought by somebody who wants to race it again which will be fun.



Phyllis and her husband Lowell.

At present we have about 16 boats of which about eight race regularly so it's a very small fleet but well matched, constant and steady and they enjoy themselves which is the most important thing. All the Dragons in Hong Kong used to race from the Royal Hong Kong Yacht Club in Causeway Bay next to the harbour. Sailing is very popular in the harbour and one of the reasons it's so popular is that it is close to the business district. It was customary to work on Saturday mornings and from the office it is convenient for sailors to dash down to the yacht club to race on Saturday afternoon. But the harbour, because it is getting narrower and narrower through land-fill, is becoming more difficult to sail in. The traffic is quite heavy with not only the commercial craft but also a lot of tour boats and ferries, etc. Consequently a few years ago the Dragons decided to move from the main club house in Causeway Bay to an outstation half an hour east and north of the Harbour called Shelter Cove. The water there is cleaner, flatter and there's a lot less traffic and the sailing is much better.

Our main racing season runs from September through May and during the summer there's less racing because it's hurricane season with either too little or too much wind. Also, being a British Colony, it had been traditional for families to spend summer months in their native land, away from Hong Kong. Although Hong Kong is no longer under British control, summer months tend to remain quiet.

We have two Interports which are invitational club events and give us an opportunity to both travel and bring new faces to Hong Kong. The host club provides the boats and each club brings a team for three boats to compete in each team. The Asia-Pacific Interport is between the Kansai Yacht Club, Japan, the Royal Sydney Yacht Squadron, Australia and the Royal Vancouver

Yacht Club, Canada. The European Interport is with the Royal Yacht Squadron, Cowes, the Royal Danish Yacht Club and Arcachon Yacht Club, France. The regattas are friendly and yet you get top international sailors within each group and I think it's helped our fleet to generate enthusiasm and develop their skills.

Each summer my husband and I come to Europe and try to take part in at least one major Dragon Championship. In 2008 we raced at the Grand Prix Petit Navire in Douarnenez and went to Portugal for the Gold Cup both of which were wonderful and for 2009 we're planning to go to Douarnenez again and then to the Gold Cup in Denmark. I'd also like to do the Worlds in Medemblik but we'll see.

IDA - So what got you into sailing in the first place?

PC - My husband. We met in San Francisco and before I met him he somehow got on a sailboat and he liked it so much that he did it often. When we met he insisted that I go sailing so I had no option! But I've no regrets, I enjoy it very much. In Hong Kong it's such a comfortable sport and we can sail year round, but I don't know what I'll do if we have to move back to the US as sailing is so cold there and I'm always freezing on the boat!

IDA - Who helms your boat?

PC - When we are in Europe I helm the boat and my husband crews for me and we have one big person who acts as referee for us. But in Hong Kong we have two boats and compete against each other - he usually wins! We don't generally do very well on the international circuit but we enjoy it enormously.

IDA - Do you feel there is much potential for growth in the Dragon fleet in Asia?

PC - Growth in China is a possibility, but although it has a long history of sailing, traditionally they sail for business not pleasure. The recent Olympic Regatta helped to raise awareness of sailing in China, but it's still not a widely enjoyed sport and there are very few private sailing clubs. My husband and I are founding members of a club just outside Shanghai, so leisure sailing is starting to take off, but it has a long way to go. They are opening up some harbours and marinas but at the moment they are really only focused on the Olympic classes and bigger or motor boats so I think it will take a while for China to get there.

There is already an active Dragon fleet in Japan and also the remnants of a very small fleet in the Philippines, although that is largely inactive now.

IDA - What other interests do you have when you are not Dragon sailing?

I am chairman of a charity in Hong Kong for dyslexic children and I'm very active at our yacht club and obviously in the Dragon Class so that's what I do.

A few years ago a close friend wanted to start a charity for dyslexic children and they asked me to support it because I have a legal background and they needed a lawyer. At that time there was no provision for supporting dyslexic children in schools in Hong Kong and most families who needed help had to go to Europe

or the States. The charity has helped to provide much needed support locally and we've helped encourage the authorities to begin providing support too, although the work of the charity is still much needed.

I retired as a lawyer a couple of years ago, but I still work as a notary public and I do independent consultancy so I work part time and am still registered as a lawyer.

IDA - You were elected a Vice Chairman of the IDA at the 2008 AGM. Tell us a little about your new role.

PC - I was elected as Vice Chairman to represent the Asia Pacific perspective. I'm joining a very good committee actually, Rob is fantastic as Chairman, he keeps everyone well focused and in line and he is very good as a leader and I'm looking forward to working with him and the committee in the coming years.

Our key objectives currently are to bring in younger sailors and to continue to maintain active building of the boats and hopefully to get some new fleets developed and active too.

The development of fleets in North and South America would be a really good thing. There are no Dragons in South America and yet last year we had a really good regatta in Uruguay which is a perfect sailing venue. It will be good if we can find a builder for America to service the class and support those who are already working hard to increase the Dragon's profile in the USA and Canada.

I think it's important to both the competitors and the families that we continue to combine good racing with good venues and social programmes. When we do the International events some of us haven't seen each other for maybe a year or so and it's always good to catch up and find out what's been happening in each others lives and also to get to know new people from across the world. We are looking at ways to improve the quality of our events and that means providing both the best quality racing and an excellent social programme.

Oh, and I have one personal objective which is very close to my heart. I want to get toilet facilities on the water. I actually proposed this at the AGM and I am sure a lot of women will be supporting me.....!

Dragon Half Models



Handmade in perfectly grained mahogany, scale 1:15. Placed on oak plate 71 x 20cm **Price €750**

CIF Air and full right of return

Glass Fibre versions can be supplied **from €350**

Kind regards:

Lars Broen, Ordrup JAGTVEJ 37, 2920 Charl, DK

Tel: +45 39 64 14 54 Fax: +45 39 64 09 54

Email: contact@easymed.dk

National Class Reports 2008



Antigua

The arrival of nine brand new Dragons in late 2007 caused a bit of a stir in the local sailing community. Some 250 people were invited by the Harmony Hall Yacht Club/Antigua Dragon Class Association to the launching party for drinks and a magnificent buffet lunch.

Racing in Nonsuch Bay is predictable; stable winds out of the east with speeds between 8-25 knots; perfect conditions for Dragons. The local rule is above 18 knots, all boats use the jib and no spinnaker allowed. This makes the Dragon very easy to handle even for those "first time" Dragon sailors. Four events were sailed this season in Nonsuch Bay and four out of Falmouth Harbour.

The Nelson Pursuit Race takes place on the 31st December each year; some 200 boats race for line honours. Despite winds up to 35 knots, all Dragons finished within the first fifteen boats; losing out by just one second to first place. By the time Antigua Classic race started in April, two more Dragons joined the fleet. Dragon sailors from Ireland, Germany, Russia, UK, France and Holland came to Antigua for Antigua Classic and Antigua Sailing Week and chartered Dragons.

Chris Dicker (organiser of the 75th Anniversary Race in St. Tropez) is once again in charge of the International Caribbean Dragon Championships, which takes place from the 10-17th January 2010. Chris has negotiated very favourable shipping terms and the Antiguan Government has waived all dock charges. Quite a few sailors, including founder members of the Harmony Hall Yacht Club such as Russell Coutts, have already entered. The race will be run out of Falmouth, due to lack of accommodation in Nonsuch Bay. Details in the website: www.antiguadragons.org

At the time of writing, the Antiguan Dragon Fleet has grown to 12 Dragons. Eight of these are available for charter (winter training or racing). For details, contact the secretary of the Antigua Dragon Class, sophia@hoj-jensen.com

Antigua – a very pleasant place to sail.
Courtesy Antigua Dragon Class.

Australia

Victoria In Victoria, the Melbourne Fleet has enjoyed an excellent season of racing at Royal Brighton YC on Port Phillip. The Victorian Championship was won in great style by Mark Woodland sailing LYLA from Charlie Stanton's AMAZING GRACE helmed by the evergreen Tony Moody and Hugh Howard's Team TARAKONA. LYLA also won the season aggregate. The excitement of the 2011 World Championship in Melbourne is continuing to grow with planning progressing well. We look forward to keeping all competitors fully informed of arrangements to make coming to our beautiful Port Phillip in January 2011 straightforward and cost effective.

New South Wales Highlights of the season in New South Wales include the Allco 2007 Dragon Interport which saw competitors from Hong Kong, Japan, Canada and the RSYS compete. Other highlights include the NSW Titles now in its third year of combining a mini regatta with the one design spring twilight regattas to make a series. Martin Burke's Riga, helmed by Ian McCrossin, regained the NSW Championship after a weeklong battle on Sydney Harbour. Riga finished two points ahead of Richard Franklin's Liquidity after the two raced boat for boat around the course in the eighth and final race, finishing just 15 seconds apart. Former Olympian Carl Ryves placed third overall with Sidewinder.

Western Australia There is always a lot going on in the Dragon class both on and off the water in Western Australia. A year on from hosting the National Championship we experienced a small decline in attendance although we continue to maintain our reputation as the largest one design fleet racing each weekend out of Royal Freshwater Bay YC. The 2008 State Championships attracted 16 competitors over 2 weekends in March. The conditions were light to very light which tested

everyone's mettle and has given WAIDA the opportunity to change the 2009 State Championship schedule to compensate for our notoriously light winds in March. The Championship was won by AUS191 Puff with AUS181 Red Baron second and AUS144 Hotspur third. There is a buzz around the club that has not been seen since the Tony Manford days and with Perth hosting the 2010 Prince Philip Cup followed by Melbourne hosting the World Championship in 2011, there is a real and sustainable interest in the Dragon Class in Western Australia. The 2010 Perth Prince Philip Cup will look to be sailed from 30 Dec 2009 to 7 Jan 2010.

Tasmania The 2008 Tasmanian State Championship series was conducted by the Royal Yacht Club of Tasmania on the beautiful Derwent River over two days in March. The fleet was blessed with settled weather with light to moderate winds for the 5 race championship. After an incredibly close battle victory went to "Kirribilli II" sailed by Andrew Crisp with "Mystere" sailed by Wayne Wagg in second place. The Barry Calvert Match Racing series, held each year in memory of Dragon sailor Barry Calvert, was one by Nick Rogers in his newly launched Ridgeway Dragon "Karabos IX". As a result 'Karabos IX' has also been selected to represent the Royal Yacht Club of Tasmania in Sydney in January 2009 at the national Sayonara Cup match racing event.

The Australian Dragon fleet is already gearing up for the Melbourne Worlds in 2010 and we look forward to welcoming all Dragon sailors to Australia. Find out more about the Melbourne Worlds on page 24. For further information about Dragon sailing in Australia visit www.dragonclass.org.au

STOP PRESS from SYDNEY... As we go to press the 2009 Prince Philip Cup has just finished in Sydney. Last year's winner Gordon Ingate was just beaten into second place by Nick Rogers and his crew from Tasmania winning for the 10th time. Third was Russian Mikheil Muratov. Also taking part was IDA Chairman Rob Campbell sailing Robert Alpe's Toogara who came 8th out of the 24 entries.

Austria

As usual the Austrian Dragon Fleet had five racing events in Austria in 2008. Three regattas were held on Attersee, one on Mattsee and one on Wolfgangsee. As most of the Austrian Dragons have their boats on Attersee, both the Entenpokal and the Austrian Championship – Grade 2 events - had the most competitors.

The first place at the Austrian Championship (33 participants, sponsored by

BMW) was won by the German Team of Vincent Hösch, followed by the Austrian Champion Franz Hitzenberger. In third place was the winner of the Austrian Ranking List Dietmar Gfreiner.

The Austrian Dragon Fleet invites all Dragon sailors to visit the Attersee to take part in the two Grade 2 events (Entenpokal: 25.-26. July and Austrian Championship: 30. July - 2. August 2009 on the Attersee).

More details about the Austrian Dragon fleet and the Union Yacht Attersee can be found at www.dragonclass.at and www.uycas.at



Courtesy Danish Dragon Class.

Denmark

The Danish Dragon fleet had another splendid season. As usual a few crews started early by participating in the early spring regattas in Ski Yachting and Primo Cup, resulting in the rest of the fleet being eager to get the season kick started in Denmark.

The global heating makes it possible to sail locally during winter time, the only difference between Denmark and the South of France is that the temperature is less 10 degrees and the winds are plus 10 knots. It is a hard choice!

If you start calculating the hours spent driving through Europe and add the time that we usually spend waiting for wind, the result may well be that if the aim is to practice sailing, we will be better off sailing at home. But then we would miss all the wining and dining which is an important part of Dragon sailing!

The Danish fleet has shirked a little during 2008, but there were nevertheless 33 entries in the Danish Nationals in Skælskør hosted by Harboe Brewery. The conditions were perfect and Frank Berg proved again to be unbeatable – congratulations to Frank and his big boys Søren and Niels!

The same team won the HHL Grand Prix in Kiel without much resistance from the German fleet. However the Germans got it "Their Way" by winning the Marblehead Trophy from "My Way". Tommy, Max and Vincie

outperformed us all by winning the Marblehead in light conditions. Denmark has now dropped their America's Cup preparations as well as the participation in the Volvo Ocean Race, so that we can focus on next year's Marblehead Trophy in Kiel...

The Gold Cup will be hosted by the Royal Danish Yach Club in Skagen in 2009. At the Marblehead 2008, the Royal Danish proved the determination they have for executing well organised regattas. So the Gold Cup 2009 preparations are in the best hands. The ambitious sailors have a chance to tune up at

the positive side, several boats have changed ownership and we see a growing number of teams consisting of enthusiastic 30+ sailors.

Henna Dahlman sailing FIN-50 Rat Pak with Guy Dannström and Lars Hendriksen ruled the game in the Finnish Nationals. Freddy Markelin finished second and Kenneth Palmgren third with 11 Finnish and 2 Estonian boats.

Three Finnish boats participated in the International regattas this year. Henna Dahlman with FIN-50 Rat Pak was the most active, reaching the second place in the Grand Prix Petite Navire in Dournenez, third place in Marblehead Trophy and 7th place in the European Championship. Christian Borenius keeps his second Dragon FIN-85 Thouban in Cannes and has begun to actively participate in the Mediterranean regattas. His start was promising with victory at the Paques a Cannes in April. The third Finnish boat in the International circuit this year was Mikko Jaatinen's FIN-46 Sirkka, travelling to Oslo for the Europeans. Unfortunately, Sirkka suffered from broken rudder at the very beginning and Mikko had to borrow another boat for the regatta.

At the moment, the Dragons in Finland are stored for the winter. We are eagerly waiting whether the sea will freeze this winter or whether the global warming will let us start the sailing season 2009 already early in the Spring. Jussi Heikkilä. Former Finnish Dragon Fleet Captain. www.finnishdragon.fi

France

The French Dragon Association is happy to say that 2008 was a very good year for Dragon sailing. The weather was not always with us but we have sailed from January to November in good conditions with a very interesting French Championship in Cazaux.

Our country can propose 10 regattas with a fleet between 30 and 80 boats, all year long. It is a chance for the class and a big responsibility for the French yacht clubs in charge of this program. Anyway we will continue in 2009 with the same faith but also in keeping the differences between all these regattas.

The main events next year will be the European Championship in St Tropez in October, the 80th anniversary in Monaco in February and the 10th anniversary of the Grand Prix Petit Navire in Douarnenez (see page 22).

You might be also happy to go, in June, to the French Championship in La Baule, to the rebirth of the Deauville Open and to the very spectacular Open Lancel in Noirmoutier with many classic boats, in August.

As last year, we will try to give you regular news and information through the website, www.afsid.org where you can find all documents to register at any races in France.

We might have some difficulties this year to find partners to organize our races but we will do our best to be able to give to all Dragon sailors the quality of racing they expect.

Greece

The Hellenic Dragon Class Association has been totally affiliated with the Yacht Club of Greece, a Club with a long and great history with the Dragons.

As the Dragon was the boat that gave to Greece its first golden Olympic medal in Rome in 1960, the Class and the YCG decided on an International race to take place in October of 2010 in Athens, at the Olympic premises, celebrating the glorious fifty years in sailing, nominated "The Olympic Legends Cup – Athens 2010".

The Athens Olympic premises will be disposed to the Dragonists for free for the rest of the winter and two further International races will take place at the same area. Several Olympic winners and participants from all countries will be honoured at the said events which will be dedicated to them.

The Yacht Club of Greece, the Hellenic Sailing Federation, Ministries and the Municipality together with several personalities of sailing and a number of sponsors are supporting the real re-establishment of the Dragon Class in Greece.

Even before 2010 the said Athens Olympic Sailing premises will be available to all the foreigners who wish to keep their boats in Greece for the winter time and free of charge for all the facilities, while several sponsors (ferries, hotels etc) have already offered discounts to the Dragonists who will use their services. www.hdca.gr

Hong Kong

The racing year started in September 2008 and will end in May 2009. This means that last year ended in May 2008 with Lowell Chang winning the National Championship for the year. However, the year's ladder was won by one of the faithful of the Class, Simon Chan. The year was enjoyed for the most part with smooth sailing in great, warm sunshine so everyone enjoyed a good year, regardless of the results. However this year has already had some stronger winds than in the previous year, which is far better for the sailors who like that kind of weather.

Although the year started with the same number of boats, the fleet in Hong Kong grew by another Dragon when "Shiva" returned from Australia. Everyone said that it was nice to see a familiar Dragon back again and we hope to see her racing on a regular basis soon.

In February 2009 we have our Nationals for the year. If anyone happens to be in Hong Kong during February and would like to sail, please be sure to contact us. We should almost certainly be able to get you on a boat, whatever position it may be. In fact, we will have the privilege of having our IDA Chairman, Rob Campbell, join us for one of the weekends. It

will be interesting to see how he does in our fleet. We are certainly looking forward to having him here.

Another popular race is the Around the Island race which will take place in November 2009. It is a open to all classes of boats and has around 120 entrants, so whether you like to sail Dragons or other boats, it is a good excuse to come to Hong Kong for a weekend of great sailing. Usually the weather is excellent and the winds are favourable . . . for at least most of the way around the island.

Check out www.rhky.org.hk for specific dates and weather details.

Hungary

As the Europeans in Balatonkenese are getting closer, the popularity of the Dragon in Hungary is growing in the same way. 2008 saw a much larger number of Hungarian boats participating abroad at various locations (Cannes, Lake Garda, Palma, Chiemsee, Starnberg; just to mention a few) and a very fierce competition at home.

Peak of the year was the Hungarian Championship in June, where the venue for the 2010 Europeans, Balatonkenese, made a beautiful debut for the International Dragon scene. The 22 participants enjoyed from 12 to 15 June nice sailing in medium and heavy winds and seven races.

Expectedly, overall champion was Vincie Hoesch with Peter Liebner and Thomas Mayer who managed to win 6 consecutive races, just to view a fierce fight for the 2nd overall place and the title of Hungarian Champion in the last, 7th race. This year the title went to Tamas Kelemen, Noel and Zsombor Nedbal, who won the last race and beat Akos and Csaba Lukats and Márton Beliczay on board of HUN-44 by this one race triumph on the same total points.

Altogether 18 Hungarian and 4 German boats took part which was a record in the history of the Hungarian Championship. The Hungarian Dragon Association found an excellent venue and organizing partner in the Yacht Club Marina-Port in Balatonkenese and in the person of Farkas Litkey, former Hungarian

Olympic participant in the Finn Class and one of the most acknowledged personalities in Hungarian sailing.

The North and North-Easterly breeze held on for the whole race, on Thursday with force 2-4, but on Friday and Sunday in one race each gusting to force 6-7. Vincie won all of the races with excellent sailing but sometimes in very fierce fights against Kelemen, the Lukats brothers, the HUN-53 team with Tallinn Olympic Bronze winner (FD) Szabolcs Detre, Jakob Bergbauer or Vilmos Naray in HUN-42.

Spectators also had a beautiful view over the Hungarian Classic Dragon fleet consisting of 6 boats of which Nemecek (built 1971) proved to be the fastest with Zsolt Tóth at the helm.

After the races participants enjoyed free beer with lots of "pogácsa" (traditional Hungarian snack), a visit to a "csarda" (traditional Hungarian restaurant) and on Saturday night the Dragon Dinner after the prize-giving thanks to the sponsor of the event, the Hungarian sugar company, Magyar Cukor Zrt.

But the season held on until late autumn, and the eager helmsmen fought for the better places on the ranking list as the annual scoring should be add to the results in 2009 to be qualified for the Europeans in 2010. Best helmsmen of the year proved to be Lóránd Gömbös, who – crewed by Zsolt Detre, FD Olympic Bronze medal winner from Tallinn, 1980 – won the 'Erste Private Banking Dragon Fleet Race', the second most important event of the season and has achieved good results at the Championnat Méditerranée in Cannes. The next season will be completely organized in preparation for the 2010 Europeans. The Hungarian Championship will be held at the same venue, Balatonkenese, where the Europeans are held, and the date is June 10-14, 2009. We are looking for nice racing with hopefully a lot of Dragon sailors who would like to have a look at the racing area. Vilmos Naray. Secretary, Hungarian Dragon Association. www.dragonclass.hu

Racing on Lake Balaton, Hungary.



Ireland

After playing host to the Worlds in 2007 the Irish Dragon fleet faced the 2008 season with some trepidation fearing the usual "cooling" of interest following such a major event. These fears proved to be unfounded as some of the best racing ever was enjoyed at the Fleet's major Championships.

For Martin Byrne's Jaguar, IRL201, the season ended with an impressive collection of silverware having secured a 1st or 2nd overall in all the events.

The season kicked off in May at the National YC, Dun Laoghaire for the East Coast Championship. Olaf Sorenson's Christianna, IRL190 emerged as the winner in a very competitive event over five races. Martin Byrne in Jaguar IRL201 had to settle for 2nd after Olaf, with no little help from Stavros, successfully challenged the Race Officers Z flag 20% penalty in the final race. Simon Brien finished 3rd, but only after having to miss the last day after returning to keep the wheels of Northern Ireland's industry turning.

The National Championship was next up in July at the Royal St George YC in Dun Laoghaire. I know some of you who travelled to the Worlds last season won't believe us but we enjoyed four days of fantastic racing weather in winds of between 12 and 20 knots. Johnny Ross-Murphy and Martin Byrne dominated this event winning all 7 races between them. Johnny Ross-Murphy was a late substitute for Don O'Donoghue and he sailed Seabird, IRL204, with Brian Matthews and Mark Pettit. The Championship ended dramatically on the final day. With two races to sail JRM and Seabird had a five point lead over Martin Byrne in Jaguar. Jaguar need to win both races, with Seabird 4th or worse in at least one of these. Jaguar won the first race with Seabird taking 5th, her discard so far. The stage was set for a showdown in the final race. After some dramatic pre-start manoeuvres, Jaguar managed to shake off Seabird to find the perfect start and force her rival into a foul. Jaguar went on to win the race and take the National title by 1 point. Last year's winner, Neil Hegarty's Phantom, IRL176, was a comfortable 3rd overall. The next three boats all tied on points with Simon Brien's Kin, IRL205 4th, Jay Bourke's Northside Dragon, IRL182 5th and Olaf Sorenson's Christianna, IRL190 6th.

The best attended event of the season was the South Coast Championship in Kinsale in September where Martin Byrne's Jaguar continued her winning ways. However going into the last race there were several potential winners including Simon Brien, Olaf Sorenson, Garry Treacy's Dublin Bay, IRL198 and Richard Goodbody's, Diva, IRL171. In a very light air race Martin Byrne and Simon Brien were OCS and Olaf Sorenson sailed his discard with a 9th. Peter O'Reilly in Hi Brasil, IRL197 won his first race of the season in spectacular fashion but good finishes from Richard Goodbody and Garry

Treacy gave them 2nd and 3rd overall respectively.

We concluded our domestic season with the Freshwater Regatta in Lough Derg where small courses, difficult lake breezes and lunch between races back at the club were the order of the day. Peter Bowring in Phantom, IRL176 successfully negotiated the light shifty winds to win the event comfortably from Martin Byrne who tied for 2nd place with Cameron Good's, Tatsu IRL194. Denis Bergin, in the not so aptly named, Sir Osis of the River, IRL161 emerged as the winner of the last race in only his second appearance of the season. He announced that this gives him bragging rights to be declared as the "boat to beat" as we prepare ourselves for the 2009 season!!

As you know we Irish are keen travellers with Mick Cotter, Simon Brien, Olaf Sorenson, Martin Byrne, Don O'Donoghue, Clare Hogan and others all attending at various events in Cannes, Douarnenez, St Tropez, San Remo, Monaco, Cascais, Edinburgh Cup, etc. As usual we invite you to travel to Ireland in 2009 where we have Dragon events in Dun Laoghaire and on the South Coast in Glandore and Kinsale.

Tim Pearson. Irish Dragon Class. www.dublinbaydragons.org

Italy

I have recently received a note entitled "it is not too late" from a new Italian owner of a Dragon. He is surprised by his experience of racing with a Dragon and being a member of the Dragon Class. Surprised because after an entire life of competition with the handicap classes (IMS, ORC, IRC, etc.) he has found an extremely agreeable sphere where friends highly compete but also have wonderful relationships.

This note revealed in my mind the reason of my affection for the Dragon and the Dragon Class, because it was exactly the same impression that I had coming to the Dragons after an entire life dedicated to race in RORC and then IOR, IMS, ORC classes.

It is not only the fact that who crosses first the finish line wins and that the ability of the crew and helmsman really make a difference. This is common with other one-design classes. People make the difference in the Dragon Class. Thank you to all of us.

Garda And Como Lakes: The Wind Stadium The German Dragons know very well Torbole and the high part of the Garda Lake. They cross the Alps many times every year both for racing and training with the regular south wind during the day, or the north wind early in the morning. Of course also the high level of the local cuisine is an important attraction for all of them but the main goal is to sail in the No1 wind stadium, where the spectators follow the races from the road along the shore!

A unique attraction links the Hans-Detmar Wagner Cup in Torbole (grade 2 IDA event) with the Malcesine Dragon's Cup: the possibility to cruise to Malcesine from Torbole

Courtesy Norwegian Dragon Class.

sailing along the most beautiful part of the Garda Lake.

Also the Como Lake enjoys the same north-south direction as Garda Lake, offering the same attractive wind situation. The 2012 Vintage Yachting Games will be organised here, and the local Yacht Clubs are very interested to see the Dragons compete from this year on the blue waters in front of the charming village of Bellagio. Another Wind Stadium opens the doors to the Dragon Class.

Portofino From its first regatta held the 8th of August 1880, with 177 (sic!) participants, the Yacht Club Italiano continues to operate for the development of sailing. I remember very well the winter International races of the YC Italiano in the 1950s in front of Genoa, with the most beautiful yachts of the world. Stars, 5.5m and 6m were there, but for me the most beautiful were the Dragons.

Today, after the Luna Rossa challenge at the America's Cup and the 55th anniversary of the Giraglia race, the president Carlo Croce would like to organise again Dragon races in Portofino. It is time for me to come back to the past as competitor instead of as spectator.

Sanremo In 2009 the International Italian Dragon Cup, organised by the Yacht Club Sanremo, is part of the Hiver des Dragons, the circuit of Cannes Dragon International including Régates Royales and Primo Cup. For this reason the date is anticipated to be 27th-29th March, 2009. This is the season when Sanremo offers the best of its flowers, and the warm climate permits a relaxing visit to the historical centre of the town and its elegant shops.

Antonio Viretti. Italian Dragon Class. www.primaxona.org/dragone_home.htm

Norway

2008 has been an exciting and challenging year for the Norwegian Dragon Association. As the Aberdeen European Championship 2008



was held in Oslo, this large event took most of our attention this year. The Russian sailors in RUS34 with Maxim Logutenko at the helm gave us all a good beating and finished first among the 64 competing boats.

The European Championship was also a great help in promoting the Class in Norway, and has attracted experienced sailors to the Class. Hopefully, the Class will continue to grow in the future.

We award a great thank-you to the IDA for giving us this opportunity, and to our partners Royal Norwegian Yacht Club and Herbern Marina for the cooperation. We also hope that the sailors competing in Oslo had a good time, despite the fact that there were some long hours on the tow line.

The National Championship was also held in Oslo, and Eivind Melleby nailed the victory with an amazingly low 8 points result after 6 races.

Runner up was the experienced Olympic winner Peder Lunde Jr.

There has definitely been a great renewal of the Norwegian Fleet over the last few years. Most of the beautiful classic Dragons have been brought into retirement, while new modern Dragons are taking their place in the regatta field. If this can trigger young sailors to join the class, this will give the Dragon a firm grip on its own future.

The Norwegian Dragon Association will be led into the new season by our new Chairman Nine Paulsen. We're all looking forward to seeing what a feminine touch can offer the Class. Hopefully 2009 will give us many opportunities for great sailing and good competition.

Tore Hovda. Norwegian Dragon Association. www.nordragon.com

Portugal

2008 was a very important year for the Portuguese Dragon Association. Together with the Club Naval de Cascais, we have organized the Gold Cup, which was held in Cascais from 29 of August to 5 of September. With a total of 74 boats competing, representing 16 countries, all the 6 races were sailed under all type of conditions. We feel we can say that this event was a success. The winner was Poul-Richard Hoj-Jensen, followed by Gavia Wilkinson-Cox and IDA President Rob Campbell, all from U.K.

The Gold Cup was preceded by the Desafio Chrysler Trophy, which was attended by 34 boats. All the five races were sailed in magnificent weather conditions. The winner was Lars Hendriksen sailing for Ukraine, followed by Jorgen Schonherr from Denmark, and Henrique Anjos from Portugal.

Besides these two important events, we had in February the already traditional Prince Henry the Navigator Trophy, and the King Juan Carlos Trophy (both part of the Iberian



Championship). The winner of both events was Len Jones from England, and the winner of the Iberian Championship was António Mardel Correia from Portugal. Our National Championship was won by Patrick Monteiro de Barros, with his traditional crew, Pedro Beckert and Paulo Bastos.

I would like to emphasize the Cascais Dragon Winter Series. It is a partnership with the Club Naval de Cascais, with monthly regattas from October to February (from Friday to Sunday), allowing both National and International sailors to enjoy the exquisite Portuguese weather during winter, that allows you to race all the year in perfect conditions. The Club Naval de Cascais has created a very interesting package that allows all sailors to leave their boats in Cascais during the winter with very good conditions (and if you want to send your boat by ferry, they can also pick up your boat at Lisbon or Setubal harbour). Come Join our Winter Series in Cascais!

To conclude, I would like to emphasize the dynamism of the Portuguese Dragon fleet. Our annual calendar has more than 80 races per year, and in 2008 we saw our fleet grow with three more boats, totalling 25 Dragons.

Looking forward to seeing you on the race course in Portugal
Mário Quina. President. www.dragopor.com

Russia

The Russian Dragon fleet has had a very successful year in 2008 and continues to go from strength to strength. The main fleet is based at the Yacht Club Pirogovo on a lake just north of Moscow, with a smaller fleet in St Petersburg. Participation in weekend Regattas continues to grow. Competition is always fierce, even when it's for fun!

The three major regattas held on the lake this year, the Banker's Cup, the Silver Cup and the Russian Championship all attracted up

Racing off Monaco. www.fionabrown.com

to thirty participants. The sailing was extremely competitive in the usual, difficult, shifting wind conditions. The entertainment afterwards, courtesy of the Yacht Club, continued to live up to its usual high standards.

This year the Russian fleet has started to come into its own on the European circuit with up to fifteen Russian boats competing in many of the major Regattas. The European Championship saw two Russian boats, RUS34 and RUS 90 on the podium and six in the top ten. The Dragon Gold Cup, sailed in much heavier conditions saw one boat, RUS77 in the top ten.

The Princess Sofia Trophy saw RUS34 on the podium and five in the first ten and do they 'FEEL GOOD'! The Grand Prix Petit Navire again saw one Russian boat on the podium, RUS 44 and three in the top ten. Regates Royales saw five Russian boats in the top ten with RUS 96, Murka, one of those cats on the podium! The Championnat International de Mediterranee saw RUS31 and RUS27 on the podium and three in the top ten. Not only are the Russians coming, they have arrived! The inaugural Antigua Sailing Week for Dragons was won by another Russian cat, Murka, ANT11 with another Russian boat, ANT2 second. Russia also won the annual Friendship Regatta with the crowd from Burnham-on-Crouch which this year was held at the Pirogovo Yacht Club. A good time was certainly had by all! Maybe some other Dragon fleets would like to join this annual event - competitive but fun!

The RDA elected a new Committee at its AGM - Olga White, President, Georgy Shayduko, Vice President, Moscow and Victor Los, Vice President, St Petersburg. A new website has been launched in both Russian and English and may be visited at www.russiandragon.ru. Your comments, announcements and articles are most welcome. Give us some time and it too will be a winner!
Happy Dragon Sailing! Olga White.
www.russiandragon.ru

Sweden

The main focus of the 2008 season in Sweden was on the West Coast at Marstrand where the combined National and Nordic Championships were held 24 – 26 July, which was also part of the Baltic Challenge Cup series and the annual Marstrand Regatta. Both sailing conditions and pleasant holiday recreation at Marstrand were as usual much appreciated by all participants and accompanying families.

DEN391 African Queen with Jörgen Schönherr at the helm dominated and won all three races. After this came SWE316 IXEL with Peter Kolni from the host club the Royal Gothenburg Yacht Club at the helm. From the East Coast there was hard competition between SWE333 LEA with Gutta Johansson and SWE345 with Jacob Wallenberg, Commodore of the Royal Swedish YC at the helm over the next two positions. In the Championship the well known old wooden Dragon SWE194 Galejan II with Christofer Edström and Johan Palmquist followed at the top of the results list. Next year the Swedish Championship will be sailed on the East Coast on 21 – 23 August at Saltsjöbaden the Stockholm sailing centre of the Royal Swedish YC.

The most important event for which planning is already well under way is the 2010 Dragon Gold Cup at Marstrand which will be hosted by the Royal Gothenburg YC on 4 – 14 August 2010. The Marstrand fjord has been the main venue for international regattas on the Swedish West Coast for at least 100 years and the Dragon Gold Cup was last sailed there in 1991. The Island of Marstrand is an extraordinary recreation place and offers both interesting sailing events and a rich cultural life for many in the Gothenburg Region. The races will take place on open waters on the west side of the island, where wind and sea conditions are quite predictable. In the afternoon, the sea breeze fills in making sailing conditions optimal. Ulf Bjurman. Swedish National Secretary. www.dragon.p.se

Switzerland

Light winds marked the Hanseatic Lloyd Swiss Championship, held at the Arbon YC on Lake Constance. After five successful qualifying races, Odd Lofteröd, his son Niels Lofteröd and Stefan Pulfer won the event. The Norwegian and long-time resident of Zug – where he founded the sportswear company ODLO 20 years ago – has been passionate about Dragons for a long time. He states, "This is a rapidly-growing class of yachts, one of the largest in Switzerland." Impressed by how the races are governed by strict rules, he appreciates that participants have a fair chance at winning. "The side was important on the first day, followed by the start and the speed," he explains, looking back on his superior 12-point lead.

Jürg Wittwer of the Lake Thun YC won silver with his Bavarian crew members Jakob

Bergbauer and Andreas Hollwich. The top Swiss crew comprised of Peter Müller, Urs Blum and Bruno Gamma from the Zug YC, who finished in fourth. Dragon World Champion runner-up, Ulli Libor (two-time Olympic medal winner in FD) sailed his Swiss Dragon to ninth place. Dieter Schmid, President of the Swiss Dragon Association, finished lower than expected in 15th place. Participants included 36 teams, spanning five countries.

On Ascension Day, the Arbon YC had planned to sail two races, coupled by three more the following Friday afternoon. The sixth race was set to begin Saturday afternoon. A dissipating North wind forced the race to stop after the first lap. At this point, Sepp Haag (Lake Chiem) was in the lead, before sail maker Andi Hermann (Überlingen) and Harro Kniffka, President of the Board of Directors for Hanseatic Lloyd AG, the Championship's main sponsor. The yachting company based in Uttwil on Lake Constance places great value not only supporting Dragon sailors, but also in engaging with young people who are less fortunate. In total, 6.500 Swiss Francs were raised in support of the "Chinderhuus" (children's house) in Weinfelden and Thurgau.

From a sports perspective, the championship was deemed as having been difficult. Weak and inconsistent winds demanded strong competencies and a "feel for the elements". The regatta offered spectators exciting "duels" and intelligent tactical manoeuvres. Our compliments to all sailors, as there were no protests raised throughout the entire championship – a sign that Dragon sailors are fair even in the most delicate regatta situations.

Volker Göbner. Translation: Christine Kreis. www.dragon-class.ch



United Kingdom

The British events in 2008 were dominated by the weather. The first was the East Coasts at Lowestoft at the end of May. This only lasted for one day before gales and pouring rain took over. It therefore wasn't a regatta but Len Jones proved very capable in the upwind slogs through breaking



seas followed by spectacular downwind surfing. The South Coasts and Edinburgh Cup were both at Plymouth in July and characterised again by a lot of wind, causing two days to be called off. Rob Campbell won the South Coasts but the Edinburgh Cup was a triumph for the visitors with Don O'Donoghue of Ireland winning from Louis Urvois of France.

Abroad was a different matter. British boats went to regattas as far apart as Italy, Norway, Portugal and Belgium, with France the most favoured country. They were also very successful, particularly if we are allowed to count Poul-Richard Hoj-Jensen, late of Denmark but now an Essex lad, as one of us. He won the Gold Cup in Cascais, amazingly followed home by Gavia Wilkinson-Cox and Rob Campbell. The top three have never before all had GBR sail numbers! In terms of numerical strength the assault on the La Baule Dragon Derby was notable, with 18 British boats attending with Poul-Richard again the winner.

The club racing scene at home has been quieter though both Burnham and Medway continue to provide very strong competition each weekend, so that there is a strong pool of Dragon sailors who can move upwards as they get more experience. Regatta weeks such as Cowes, Medway, Burnham and Aldeburgh also saw highly competitive racing. We also have a new, or possibly revived, fleet at Abersoch. Those with long memories will remember that there was a fleet there in the 1960s and 1970s but which gradually declined over 20 years ago. It is excellent news that they have seen the error of their ways and returned to the class.

Next year the Edinburgh Cup and South-Western Championship are in Falmouth from July 4th. We have sponsorship from our long-

The Baileys racing at Primo Cup. www.fionabrown.com

term friends at Aberdeen Asset Management and are determined to reverse the tendency among our fleet to believe that they can only get the racing and ambiance that they like by going abroad. Falmouth and Cornwall are lovely places, there is variety in the racing areas available and those who came to the Gold Cup in 2004 enjoyed themselves very much. Of course we may be a surprise beneficiary of financial turmoil. It has certainly become relatively cheaper to holiday in Britain over the last few months, both for us and members of the Eurozone. We can promise a great welcome, excellent racing and the roads have got much better (I promise!)

Patrick Gifford. www.britishdragons.org



It's been an interesting year for all of us here in North America, with national elections in both countries and a chaotic economy. On the plus side the gains in the US dollar make European Dragons more affordable; on the minus side anyone with a stock portfolio has less to spend. But if you've got cash it's a great time to buy (and shipping costs should be a bit better).

In addition to some good club racing, we had a number of International racing events in 2008. Most notable was the Pacific Rim Interport, hosted in July by the Royal Vancouver YC, with team racing between teams from Hong Kong and Sydney. The weather gods smiled upon Vancouver and provided sunshine, wind and warm weather.

Fleet numbers remain stable and there has been a relatively active market in buying, selling and restoring Dragons within North America. The Pacific Coast Fleet in Vancouver has been enlarged, while the Toronto and Cleveland fleets on the Great Lakes remain stable. Several classic Dragons have been re-discovered and plans are afoot for restorations. The website (www.usdragons.org) has been extended to support both the American and Canadian Associations and has added a forum and an historical register for both countries. It continues to get hits from all over the World

and has helped to re-connect Dragon sailors around North America and beyond.

Our next challenge is to get more boats and sailors registered and to work on getting more Dragons onto the continent. We had a little excitement early in the year when the British Dragons kindly stuffed used sails into a container with a race car heading for the east coast. After many logistical tangles, the Cleveland Fleet ransomed them for distribution.

The Canadian Association has a new National Secretary, Paul Taylor of the Pacific Coast Fleet in Vancouver, while Mickey Lake remains as National Secretary for the American Association. Thanks to both for their time and enthusiasm for Dragon sailing. And finally, thanks to the BDA for acting as our proxy at the IDA AGM. It's important to make our voice heard at the table.

*What did you say about increased buoyancy?
Photo: Koryolis.*



Guidelines to a Development Strategy for the Dragon Class

Background

Historically the Dragon Class has astutely managed to reconcile the desire of most boat owners to protect the traditional character of the class but also to incorporate modern sailing gear to maintain its appeal to top sailing competitors worldwide.

However, recently several changes introduced in Class Rules have generated heated debate on whether this or that innovation should be allowed or not and sometimes on whether approved changes were mistaken or not.

We all recognize that this type of debate can poison the Class atmosphere. Unfortunately, in a fast-changing technological world, it is likely to continue if we respond to each situation in a reactive manner rather than proactively, within guidelines for a long-term development strategy for the Class. Below, we therefore attempt to define these guidelines.

Reason for the Dragon Class Success

With over 1500 registered Dragons in the world today, and approximately 40-50 new boats built every year, and with a very active club and International racing calendar, the Dragon Class is clearly enjoying remarkable success for a boat launched in 1929. It is also demonstrating a most astonishing resilience. The reasons for this success and resilience must be agreed upon, as obviously every effort should be made to perpetuate them. Amongst the reasons are:

1. General boat qualities.
 - Seaworthiness.
 - Aesthetics.
 - Easily transportable on trailers.
 - Only three crew members required.
 - Relatively low cost.
2. Unique niche positioning.
 - Very appealing boat for successful sailors past their top-shape years.
 - Crew need to be very technically competent but...
 - Top physical fitness not required.
 - Successful crews often mix a mature skipper with younger crew.
3. One Design Class with some tolerance for innovations.
 - More and more restriction on hull shape: Now one design.
 - Constant development in rigging and construction techniques thus enhancing the boat performance and giving it an aura of modernity in spite of its age.
 - Development has been evolutionary not revolutionary thus well-kept 8-10 year-old boats can remain quite

competitive.

- When drastic innovations (for instance from wooden to aluminium masts) were allowed, transition phases were created during which the innovation was penalized in order to maintain an even playing field.

4. Very active club, national and international racing calendar.

- These races when successful mix serious racing with most congenial after regatta social events.

5. The Class has benefited over the years from the involvement and support of boat builders, themselves active and successful sailors in the class.

Proposed set of guidelines for assessing contemplated changes:

In order to perpetuate this rich and successful history it therefore appears that the following guidelines should be adhered to when evaluating proposed Class changes:

1. No change should be allowed which would:
 - Substantially reduce the boats' seaworthiness.
 - Make it less easily transportable.
 - Increase its cost unreasonably.
 Conversely, changes resulting in:
 - Greater seaworthiness,
 - Easier transportation,
 - Lower costs, without compromising quality, would be well received and favourably assessed.
2. One Design Class Character.
 - The hull one design shape is now adequately defined with seven templates and agreed tolerances. No further changes should be considered in the hull shape Class Rules.
 - Changes in rigging and construction techniques are welcome and encouraged provided they:
 - Are evolutionary and not revolutionary.
 - Do not enhance boat performance to the point that existing boats would lose their competitiveness.
 - Confer to the Class an aura of modernity thus enhancing its appeal to younger sailors.
 - Do not result in significant cost increases.
 Conversely construction technique changes resulting in similar boat performance at lower cost without compromising quality should be explored and encouraged.
3. If a substantial change was deemed to be desirable (for instance because of lower costs), yet substantially increased boat performance, a transition phase lasting up to 8-10 years should be orchestrated so as to maintain an even playing field rather than rejecting this 'improvement'.

Cannes Dragon International



**Le nouveau souffle du Dragon
Un programme d'exception pour 2009**

- 23 au 25 Janvier SKI-VOILE INTERNATIONAL
- 5 au 8 Février PRIMO CUP- Trophée Crédit SUISSE
- 26 Février au 1er Mars SEMAINE INTERNATIONALE DE CANNES
- 27 au 29 Mars Int. Italian Championship (Grade II) (SANREMO)
- 11 au 13 Avril REGATES INTLES. DE PRINTEMPS
- 7 Juin Coupe du Capitaine de Flotte
- 5 Juillet Fête du Y.C.CANNES et de CDI
- 12 au 14 Juillet « SUN RACES »
- 15 Août Coupe de l'Amitié « La Lérinade »
- 5 & 6 Septembre Extra-Cup (CANNES)
- 20 au 24 Septembre « Historical Event «
- 31° EDITION DES REGATES ROYALES (CANNES)
- 7 au 11 Octobre Championnat d'Europe (St.TROPEZ)
- 7-8 & 9 Novembre Championnat International de Méditerranée
- 5 & 6 Décembre Coupe d'Hiver

E-mail : gailles@free.fr
Web-site : <http://gailles.free.fr>

**The British Dragon Association,
The Royal Cornwall Yacht Club
& Aberdeen Asset Management**

invite you to Falmouth
from 4th-11th July 2009
for the Edinburgh Cup
& South West Championship

Come and join us!

For further information visit
www.britishdragons.org or e-mail
patrick@gifford97.fsnet.co.uk

Start	End	Regattas	Venue	Country	Contact	RL	F	M
IDA Championships								
1/8/09	7/8/09	Dragon Gold Cup 2009	Skagen	Denmark	www.goldcup.kdy.dk	1.3		2
5/9/09	11/9/09	World Championship 2009	Medemblik	Netherlands	www.dragonworlds2009.com	1.3		2
7/10/09	11/10/09	European Championship 2009	Saint Tropez	France	www.snst.org	1.25		2
Grade 1 Events								
4/4/09	10/4/09	Trofeo SAR Princesa Sofia (Iberian Championship)	Palma de Mallorca	Spain	www.trofeoprincesasofia.org	1.2		2
6/5/09	9/5/09	Grand Prix Petit Navire	Douarnenez	France	www.grandprixpetitnavire.com	1.2		2
12/7/09	18/7/09	Dragon Grand Prix Germany/Int German Championship 2009	Kiel/Strande	Germany	www.hll-dragon.de	1.2		2
Grade 2 Events								
1/1/09	10/1/09	Prince Philip Cup	Sydney	Australia	www.sailing@rsys.com.au	1.25		2
12/3/09	15/3/09	1X King Juan Carlos Trophy (Iberian Championship)	Cascais	Portugal	www.cncascais.com	1		1
26/3/09	29/3/09	Copa del Mediterraneo (Iberian Championship)	Palma de Mallorca	Spain	www.dragonclass.es	1.1		1
27/3/09	29/3/09	International Italian Championship	Sanremo	Italy	www.primazona.org	1.1		1
16/5/09	17/5/09	Tune up SC and Alpencup	Lucerne	Switzerland	www.dragon-class.ch	1		1
21/5/09	24/5/09	International Swiss Championship	Lucerne	Switzerland	www.dragon-class.ch	1.1		1
29/5/09	1/6/09	Irish National Championship	Kinsale	Ireland	www.kyc.ie	1.1		1
30/5/09	1/6/09	Silber-Drachen Cup	Glucksburg	Germany	www.drachenklasse.de	1		1
3/6/09	7/6/09	Open French Championship - Derby Dragon	La Baule	France	www.yclb.net	1.1		1
6/6/09	7/6/09	Grand Prix Enkhuizen	Muiden	Netherlands	www.dragonclass.nl	1		1
10/6/09	14/6/09	Hungarian Dragon Championship	Balatonkenese	Hungary	www.dragonclass.hu	1.1		1
11/6/09	14/6/09	Portuguese National Championship (80th Anniversary)	Cascais	Portugal	www.cncascais.com	1.1		1
12/6/09	14/6/09	Technogym Wellness Cup (Baltic Challenge)	Koge	Denmark	www.wellnesscup.dk	1		1
25/6/09	28/6/09	Open Dutch Championship	Medemblik	Netherlands	www.dragonclass.nl	1.1		1
8/7/09	11/7/09	Edinburgh Cup - UK Championships	Falmouth	UK	www.britishdragons.org	1.1		1
23/7/09	26/7/09	Russian National Championship	St Petersburg	Russia	www.russiangdragon.ru	1.1		2
24/7/09	26/7/09	Open Danish Championship	Grenaa	Denmark	www.dragonclass.dk	1.1		1
24/7/09	26/7/09	UK South Coast Championships	Cowes	UK	www.britishdragons.org	1		1
25/7/09	26/7/09	Entenpokal Dragon	Attersee	Austria	www.sck.at	1		1
30/7/09	2/8/09	International Austrian Championship	Attersee	Austria	www.uycas.at	1.1		1
13/8/09	16/8/09	Belgian Open Championship	Ostend	Belgium	www.beldragon.be	1.1		1
21/8/09	23/8/09	Swedish Open International Championship (Baltic Challenge)	Saltsjöbaden/Stockholm	Sweden	www.segladrake.se	1.1		1
4/9/09	6/9/09	Norwegian Championships	Asker	Norway	www.nordragon.com	1.1		1
11/9/09	13/9/09	Irish East Coast Championship	Dun Laoghaire	Ireland	www.nyc.ie	1		1
11/9/09	13/9/09	Erste Private Banking Dragon Fleet	Balatonkenese	Hungary	www.dragonclass.hu	1		1
Non-Graded Events								
10/1/09	11/1/09	Rockstar International Regatta	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			
23/1/09	25/1/09	Ski-Voile International	Antibes	France	cna.antibes.free.fr/SkiVoile/sv2008index.htm			
5/2/09	8/2/09	Primo Cup		Monaco	www.yacht-club-monaco.mc			
13/2/09	14/2/09	Caribbean Dragon Cup Regatta	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			
26/2/09	1/3/09	Semaine Internationale de Cannes	Cannes	France	www.yachtclubdecannes.com			
26/2/09	1/3/09	XV1 Principe Henrique Trophy (Iberian Championship)	Cascais	Portugal	www.cncascais.com			
7/3/09	8/3/09	2nd Antigua National Dragon Regatta	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			
7/3/09	8/3/09	1st International Yacht Club Dragon Challenge	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			
10/4/09	11/4/09	Easterregatta	Thun	Switzerland	www.dragon-class.ch			
16/4/09	21/4/09	Antigua Classic Regatta	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			
25/4/09	2/5/09	Antigua Sailing Week	Nonsuch Bay	Antigua	www.harmonyhallantigua.com			

Start	End	Regattas	Venue	Country	Contact	RL	F	M
2/5/09	4/5/09	Coupe de Bretagne	Douarnenez	France	www.grandprixpetitnavire.com			
8/5/09	10/5/09	Portofino Rolex Trophy	Portofino	Italy	www.primazona.org/Dragone_home.htm			
9/5/09	10/5/09	Oresund Championship	Hellerup/Copenhagen	Denmark	www.dragonclass.dk			
15/5/09	17/5/09	Silber-Drachen Chiemsee	Chiemsee	Germany	www.drachenklasse.de			
16/5/09	17/5/09	Stader Pokal-Regatta	Bodensee	Germany	www.drachenklasse.de			
22/5/09	24/5/09	Battle of Jutland	Kalovig/Aarhus	Denmark	www.dragonclass.dk			
22/5/09	24/5/09	Wannsee Woche	Wannsee	Germany	www.drachenklasse.de			
23/5/09	25/5/09	East Coast Championships	Burnham-on-Crouch	UK	www.britishdragons.org			
30/5/09	1/6/09	Pfingst Races	Flensburg	Germany	www.drachenklasse.de			
30/5/09	1/6/09	Vasco de Gama	Arachon	France	www.volle-arcachon.org			
30/5/09	31/5/09	Coupe Drakkar	Deauville	France	www.dyc14.com			
30/5/09	31/5/09	Schwerpunkt, LM Sbg	Mattsee	Austria	www.dragonclass.at			
6/6/09	7/6/09	Patrick M de Barros Trophy	Cascais	Portugal	www.cncascais.com/			
6/6/09	7/6/09	Sommerregatta	Steckborn	Switzerland	www.dragon-class.ch			
12/6/09	14/6/09	Bayerischer Lowe 2009	Sta/Possenhofen	Germany	www.drachenklasse.de			
0/6/09	21/6/09	Sp. Litzlurm	Attersee	Austria	www.sck.at			
20/6/09	21/6/09	Tune Up Open Dutch National Championship	Medemblik	Netherlands	www.dragonclass.nl			
20/6/09	21/6/09	Litzlurm	Attersee	Austria	www.dragonclass.at			
24/6/09	27/6/09	Open International de Dragon	Deauville	France	www.dyc14.com			
25/6/09	28/6/09	Kiel Week	Kiel/Strande	Germany	www.drachenklasse.de			
3/7/09	5/7/09	Norddt.Meisterschhaft 2009	Glucksburg	Germany	www.drachenklasse.de			
5/7/09	7/7/09	South West Championships	Falmouth	UK	www.britishdragons.org			
11/7/09	12/7/09	Jungfrautrophy	Thun	Switzerland	www.dragon-class.ch			
13/7/09	19/7/09	Sailing International Week	Cascais	Portugal	www.cncascais.com			
8/8/09	9/8/09	International Dragon Cup	Thun	Switzerland	www.dragon-class.ch			
21/8/09	23/8/09	Irish South Coast Championship	Glandore	Ireland	www.dublinbaydragons.org			
21/8/09	23/8/09	Marblehead Trophy	Kiel/Strande	Germany	www.drachenklasse.de			
22/8/09	23/8/09	Carl Bro Cup	Aabenraa	Denmark	www.dragonclass.dk			
22/8/09	23/8/09	Pataras Trophy (tune-up Chrysler Trophy)	Cascais	Portugal	www.cncascais.com			
22/8/09	23/8/09	Glariseggcup	Steckborn	Switzerland	www.dragon-class.ch			
27/8/09	29/8/09	Chrysler Trophy	Cascais	Portugal	www.cncascais.com			
7/9/09	11/9/09	1st International Dragon Classics	Ascona	Switzerland	www.dragon-class.ch			
12/9/09	13/9/09	Schwerpunkt Drachenkistall	Wolfgangsee	Austria	www.dragonclass.at			
20/9/09	26/9/09	Régates Royales	Cannes	France	www.regatesroyales.com			
26/9/09	27/9/09	Zugersee Meisterschaft	Zug	Switzerland	www.dragon-class.ch			
9/10/09	11/10/09	Jack Craig Memorial Bell	Lough Derg	Ireland	www.dublinbaydragons.org			
10/10/09	11/10/09	Herbstpreis and Team Trophy	Thun	Switzerland	www.dragon-class.ch			
TBA/10/2009	TBA/10/2009	Malcesine Dragon Cup	Malcesine	Italy	www.primazona.org/Dragone_home.htm			
TBA/10/2009	TBA/10/2009	Hans-Detmar Wagner Cup	Torbolo	Italy	www.primazona.org/Dragone_home.htm			
23/10/09	25/10/09	Cascais Winter Series	Cascais	Portugal	www.cncascais.com			
29/10/09	1/11/09	Drag's Cup	Cazaux	France	cv.cazaux.free.fr			
7/11/09	9/11/09	Armistice Cup - Championnat de la Méditerranée	Cannes	France	www.yachtclubdecannes.com			
27/11/09	29/11/09	Cascais Winter Series	Cascais	Portugal	www.cncascais.com			
4/12/09	6/12/09	Cascais Winter Series	Cascais	Portugal	www.cncascais.com			

DRAGON REGATTA SCHEDULE 2010

Start	End	Regattas	Venue	Country	Contact	RL	F	M
4/8/10	14/8/10	Dragon Gold Cup 2010	Marstrand	Sweden	www.gkss.se	1.3		2
5/6/10	11/6/10	European Championship 2010	Balatonkenese	Hungary	www.dragonclass.hu	1.25		2

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

Photo courtesy: Jaques Vapillon.



GENERAL INFORMATION

LICENSED INTERNATIONAL DRAGON BUILDERS

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

Markus Glas GmbH
Seeweg 1-3, Bootswerft, 82343
Possenhofen, Germany
Tel +49 (0)8157 93950,
E-mail: info@bootswerft-glas.de
www.bootswerft-glas.de

Petticrows Ltd
The Quay, Burnham-on-Crouch, Essex,
CM0 8AT, UK
Tel +44 1621 782115,
E-mail: petticrows@petticrows.com
www.petticrows.com

Royal Dragon by Vejle Yacht Service
Knud Højgaard Vej 18,
7100 Vejle, Denmark
Tel +45 7649 7112,
E-mail: schmidt@royal-dragon.dk
www.royal-dragon.dk

West Projects Ltd
Moskovsky Pr 145-45, 196015,
St Petersburg, Russia
E-mail: igor@softfin.ru or
almare45@gmail.com,
Tel +7 812 324 4144,
Mobile +7 921 9386607

For a complete list of licensed builders
please e-mail info@indragon.org

A full list of [IDA Measurers](#), a copy of the
[IDA 2008 AGM Minutes](#) and details of the
[2009 IDA Class Rule changes](#) are available
at www.intdragon.org

INTERNATIONAL DRAGON RULES & PLANS

Available from the IDA - info@intdragon.org

Plans 1-7 + Johan Anker Original Drawings
via e-mail £55
Plan 8 hard copy £130
Plan 8 on disk £300
Prices are approximate and subject
to change

**BUILDING PLAQUES
ISSUED 30/9/2007 - 20/9/2008**

Petticrows	31
Doomernik	4
Markus Glas	2
Total 2008	37
Total 2007	60

IDA NATIONAL CLASS CONTACTS & REGISTERED FLEET NUMBERS

Country	Name	Telephone	Web/E-mail	Registered Boats
Antigua	Poul-Richard Hoj-Jensen	Mobile: + 1 2687822898	Web: www.harmonyhallantigua.com Email: Sophia@hoj-jensen.com	12
Australia	Donald Blanksby	Office: + 61 3 9536 3103 Mobile: + 61 417 377 492	Web: www.dragonclass.org.au/ Email: don@assocmanagement.com.au	45
Austria	Christoph Schindler	Home: + 43 7752 71194 Mobile: + 43 664 2114490	Web: www.dragonclass.at Email: schindler.christoph@aon.at	25
Belgium	Benoit Quatannens	Home: + 32 59 277545 Mobile: + 32 476 472187	Web: www.beldragon.be Email: secretary@beldragon.be	16
Canada	Paul B Taylor	Home + 1 604 879 3326	www.Royalvan.com/sites/dragonfleet E-mail: Dragonman@Shaw.ca	15
Denmark	Lars Broen	Home: + 45 39 64 14 54 Office: +45 39 64 09 54 Mobile: +45 26731454	Web: www.dragonclass.dk Email: contact@easymed.dk	50
Estonia	Margit Hein	Home: +372 6 628358 Office: + 372 6398960 Off Fax: + 372 6398960 Mobile: + 372 56604238	Web: www.puri.ee Email: puri@puri.ee,	5
Finland	Kai Talas	Home: +358 50 5930348	Web: www.finnishdragon.fi Email: kai.talas@gearshiftgroup.com	23
France	Didier Gacoïn	Mobile: + 33 (0)6 12 50 29 26	Web: www.afsid.org Email: didier@afsid.org	102
Germany	Rupert Fischer	Office: + 49 89 546369 21 Off Fax: + 49 89 546369 69 Mobile: + 49 1 72 593 56 33	Web: www.drachenklasse.de Email: info@drachenklasse.de	423
Greece	Antonis Nicolaras	Home: +30 210 4526 894 Home Fax: +30 210 4532 165	Web: www.hdca.gr Email: leonelex@otenet.gr	4
Hong Kong	Phyllis Chang	Home: +852 2813 1877 Office: +852 2533 2718 Off Fax: +852 3150 3718 Mobile: +852 6478 8791	Web: www.rhkyc.org.hk Email: phyllis@greatchina.com.hk	15
Hungary	Naray Vilmos	Office: +36 (1) 225 7836 Off Fax: +36 (1) 225 7848 Mobile: +36 (20) 369 2126	Web: www.dragonclass.hu Email: info@dragonclass.hu	20
Ireland	Tim Pearson	Home: +353 1 283 2423 Office: +353 1 6070221 Off Fax: +353 1 6070226 Mobile: +353 87 2480361	Web: www.dublinbaydragons.org Email: tpearson@firstmedical.ie	42
Italy	Antonio Viretti	Home: +39 010 583557 Off Fax: +39 010 583557 Mobile: +39 335 6121592	Web: www.primazona.org/Dragone_home.htm Email: dragone.ita44@fastwebnet.it	7
Japan	Bocci (Atsushi) Ayoma	Home: +81(0)3-3444-4600 Office: +81 (0)3-5159-8951 Home Fax: +81(0)3-3444-4600 Off Fax: +81 (0)3-5159-8953 Mobile: +81(0)90-6521-3897	Email: Unhex@t3.rim.or.jp	20
Netherlands	Michiel van Dis (acting)		Web: www.dragonclass.nl Email: michiel@vandis.net	93
New Zealand	Jude Hooson	Home: +64 9 302 3035 Mobile: +64 21 662 006	Email: judehooson@mandala.co.nz	12
Norway	Tore Hovda	Mobile: + 47 922 00 610	Web: www.nordragon.com Email: tore@hovda.com	53
Portugal	Mário Quina	Mobile: +351 967814205	Web: www.dragopor.org Email: dragopor@yahoo.com.	23
Puerto Rico	Miguel A Casellas, Jr	Office: +66 787 793 4700 Off Fax: +66 787 781 1912	Email: miguel@casellas.com	3
Russia	Olga White	Mobile Russia: + 7 985 767 0116 Mobile UK: + 44 7712 890 327 Fax Office: +7 495 234 0391	Web: www.russiandragon.ru Email: olgawhite@smartek.ru	64
Spain	German Gil-Mendoza March	Office: + 34 971 716 286 Mobile: + 34 639 385 450/ + 34 687 782 110	Web: www.dragonclass.es Email: dragon.class@telefonica.net	4
Sweden	Ulf Bjurman	Home: +46 8 765 40 75 Mobile: +46 70 680 28 64	Web: www.dragon.p.se/ www.segladrake.se Email: ulf-bjurman@telia.com	51
Switzerland	Lotti Schmid	Home: +41 31 931 61 69 Home Fax: +41 31 931 61 69 Mobile: +41 79 222 72 65	Web: www.dragon-class.ch Email: info@dragon-class.ch	69
Turkey	Ersan Bayraktar	Mobile: +90 532 335 8585	Web: www.turkish-sailing-federation.org.tr Email: ersan.bayraktar@gmail.com	25
UK	Owen Pay	Mobile: +44 7813 963643	Web: www.britishdragons.org Email: admin@britishdragons.org	116
Ukraine	Evgeniy Braslavets	Home: +380562365183 Home Fax: +380562365183 Mobile: +380979632054	Email: ebraslavets@hotmail.com	7
USA	Mickey Lake	Home: +1 251 988 1718 Office: +1 251 443 3418	Web: www.usdragons.org Email: BLake84530@aol.com	23
Total				1367

much more ...



ROYAL DRAGON

ROYAL DRAGON





Results:

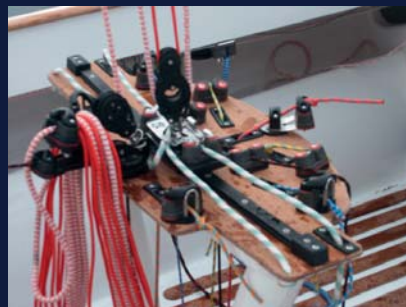
Dutch Open Championships	1st
Régatte Royales	1st
Dragon St. Tropez	1st
Championnat de la Mediterranee	1st
Semaine int. de Cannes	2nd
Hanseatic Lloyd Dragon Grand Prix	2nd



Service at all major regatta's.

Nothing beats quality!

That's why more and more top dragons sailors get the Doomernik message.



- Super stiff hull.
- Slow in leaving the CAD/CAM produced symmetrical mold
- Vacuumed fiberglass deck glued and bolted to hull.
- Most beautiful wooden deck on the market
- Hull stiffening inner section with 2860 ltr. buoyancy.
- Doomernik Trailer Boxes.
- Service to all types of Dragons.

Life is too short to sail slow