

DRAGON

ONE DESIGN RACING

2012
REVIEW
2013
PREVIEW



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www.petticrows.com

Building Winning Dragons from 1988-2013

IDA Chairman's Report

The Dragon class has enjoyed another successful year with no major issues. We had many great events, both national and international, with good to above average attendance and new sailors joining, including many younger faces. Growing enthusiasm for Dragon sailing can be broadly recognised.

However, there are also concerns for the longer-term continuation of this success. The worsening global economic situation - particularly in Europe - has reduced the number of new Dragons built. On the positive side there is a good market for used Dragons, bringing many new sailors to the class.

The IDA firmly believes that the overwhelming majority of Dragon sailors are amateurs who adhere to the Corinthian spirit. Corinthian Trophies are awarded at all major events. It is interesting to recognise that our top Corinthian sailors match and in many cases beat the professional part of the fleet. The good relationship between professionals and Corinthians at our major events is something to be proud of and should also be carefully maintained.

Over time, primarily through evolution in the class and the influx of top quality sailors, higher regatta organisation standards are requested and the IDA is becoming more closely involved in establishing higher level race management for key events including the Worlds, Europeans and Gold Cup. In particular we look for ISAF ranked race officers and jury members with keelboat experience when setting future standards for our major events.

There were two major events in 2012. First the European Championship on Lake Attersee in Austria with 70 boats, and then the Gold Cup in Kinsale Ireland with also close to 70 boats from 15 nations. Both organisations were excellent in regard to race management and on shore entertainment. Markus Wieser won the European Championship on Lake Attersee where Ulli Libor won the Corinthian Trophy. The Gold Cup in Kinsale was won by Tommy Müller in very close competition with Lawrie Smith. The Corinthian Trophy was won by Cameron Good. The Borge Borresen Trophy, for the winner of the first race of the Gold Cup, was won by Lawrie Smith.

Our grade 1 events have been held with good entries in Cascais, Cannes and Douarnenez. Also the Philip Cup in Australia was held as a grade 1 event for the first time. This year's winner of the International Ranking List was José Matoso, POR 55.

We were approached by a group of Danish Dragon sailors in August who have expressed measurement concerns about 2012 built Petticrows Dragons. Dr. Philip Dohse, our Technical Chairman, has taken immediate action to investigate and his conclusions can be found on page 16.

As mentioned in last year's report, since 1929 our class has held a strict policy of maintaining the one design rules and at the same time allowing new developments in a regulated way, in which the IDA over 50 years has played a vital part.

Boat builders, sail makers and regatta organisers have the



obligation to strictly adhere to the ISAF and Class Rules meaning that on the water the races can be played out on a truly level playing field.

The class promotion efforts, especially on the website and other linked social media, are growing significantly, thanks to the major efforts of many contributors. I would like to thank in particular Fiona Brown and Martin Payne for their continued contribution at all major events and invite everyone to enjoy the reporting of events and other class issues.

The Dragon class is still growing on a global basis and we are delighted to welcome Sri Lanka as a National Association.

On the 2013 calendar we have three major international events scheduled, the Europeans in Cascais, Portugal, the Dragon Gold Cup in Douarnenez, France and the Worlds in Weymouth, UK. The eligibility rules for the Worlds and Europeans have changed to allow multinational crews and details can be found on www.intdragon.net. The national calendars have been decided with plenty of choice to please everyone.

After serving two terms of two years Phyllis Chang has retired as IDA Vice Chairman and we thank her for her many contributions. Not only has Phyllis contributed to decisions on all issues, but she also maintained a close relationship with the Hong Kong Dragon fleet and other fleets in Australia and Canada. Reemt Reemtsma will serve for a second term of two years as Vice Chairman. José Matoso has been elected as Vice Chairman for a period of two years. Based in Cascais, Portugal, José is a keen Dragon sailor for many years and you can find out more about him on page 11.

We are pleased to announce the nomination of Crown Prince Frederik of Denmark as Vice President. The IDA President King Constantine and Vice Presidents Prince Henrik and Chris Dicker have supported the nomination of Crown Prince Frederik of Denmark to Vice President and we are very pleased that he has accepted.

Overall 2012 has been a great year and I am looking forward to an equally exciting 2013.

I wish all Dragon sailors around the world a wonderful sailing season.

Richard Blickman

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Current Champions



**Note: NEW IDA
website address
intdragon.net**

World Championship (Melbourne, Australia, Jan 2011)	Alfie	Lawrie Smith Tim Tavinor Ossie Stewart
Gold Cup (Kinsale, Ireland)	Sinewave	Thomas Müller Vincent Hoesch Michael Lipp
European Championship (Attersee, Austria)	Bunker Queen	Markus Wieser Sergey Pugachev Matti Paschen
Borge Borresen Memorial Trophy (Kinsale, Ireland - Winner of first race Gold Cup)	Clairvoyant	Lawrie Smith Tim Tavinor Joost Houweling
Nations Cup (Team Race within Gold Cup)	British Team	Danish Blue Alfie Dark & Stormy
Prince Philip Cup (Hobart, Australia, Jan 2012)	Karabos IX	Nick Rogers Leigh Behrens Simon Burrows
Allianz Dragon Grand Prix (Cannes, France)	Bunker Boys	Lars Hendriksen Igor Sidorov Geoge Leonchuk
King Juan Carlos Trophy (Cascais, Portugal)	Extreme	Thomas Müller Vincent Hoesch Michael Lipp
Grand Prix Guyader (Douarnenez, France)	Out of Bounce	Jens Christensen Kim Andersen Anders Bagger
Dragon Grand Prix (Germany)	Bunker Prince	Evgen Braslavetz Sergey Timokhov Aleksander Mirchukr
The Müller Trophy (Top placed sailor on the IRL)	Drago	José Matoso Gustavo Lima Stephen Hellriegel Gwen Chapalain Pedro Andrade

Corinthian Trophies.

Corinthian Trophies are awarded to a 1st placed, all amateur Dragon crew in the event. Event Registration will require interested crews to prove their collective Corinthian Status by the provision of an ISAF Classification 1 status. Refer ISAF.org.

World Championship (Melbourne, Australia, Jan 2011)	My-Way	Frank Berg Søren Holm Saren Kastel
Gold Cup (Kinsale, Ireland)	Little Fella	Cameron Good Simon Furney Henry Kingston
European Championship (Attersee, Austria)	Sui Generis	Ulli Libor Janos Libor JMichael Handrik

Audi Dragon Cup



The Swedish Dragon Association welcomes you to the 2013 Audi Dragon Cup!

For the fourth consecutive year, the Swedish Dragon Association, in cooperation with Whyshore Yachting & Marketing, has the great privilege to present an Audi Dragon Cup series of regattas, now for 2013.

Also in 2012, a total of about 50 Dragons from four countries competed in the five Grand Prix races. Well over 30 Dragons participated in each of the two Championships – the Swedish Championship, which was part of the Olympic Centenary Jubilee Regatta, and the Nordic Dragon Championship.

In 2013 the Audi Dragon Cup will include the Swedish Championship which will be held in the traditional summer vacation town Båstad, a venue which has proved to be very appreciated not in the least by participants from neighbouring countries.

The 2013 ADC regatta timetable has been tailored to complement and avoid collisions with International and neighbouring countries' championships. The two final regattas will be in the center of Stockholm, next to the famous Town Hall, and in Sopot, Poland. Regattas held at both these venues in 2012 were very much appreciated by the participants.

**Welcome to some superb Dragon racing!
Great prizes, large fleets, and a great social agenda!**

2013

Grand Prix Agenda

**Grand Prix 1, 8-9 June
Saltsjöbaden, Stockholm**

**Grand Prix 2, 15-16 June
Marstrand**

**Grand Prix 3, 9-11 August
Swedish Championship
Båstad**

**Grand Prix 4, 20-22 September
Stockholm Sailing Grand Prix
Stockholm**

**Grand Prix 5, 5-6 October
Sopot, Poland**



Read more on:

**www.audidragoncup.se
www.segladrake.se**



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2012 Brewin Dolphin Dragon **Gold Cup**



The 2012 Brewin Dolphin Dragon Gold Cup, hosted by Kinsale Yacht Club, Ireland, from 8-14 September 2012, was a fantastic event and a true credit to the club and its many helpers and volunteers who offered the very best to the 60 lucky Dragon crews from 13 countries competing, both on and off the water.

Under the expert guidance of PRO Alan Crosbie, who himself won the Irish Dragon National Championship in 1992, it was a "full-on" event sailed in predominately strong winds and big seas. During the six racing days the crews fought hard to overcome both the testing sailings conditions and the extremely high quality fleet boasting many National, World and Olympic Champions.

Kinsale is a beautiful County Cork fishing village and is famous for its battle in 1601 where the English defeated an Irish/Spanish force, then in 1677 Charles Fort was built to guard the harbour against the French and Spanish. When the boats gathered on the race area each day the scenery of the Old Head Golf Course and fantastic panoramic views could be witnessed by all as the long 2.3 mile courses were expertly set giving the ultimate challenge to these hardened and enthusiastic sailors. Some days the 20+ knots of wind also bought in huge rolling waves, which would test the fleet in their seamanship, whilst giving downwind thrills and excitement to the brave.

After five incredible races won by four different boats, the championship was still wide open and the final race was to be as dramatic as any Shakespearean play. Going in Lawrie Smith led on 31 points, Dmitry Samokhin was second on 43 points and Tommy Müller, lay third on 51. With no discard Smith's lead was far from unassailable and Samokhin clearly had him in his sights. Müller knew that realistically his chances of victory were slim as not only would he have to sail his socks off, but the other two boats would both need bad races if he was to overtake them.

The tension as the fleet headed to the course was palpable. Off the line Müller opted for the committee boat end while Smith and Samokhin were virtually match racing in the centre of the line. Samokhin and Smith then engaged in a dogfight of epic proportions trading places constantly. Whilst tremendously exciting to watch, their antics cost them overall places and they spent most of the race well down in the 20s and 30s. Müller meanwhile sailed his own race to lead at the first mark from where he took control and stretched out his lead.

Müller had done all he could and the ball was now in Smith and Samokhin's court. To win the regatta Smith needed to get up to twentieth place and Samokhin to twelfth. Locked in a battle

to the death both boats initially appeared to have discounted Müller and made little headway up through the fleet. At the final leeward mark Smokhin was twenty-seventh and Smith twenty-ninth. For Samokin the game was up, but Smith could still claim the championship if he could only make up nine places on the last beat.

Smith's final beat was epic, gaining places on every tack, and as Müller crossed the line to win the race he glanced back and clearly felt that Smith had done enough to take the championship. However, the race was far from over and although Smith showed blistering pace and outstanding tactics, ultimately he just ran out of runway and finished in twenty-second place, two short of his goal, giving Müller the Brewin Dolphin Dragon Gold Cup 2012 by a single point. Smith took second and Samokhin just managed to hang onto third.

At the prize giving an emotional Tommy Muller paid tribute to his crew, the "Bavarian Dream Team" of Vincent Hoesch (who now has an incredible 7 Gold Cup wins) and Michael Lipp, and to his family for their wonderful support. He also paid tribute to his competitors for the fantastic competition, to the club for an outstanding event, and to the sponsors, led by title sponsor Brewin

Results - Gold Cup

1. GER1123 - Sinewave – 52 pts
Tommy Müller
Vincent Hoesch
Michael Lipp
2. GBR763 – Alfie – 53 pts
Lawrie Smith
Tim Tavinor
Joost Houweling
3. RUS76 – Strange Little Girl – 62pts
Dmitry Samokhin
Andrey Kirilyuk
Aleksey Bushuev
4. POR55 – Drago – 64 pts
Jose Matoso
Gustavo Lima
Stephen Hellriegel
5. GBR758 – Fever – 72 pts
Klaus Diederichs
Andy Beadsworth
Jamie Lea

Corinthian Winner

1. IRL211 – Little Fella
Cameron Good
Simon Furney
Henry Kingston

Nations Cup

GBR – Alfie, Danish Blue
Dark & Stormy

Borge Borreson Memorial Trophy

GBR763 – Alfie
Lawrie Smith
Tim Tavinor
Joost Houweling

Full results at www.intdragon.net

Photographer
David Branigan - www.oceansport.ie

Dolphin, one of the UK's largest independent private client investment managers, for their generous support.

In the Corinthian all-amateur division first prize went to Kinsale Yacht Club Commodore Cameron Good, Remy Arnaud came second and Graham Bailey was third. The Nations Cup, for the top performing three-boat national team went to Britain, represented by Poul Richard Hoj-Jensen, Lawrie Smith and Chris Hunt.

Dmitry Samokhin ... Russia's Rising Star



The Russian Dragon Fleet has truly come of age in recent years with strong club racing at home, excellent performances by Russian sailors on the international circuit and confirmation that the 2016 European Championship will take place in St Petersburg. Dmitry Samokhin, of RUS76 Strange Little Girl, is one of the rising stars of the Russian fleet, finishing second in the 2012 International Ranking List and being elected President of the Russian Dragon Association. Eager to know more we talked to Dmitry about his life, his love of the Dragon and his hopes for the Russian Dragon Association.

I was born in St.Petersburg in 1976 - in those days it was called Leningrad - but my childhood was spent in the very small town of Severodvinsk in the north of Russia, on the shores of the White Sea. The town was (and still is) a place where all Russian submarines were built, so I am not sure if I should talk about it too much, maybe it's still a top-secret thing! But one thing I could say is that the first ship I set my foot on was actually a submarine (a very old diesel fuelled one).

I am married and in October 2012 we gave birth to Artem, our son. So now my dear beloved wife Snezhana and I have a lot of discussions about which sports Artem should take up when he grows up - guess who is supporting sailing?

For the last ten years I have worked within Gazprom Media – a big holding company which owns assets in various areas of the media business: TV channels, radio stations, advertising sales, movie theatres and so on. My position for a few years was as CEO of NTV Plus – a satellite television company, which has been a provider of premium content in the areas of movies and sports for many years. We were the first company in Russia to broadcast commercially in HD and also 3D. We first introduced the Dolby 5.1 sound standard in Russia, as well as many other things that we saw as useful and interesting for our clients. And of course sports broadcasting has always been a core part of our business. We have the best team of sports journalists in Russia as well as the largest number of broadcast events in all areas of sport.

I have now assumed the position of Head of the Board of Directors of NTV-Plus and I am also on the boards of a number of other Gazprom Media companies. That is more of a strategic post than operational and luckily for me it leaves enough time for my family and for sailing.

My very first time in a sailing boat was on the lake near my grandparents summerhouse with my older cousin. I guess I was 5 or 7 then. It was a boat used mostly for fishing and also crossing the lake from the village to the forest to do some mushroom and berry picking. You rowed most of the time, but if the wind was right you could set a very small mast and sail a bit downwind.

One day, one of my best friends, Igor Goikhberg (of RUS 98), took me by the sleeve and just dragged me into a Dragon. He had already been sailing Dragons for a year or more by that time. I tried it and I immediately realised that it was just the boat I wanted to sail: beautiful, competitive, great international events, fantastic people in the fleet, reasonable expenses compared to bigger boats, what else do you need?

In my opinion the common denominator between sailing and business is that you don't act in an ideal world with set or predictable conditions. The fact that you are "the best" and that you are making "right decisions" doesn't mean you will succeed. There are many competitors around, the judges are there with their views and opinions, the sea and the wind are completely out of your control, so in the end you are just doing your best in the circumstances. You need luck and will as well as pure skills.

The Dragon has an image of being for older sailors, but just the other day Vincent Hoesch was telling me (over a glass of some very nice Portuguese red wine) how he has been sailing Dragons since he was 18 years old. I think that at different times the Dragon has appealed to sailors of many ages. For example in the Olympic years of the Dragon the trend was for relatively young sailors. It is just that when you start sailing the Dragon you can't give it up and even if you go away for a period because of work or family, when you have

more time as you become a bit older you simply come back.

Many young sailors come in to the class because the older sailors want to distribute the physical effort between the team members. And of course completely new teams and sailors just like myself are coming into the Dragon because, apart from all the other advantages of the class, it gives even an inexperienced sailor an opportunity to compete, because it is possible to achieve a certain balance in the crew by having some experienced sailors in the team.

The Dragon really shows you how powerful the human mind can be. It is mostly about the tactics in the end and that is great. You see how different people think differently, you see which decisions they make on the water and how it affects the race. Sometimes it looks like a good thriller or detective story. You have no idea how it will all end and in fact it is even better than a detective story, because there you can almost always be certain that the murderer is the butler!

In our crew Andrey Kirilyuk is the brain of the team. He is a brilliant tactician and I guess everybody who sees him on the racecourse would agree to that. He has the strongest sport background. He has sailed professionally in many classes of yachts, but the main success he achieved while sailing the Tornado. And of course he achieved great results sailing the Dragon with Anatoly Loginov in the last few years. For Andrey it doesn't matter if it is an Olympics or a weekend regatta – he always gives his all to the race.

Alexey Bushuev is the backbone of the team. He previously sailed Stars as well as bigger boats professionally. In a Dragon he is doing an exceptionally great job with the spinnaker and genoa. And he is always ready to comfort the team with a good joke to raise team spirits. He is also the biggest man in the Dragon fleet which gives us a lot of free PR amongst the fleet I guess, plus he has no problems in getting drinks from the bar during happy hour no matter how big the crowd is.

As to myself, the guys just needed an additional 60 kg on board to fill in the weight limit. . . Most of the time I am trying not to stand in the way too much and steer the boat at my best, so I won't be ruining anything for all of us.

But on a serious note the Dragon is of course that type of boat where "passengers" are not allowed if you want to win anything. I know that some owners of bigger boats are unhappy at times that in reality they are just financing the team and after that the professional guys do all the rest. In the Dragon all of the team members have to make as few mistakes as possible.

People ask me what advice I can give to new Dragon sailors, but we have so many good sailors in the fleet that it would be totally inappropriate for me to give any advice to new teams. The only thing I might suggest is: take it easy and relax. Seriously, don't spoil it for yourselves by thinking too much about the results.

For the future we want to continue making our team stronger, more effective and more united in all our efforts. Of course we want to make some reasonable progress, but in the end it is not about the places we take, but about the joy of the process and about the friends we make in the Dragon fleet.



I can assure you that if we will see stronger competition in the year 2013 and as a result end up being 10th or 20th in the IDA ranking we will be as happy as now (Oh God, my nose is growing, why?!)

But seriously, my personal aim for the next few years as Russian Dragon Association President will be holding the Russian Nationals in 2013 on as high a level as possible, thus creating a strong background for the 2016 Europeans, which will be held in St.Petersburg. We will be really happy if everybody will join us there of course. And even before 2016 we invite all Dragon sailors to take part in the Russian Dragon Open – It's the perfect opportunity to not only get some great sailing but also to see beautiful St. Petersburg.

I believe that the Dragon has the potential for growth in Russia, and we in the Russian Dragon Association are going to do our best to make that happen. So please join us at our Facebook page <http://www.facebook.com/RussianDragon> or check our web site www.russiandragon.ru

European Championship 2012



Markus Wieser

Sergey Pugachev

Matti Paschen

The Union Yacht Club of Attersee and the Austrian Dragon Association made a most impressive job of organising the 2012 Dragon European Championship. Everything from the warmth of the welcome and the efficiency of the registration and launching to the quality of the race management and social events was absolutely tiptop. Sadly the one thing the organisers could not control was the weather, which decided to be as capricious as possible with extremely light winds resulting in racing being possible on only three of the five scheduled days. Fortunately PRO Gert Schmidleitner, who also officiated at the 2010 Dragon Europeans on Lake Balaton, held his nerve to ensure that the sailors were ultimately able to enjoy five challenging races.

The opening day set the tone with an initial airless two-hour delay before a light westerly came up. Attempts to start racing were made but the wind didn't hold and the race committee was forced to abandon at the leeward mark, much to the distress of Dietmar Gfreiner who was leading at the time.

Day two saw another initial postponement but a welcome northerly wind of up to 10 knots came in around noon and the fleet headed for the race area, starting race one safely at the second attempt. Markus Wieser, Werner Fritz and Dietmar Gfreiner came out first. During the course of the race Markus Wieser consolidated his leading position to win the race.

On day three the race committee was able to give the first warning signal punctually at 10:30 hrs for the first of two races. The wind was averaging about 8 knots with highs of 12 knots more likely to be found on the right, and lows of 3 knots more likely on the left. Consequently the majority of the fleet crammed themselves into the right hand corner making it very tricky for everyone. Martin Palsson won both races. Markus Wieser was overcautious at the start of race two and exonerated himself without even being over the starting line and as a result finished 10th.

Day four was another windless affair and with a serious chance that the championship may not have sufficient races to be valid the race committee rescheduled racing for the final day to start at 06.00 in the hope of finding an early morning breeze.

When the teams came to their boats early on the final morning conditions were glassy and the AP was once again hoisted. After a tense wait the weather gods finally delivered just enough wind to allow races four and five to be completed. Markus Wieser, crewed by Sergey Pugachev and Matti Paschen, gave proof of his reputation as a world-class sailor by winning both convincingly to claim the 2012 Dragon European Championship. The battle for second place was extremely tight with Marcus Brennecke ultimately beating Victor Fogelson on countback. Winner of the Corinthian Trophy, for all amateur crews, was Ulli Libor who also finished in fourth place overall, just one point behind Fogelson.

Results - Europeans

1. UKR7 – Bunker Queen – 13 pts
Markus Wieser
Sergey Pugachev
Matti Paschen
2. GER1080 – 44 pts
Marcus Brennecke
Vincent Hoesch
Michael Lipp
3. RUS35 - Sunflower – 44 pts
Victor Fogelson
Oleg Khoperskiy
Vicheslav Kaptyukhim
4. SUI307 – Sui Generis – 45 pts
Ulli Libor
Janos Libor
Michael Handrik
5. RUS31 - Integrity – 46 points.
Mikhail Senatorov,
Maksim Semerkhanov
Alexander Yanin

Corinthian Winner

SUI307 – Sui Generis
Ulli Libor
Janos Libor
Michael Handrik



Introducing IDA Vice Chairman José Matoso



I felt very honored and privileged to be offered some space in the IDA magazine to introduce myself to the members of the Dragon Class as a new IDA Vice Chairman for 2013 – 2014.

I am Portuguese, born in 1953 and married with three sons. I have sailed most of my life from the age of 7, first in my father's yacht, then in Snipes and finally actively racing in Finns and ORC yachts till my late 20's.

Then came a period primarily dedicated to building a family and working internationally in finance and private equity while still managing to do some racing and family cruising in a 47ft sailing yacht.

I started sailing Dragons sporadically in 1994 having bought my first Dragon when the class was relaunched in Portugal. Work made me stop for a few years and I restarted actively Dragon racing and competing on the international circuit in 2008. I am now sailing in my third "Drago", a 2010 Petticrows POR 55, and happy for having been able to make some (hard to come by!) progress in racing every year.

I have been having an excellent time racing Dragons internationally, but also cherish having met and enjoyed the pleasant company and excellent sailing advice of so many Dragon sailors, several of which I now consider good friends.

So, when our Chairman Richard Blickman asked me to serve as an officer in the Dragon Class I agreed, albeit after some persuasion on his part as I presently already serve as the President of the Clube Naval de Cascais in Portugal since 2008.

I believe that volunteering to serve in a committee of a club or a class is an opportunity to reciprocate the privilege of being part of such groups and enjoying the company of their members by contributing to the development of those associations.

Several issues seem to me important for the continued successful growth of the Dragon class and need to be managed by the IDA, among which the promotion of the Dragon in the face of the competition of other classes, the maintenance of strict one-design rules while allowing for developments to be introduced in the boats, rigs and sails, reconciling the increasing number of Dragon events or balancing the interests and contributions to the class of Corinthian and non-Corinthian Dragon sailors to assure their continued motivation and participation in Dragon events.

My experience with the yacht club may be useful to the IDA, namely in issues of organisation, harmonisation or scheduling of the major regattas of the class. But I am available and eager to contribute in any affairs that our Chairman and the Committee may consider useful for the management and development of our wonderful class or for its great sailor members.

I am grateful for this opportunity to introduce myself to the members of the Dragon class and particularly those that I did not have yet the chance to meet personally on the international circuit but look forward to do so soon and remain at the disposal of all Dragon sailors for any issue you may deem useful.

José Sotto Mayor Matoso

Stavros & friends on Strategy

General Strategy & Tactics - by Martin "Stavros" Payne and friends

Since the introduction of windward and leeward courses, Dragon racing has become the ultimate test for all sailors from Olympians, to seasoned offshore veterans and dinghy champions alike.

Long gone are the races where the leaders "win by a country mile" or they "did an horizon job". Shorter windward leeward courses eliminate the "luck" as the shifts do not separate boats by huge distances. Indeed the pointless reaches (which allowed virtually no place changes, just separated leading boats) like the old Olympic courses, are now history as we concentrate every second on tactics, boat trim, crew work, manoeuvres and above all the continuity that can only come from hours of practice with the same crew. There are no respites; the racing is "full on" and extremely exciting.

Here are a few tips that I have put together, with the help of some of the world's best sailors, to help you "up your game" and perhaps give you a better insight to the level of thinking, planning, a positive attitude and winning experience of some excellent tacticians.

Pre-Start & Starting

It's important to get out early so that you sail the first beat, note compass bearings, feel different wave patterns, set up the mast and

sails, etc. The mast needs to be as straight as possible (looking from windward up the mainsail luff groove), using the least amount of rig tension. Everyday is a new day and the mast needs to be checked on each windward tack prior to the start.

Tim Tavinor says "When Sailing with Lawrie [Smith] he gives the impression that he is laid back and casual, but nothing could be further from the truth. Lawrie is very careful with his pre-race preparation of equipment and also wants to be one of the first boats to the race area to acclimatise and get a feel for the conditions of the day."

Getting out early also allows you to take regular wind direction readings that can easily be noted and recorded. This helps to build up a picture of what the wind is doing. If it's coming from the land, is it oscillating? With regular phases? Is the wind moving to the right or left? Does it match with the forecast? What clouds or visible weather fronts can we see that may influence the first beat?

Then a simple head to wind test at the centre of the line can show the bias and if the windward marks are exactly up wind or offset. It is important to also get a transit (from both end's of the line if possible), so that you know exactly where the line is. Line sags in bigger fleets give a boat with an exact "transit" a clear advantage and allow for a clear air start at maximum speed (whilst other boats say "they must be over" or "look at that idiot"), then back in the bar, looking at the results, they realise they were actually ok! They used a "Transit"..... Judging the exact line is a great skill.

Tim adds "Starting with Lawrie is also different to many sailors I



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aka Martin Payne, I offer International Dragon Consultancy, Coaching and Tactical expertise.

I also have four Dragons available for charter – 'El Gringo', 2000, 'Hombre', 2008, 'Finito', 2008 and 'Bear', 2011. During the winter they're based in Cascais, Portugal and we can deliver them anywhere in Europe in the summer.

Contact **Martin Payne** on paynesailing@aol.com or +44 7788 587017

...also get in touch with Pedro

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

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





Tim Tavinor & Lawrie Smith

have sailed with. He very rarely opts to go for the perfect start at the pin end or the committee boat, but is very comfortable in being close to what we have worked out to be the correct end of the line. Then we have the options to work the course side we have identified as favoured”.

First Beat

Considerations by Graham Bailey. “The first beat is a blank sheet of paper. Nobody knows what will happen but we can have a good guess. The shorter the leg, the more reason to keep the power of the right. Longer beats are likely to go through more than one phase so you can afford to explore both sides with a good chance of your phase arriving before the lay line. In other words both sides of the course open up with longer beats.”

With some of the shorter first legs that we often see these days when two, three or even four races are squeezed into a day, the start and getting that first shift to give you a jump on the fleet is so important. Graham goes on to say “unless you are certain about what is going to happen, the most overlooked factor is this: when you tack a Dragon you lose distance against a boat that has not tacked. So if in doubt, don’t tack. Those boats that tack away then tack back are potentially crossable and once you cross them you are in command”.

Theis Palm prefers to start in the middle of the line when the wind is oscillating. Theis

adds “We set up the compass [TackTick] with the first mark bearing given by the committee boat, in 14 kts of wind (for example) I set the tacking angle to 76 degrees and then use the lower set of numbers on the compass to give us the closest course to the mark”.

By starting conservatively in the middle it usually allows you more freedom so that you can get into phase immediately with the shifts. You are not having to wait for that “big” header in order to leave one side of the course or the other, so the middle means you can tack as soon as you have a clear lane. Meanwhile other boats maybe pinned on starboard and simply cannot tack onto the favourable shift. Also if it becomes apparent that one side of the course is “paying” big time, you still have half the fleet behind you!

Downwind Leg

If you are doing well it is best to simply “bear-a-way” set. Even if the wind is favourable on the other gybe, it does not pay to sail back under the dog-leg in the no wind zone. Making sure you have the “reciprocal” compass course (to the upwind leg) try to sail as low as the conditions will allow. If it’s light then you have to keep pressure in the kite, so a higher course is required. Getting the crew forward and heeling the boat to windward, all help to maintain speed and limit the helm’s movement on the tiller. We know the rudder can be a brake at times, so small tiller movements are all that are required. Theis Palm adds “When you know the helmsman has a good feeling downwind it’s so important for the trimmer to communicate with the helm calling for more or less pressure. As soon as the pressure is in the kite the helm can steer down 4 or 5 degrees, also if there is no pressure the helm needs to know he has to come up to keep the boat moving”.

Theis continues “In very shifty winds, I set the Windex up with a 30 degree angle between the small legs, this can be used as a reference point in so using the arrow to judge when to gybe or not”. Making sure one of the crew is looking behind all the time for clear air, more pressure, other boats, etc, is so important. Also seeing which gate mark is favoured can save so much time on the roundings.

Final Beat

So much can happen on the final beat as inevitably the leaders consolidate their positions by covering their nearest rivals. This always means the fleet bunches together as the finish line beckons. One of the world’s best sailors and certainly the most successful Dragon helm of all time, Poul-Richard Hoj-Jensen, told me “When I’m on the



Theis Palm, Poul Richard Hoj-Jensen & Andrew Norden



Will Heritage Dylan Potter, Julia Bailey & Graham Bailey

last downwind, I start to think how to play the final upwind to the finish. If I am leading then I chose an open cover so that I can stay ahead. If I am in the middle of the fleet, I will try to get as much free wind and sail as fast as I can, without too many tacks during the first half. After that I concentrate on not being pushed to the right so that I have a long starboard tack to the finish. What happens many times is boats come in from port and tack in front of you, but you cannot tack away and are sitting there like a “dead duck” and can easily lose five places! Sail free and always have the option that you can tack, that is what you need to think about.”

I must admit I have lost out close to the finish by getting myself too far right on a few occasions. Pity I did not ask Poul-Richard’s advice sooner... :-)

Mind you the majority of shorter races finish on downwind legs, so where you position the boat is the key to success. Especially when there is a dreadful “hooked dog-leg” finish to the right or left. Trying to stay inside boat and maintain an overlap can gain several places in marginal finishes.

In closing I would like to thank Tim Tavinor, Graham Bailey, Theis Palm and the “Man” Poul-Richard Hoj-Jensen for their input in helping me write this article and I hope you will find some of these worthwhile Dragon tips useful.

Higher, Faster, Longer
Martin Payne (Stavros)



Ben Van Cauwenberg From Ballet Pumps To Bilge Pumps

One of the great attractions of the International Dragon Class is that the fleet is full of fascinating people with interesting backgrounds. Reigning Belgian National Champion Ben Van Cauwenbergh ably demonstrates this, combining top-flight performance on the international regatta circuit with his work as a professional ballet dancer, choreographer and director.

For Ben, known affectionately as “Big Ben”, dancing is a family affair. His mother and her sisters are all dancers; his aunt founded the Royal Ballet of Flanders and his brother, wife and daughter all dance too. As youngsters Ben and his brother Tom were typical boys, into sports, adventure and tearing around, so their mother almost fell off her chair when Tom came to her and asked if he could take ballet lessons. Having recovered from the shock she asked Ben if he would mind moving to the same school as Tom and taking an hour of ballet every day to save her having to drive back and forth across the city. Ben said yes and so at eight years old he took his first dance class.

Ben’s natural aptitude was rapidly revealed and before long he was competing in and winning major international dance competitions. Rudolph Nureyev and Mikhail Baryshnikov were among his role models so, after ten years in training, he was thrilled when he was invited to join the London Festival Ballet (now English National Ballet) to become a principal dancer and work directly with Nureyev. That work brought him international acclaim dancing Romeo in Romeo and Juliet, Prince Florimund in The Sleeping Beauty and even Paris to Nureyev’s Romeo at the New York Met.

Ben admits that the world of ballet can be a little strange and claustrophobic and it was whilst in London that he developed his love of sailing. “I wanted always to keep my feet on the ground so was looking for other challenges. I went to Queen Mary Sailing Club, near Heathrow, and found myself sailing Lasers and 470s. At the same time I was also competing in motorbike trials, which is all about balancing, and both sports got my brain out of ballet for a while.”

From London Ben transferred to the Royal Ballet of Flanders in Antwerp, and then to Bern and Luzern in Switzerland, as principle dancer. In Luzern he started directing and choreographing and once again he excelled. From Luzern he moved to the Hessisches

State Theatre in Wiesbaden, Germany where he spent 15 years as director, choreographer and first principal dancer, before moving to his current position as director with the Aalto Ballet Theatre in Essen, Germany in 2007. “In dancing the highlight of my career was definitely being able to work with Rudolf Nureyev. That is something you don’t forget because we were working very closely together every day. For us he was like a god and that, together with being in London, was an amazing experience. Also to be offered such long contracts with my ballet companies has been a great honour for me.”

As Ben’s dancing progressed so did his sailing. He moved into the Snipe class and gradually worked his way up the national and international rankings. “For me the Snipe was always my main class and I sailed a lot with my wife Nadia. We were doing very well in that class winning a number of national championships, and then suddenly Manu Hens appeared in the Snipes and started to beat us all. So of course we didn’t like that in the beginning, but it made us all much better sailors and brought our standard up overall so that now Belgium is one of the top Snipe nations behind the Spanish.

“Manu was also sailing Dragons in Oostend in a very old boat with old sails, and I also had an H Boat and both these classes were very popular on our small lake near Essen. One summer there was a severe outbreak of algae on the lake and with the H Boat the weed kept getting stuck between the keel and the rudder, which made it almost impossible to sail. But the Dragon, with the long keel and rudder attached, could still move through the water.

“At about the same time Manu and I sailed an H Boat Worlds together in Medemblik and we came fifth, but Manu said ‘Ben, yes the H Boat is nice, but the Dragon is really something special, it’s a totally different quality of sailing, and the level is much higher. I prefer to be 20th in the Dragon than 1st in the H Boat!’ So because of the problem of the weed on the lake and the desire to improve our sailing I put my H Boat up for sale and bought my first Dragon, a 1998 Petticrow.”

Ben’s first major victory in the Dragon came at Kiel Week in 2010 and he has put in regular appearances at the front of the international fleet ever since. But results are only part of the story as Ben explains, “We have fun together, we like to sail well, but we are laughing all the time. It’s very important to keep that feeling, because it all costs a lot of money so to start arguing is not good. We are not doing too badly and we are building on each experience and we try to improve, but we are all working full time and so our programme



has to be quite spontaneous. We try to make a schedule, but sometimes it doesn’t work out because we have to fit in our jobs. We don’t know what’s coming tomorrow, especially in the theatre there is no routine, and we have to be flexible.”

Ben puts his increasing success down to sailing with the same regular crew of Manu

Hens and Thibaud den Hartigh. "In the Snipe I have achieved many championship successes, but for me the Dragon is special because I love the teamwork and my boys are so great. I think so far the highlight has been almost winning the Douarnenez Grand Prix Guyader last year. There was a lot of wind and we only did three races, the first we won, in the second we were second and in the third race we could have finished in the 20s and probably still have won it, but we were black flagged. It was disappointing, but we were very close to winning and we will probably never be that close again, so for me that is still a highlight alongside winning Kiel Week."

Speaking of the importance of teamwork and what skills transfer between dancing and sailing Ben comments, "The key is to just stick together with this team, because in the Dragon it is so important that the three people each have their job to do and that all three of them work together. I think there is no real physical connection between the sailing and dancing, but mentally there is a strong link. As a dancer you can never give up and good discipline is important and that applies in sailing too. You can have a bad start or have bad luck, but you must never give up, so this kind of mental approach helps a lot in both ballet and sailing."

"In 2013 we aim to race in the Douranenez Grand Prix, some events in Holland, the Grand Prix in Germany, the Belgian Nationals to defend our title, the Gold Cup in Douarnenez, the Dutch Open in Medemblik and possibly the Worlds in Weymouth. I will also do some local races on our lake with Nadia and our daughter Marie, as we are keen to support the fleet and encourage as many boats to race as possible. We are also encouraging exchange regattas with Holland as they are only a few hundred kilometers from us and it is



easy for us to compete in each others races."

On the enduring appeal of the Dragon Ben's comments are revealing. "First of all it's a fantastic looking boat, you cannot deny that, and it's a very special class. From the outside I thought it was very exclusive and snobby. But I am positively surprised that there are really nice people and they are making the class fantastic. I think the main point is that there are really good sailors on the start and you are not sailing with stupid people so it puts the class on a very high level."

Asked about his aims for the coming season Ben's wry answer accepts the reality that as an amateur team their time in the boat is limited and they must set their goals accordingly. "What is hope or what is the reality! Why do we go to competitions? Because we want to sail in the front. I think if we can keep up our progress and improve what we are doing now we should be very happy. Oh and always to have fun!"

Watch out for Ben, Manu and Thibaud on the circuit this season racing BEL80 Blackout.

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Important Notices

International Ranking List (IRL)

IRL Gets An Online Revamp As Jose Matoso Claims 2012 Ranking Title

2012 was a great year for the Dragon International Ranking List. With the basic principles now well established our Webmasters Mini and Daniel Genevet took the opportunity to redesign the online results management system to make it easier and quicker for organisers to use.

The 2012 IRL was fantastically closely fought with the lead changing hands after virtually every regatta. Ultimately it was Portugal's Jose Matoso, sailing with a combination of Gustavo Lima, Stephen Hellriegel, Gwen Chapalain and Pedro Andrade who claimed victory from Russia's Dmitry Samokhin with Denmark's Lars Henriksen in third.

Full 2012 IRL results and details of the 2013 IRL events are available from www.intdragon.net

New IDA Website Address www.intdragon.net

The IDA website has a new address at www.intdragon.net so please save this to your favourites. Our webmasters are Mini and Daniel Genevet and all news items for the site should be directed to news@intdragon.net. National Secretaries are encouraged to post their own news on the site via the Forum and Mini and Daniel will be delighted to assist with setting this up.

Official Statement

Regarding Measurement Of Petticrows Dragons

In response to specific complaints raised by Danish Dragon sailors about building rule conformity of 2011 and 2012 Petticrows Dragons, a detailed review and inspection has been carried out at Petticrows boatyard, Burnham on Crouch, UK, on January 14-16, 2013.

The detailed review and inspection was carried out by Mr Guenter Ahlers, Naval Architect, ISAF Measurer and past IDA Chief Measurer, and Dr Philip Dohse, IDA Technical Committee Chairman.

Conclusions/Facts Found:

- 1) Boats built in 2011/2012 had been measured correctly.
- 2) A range of re-measurement checks were carried out on boats built in 2010/2011/2012 and on boats under construction. Specifically their deck, hull, and cuddy weight and their respective variations were measured in great detail. With regard to all boats measured no facts or indications were found that would justify any doubt that Petticrows Dragons are built and measured in accordance with the applicable Class Rules.

Dr. Philip Dohse

Dr Philip Dohse
IDA Technical Committee
Chairman

Richard Blickman

Richard Blickman
IDA Chairman

21 January 2013

Photo: www.fionabrown.com



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Société des Régates de Douarnenez
www.sr-douarnenez.com
www.grandprixguyader.com



2013 European Championship Cascais, Portugal



Cascais in Portugal is justifiably regarded as one of the best Dragon sailing venues in the world. With its warm spring weather, strong winds, fantastic open ocean sailing, outstanding shore side facilities and superb race management courtesy of the Clube Naval De Cascais, the venue has everything to recommend it to the racing sailor. From 6 to 13 April 2013 the cream of the Dragon sailing world will gather there to race for the historic Virginie Heriot Cup and the 2013 Dragon European Championship.

Competitors are also invited to take part in the King Juan Carlos Trophy from 14-17 March 2013, and the Cascais Spring Cup events being held on 11 to 13 March and 5 to 7 April. These events provide the perfect opportunity to practice on the European Championship race area and storage is available for those who wish to leave their boats in Cascais throughout this period.

Registration and measurement for the European Championship will run from Saturday 6 to Monday 8 April and championship racing will take place between Tuesday 9 and Saturday 13 April with up to seven races scheduled.

The historic fishing village of Cascais has grown into a colourful cosmopolitan town with elegant pedestrian streets, fashionable shops, restaurants and bars as well as holiday accommodation to suit all tastes and budgets. Elements of its fishing village roots can still be felt at the lively fish auction that takes place every afternoon by the main beach and the town's pretty pedestrian streets are paved with blocks recreating wave patterns, whilst a waterfront boardwalk connects Cascais with its near neighbour Estoril. Full details of the regatta can be found at www.cncascais.com.

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30 March – 01 April Aalsmeer WZW

Grand Prix d'Aalsmeer, Paashazen

13 - 14 April Aalsmeer WZW

Grand Prix d'Aalsmeer, Halfweg

20 - 21 April Aalsmeer WZW

Grand Prix d'Aalsmeer, Finale

04 - 05 May Muiden KNZ&RV

Grand Prix d'Enkhuizen, Opening

18 - 20 May Muiden KNZ&RV

Grand Prix d'Enkhuizen, Whitsunday

01 - 02 June Muiden KNZ&RV

Grand Prix d'Enkhuizen, Halfweg

08 - 09 June Muiden KNZ&RV

Grand Prix d'Enkhuizen, Gemini

22 - 23 June Muiden KNZ&RV

Grand Prix d'Enkhuizen, Finale

24 - 25 August Medemblik KNZ&RV

Tune Up to Dutch Open

29 Aug. - 01 Sept. Medemblik KNZ&RV

Dutch Open Championship

28 - 29 September Alkmaar CAM

Grand Prix d' Alkmaar

05 - 06 October Alkmaar CAM

Grand Prix d' Alkmaar



... no excuse to loose ...



**DRAGON
GOLD CUP
2014**

7 - 12 September 2014 IJsselmeer - Medemblik

Gazprom Dragon Gold Cup 2013

Douarnenez, France



Douarnenez in Brittany holds a very special place in the hearts of Dragon sailors thanks to the amazing work the team at the Société des Régates de Douarnenez does of hosting the annual Grand Prix Guyader, which attracts 80+ Dragons each May. In 2013 the International Dragon fleet will get two bites at the ever popular Douarnenez cherry as the town will also host the 2013 Gasprom Dragon Gold Cup from 18 to 24 August.

Those who have been to Douarnenez before will already be familiar with the outstanding service and facilities the organisers provide. With an enormous rigging and parking area for the exclusive use of the competitors, a supremely well organised shore coordination team and two efficient and helpful crane teams, launching and recovery is always extremely well managed. By arrangement boats can also be delivered to the venue in advance or left in storage following the regatta and the society's full time staff are on hand year round to help with any questions you might have.

Once afloat the boats move to the dedicated event marina, above which sits the regatta village featuring not only great



daily après racing activities, but also a host of sponsor and local produce and craft stalls. As soon as you step off the ramp its straight-ahead to the bar to grab a beer and a snack before you relax in the comfortable armchairs and sun loungers for the essential post racing debrief. In August average temperatures will be in the 20s Celcius (70s Fahrenheit) with warm sun, minimal chance of rain and a high chance of perfect sailing conditions!

Out on the water the quality of the race management more than matches the shoreside facilities. With the enormous Bay of Douarnenez to play with courses can be set in almost all conditions and competitors can look forward to outstanding race management from this hugely experienced team.

For those travelling with

families this area of Brittany is a holidaymaker's paradise. There are miles of soft sandy beaches, spectacular cliff walks, historic villages and towns to visit, dozens of museums and art and craft galleries to enjoy and the town boasts great shopping and bars and restaurants at every level. Accommodation is plentiful at all levels although competitors are recommended to book early as the regatta takes place during the high season.

For those wishing to train on the racecourse the Grand Prix Guyader from 8-11 May 2013 provides the perfect opportunity. Registration for the Gold Cup will open on 16 August with practice races on 18 August and championship racing from 19 to 24 August. Further information is available from the event website at www.dragongoldcup2013.com





**DRAGON
GOLD CUP**

AUGUST 18 TO 24, 2013
DOUARNENEZ



Société des Régates de Douarnenez
www.sr-douarnenez.com
www.dragongoldcup2013.com



2013 Dragon World Championship Weymouth, United Kingdom



Weymouth has long been regarded as the UK's premier championship venue and from 5-13 September 2013 the Weymouth and Portland National Sailing Academy (WPNSA), home of the Olympic and Paralympic regattas of the 2012 Olympiad, will play host to the 2013 Dragon World Championship.

With its huge purpose built regatta centre, dedicated 80 berth championship marina, outstanding facilities, strong winds and open sea conditions Weymouth truly is a racing sailor's paradise. Thanks to redevelopment work carried out for the Olympics the road links to the area are now significantly improved and those arriving by ferry from mainland Europe will find the final drive to the venue quick and easy.

The area offers plentiful holiday accommodation to suit all tastes from pretty self-catering cottages to the Aqua Hotel immediately adjacent to the WPNSA, and the Heights Hotel located on the summit of Portland Bill with its spectacular views across the race area, English Channel, World Heritage Jurassic Coast and surrounding countryside. For those wishing to bring their yachts to the event WPNSA can offer visitors moorings for vessels of almost any size immediately adjacent to the regatta centre.

Weymouth's delightful and historic fishing harbor is just a short drive or bike ride from the regatta centre. Still an active fishing port it's no surprise to discover that Weymouth is home to some outstanding fish restaurants as well as one of the UK's best fish and chip shops – the Malboro Fish Bar. If you are self-catering and prefer to eat in, pick up fish fresh from the boats that line the quay each day. Weymouth's rolling countryside and spectacular coastline offer endless opportunities for outdoor activities and



adventure sports with plenty of traditional English pubs and tea rooms to keep you refreshed along the way.

For those keen to train on the World Championship race area and familiarise themselves with the location, the British Dragon Association is also hosting the UK South Coast Championship (23 and 24 June) and Edinburgh Cup (25 to 28 June), from the WPNSA. Further information about these events can be found at www.edinburghcup.org.

Registration for the World Championship will open on Thursday 5 September and continue until Saturday 7 September. There will be warm up racing on Saturday 7 September and championship racing will run from Sunday 8 to Friday 13 September.

Crews wishing to compete in the event must qualify to do so, with each National Dragon Association selecting its top sailors to represent them in the competition. Amongst those expected to race are reigning World Champion Lawrie Smith, reigning Dragon Gold Cup Champion Tommy Müller, reigning European Champion Markus Wieser and 2012 Dragon International Ranking Champion Jose Matoso. Also competing will be a host of National, Continental, World and Olympic Champions from across Europe and as far afield as North America, Australia, Hong Kong and Japan.

The British Dragon Association looks forward to welcoming teams from across the globe and anyone requiring assistance to plan their attendance should contact BDA Chairman Martin Makey on martin@themakeys.co.uk. Full details of the event can be found at www.dragonworlds2013.org





EVENTS

- Skandia Sail for Gold 2010
- Skandia Sail for Gold 2011
- Skandia Sail for Gold 2012
- 505 Worlds 2012
- Olympics 2012
- Paralympics 2012
- Finn World Masters 2013
- Dragon Nationals 2013
- 470 Worlds 2013
- EUROSAF 2013
- Dragon Worlds 2013

AREAS

- Weymouth I UK
- La Rochelle I France
- Rio de Janeiro I Brasil

PARTNER

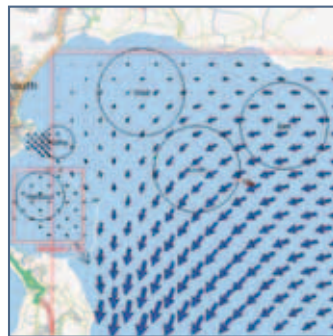
WetterWelt GmbH

FEATURES

- Tidal current
- Tidal current calibration
- GRIB wind import
- Best upwind routing
- Best downwind routing
- Best downwind angles
- Performance results
- Gains and losses
- Laylines in currents
- Windshifts by currents
- Topmark attack angles
- Print output for a day
- Tidal gauge
- Windows software
- www not required

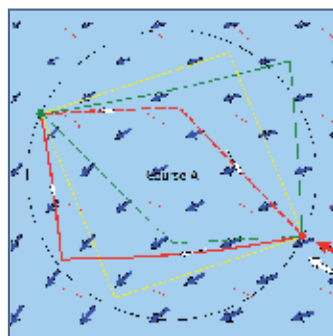
Dragon World Championship 2013 Weymouth I UK

RACE AREA ANALYZER



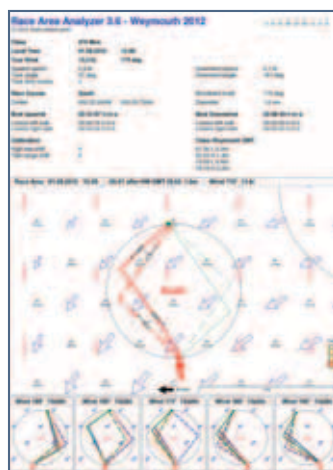
Weymouth Bay

→ Beat the current – take advantage of Olympic sailing software



Routing

→ Be fast – get your individual best upwind and downwind tracks in tidal currents and GRIB wind fields



Handouts

→ On the boat – print your tidal currents and routing charts for the whole day

Crews Union Guide to Identifying

As the start of another season is upon us, and furtive offers of crewing positions are made in darkened bars, the Crews Union has produced a guide to identifying the likely quality of your season's sailing. We all know that our ideal helmsman would provide a fully fitted and rigged boat, with everything working as it should, new sails, plenty of alcohol, a calm demeanour, and a general ability to aim the pointy end in the right direction.

However, what may have seemed like a fantastic offer under the influence of around 15 pints, may turn out to be not what it seemed, and needs careful examination to avoid a severely frustrating season. Consult the following guide to avoid your sailing season ending prematurely in a messy 'divorce'...

The boat is ...

- a) brand new;
- b) an ex-works demonstrator;
- c) second hand;
- d) condemned.

Measurement...

- a) Brand new boat, latest shape and down to weight;
- b) Won't change the boat as it has a certificate, but doesn't measure at stations 6 and 10 so it's faster;
- c) Boat is so old the certificate was awarded to anything a gentleman of good character said was a Dragon. Helm has an encyclopaedic knowledge of every Dragon built in the UK before 1970, and claims that 'real Dragons grow on trees'.
- d) It's a Vancouver 29.

The sails are ...

- a) brand new - possibly for every regatta;
- b) somewhat used, but serviceable;
- c) matured - the owner is a wine buff and treats sails the same way;
- d) creased, soft, can be folded small enough to fit in your sailing bag, sail trim has no effect on the sail shape, and they are generally good for nothing

other than dust covers.

The running rigging is ...

- a) Pristine, and does exactly what it should when it should;
- b) Ropes are well used, but a bit of coaxing generally gets the relevant kit in the right place at the right time (especially if you pull it from just the right angle), although you do occasionally shoot backwards across the boat if you exert too much pressure on something;
- c) Everything allegedly works, although no-one understands how, or why, this continues to be the case, particularly when they've seen, or worse, sailed the boat in question.
- d) The blocks are falling apart, and are likely to come adrift if you dare exert any pressure on them, the sheets are frayed, stiff from salt, and likely to part the first time they are used in a bit of a blow.

The boat's trailer ...

- a) Ich habe einer neuer bootsanhAnger von Harbeck. Always professionally serviced before every trip away.
- b) Second-hand Harbeck. Serviced when it needs to be;
- c) Other brand of trailer, looking slightly tired, and probably still road legal.
- d) Rusting heap of junk believed originally built in 1960 for a Soling and badly modified to 'fit' a Dragon. Never serviced, so most of the bearings are likely to give way on your way to the regatta. Probably not road legal, so you hope you don't get stopped going to or from a regatta in the unlikely event you actually make an excursion to other sailing venues.

The helm emails you during the week He/She ...

- a) Sends you all the information about sailing you need, as well as loads of great jokes which keeps you in stitches all week;
- b) Will tell you when there's no sailing this weekend;

- c) Can't even send a text message, never mind email - you need a crystal ball to know what's happening;
- d) Sends you all the latest viruses likely to wreck your hard drive. Keeps you busy cursing them and Microsoft in equal measure since you're usually round at their house fixing their computer as well as your own.

Planning ...

- a) Crew meets at helmsman's house around Christmas-time to be plied with drinks, food, and plan the next season's campaign. Crew's employers always happy that holiday booked in advance;
- b) Helm decides what he can afford to do, although crew successfully negotiate additional events. Crew's employer's patience slightly stretched by last-minute requests for time off;
- c) Decides he wants to do the regatta at the last minute. Pays late-entry fee, but finds at least one of the crew can't get the time off;
- d) What do you mean we're not sailing this morning after all then?

New Crew ...

- a) Unlikely to need new crew since the normal cockpit-jockeys have a mythical devotion to 'the cause' and drop everything to go sailing on the boat. Generally only rock star super-crew accepted, but will pass on helpful hints to less experienced crew in the bar with enough alcoholic bribery;
- b) Booked full-time crew for the season, although will need the occasional replacement due to wedding attendances and suchlike - arranged a week or so in advance. Will happily pass on knowledge to anyone who asks;
- c) Calls Crews Union CrewSearch at five o'clock on a Friday evening asking whether there are any spare crew available. Professes knowledge to everyone within earshot, but generally it's not worth listening to;

- d) Will happily accept anyone mad enough to sail with them, pulled off the dock half an hour before the warning gun. Has trouble retaining crew due to incompetence and/or crew-abuse ...

Regatta Circuit ...

- a) Boat hardly ever sails locally. Loads of travel to big events in great locations all season. Crew arrange Euro bank accounts;
- b) Will do the Edinburgh Cup and a couple of other open meetings;
- c) Never goes further than the Medway;
- d) Leaves their own boat at home (out of the water) and pretends to be a crew, depriving good crew of a trip away.

Regatta Accommodation ...

- a) Always five-star hotel. Crew have own rooms and appear well rested and fit for the day's racing;
- b) Nice apartment, in the same block as the rest of the fleet, great for parties;
- c) Unusual, 'has character'. Crew kept awake by screaming rows coming from next door, chainsaw-like snoring of crewmate sharing the room, and total lack of air conditioning in the height of summer;
- d) Crew discover kennels that they left the dog with is costing more per night than the B&B you're in.

Race Preparation ...

- a) The boat is ready for you to step on board, with rigging set and sails correctly attached;
- b) A debate in the bar about correct sails for the conditions is concluded with the whole team heading out to the boat to prepare for the race;
- c) The helm has been out since the crack of dawn preparing for the race, although the crew make sure they're aboard with plenty of time to spare to untie all the granny knots, and re tie the spinnaker the right way up.
- d) If you want to race, then you will have to make sure the boat is ship-shape, the

your Helmsman and how to deal with him/her!

rig is set and the sails are on – your helm will step on board (if you're lucky) just before you leave the mooring, or will expect you to do a sail past to collect him/her from the pontoon.

At the start ...

- Perfect, right end of the line, on time and clear air;
- On time, in with the pack;
- On time, wrong club line – the boat is facing the right direction, and is in the same postcode as the start line, although the helm has been known to practice 'speed runs' from somewhere near the marina with about 30 seconds to go;
- Slightly early for tomorrow's race – just...

At the windward mark ...

- Easily miles ahead in the lead, so loads of space and time to sort things out;
- At the front of the chasing pack. Bit tight, but a clean and relatively quiet rounding;
- Messy rounding at the back of the pack; lots of noise; temper tantrums. Awarded toys-out-of-pram trophy after race;
- Comes in from coffin-corner on port in a 100-boat fleet at the same time as 30 starboard-tackers. Crew shuts eyes and prays.

Rules ...

- Helmsman always fair, and will not push the point, even if he's in the right. Hardly ever in the protest room;
- Helmsman usually pushing the point, but always just about stays on the right side of the rules. Seldom protests (believing it's best to hold an 'informal' protest hearing in the bar afterward) but occasionally protested;
- Helmsman believes he knows the rules, and files protests at every opportunity, wasting valuable time at the bar. Trouble is the rules he knows are 10 years out of date ... Crew closes eyes at every mark rounding;
- Believes that he's always in the right

regardless of circumstances or evidence to the contrary. On first-name terms with insurance company directors and RYA Appeals Committee.

Repairs/replacements ...

- You would hate to see his account with the boatyard/sailmaker, as any problem is solved by giving them a ring. Of course only the latest top-of-the-range gear will do;
- Gentle persuasion is usually enough to get the offending item replaced after a couple of reminders;
- If it comes to it and you are forced to buy and fit the new parts yourself you can normally get the money back without too much grumbling or blackmail;
- Items that worked perfectly last weekend will have been 'improved' in your absence so that it's either completely missing, or will fail when used. If there wasn't enough purchase on a system, you may find it re-rigged so that it is securely bolted at both ends, ensuring it will do nothing but shorten the boat. Gear failure is met with complaints about how 'the staff will mistreat the boat', followed by begging replacements from other sailors.

In the bar ...

- You never have to buy your own beer, and is happy to chat to anyone;
- Usually buys several rounds of the beer, but will only chat to other helms;
- Grudgingly buys the first beer when finished discussing the finer topics of each mark rounding with another helm, then leaves;
- Crew always has to buy the beer, since he/she strangely never seems to have their wallet or club card.

Nominations for the Clanger Trophy ...

- No chance – never seen to do anything wrong, despite sneaking suspicions that they're not entirely innocent;
- The odd nomination for a minor misdemeanour, but nothing too serious,

and never won the bell;

- Front-runner. Non-musically able crew getting worried;
- Front-runner by Easter – no one else likely to get it this year – again!

Summing up your helmsman;

Mostly a); The boat has probably been awarded Crews Union 'approved' status. Although your helmsman is bound to have other shortcomings, when it comes to the boat, he/she is pretty close to perfect, a good start for a shining performance.

Mostly b); Your helmsman is not too bad. Lack of funding may well prevent him/her from buying everything new each season, but you would generally expect the boat to win!.. Towards the end of the season, things will start looking tired, and a complete winter refit is unlikely to be forthcoming, although the essentials will probably be done.

Mostly c); Although your helmsman has a vague idea of how to treat crew correctly, he/she is still a little rough around the edges and in need of a some Crews Union education! The start of a new season should be approached with caution, as forgetfulness is likely to be one of his/her key traits, so a shakedown sail is important, for no reason other than to ensure that the pole-up does actually have the desired effect, and the chute hatch opener does. Supervision of things like putting the mast in the boat would be recommended, unless you fancy a couple of trips up the mast to retrieve lost halyards.

Mostly d); The boat is likely to have been blacklisted by the Crews Union – contact your Crews Union representative for moral guidance. Each race should be approached with trepidation, as the likelihood of something coming off in your hands (your fault of course, even when it was being held in place by nothing more than rust and a good coating of salt), is high. Should your helmsman also be a 'fiddler' who 'enjoys' working on the boat as much or more than sailing it, you may succumb to the additional

delights of the uncertainty that pulling on any rope will break something.

IMPORTANT NOTES

1. The above list is intended to be humorous and harmless tongue, in-cheek. fun, and although individuals may perhaps be recognisable from the descriptions above, any implication of specificity by any one person is entirely unintentional (honest). Anyone offended by anything mentioned in this list really should develop a sense of humour, but may make their complaints in writing to the Editor, or one of the appointed Crews Union representatives.

2. In the interests of harmony and editorial balance, the Crews Union recognises Dragon helmsman/owners' right to reply to this document and would welcome any submissions. Please send your proposals to the Editor, and everything deemed not to be too libellous and amusing enough will be published on the Crews Union website (www.crewsunion.org) and will appear on The Dragon Fleet Notice board in due course.

The Crews Union also recognises that this is not a definitive list, and would welcome any additions from crew who have spotted helmsman behavioural patterns not mentioned above. Again, send your submissions to the Editor, and an updated list will be published on the Crews Union website:-----

The above appeared on the Notice Board of the Royal Corinthian Yacht Club in Burnham on Crouch many years ago. It was also published in the BDA Newsletter some years later. The author[s] are essentially unknown albeit it may be possible to guess who the culprits might be. It is resurrected and abridged for this publication, and offered in good humour by the helmsman Editor, Robert Alpe who, while respectful of its origins and purpose, accepts no responsibility for any of it!!



RNIYC Commodore
Wendy McCullough

with Laurie Smith
and Ossie Stuart



Nicky Wilton relaxes post
racing at the Gold Cup



Austrian national dress was
the order of the day at the
Europeans



Bruno Peyron



Frank Berg at the
Hans Detmar Wagner Cup



Terry Wetton, Marcus Blackmore & Tim Tavinor



Graham Bailey,
Will Heritage,
Julia Bailey and
Dylan Potter

Rogues Gallery



Susanne Guidi and her crew celebrate
victory at the Classic Regatta on Lake
Thun



Sean Murphy, Nelson Moore, Mark Dicker



Juliette and Wouter Ten Wolde



Richard Lynn, Richard Hickman and Ian Ohlson



Big smiles all round in Attersee



Simon Brien, Mark Brien and David Gomes of KIN with the Edinburgh Cup



ImageGallery





Ladies First, please!

British sailor Gavia Wilkinson-Cox is a well known face on the International Dragon circuit. She and her team aboard Jerboa race multiple regattas each year and are a familiar site in their pink and grey strip. Gavia is a lifelong Dragon sailor, initially as a crew but more recently as an increasingly successful helm. We spoke to her about how she got into Dragon sailing and life as one of the very few female skipper/helms on the circuit.

I was born into sailing, named AFTER my father's boat (at the time of my birth there were two 'Gavia's! The yacht and the baby. To this day I am astonished that my father sold the yacht – and not the baby!). I took up competitive sailing at the age of 7 in an International Cadet dinghy then, via a variety of other dinghies, progressed to Dragons early on, at my home yacht club in Torquay, UK. From then on, whilst sailing pretty much anything that floated

– and raced – Dragons were to become a constant. I was hooked by Dragons from an early age!

For very many years I crewed in a host of different Dragons with many wonderful helmsmen from whom I learned so much – but never a helmswoman! Early years of Dragonning were in Torquay then, having started work in London, I was introduced to sailing in Cowes and the Solent became my new home fleet.

Indeed it was through Dragons that I secured the job that was for some 18 years to further endorse my passion for the sport. In 1972 the UK Olympic trials were held in Torquay, the Dragon was an Olympic class and so it was that I left my first job - citing the importance of competing in the Olympic trials! We sailed as a two girl crew, we had no intention, nor talent, whatsoever that would lead us towards the Olympic regatta! But partaking was

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D
ASSOCIATION FRANÇAISE
DE LA SERIE INTERNATIONALE DES DRAGON



Cercle de Voile d'Arcachon

Coupe Vasco de Gama : May 18th/20th 2013

Cercle de Voile de Cazaux- Lac

Drag' s Cup : October 31st/November 3th 2013

Contact : Bertrand MOUSSIE - + 33 6 35 57 90 51 E-mail: bertrand.moussie@neuf.fr

memorable. So it was that a) I was invited as a guest of the UK's Royal Yachting Association to the Olympic regatta in 1972 in Kiel and b) secured a job at the RYA, to commence immediately following the games.

This job, having commenced at the RYA, evolved into a job at the International Sailing Federation (ISAF), though at that time named the International Yacht Racing Union (IYRU) where I travelled the world running international and annual conferences, worked at four Olympic Regattas (plus attended two others), ran the World Youth and Womens Sailing Championships, Racing Rules Committee, oversaw the inception of the International Judges and Umpires programme. For 18 years I lived sailing both in my job and in my own sailing life – how lucky was

I? In 1989 I left to start my own even management business – but still with an involvement in yachting administration, and have for the past 25 years been involved in the fundraising for the British Olympic and Paralympic team sailors, having created the UK's programme 'Sail for Gold'.

In 2002 my Dragonning took a totally new turn when a dear friend Pat Dyas, at that time Admiral of the Royal Corinthian Yacht Club in Cowes, bequeathed me his Dragon, Jerboa, when he died. I took up helming! In 2004 I teamed up with my very regular middle-man Mark Hart, and took up the challenge of international competition and campaigning with a vengeance!

In 2007 with my coach Ron Rosenberg we embarked on the Worlds in Ireland and much to our surprise, and to that of all our

fellow competitors, won the first race! And went on to be 2nd at the Gold Cup in 2008.

The more I race the more I have to race! I am now into my third Dragon, sail some 14+ regattas a year, some 80 to 100 racing days a year. Of course I'm lucky to be able to do this – but my mantra is 'whilst I can I will' (go Dragon racing that is!)

Sailing for me is a given – I was born into it. I have always



Christian Videbaek, Gavia Wilkinson-Cox and Mark Hart

**Ladies First,
please!
continued ...**



sailed. And I have always sailed in mixed fleets.

My first experience of 'women's sailing' was finding that my job at ISAF encompassed the establishment and promotion of the World Womens Sailing Champs – which of course evolved to there being women's classes in the Olympics. Women's sailing was initially an unfamiliar concept to me, being used to mixed fleet sailing, but I relished the idea of encouraging more girls to have as much sailing fun as I was enjoying!

Why don't we see more women in Dragon sailing? Well perhaps we do, to an extent, but more in local fleets and perhaps not always racing – the lakes of Germany and Switzerland certainly seem to have many women helms and crews and family sailed boats.

We have many female crews on the international racing circuit – many of whom are stalwarts to the class and have been so for

many years.

The newer 'barney post' boats, in enabling four person crews, certainly offer more opportunities for girl crews, and indeed also for all girl crews – as seen from time to time on the circuit.

Girl helms are rather more rare though. And girl owners, like myself, who campaign and helm their own boats themselves, a very rare commodity.

Do I want to see more girls competing in Dragon racing? Well from a purely selfish stand point – of course I do not! Why would I wish to encourage more competition! But, joking aside, why not, Girls? There is no doubting it is a superb class, the sailing competition is second to none. It's perfectly feasible for girls to crew, to helm and to own – and at any age! I'm in the process of proving that. Ladies first, please!

For Rent

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For further information visit:

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Membership remained stable in 2012, with 32 Members and 21 Dragons in the American Dragon Association and 32 Members and 24 Dragons in the Canadian Dragon Association. There are Fleets around the Great Lakes (Cleveland and Toronto), in the South (Alabama) and on the West Coast (Vancouver), with the remaining Dragons scattered across the rest of the continent, from Puerto Rico to Pender Harbour. The most active Fleet (and the one that is growing) is Vancouver with 12 Dragons.

There continues to be a competitive racing season in Cleveland, Toronto and Vancouver, with the latter participating in the Pacific Rim Interport with Australia, Hong Kong and Japan. The success of this format (where skippers and crew fly to one location and Dragons are provided to the visitors) has sparked some discussion on how to do something similar in North America. At this point the Vancouver Fleet is considering holding a North American Invitational Event in 2013. This would likely be in late summer or early autumn, with Dragons provided by the local fleet for visiting skippers and crew.

The ADA and CDA keep a Historical Register of Dragons, which we coordinate with similar records overseas (primarily in the UK). The Registers help us track the history of all Dragons in North America, not just those who are current members of the National Dragon Association. This is useful since less than half of Dragon owners race regularly or are members. It also gives us a good idea of the average age of the Dragons in North America, boats available for sale, and boats being restored.

As with all modern communications, we are taking a multi-faceted approach (website, html newsletter, FaceBook, Twitter and an online forum) combined with email updates and good old-fashioned mail and phone calls. Links to all the social media can be found on the North American Dragons website.

In 2012, both the ADA and the CDA increased their fees to provide more funds for Class and Fleet promotion. We jointly produced a car sticker for members and took orders for Dragon logo baseball caps, some personalized with Dragon name and sail number. The idea is to make Dragon Fleets visible at local Yacht Clubs and Regattas. It really does make a Fleet stand out if they are wearing branded items at regattas. We are also looking carefully at advertising options for next year.

Our continuing challenge here in North America is the availability of boats for new members to the Class. While importing from Europe is an option, it can be challenging (there are some interesting regulations on importing trailers into Canada, for example). It's certainly do-able (at a price), but, for someone looking for a One Design Class, it's a potential deterrent to buying a Dragon. If there are several local One Design fleets and some are built locally (or at least on the continent), it's easy to go with the decision that has the least friction. The pipeline issue for Dragons was brought home this summer when one sunk in Lake Ontario during a particularly exciting regatta. When the existing stock is small, losing one hurts. Ultimately, if the Class is to become what it once was here, we will need a builder.

Finally, even if you only get a couple of Dragons out for a Regatta, they always draw a lot of interest, which is something you can build on. We had two Dragons out for the Norm Blanchard Regatta on Lake Union in Seattle and they were, by far, the best looking boats on the water and, in near perfect conditions, placed first and third. Stay tuned.

www.nadragons.org

2012 National Reports





Australia

Following on from the success of the 2011 Dragon Worlds in Melbourne the Australian Class continues to thrive. The Perth and Sydney Dragon fleets go from strength to strength. Perth, in the mining rich state of West Australia has a fleet of around 29 boats and growing! They continue to buy up boats from around Australia and participate with great enthusiasm on our national regatta Circuit.

In Sydney, where the fleet of around 18 boats has cut its average boat age from over 20 years to six years in just 3-4 years (including the 2011 World Champion boat), limited hardstand space at its host club the Royal Sydney Yacht Squadron has become a primary focus. We expect something to give to allow the Sydney fleet to grow into the demand which exists in Sydney for racing in our prestige class.

The Melbourne fleet is still recovering from the exhaustion of having brilliantly hosted the 2011 Worlds. Renewed enthusiasm has resulted from the generous gift of a Dragon from a champion sailor for the development of youth in the class. The youth team made the journey to Sydney in January to compete in their first Prince Philip Cup.

Hobart is also rebuilding its fleet after the successful January 2012 Prince Philip Cup as one of our legends Nick Rogers, winner of 11 Prince Philip Cups and two World Championships, has retired from Dragon sailing.

But the inspiration of the Worlds has spread further than to the individual boat owners and the local fleets. Perhaps more importantly for the future:

We are beginning to see ourselves as a unified Dragon fraternity across our large land mass. (4000km from Sydney to Perth). We are flying to Europe in increasing numbers to compete on the European Circuit. Weymouth, 2013 is in our sights. And we will one day again produce a World Champion helmsman and crew!

We have created an Australian Dragon Circuit with the State Championships now held in interstate visitor friendly formats



– more Dragon owners are getting involved with these regattas which provide the best waters, and high quality race management akin to the standards on the European Circuit.

We have taken our Circuit regattas to new waters – in addition to Melbourne's renowned Port Phillip Bay we have some of the best water in the world for windward leeward Dragon racing. The iconic water off Fremantle was the venue for the WA Champs this year for the first time in many years. Great racing! Botany Bay near Sydney now sees the Dragon fleet back after many years of absence and is the venue for our well supported Winter Championships in its third year in May. These waters around Australia and the quality of our race management will ensure that Australia will again host the World Championships in the not too distant future.

We have a national website, built on the IDA template, which unifies us and is gaining good traction and support from the states. A professional web manager ensures the high quality and updating of this webpage.

We have embraced the Australian Ranking List which will become quite catching and will stimulate greater participation at Club level and the National Circuit in the years to come. The ARL in itself is a unifying force as we are all ranked on the one list covering the season's racing, whether we are in Perth, Sydney, Melbourne or Hobart.

The future of Dragon sailing in Australia is very bright indeed! www.dragonclass.org.au



Austria

The dramatically increasing number of page views on the Austrian dragon website was a clear sign for the attention being paid to Austria and to the European Championship 2012. The International dragon community turned its focus on Austria and the Austrian Dragon sailors looked forward to hosting the event and participating in the international racing schedule.

Competitive dynamics culminated first in 2011 when we welcomed a large number of participants at the Austrian events, aiming for qualification results and preparing for the upcoming Europeans on Lake Attersee. This trend continued in the first half of 2012 bringing many guests and Austrian sailors to the pre event regattas for the Europeans.

Pressure was taken off a little bit after the Europeans, the number of participants dropped but still stayed above the level of the years before 2011 and 2012. Most of the Austrian regattas saw excellent wind and weather conditions. 29 yachts participated in the Austrian National Championship hosted by the Union-Yacht-Club Attersee. This time the wind was missing and only 2 races could be sailed.

Best in the Austrian ranking list 2012 is Dietmar Gfreiner as helm and Helmuth Wollner as crew.

After a long period of successful cooperation BMW decided to pull out from its Dragon class sponsorship. We are happy to announce that Transbunker will step in for the Austrian Nationals 2013 as



For the French Dragon Association 2012 was a contrasting year! On the positive we enjoyed stable membership numbers, continuing strong and enthusiastic interest for the Dragon Class, a rich programme of regattas and several active Dragon fleets, well located and spread across the different french coastal regions (2 in the Mediterranean, 1 in Aquitaine (south-west), 2 in the Loire region, 2 in Brittany and 2 in Normandy) well led by competent, dynamic and effective fleet captains.

In addition, the fleet is significantly 'younger' with less than 15% of the Dragons which are over 25 years in comparison to 25% a decade ago.

Fifteen regattas (with more than 20 boats on the start line) have been raced, for a total participation of 480 competitors and 96 races held.

Finally, our national ranking has seen an increase in the number of helmsmen: about 65% of our members have participated in at least one regatta.

On the negative the economic crisis has somewhat affected participation at regattas, particularly by international teams, but we remain confident for the future of the Dragon in France.

First of all, 2 major events will take place in France in the next 3 years:

- 2013: the Gold Cup will take place in Douarnenez. The strong experience of the SRD with its track record of 12 Grand Prix warrants its seriousness and know-how.

sponsor. Transbunkers focus on dragon sailing and the experienced team at the Union-Yacht-Club Attersee will guarantee a perfect event on water and land.

As in the past years two IDA grade 2 events are scheduled in Austria: 20.7+21.7 Entenpokal in Segelclub Kammer and 25.7.-28.7 Austrian Nationals in Union-Yacht-Club Attersee. For both events Gert Schmidleitner, known from the Europeans, will be the race officer.

The Union Yacht Club Attersee, the Segelclub Kammersee and the Austrian Dragon Fleet will be happy to host you during the Entenpokal or during the Austrian Nationals on Lake Attersee.

www.dragonclass.at



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Great Britain

The British Dragon Fleet has been in existence now for over seventy years and continues to flourish. Fleets are established in Aldeburgh, Burnham on Crouch and Medway on the east coast, in Cowes on the south coast and Abersoch in Wales, on the west coast. In addition, the association has recently formed the South & West fleet and the North & East fleet to encompass those members who sail from places as diverse as Falmouth, Torbay, the Forth and the Clyde and Lowestoft but where there is no longer an active Dragon racing fleet. We have a close relationship with the Irish

- 2015: the World Championship will take place in La Rochelle and will be organised by the SRR, one of the most active clubs in France for worldclass sailing events with racing conditions and infrastructure. (La Rochelle had been selected as the sailing Venue for France's run up to the 2012 Olympic Games).

In addition, many yacht clubs (Douarnenez, La Baule, La Grande Motte, etc..) are developing training programs tailored to Dragons, with an aim to attract and train new sailors as well as strengthen the competitiveness of helmsmen & crews.

Finally, we will strongly develop the communication and visibility of our Class in all media (incl. social networks) in the future. To achieve this, we are hiring a professional on a part time basis who will lead this initiative. He/she will also manage and develop our website, which was recently revamped.

www.afsid.org



K74 Liju, built in 1933 by Alholmen Batvara and now lovingly restored by Kevin Boyd and Sonia Callaway to original lines, including her cabin and rig.

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Dragon Association and enjoy racing at each other's regattas and being helpful with regard to the promotion of the Dragon within our respective geographies. They also throw a good party! Finally, we have a large number of associate members, some of whom own Dragons and others who are enthusiasts of the class or regular crews.

As an association we are also mindful of our heritage and we look after our classic owners too. We maintain an archive of over 400 GBR classic Dragons with details of each available on the association website (www.britishdragons.org). We enjoy helping those classic owners who are restoring their yachts to their former glory and helping others track down the history of their boats. We also recognise that some owners no longer wish to race their Dragons and are content to cruise or day sail. As an association we feel it important to be inclusive and to attract both the keen racer as well as the keen sailor.

Our national championships race for the Edinburgh Cup annually, usually in late June/early July. In recent years the regatta has taken place in Cultra, Northern Ireland, in Abersoch, Cowes and Falmouth. We have plans to hold the event in Weymouth, Lymington and Largs in Scotland in the near future. The Association also runs East Coast, South Coast and Northern regattas, usually either at our fleet locations or in conjunction with the Edinburgh Cup. In 2013 we are responsible for organising and running the World Championships on behalf of the IDA. The Worlds were last

held in Great Britain at Torbay in 1989, when double gold Olympic medal-winner Poul-Ricard Hoj-Jensen won. He successfully ran the world famous Petticrows Dragon building yard in Burnham on Crouch before Tim Tavinor took over. Poul will be racing in the 2013 championships again! We also have the 2011 World Champion and Olympic Bronze medal winner Lawrie Smith and he too will be defending his title in 2013.

The association continues to welcome new members and, in conjunction with fleet captains, encourages and promotes the class through a number of initiatives. Whilst any prospective member is encouraged to contact their nearest fleet, we have had a number of successful Try A Dragon days where anyone can come along and experience sailing our beautiful yachts. We see our association growing steadily in the coming years and continuing to be welcoming to all.

www.britishdragons.org



Germany

With over 500 members and 400 registered Dragons the German Dragon Class, led by Class Chairman Rupert Fischer, is the biggest class of the International Dragon Association.

In Kiel/Germany, the Dragon was sailed in the Olympic Games for the last time in 1972.

In 2005 the German Dragon Class organized the Dragon World Championship in Neustadt/Baltic Sea. For the first time a special opening race was sailed to present the World CHILDHOOD Foundation founded by HM Queen Silvia of Sweden. At the charity dinner in the presence of Her Majesty the participating Dragon sailors raised an amount of € 11.000,-- to the CHILDHOOD Foundation for children in need.

To continue this great idea in combination with a high class Dragon race the Commodore of the German Dragon Class, Rupert Fischer and the late Harro Kniffka decided to create the Dragon Grand Prix Germany. Harro Kniffka's shipping company, HLL Hanseatic Lloyd, became the first title sponsor. From this time on at every Grand Prix a pre-race, called the "CHILDHOOD Race", is sailed to support the CHILDHOOD Foundation. The magic amount of € 1.000.000 will certainly be reached in 2013.

The Dragon Grand Prix Germany became an IDA Grade 1 event and was sailed successfully four years in Kiel/Strande and three years in the sailing arena "Weisse Wiek" in Boltenhagen. In 2013 the Dragon Grand Prix Germany with the "HM Queen Silvia Sailing Trophy" changes venue to the seaside resort "Ostseebad Kühlungsborn". This location has an unrestricted open race area next to the harbour.

The German Dragon Class is honoured to welcome the Dragon sailors from all over the world for the Gold Cup in the Baltic Sea in 2015.

www.dracheklasse.de





Greece had a good and large fleet of Dragons while the class was in the Olympic plan. Mainly the best result came at the 1960 Olympics in Rome where Greece won its first Olympic medal in sailing.

When the class went out of the Olympics the Dragon lost its glory until only one Boessen was still in action. Six years ago sailors established the Hellenic Dragon Class Association, which immediately became a member of the IDA, a measurer was appointed and recognized by the Hellenic Sailing Federation.

Presently the class has twelve boats, nine of which are active and three are under reconstruction. During the last six years many young sailors have been trained and gone on to race and the class already has a large number of enthusiasts who shortly will enter the class as owners.

During the year seven races take place and one more will be added in 2013 in cooperation with the Nautical Museum of Greece.

In cooperation with other European sailors the class will start up the "Winter Sailing Center", a base that will mainly operate from October to April and welcome for free the Dragons of northern Europeans, as a hub for training and three winter major races in the mild weather conditions of Athens. The travelling and accommodation of sailors will be on a 50% discount for ferries, hotels, etc and the boats will be stored free. The operation will be based at the ex Athens Olympic premises which in our opinion are among the best in the world. Races, training etc will take place in a sea area, which is windy but with no waves.

The Hellenic Dragon Class has several serious enthusiasts for the above and hope that the Athens Olympic premises may host and serve the Dragonists.

www.hdca.gr



2012 has been a dynamic season for the Hong Kong Dragons with an increasing number of teams racing regularly throughout the year with new Dragon owners Frederic Roumier, Laurence Macdonald and Dan Lindwall joining the fleet and with the restoration of a classic 1965 "Barnett Dragon" originally from Australia.

The season saw an average of 8 to 10 Dragons consistently competing every Saturday during the main season (September to May) and in the Summer Saturday Series (June to August). The Hong Kong Championship which took place in November broke another record with 18 boats on the starting line and a handful of international Dragon sailors flying into Hong Kong to participate including Tim Tavinor (who shipped a 2012 Petticrows for the event), Chris Hunt, Theis Palm, Werner Fritz and Thomas Olog. Chris Hunt, Tim Tavinor and Oliver Merz won the event, Tam Nguyen managed to retain the Hong Kong title and Lowell Chang took the very new Corinthian Trophy.

The Hong Kong fleet also sent members to Sydney to compete in the very well organised Dragon Transpacific Interport against the Royal Sydney Yacht Squadron, Royal Vancouver Yacht Club and Kansai Yacht Club. Hong Kong tried hard to defeat the very good sailors from Sydney but came 2nd to them in the end! The Hong Kong Dragon class is now very much looking forward to hosting another interport, the Silver Cup in Hong Kong in January 2013 where the Royal Hong Kong Yacht Club will compete in team racing against The Royal Yacht Squadron (Cowes), the Royal Danish Yacht Club and Le Cercle Voile d'Arcachon.

www.rhkyc.org.hk





A top performance on international waters: that was the most important thing which 2012 brought the Hungarian Dragon Fleet. Ferenc Kis-Szölgvényi and his crew have been training very hard since May 2011 when they joined the Hungarian fleet. After sailing in Cascais throughout the winter 2011/12, their efforts have been rewarded by the best place ever achieved by a Hungarian Dragon sailor in an IDA Championship. Feri and his team mates, Tamás Kiss, an excellent trimmer (a former FD man) and his middle man, Károly Vezér, a crew member of Olympic Soling sailor György Wossala, sailed into the 7th place in the Gold Cup in Kinsale. Even more, they had a good chance to be on the podium even before the last race. Their skills are even better displayed by the fact, that they arrived in Kinsale to sail a chartered Dragon just one day after leaving Balatonkenese on Saturday afternoon, where they won the Hungarian Championship even without participating in the last race.

For the rest of the fleet, the 2012 season showed the nice face of Balaton. Unfortunately, the financial and economic problems in Hungary reduced the number of boats participat-



ing in Dragon regattas, nonetheless, the small fleet of 15 to 20 boats fought interesting and close races. In early June, the Johan Anker Cup was awarded for the first time to the winner of the Hungarian Fleet Championship which was sailed in Balatonfüred. The venue was generously offered by the Hungaria Yacht Club, the club of Dragon sailors Rudolf Andorka and Lóránd Gömbös. After 7 races in light and medium conditions Lóránd Gömbös's Jampec proved to be the best of 14 Hungarian and one German Dragons.

The Hungarian Championship, sponsored by the Hungarian Dragon fleet's long-standing supporter, Erste Private Banking, was held on the venue of the 2010 Europeans, in Balatonkenese. Starting on Wednesday afternoon, 9 races could be sailed in ideally versatile conditions: with winds of 10 to 15 knots on Wednesday, 20 to 25 knots on Thursday, and 5 to 10 knots on Friday and Saturday. Ferenc Kis-Szölgvényi left no doubts about his dominance, but the fight for the second and third places was open until the last leg on Saturday. In the end, Péter Tenke and his team were awarded the silver medals, and Lóránd Gömbös had to be content with bronze.

We are sure that 2013 will be a similarly successful season, when some international Dragons will also visit our races. The Hungarian Championship will be held in June in Tihany, maybe the most beautiful place in the region, and the Johan Anker Cup in September in Csopak on the North shoreline. We are pleased to invite all Dragon sailors to these IRL-events. Details can be found on our English-language blog: <http://saildragoninhungary.blogspot.hu/> or just ask Vilmos Náray on e-mail at: info@dragonclass.hu.

www.dragonclass.hu



The Ruhunu Dragon Association was created in March 2012 in the stunning blue waters of Weligama Bay in the island of Sri Lanka, South East Asia, at the initiative of the Ruhunu Sailing Association of Sri Lanka and the Belgian Dragon Association in Oostende.

The Ruhunu Sailing Association (RSA) was created in the aftermath of the tsunami that devastated the southern coast of Sri Lanka in 2004. The RSA has the objective to develop sailing sports at grass root level for underprivileged boys and girls aged between 8 and 16 years. The ambition is to develop in them a passion for this sport and make them aware of the marine treasures of the seas and shores around Sri Lanka.

The Ruhunu Dragon Association has as its object the promotion of the International Dragon in Sri Lanka and the organisation of races in Sri Lanka and in Belgium. It will also give the opportunity to the young sailors at the Ruhunu Sailing Association to sail on these prestigious racing boats.

At present, there are two wooden Dragons in Sri Lanka, Maranel and Laxapana. Match racing will be organised yearly for tourists during the good season from November to April (European winters).

The first marina of Sri Lanka with 30 moorings became operational in December 2012 in the charming and colorful Mirissa harbor which is next to the Weligama Bay. Dragon owners are warmly welcome to bring their own Dragon and keep it safely in the new marina. They could come to Sri Lanka during the





Weligama Bay in the island of Sri Lanka

calm season (November to April) to enjoy sailing in the transparent waters of the bay and in the deep blue ocean. During the monsoon seasons the boats will be taken out of the water and will be maintained in full security by the local professional company Mirissa Water Sports Chartering (which was created at the initiative of the Building A Future Foundation after the tsunami for employment creation). A fully equipped sail making unit established in Weligama ensures the repair of sails and the supply of new sails to Dragon owners.

Sri Lanka is a paradise island offering visitors incomparable holidays. With the aquamarine waters of the Indian Ocean gently lapping its pristine shores, Sri Lanka's beaches are covered with soft warm sand. Home to tropical fish and living corals the waters surrounding Sri Lanka are warm thanks to the tropical climate the island enjoys.

Hotels and restaurants of all categories are available on the southern coast of Sri Lanka. Amongst the many things to see there is the Galle fort (close to Weligama) - a UNESCO World Heritage Site, turtle sanctuaries, elephants and leopard reserves, cultural Buddhist sites and further inland, tea plantations providing a refreshing change with mile upon mile of lush green leaves.

For more details, please contact: dominique.goybet@gmail.com
www.baflk.org
www.mirissawatersports.com



2012: yet another successful Dragon season in Sweden

Five Audi Dragon Cup Grand Prix regattas were organised in 2012 at different locations in Sweden with about 50 Dragons participating. Two of these were the International Swedish Dragon Championship, which was a part of the Olympic Centenary Jubilee Regatta with racing in the same Baltic Sea area as in 1912 outside Nynäshamn, and the Nordic Dragon Championship, which was held in Båstad, the venue of the 2015 Europeans. More than 30 Dragons participated in each of these Championships. Both these and other activities were presented in different mass media including TV.

Collaboration with our neighbours is a priority with the objective of increasing numbers at each major regatta and the visibility of the Class. At major regattas in Denmark and Sweden, we now have quite a high level of participation of Dragons from both countries. This it is likely to increase further. Also Dragon sailors in Finland and Norway have shown interest in being



more involved already in the next season. Swedish Dragons have participated quite regularly in Norway, and one of them managed to win the 2012 Norwegian Championship!

There are ambitions to increase collaboration in the whole Baltic Sea region, and two Swedish teams participated in the Russian Championship 2012 in St Petersburg, where the 2016 Europeans will be held. The potentials for more exchanges in the coming years with the excellent Russian Dragon sailors and their growing fleet of Dragons are very good, but naturally also with other Dragon fleets in the Baltic. St Petersburg provides excellent conditions for regattas and stimulating social activities. This fantastic city is well worth visiting. Naturally, we encourage our Dragon sailors to take part in the international championships and regattas and some are keen to sail in Southern Europe in the winter period!

Another important aspect, which needs more attention, is how to engage regularly those Dragon sailors who are more interested in only participating in regattas from time to time and

want to race at local level regattas. These give the Dragon class visibility and can attract new Dragon sailors including the younger generation to the class. Maintaining numbers in this wider group who enjoy sailing the Dragon but are not prepared to be on the most ambitious racing level is essential for the long term sustainability of the class. We must not be blinded by the figures for the amount of Dragons being built for racing. The essential aim must be to have more and more sailors who enjoy sailing a Dragon and racing at their individual level of ambition.

We are in other words optimistic about the continued development of the Dragon class in both a short and long term perspective in the Nordic and Baltic region. There are discussions on how to promote the collaboration and exchanges further. In Sweden, the Audi Dragon Cup will stay on the same level of ambition in 2013 and the positive development of the class in Sweden can be expected to continue in the future. www.segladrake.se

2013 Dragon Regatta Schedule



Regattas	RL_F	M	Date_Start	Date_End	Venue	Country	Contact
IDA Championship							This list is regularly updated at www.intdragon.org
European Championship	1.25	2	6/04/13	13/04/13	Cascais	Portugal	www.dragoneuropeans2013.com
Dragon Gold Cup	1.3	2	16/08/13	24/08/13	Douarnenez	France	www.sr-douarnenez.com
World Championship	1.3	2	5/09/13	13/09/13	Weymouth	UK	www.dragonworlds2013.org
Grade 1							This list is regularly updated at www.intdragon.org
Prince Philip Cup (Australasian Championship)	1.2	2	3/01/13	11/01/13	Botany Bay	Australia	www.dragonclass.org.au/prince-philip-cup.aspx
Cannes Dragon Grand Prix	1.2	2	27/02/13	2/03/13	Cannes	France	www.yachtclubdecannes.org
H.M. King Juan Carlos I Trophy - Winter Series 2012/2013 6th	1.2	2	14/03/13	17/03/13	Cascais	Portugal	www.cncascais.com
Grand Prix Guyader	1.2	1	8/05/13	11/05/13	Douarnenez	France	www.grandprixguyader.com
Dragon Grand Prix Germany	1.2	2	12/06/13	16/06/13	Kuhlungsborn	Germany	www.dragon-grand-prix.de
Grade 2							This list is regularly updated at www.intdragon.org
International Dragon Cup - Italian Open Championship	1.1	1	19/3/13	24/03/13	Sanremo	Italy	www.assodragone.it
Open International de France	1.1	1	29/03/13	1/04/13	La Grande Motte	France	www.ycgm.fr
Silber-Drachen-Cup	1	1	18/05/13	20/05/13	Flensburg	Germany	http://www.fsc.de
Grand Prix d'Enkhuizen, Whitsunday	1	1	18/05/13	20/05/13	Muiden	Netherlands	
National Championship - A Round (B Round: 9-10 nov.)			18/05/13	19/05/13	Piraeus	Greece	www.hdca.gr
Danish Nationals (DM)	1.1	1	23/05/13	26/05/13	Dragør	Denmark	www.dragonclass.dk
East Coast Championships	1	1	25/05/13	27/05/13	Medway	UK	www.britishdragons.org
Derby Dragon	1	1	1/06/13	4/06/13	La Baule	France	www.yclub.net
Pelle Gedda Cup - Audi Dragon Cup 1	1	1	8/06/13	9/06/13	Saltsjöbaden	Sweden	www.segladrake.se
International Hungarian Championship - Sonnenschein Cup	1.1	1	19/06/13	23/06/13	Tihany	Hungary	www.dragonclass.hu
Russian Open Championshipæ	1.1	1	25/06/13	30/06/13	Saint-Petersburg	Russia	www.russiandragon.ru
Edinburgh Cup	1.1	1	25/06/13	29/06/13	Weymouth	UK	www.edinburghcup.org
Entenpokal - Landesmeisterschaft von Obersterreich	1	1	20/07/13	21/07/13	Attersee	Austria	www.sck.at
International Austrian Championship	1.1	1	25/07/13	28/07/13	Attersee	Austria	www.uycas.at
Open Belgian Championship	1.1	1	8/08/13	11/08/13	Ostend	Belgium	www.belgiandragons.be
Open Swedish Championship - Audi Dragon Cup 3	1.1	1	9/08/13	11/08/13	Båstad	Sweden	www.segladrake.se
Open Dutch Championship	1.1	1	29/08/13	1/09/13	Medemblik	Netherlands	www.dragonclass.nl
Norwegian Championship - Asker Seilforening	1.1	1	30/08/13	1/09/13	Christiansand	Norway	www.nordragon.com
Alpencup - International Swiss Championship Tune up race	1	1	14/09/13	15/09/13	Ascona	Switzerland	www.dragon-class.ch
International Swiss Championship	1.1	1	16/09/13	20/09/13	Ascona	Switzerland	www.dragon-class.ch
Johann Anker Cup - Hungarian Fleet Championship	1	1	20/09/13	22/09/13	Csopak	Hungary	www.dragonclass.hu
International German Championship	1.1	1	11/10/13	15/10/13	Lake Chiemsee	Germany	www.cyc-prien.de
Dragon Saint Tropez	1	1	16/10/13	19/10/13	Saint Tropez	France	www.snst.org
Hans-Detmar Wagner Cup	1	1	17/10/13	20/10/13	Torbole	Italy	www.assodragone.it
National Championship - B Round (A Round: 18-19 may)	1.1	1	9/11/13	10/11/13	Piraeus	Greece	www.hdca.gr
Cup of Greece	1	1	14/12/13	15/12/13	Piraeus	Greece	www.hdca.gr
IDA Championships 2014							This list is regularly updated at www.intdragon.org
European Championship	1.25	2	21/03/14	28/03/14	San Remo	Italy	www.assodragone.it
Dragon Gold Cup	1.3	2	5/09/14	12/09/14	Medemblik	Netherlands	www.dragonclass.nl

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