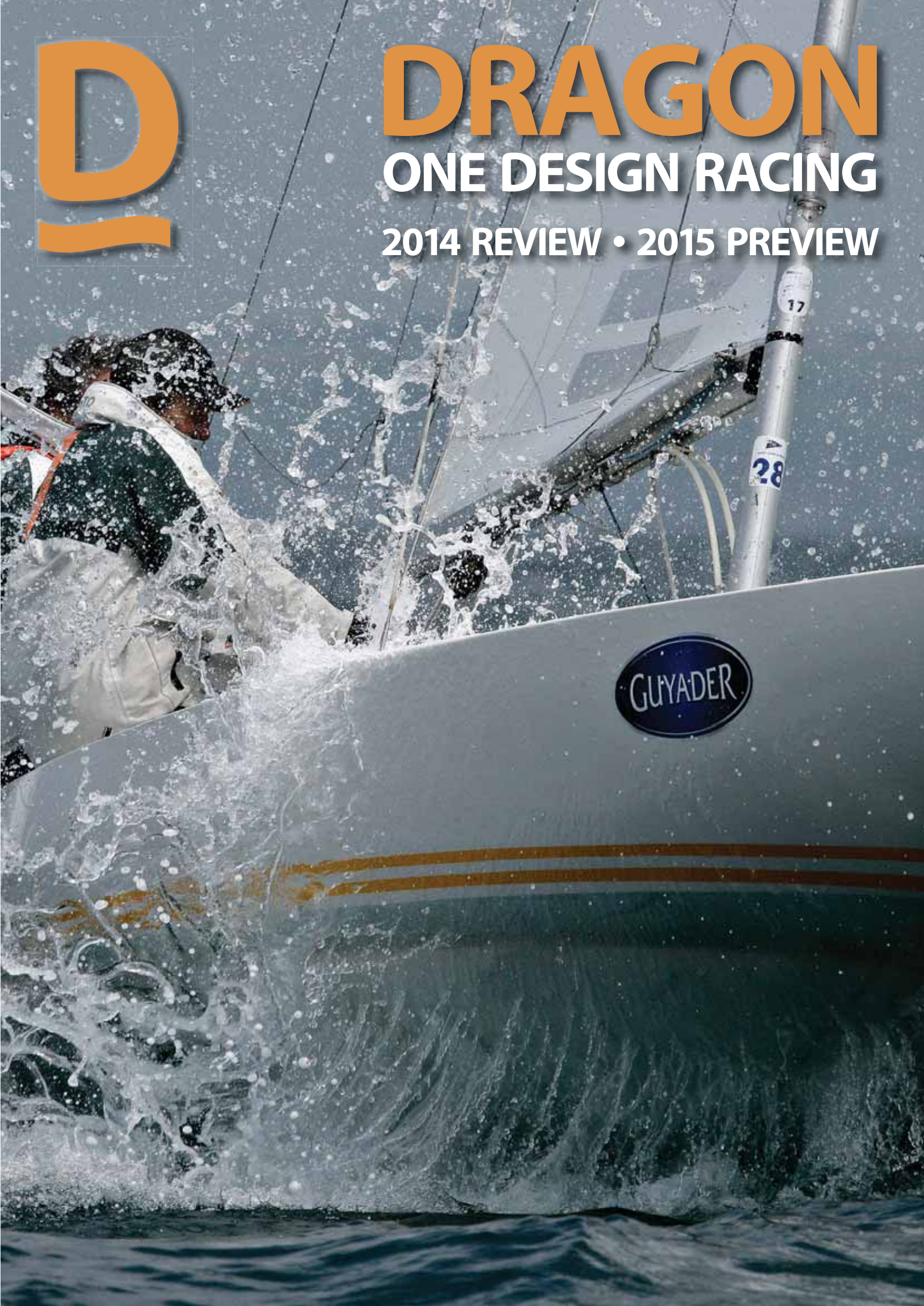




DRAGON

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2014 REVIEW • 2015 PREVIEW



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Message from the Chairman

Welcome to the latest edition of the Dragon One Design Magazine. Last year was the Dragon's 85th Anniversary and it is perhaps a good opportunity to reflect on the success of our beautiful Dragon and its future.

As a Dragon sailor myself, and your Chairman, I am confident of the future for the Dragon Class. Yes we have some challenges, but we also have numerous opportunities. If you look back, as I have, over the last 20 years, the Dragon Class has consistently demonstrated its ability to evolve, attract new sailors, find new interesting venues and earn the respect of sailors through out the sailing world.

ENTRY LEVELS OVER 10 YEARS	1994	2004	2014
European Championship	Cazaux 48 boats	Tallinn 36 boats	San Remo 89 boats
Gold Cup	Rungsted 68 boats	Falmouth 75 boats	Medemblik 87 boats
75 Anniversary		St Tropez 267 boats	

Whilst the major events typically have entries from 12 to 17 countries it is interesting that the number of Grade 2 or Non Graded events with competitors from 5 or more countries has nearly doubled over the last 10 years. Additionally we have seen the development of 2 actively supported winter series in Cannes and Cascais. This is the picture of a strong, healthy international class.

But we should not be complacent. We must always listen and respond to sailors' views. Last year, both at events and the AGM, concerns were raised about the impact of increased professionalism on the class. We are not alone in this issue; many other one-design classes have been grappling with how to keep the level of competition high but fair with the increasing use of professional crew and coaches. We will continue to monitor what other classes are doing to see if there are any solutions that will benefit our Class. For now the IDA Executive believes that we can best manage this concern by combining the requirements for top class sailing and careful maintenance of our Corinthian principles. One of our core strengths in keeping this careful balance is the structure of the IDA itself. Any changes to the Constitution or Class rules must go via the AGM and the National Associations. Similarly the IDA Officers are all themselves Corinthians and active sailors who give their time voluntarily. Traditionally the Class Secretary has also been a Dragon sailor. This is a part of our philosophy. Professional Sailors have been a feature of the Class for decades with many of them

giving generously of their time and expertise to help club sailors. It is arguably one of the reasons for the continued improvement and success of the Class.

The other challenge we face is the reduction in the numbers of boats at local and national levels. This varies country by country and is not unique to the Dragon Class. Most international one-design classes see the same general decline at this level. National activity is the backbone and strength of the Dragon Class and one we must do more to nurture.

So what of the future? We have a number of new initiatives that we believe will benefit us over the next years.

- An increased focus on communication, both internal and external to promote the Class and build our sense of community.

- The continued active involvement of an IDA Representative at the IDA Championships.

- A small fleet development initiative chaired by Anne Garrett (USA) will focus on identifying and implementing ways of developing the smaller fleets around the world.

- A complete revision of our IDA Championship Regulations by Thomas Wilton that will serve as the blue print for future events.

Lastly I must comment on the IDA team for next year. Sadly we say goodbye to:

- Andrew Craig who has been the most fantastic Treasurer over the last 20 years.

- Reemt Reemstma who has provided valuable guidance and expertise during his 4 years as Vice Chairman.

- Thomas Wilton who came in as temporary Secretary to reorganise the Secretariat function and improve the quality of our international racing in major events.

- Jill Hayward, our hard working Assistant Secretary for over 16 years handling the day to day administration of the Class.

We are all indebted to these individuals for their time and effort over the years. Thank you!

We also have the opportunity of saying welcome to the new faces, Stéphane Baseden from France as Vice Chairman, Kasper Harsberg (Denmark) as Treasurer and Tim Pearson (Ireland) as the new Secretary. I am also delighted to add that Poul Hoj Jensen has been elected to the honorary position of IDA Vice President.

I wish you good sailing and fair winds for the forthcoming season.

Richard Blickman

Richard Blickman
International Dragon Association Chairman



Current Champions 2014

World Championship (2013) *Fever* **Klaus Diederichs**
Weymouth UK Andy Beadsworth
Jamie Lea

Gold Cup *Bunker Queen* **Markus Wieser**
Medemblik, Netherlands Sergey Pugachev
Georgii Leonchuk

European Championship *Debutant* **Lars Hendriksen**
San Remo, Italy Frithjof Kleen
Anders Bagger

Borge Borresen Memorial Trophy *Bunker Queen* **Markus Wieser**
(Winner of first race Gold Cup) Sergey Pugachev
Georgii Leonchuk

Nations Cup *United Arab Emirates Team* **Bunker Queen**
(Team Race within Gold Cup) **Bunker Boys**
Desert Eagle

Prince Philip Cup *Scoundrel* **William Packer**
Peppermint Grove, Australia Denis Cullity
Julian Harding

Cannes Dragon Grand Prix *Alfie* **Lawrie Smith**
Cannes, France Joost Houweling
Adam Bowers

XVI HM King Juan Carlos I Trophy *Drago* **José Sotto Mayor Matoso**
Cascais, Portugal Gustavo Lima
Frederico Melo

Grand Prix Guyader *Sinewave* **Tommy Müller**
Douarnenez, France Vincent Hoesch
Marc Pickel

BMW Dragon Grand Prix Germany *Bunker Queen* **Markus Wieser**
Kühlungsborn, Germany Sergey Pugachev
Georgii Leonchuk

The Müller Trophy *Bunker Queen* **Markus Wieser**
(Top placed sailor on the IRL) Sergey Pugachev
Georgii Leonchuk

Corinthian Trophies

World Championship (2013) *Danish Blue* **Poul Richard Hoj-Jensen**
Weymouth UK Hamish Mackay
Andrew Norden

Gold Cup *Danish Blue* **Poul Richard Hoj-Jensen**
Medemblik, Netherlands Hamish Mackay
Andrew Norden

European Championship *Tergeste* **Nando Colaninno**
San Remo, Italy Guido Antar Vigna
Mauro Grandone

GRAND PRIX GUYADER

DRAGON

DU 4 AU 8 MAI 2015
SIZHUN PENN AR BED - DOUARNENEZ



History of the major Dragon trophies

Until the early 60s, there was no overall authority for the Dragon Class. In 1961 the International Dragon Association (IDA) was established to act as an advisory body to the IYRU and to coordinate the Class's activities and management amongst the various National Associations. There were no World or European Championships for Dragons at this stage, although the Gold Cup, originally established in 1937, was regarded as the major International trophy and unofficial World Cup. In 1946 the International Yacht Club de France established the Coupe Virginie Hériot for Dragons, with the first competition being held in 1948; in 1963 this became the trophy for the Dragon European Championship. In 1965 His Majesty King Constantine presented the IDA with the Epathlon Vassileos trophy for the first Dragon World Championship. More recently, a number of ancillary trophies have been added to these major events to recognise the top Corinthian competitor.

The Gold Cup is the oldest, smallest and, probably the most valuable Dragon trophy, being made of pure gold. It was presented in 1937 by members of the Clyde Yacht Clubs' Conference (later the Clyde Yacht Clubs' Association) with the intention of bringing together as many competitors of different nationalities as possible for yacht racing in Europe, in a friendly spirit. It was originally called the International Dragon Cup, but is now known as the Dragon Gold Cup. From the beginning, the Gold Cup was considered a family event for Dragon sailors, with entries open to all countries. Originally the venue rotated between Scotland, France, Norway, Sweden, Germany, Holland and Denmark. The hosting country and the Organizing Authority continue to be selected by the Clyde Yacht Clubs' Association in conjunction with the IDA. The first competition was held on the Clyde and was won by Rolf Billner of Sweden sailing Fafner.

In 2010 a Corinthian trophy was presented by the Royal Swedish Yacht Club in honour of the Royal Gothenburg Yacht Club on its 150th anniversary. The Gold Cup event also features a Nations Cup (given to the IDA by Thomas Müller in 2009 for the best results by 3 boat teams from each Nation) and the Borge Borresen Memorial Trophy for the helmsman who wins the first race.

In memory of the well known French yachtswoman, Virginie Hériot and, in accordance with her often expressed wish to encourage yachting, the Committee of the Yacht Club de France decided, in 1946, to initiate an International Cup and name it the Coupe Virginie Hériot. The Cup was assigned to the International Dragon Class and competed for in France, initially at Cherbourg in 1948 and subsequently at Le Havre. The first regatta was won by



Lt Cdr Henry Hewlett sailing Hai Lung. In 1957 it became internationally mobile with the first such event at Cascais but still an annual event and, in 1963, became the main trophy of the European Dragon Championship, won that year by Martin Parry in Athens. It remained an annual event until 1980 when it became biennial with additional regattas if the Worlds were not in Europe. At the IDA meeting in 2004 it reverted to being an annual event.

After the establishment of the IDA in 1961, the first World Championship was held in 1965 in Sandhamn, Sweden, with a maximum, initially, of two boats per country. At this time, His Majesty King Constantine presented the IDA with

the Royal Hellenic Cup, known as the Epathlon Vassileos trophy for the World Championship. The Cup was presented to the IDA in memory of the late King Paul, who had shown so much interest in Dragons. The first World Championship, held in Sandhamn, Sweden was won by Ole Berntsen of Denmark sailing White Lady. The Worlds take place every other year in odd years and are now open to sailors on the basis of qualification through their country's allocation or through an IDA ranking list. In 2010 a World Championship Corinthian Trophy was presented to the IDA in honour of the late David Atkinson, a skilful sailor, gentleman and long time supporter of the Dragon class in Melbourne, Australia.



The trophies shown here:
 A) The Dragon Gold Cup
 B) Coupe Virginie HÉRIOT
 C) The Nations Cup
 D) The Epathlon Vassileos trophy for the Dragon Worlds
 E) The David Atkinson Corinthian Trophy for the Corinthian World Championship



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The Tale of a Dragon By Bill Jacobs

She had just been pulled out of the shed

after almost two years of hard work, fully rigged on her new custom trailer gleaming in the late fall sunlight. Stunning is the singular word I would use to describe her. Plato said it better: "Beauty is certainly a soft, smooth, slippery thing, and therefore of a nature which easily slips in and permeates our souls."

A few days later I was introduced to her proud owner, Dr. Chris Rocke, who began to weave the tale of his acquisition, restoration and completion of a masterpiece, his cruising Dragon.

1955 and again in 1957. After almost two decades of racing, Bruce donated her to the Seas Scouts in 1984. She led a rough life as a sail trainer for the next six years.

In 1990 she was purchased by Mr. O.E. Schupp of Rochester, who renamed her "Delaware" and began, literally, a ground-up restoration having buried her keel in his lawn. Unfortunately, he passed away before the project was completed. In 1992, Chris Brizes, of Edgewater Yacht Club in Cleveland, Ohio purchased her from the estate. He completed the restoration and sailed her in the local Dragon fleet at EYC for a number of years. One of his crew at the time was

would, see her through to restoration.

With a busy practice in Neenah, Wisconsin, Chris could only get free for a weekend. He drove to Cleveland, had time for just a cursory inspection, but never the less, decided to proceed. As he prepared to leave for home he noticed that the tires on the tandem trailer were old and bald. He stopped at a couple of local tire stores where he found that the ancient tires were mounted on split rims and would have to be special ordered. Hoping for the best he headed for home...without even a spare. He found that if he kept his speed between 35 and 45 the rig seemed secure. He drove all the way back to Neenah, WI non-stop without incident.

Once he had the hull stored in an old barn he had rented, he did a thorough evaluation of the hull and found that it was in worse shape than he anticipated. As if in a Greek tragedy, he named her "Hubris." There were many cracked ribs, some badly damaged planks and a partially rotted keel. The teak deck, however, looked salvageable. One of Chris's interests for relaxation was woodworking. In his own shop he had made furniture, cabinets, and several years ago had renovated an old wood Star class sailboat. Because of its hard chine design he found it relatively easy to rework the hull. This gave him the confidence to tackle the rebuild of the Dragon. He made several attempts to make his own jig to form replacement ribs, which contained compound curves from the keel to the sheer clamp. Each time he tried to make the complex and tight curves, the wood cracked. He soon began to realize the enormity of the task, particularly in relation to his average 60+-hour workweek. "I wanted a boat to sail before I became an old man", said Chris.

Chris regularly spent weekends in the summer in Door County, Wisconsin about an hour and half drive north of his home in Neenah. Yacht Works, a full service marina

and yacht yard, is located near his summerhouse. Although he had not worked with them before, he knew they had recently completed the major repair and renovation of a 78 foot Consolidated vintage wooden power yacht. He met with the yard owner, Russ Forkert, and arranged to bring the boat up in a couple of weeks to have him take a look at it. By this time Chris had a new custom trailer and wasn't the least bit concerned about the trip.

Over the years Russ has assembled a loyal group of 15-20 expert service persons that are skilled in all areas of yacht construction, wood repair, painting, mechanical work, electronics and rigging. Many of them have multiple skills so they can work as a team on specific projects. During the 18-month renovation period of Hubris "practically every single employee worked on the boat at one time or another," said Brian Blazer who was the project manager.

Chris wanted the boat to be rebuilt, not as a racing boat, but rather a refined day sailor providing the excellent sailing characteristics that only a boat designed to sail competitively could provide. Realizing he would forego some creature comforts in the interest of performance Chris envisioned sailing the boat primarily alone or with an

second time on the yard's scheduling white board. In both evaluations he came up with similar results. The scope of work would include removing the keel, removing the sheer cap and replacing 27 ribs on each side of the hull in its midsection. The floor frames would be replaced and new floorboards installed. The inside of the hull would be sanded and sealed with epoxy. A new sheer cap would be constructed and installed.

The boat would then be turned over and all bad planking would be replaced. Portions of the keelson would be replaced as required. Because the boat would not be raced and Chris wanted to reduce ongoing maintenance, the hull would be fiber glassed. She would then be primed with Hull Guard, faired with Awl Fair compound, sprayed with high build primer, painted with Black AwlGrip and a new boot top stripe would be struck and painted.

She would be flipped once more, the rebuilt and refinished keel would be refastened, the bottom would be barrier coated and receive bottom paint. The existing teak decks would be sanded and the mahogany coach house and coamings would be refinished. The freshly varnished floorboards would be installed in the cockpit area. The materials list was pretty basic; clear white oak for



You would never know by looking at her what a long and checkered past she had. Fortunately, the Dragon class is well documented in North America. The Register of the Canadian Dragon class was started around 1950 in Toronto with memberships from Dragon fleets across Canada. Jack Sudbury of Picton, ON, Class Chairman in 1985, computerised the data and has been maintaining the register ever since. He began the US Register in 2007 as Class Historian to the new North American Dragon website. (nadrgons.org)

The records indicate that USA #144 was built by BørresenYachts of Denmark in 1954. Her first owner of record was Bruce Huston of Rochester NY. Sailing her as *Galebird* he won the prestigious John Foster Dulles Cup, the first American trophy for Dragons in

Anne Garrett, who has maintained her interest in Dragons ever since and is now the American Dragon Association's National Secretary.

Her next owner, Joe Mansour, purchased "Delaware" in 2000. She was in bad shape.

"I bought a lot of rot," Joe said. In spite of his best efforts, he was not able to bring her back to sailing condition. Not wanting to abandon her but to find a new savior, he placed an ad in the classified section of a 2009 issue of *Wooden Boat Magazine*.

I suppose there are many reasons to tackle a boat restoration project, but generally glamor is not high on the list. But it was the classic beauty of the International Dragon that inspired Chris to answer the ad. The price was irresistible. She would be available free to the proper party who could, and



occasional crew who would share his enthusiasm. "I am not interested in using the boat to entertain summer guests" said Chris.

Russ went through the project several times in his head before committing the process to writing on a legal pad. Then he went through it a

steaming in the ribs, mahogany for the sheer cap, floors, and planking. Fasteners, epoxy resin and fibreglass for the sheathing and Awlgrip paint products for fairing, priming. At completion, the hull would be structurally sound and totally refinished but without spars, rigging,



This article first appeared in *Wooden Boat magazine* in July/August 2014

or hardware. He and Chris reviewed the work plan and negotiated an agreement for the renovation.

As the hull work neared completion, Chris OK'd several additional work orders after specifications were completed for hardware and rigging. A custom designed stainless steel removable bracket provides an attachment point just aft of the starboard beam allowing quick and easy mounting for a Travel 1003L Torqueedo electric outboard motor, which provides power in and out of the marina. He also approved a new custom mahogany coaming and resurfaced the existing coach roof with new mahogany veneer.

Prior to final painting of the hull, it was launched and weighted to approximate the mast and rigging. The position of the new boot top was hand struck from a dinghy while floating at the dock. It came out right on the money.

Chris wanted traditional wood spars, and after researching possible suppliers he contacted Woodwind Yachts of Ontario, Canada. He spoke with Ken Lavalette, the owner of the yard, who has been restoring wood boats for over thirty years. They initially discussed using a used mast out of Ken's extensive stockpile. Chris drove up with a trailer and picked up the mast. When he returned home he sent Ken photographs of "Hubris" nearing completion. After seeing them, Ken suggested a new mast built specifically for the project. He would

credit Chris back for the used one. Chris agreed.

The 38 foot mast is built from four 20 foot pieces of Sitka hand picked by Ken for strength, quality of grain and compatibility of each piece. Each side is made up of two pieces joined together with an 18 to 1 scarf joint. The mast tapers from 4½ inches at the base to about 2¾ inches at the tip. The tunnel is routed out for the boltrope of the mainsail and finished with 3 coats of epoxy to prevent wear on the wood. The boom, as it is less than 20 feet long is made from two pieces of Sitka spruce joined together, as is the spinnaker pole. All spars are finished with four coats of varnish. The mast, upon close inspection, rivals a piece of wood sculpture.

Ken and Chris examined different mast hardware fittings found in Ken's inventory. He had them duplicated at a local machine shop and did all final metal finishing in his shop. Four months after signing the contract, Chris made another trip to Nestleton, Ontario in Canada to return the used mast and pick up the new spars. Final rigging was performed at Yacht Works.

Shortly after I first saw "Hubris" on her trailer she was launched and tuned. It was late in September with the sailing days in short supply in northern Wisconsin when I was able to hook up with Chris and his girlfriend, Ieva, for a day sail. We had an exciting departure from the Yacht Works dock. The Torqueedo, because it is mounted abeam to starboard, makes backing

and turning in a tight fairway very tricky, particularly in a cross wind. Once underway in a straight line, it worked fine.

We made sail in a light 8-knot northerly. Chris is still shopping for new sails so we hoisted a main and jib borrowed from another Dragon owner. The day was grey and chilly with a left over chop from a recently passed cold front. As we moved out into the bay "Hubris" sailed firmly through the chop, bucking up just enough spray to wet the teak foredeck. The lighting was dramatic, the clouds started to thin and the breeze was beginning to build.

Within the next 30 minutes we were under a deep blue sky, scudding clouds and a solid 10 to 15 knots of breeze. The Dragon came into its own realm. After scurrying around the boat holding on to the rig with one hand and the camera with the other, I was relieved to be offered the helm. With spray over the weather bow, the leeward rail down to the water, the helm was well balanced and the occasional puff was handled with a quick ease of the main sheet from the well-located traveller. The hull tracked on invisible rails below the water. I could feel the heritage of a well-designed racer originally designed to meet the challenge of northern European waters. A sea going thoroughbred! Chris didn't have to say a word; the expression on his face spoke of the satisfaction of achieving his goal.

Givers and Takers

All sport, sailing included, is becoming more and more professional. Competitors have less time and want 'more bang for their bucks.' Fine, we are all looking for value but it also puts pressure on how we run our sport and enjoy our sailing. So when we came across an article in Sailing World it really made an impression. We would like to thank Sailing World and the Author Craig Leweck for allowing us to reprint the following extract.

Are you a giver or a taker? Our sport needs both in order to function, and each of us must be both. If we are only takers, we must consider the impact of our actions. When we are racing in a regatta, most of us are takers. Somebody else organised it, somebody else is running the races, and somebody else is scoring it and hosting the party. We are takers, and all those who make it happen are givers. We can't be givers by simply writing a cheque. We must physically be part of it. We race because we are competitive, but races don't happen by themselves.

A volunteer army sacrifices their personal time to make them happen.

Some people take great pride and joy in helping with regattas; it's their recreation. If racers don't contribute on some level, however, the balance of nature will be negatively impacted. Volunteer burnout occurs when givers give too much and takers take too much.

Our sport is a community of people who enjoy sailing. When we're givers we really connect with this community. When racing and taking we're connected to our boat and our crew, and to those we're racing against. The connection, however, is distracted by competition, and by how well we handle the emotions of competition. Giving is pure, however, and provides the chance to form deeper connections.

Those who struggle most with giving are the sport's top racers. Their focus and time is committed to racing and consuming. For these sailors it's hard to sacrifice a race weekend, or be distracted during an event to volunteer in some way, but there are still ways to contribute. By virtue of their success, top racers are admired, so it's easy to give back by sharing and socialising. Hang out at the bar, help on the dock, be friendly and strike up a conversation with someone other than your closest teammates. Go ahead and win the race and party every once in a while. The top racer that focuses only on their racing, and doesn't hang out, is a full blown taker who adversely affects the balance and hurts the sport.

Serve every customer.

Trophy winners largely direct our sport. We schedule the races they want and we form the rules around their preferences. The trophy winners are passionate about racing, and love the reward of winning. Their reward of a trophy and the adulation of the fleet motivate them to spend more money and invest more time. They are opinionated, and the rest of us listen to them. We admire their success and see them as leaders.

But what motivates everyone else? If the sole role of others is to pay the entry fee so the trophy winners get their reward, we're in trouble because racing needs to be rewarding for everyone, and it needs to be fun. This is supposed to be recreation. We must find out how to serve every customer.

Consider the balance of sailing to socialising. Not everyone wants a full day on the water. There is a point at which fun becomes agony. The top guys might want a four-race day, but if most everyone else can't physically handle it, they will eventually be turned away. One of my dreadful regatta memories was when I won the Snipe U.S. Nationals. I still remember walking by the yacht club bar near the end of the regatta, realizing I had yet to step foot inside the place. The days on the water were too long; there was no time or energy to hang out. This was how I was using my coveted free time. Even championships must have a balance, because if we don't find that balance the downward spiral will begin. Let's all 'get our head out of the boat', as we say, and look around. Our sport is relying on it.

The original article by Craig Leweck, called Change for Sailings Sake appeared in Sailing World, posted Sept 5 2014 - www.sailingworld.com



A Word From The Jury

International Judge and regular Dragon event Jury Chairman **Yves Leglise** takes a look at some classic first leg rule issues that Dragon sailors often have to deal with.

"Look guys, we had a poor start. We mustn't get depressed. Let's try to get the best out of this first leg."

And then starts some smart sailing to windward. We link tacks together, trying to find the best balance between heading and speed, being forced to crash tack to avoid this $\text{\$!\?3}^{****}$ coming on port and taking no action to avoid a collision (PROTEST !!! Oh, forget it, he's behind us, and we don't want to spend ages in the jury room, do we?), giving way to this idiot to leeward of us, searching for fresh air and trying to avoid getting blanketed...

And there we go, catching up a few places, trying not to get too nervous nor rude to anyone...

The windward mark is in sight, eight to ten minutes away. Now's the time to establish a strategy to round the mark in the best possible conditions. We have to decide if we should try to reach the mark from the port lay line, or the starboard one.

The port lay line seems to be favoured by many Dragon sailors. Don't ask me why. The main problem with the port lay line is that you are more or less stuck by RRS 10 and 13:

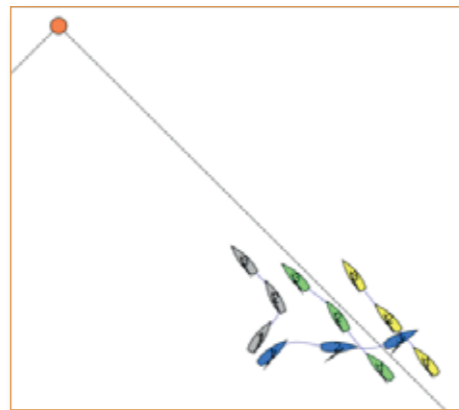


We are Blue: we cannot tack before all the other boats to windward of us have tacked to port. We have not the time nor place to tack and cross in front of Green, who himself has to wait for Grey to tack. (RRS 13 – While tacking & 10 – On opposite tacks)

This is why we may well find ourselves far above the lay line...

Yellow has to bear away to cross behind Grey in position 2 (RRS 10).

The problem will be slightly different on the starboard lay line, but with a similar result:



Blue and Grey are stuck:

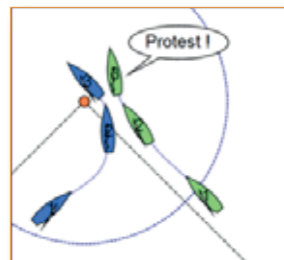
- Grey has to tack (RRS 10) and finds himself under the lay line: he won't fetch the mark.
- Blue cannot tack because of Grey (RRS 15 – Acquiring right of way) and has to avoid Green and Yellow (RRS 10). His only escape is to bear off behind the two boats... and find himself above the lay line.

So both sides have their advantages and drawbacks. The choice will only be down to local conditions (tide, wind...) or strategic considerations.

So, we are now approaching the mark: if we are on the starboard lay line, we have to make sure we fetch the mark, end of the story (we never said it was that simple!).

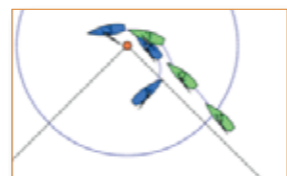
If we are on the port lay line, we will have to tack to round the mark on the required side (port). We therefore have two options: bet on our usual luck and tack round the mark (that is in the three lengths zone), in a gap (if any!) in the starboard tackers queue or be more prudent and tack outside the three lengths zone.

Why "be more prudent"?



Blue comes first into the three lengths zone (pos.1). In this position, RRS 18 doesn't

apply since the boats are on opposite tacks (RRS 18.1(a)). He tacks to round the mark and Green has to alter course to avoid a collision (pos.2: RRS 13 – While tacking). In position 3, Blue has completed his tack and is overlapped inside. But RRS 18.3.(a) states that "he shall not cause the other boat to sail above close-hauled to avoid contact". Green has to do so in pos.3, and he is perfectly entitled to protest Blue.



But if Blue tacks to a clear-ahead position (pos.2) inside the zone,

only RRS 12 – On the same tack, not overlapped will apply, with Green being required to keep clear: RRS 18.2(a) has nothing to do with clear ahead/clear astern situations.

So, unless you are lucky enough to be able to tack in a clear ahead position, it is very risky to tack in the three lengths zone, and thus to reach the mark on port tack.

Tacking outside the zone is much safer:

- The place is less crowded, you've got more room (and thus more time) and can more easily choose when you want to tack;
- it becomes then easier to manage to complete the tack in a clear-ahead position;
- less pressure on the crew, so better manoeuvres.
- In this photo, quite a few boats on port tack, apparently in the three lengths zone, are in deep trouble: we can see they are bearing away to avoid the starboard tackers and that they are not at all about to round the mark, yet! We hope they had a good tactical reason to find themselves in such a situation.



Newly elected International Dragon Association Vice President Poul-Richard Hoj-Jensen gives us his thoughts on the Dragon Class past, present and future.



The appointment of Vice-President to the International Dragon Class is giving me the challenge to help the Class to continue growing.

I am probably one of the few active Dragon Sailors who started "life" with a wooden mast. When I commenced sailing Dragons some 47 years ago, it was a development Class; no two wooden Dragons were the same in those days. Could this be one of the reasons for Class' survival? Just like the Star Class? Glass Fibre Dragons came after the 1972 Olympics; Borge Borresen developed this, which believe me, was not an easy task (Class Rules, lack of knowledge of this new material, and influential owners pressing so the GFD was not faster than the Wooden Dragon!). We have to thank those people who were behind the decision and did the hard work, as without there would not be a Dragon Class today.

As production director for Elvstrom at the time, I was involved in the development of the aluminium mast, changes from cotton sails to dacron as well as the GRP Dragon. From 1988 when we started the Peticrow Dragon, I have been heavily involved in moving the Class in the One Design direction. I have learned that the Dragon Sailors need to have the right people in the IDA to make things happen. I shall keep my eye on the evolution momentum; try and make sure it does not run out of steam.

On my "to do" list, is also to try to rebalance the influence/importance of the Club/Corinthian sailors. There have always been boatbuilders and sailmakers in the Dragon Class, to help these amateur sailors. However today, with very few exceptions, the professionals are out to win for themselves at all cost. The Corinthian sailors are and have always been the backbone of the Dragon Class; they need support now.

I hope I shall have the "ear" of the IDA officers, and if you have any suggestions on how to improve the Dragon Class, please feel free to contact me. email poul@hoj-jensen.com

Wishing you good sailing for 2015 and beyond.

Regards, Poul

Andy Beadsworth, British Olympian and reigning Dragon World Champion tactician aboard Fever, shares his thoughts on how to succeed in big fleet racing.

Sailing in Big Fleets. What is the recipe for success? What does it take and what's different to racing in smaller fleets?

It's really all about what you give away (or don't).

Rarely does anyone start racing in big fleets, instead they usually progress to them after trying out in smaller local fleets in whatever class they choose to sail. However there are now a number of Dragon events on the calendar with entries in excess of 50 boats and sometimes 80 or more and 30 boats is pretty commonplace. I think in recent years there has also been a trend towards more "Grand Prix" type sailing, say once a month in select venues in bigger fleets with some cost to the local smaller club fleets. Certainly I think this is evident in the Dragon. There is now more emphasis on performing in bigger fleets.

It's not unusual in these bigger fleets for anyone to win races or achieve great results above the general level that they would normally expect. We've all been there, either getting a great start or even a terrible start and then being bounced out going the right way on a big shift, suddenly finding yourself at the sharp end of the fleet. With the quality of boats, sails and access to good tuning guides and advice from the top guys, most boats are fast enough to stay in touch once they are at the front at the windward mark. It's a lot easier to stay there than get there in the first place.

However being consistent and performing race after race and achieving great series results again and again is quite difficult in the big fleets and requires a certain approach. Even though there is a lot of crossover in the skill sets required to win in both big and small fleets. If you haven't succeeded in small fleets it's unlikely you will succeed in big fleets, however just because you have succeeded in small fleets it doesn't necessarily translate to big fleet success either.

So what's the difference?

In small fleets you have to sail to win to be successful (unless you are just plain faster than the rest, which is perhaps more likely in small fleets). Taking more risks, backing yourself, pushing harder. Winning the end of the line or the side you want, getting the overlap at the marks. However, in big fleets I think it's a bit different in that you have to sail not to lose, especially early in the race, when the fleet is dense and compressed. As the race evolves it becomes more like small fleet racing as the fleet spreads out and the risk of losing big, reduces.

The difference is subtle but important. You have to manage the risks more, play the percentages. There is so much more leverage in a big fleet on bigger courses and that leverage can be filled by 50, 80 or 100 boats. When the positioning goes against you it can be devastating. Both on a start line or out on the course, where a small shift or getting the tide slightly wrong or a bad tack can/will cost 30 plus boats, and it's hard to make that back without taking big risks which again could cost you more.

So what's the recipe?

Firstly it's imperative to have an achievable goal. To have an idea of what your current performance is and set a realistic outcome goal. What do you think you should be able to achieve at your current level of performance, if you perform well and are not unlucky? It should be hard to achieve but possible. It's not fair to judge yourself against an unachievable goal.

It's important that all areas of the program are at the same level of preparation and performance. It's no good having a boat that's 10/10 if the sails are only 1/10 or boat handling 10/10 and tactics are 1/10. The aim is to try and get all aspects of our performance to similar levels using the resource available to achieve this. Don't spend 100% of the time or finance budget on one or two areas of preparation and neglect others. It's better to have all aspects at 5, 6 or 7/10 than any aspect at 1, 2 or 3/10 and others at 9/10.

There is a great quote from Dave Curtis who I raced against for many years in the Soling that I remember and use often. "It's not when you are fast that counts, it's when you are slow that hurts". It's so true and goes way beyond just boat speed. It's the areas that are lacking that will lose you the regatta or cause you to under achieve rather than the areas that are brimming that will win it. You have to focus on bringing up the areas that are losing, rather than those that are already good.

Going into a regatta there are some things you can control and some you can't. The racecourse is complicated and no one can consistently predict exactly what is going to happen. You can't guarantee to be tactically correct every time. It's an interesting quirk in our sport. Sometimes you will be lucky, sometimes not, and essentially everyone has access to the same



amount of luck. "Every dog has his day"! However, some need it more than others and to be a consistent performer you need to be in control. And to be a consistent winner you need to be able to succeed even when luck goes against you. Ben Ainslie in the Laser and Finn demonstrates this perfectly!

This is all about 'controlling the controllable' and not giving anything away.

The less you give away the better your position and the better your chances of finding good solutions to difficult situations on a racecourse.

I liken it to a bucket full of water. And everything you give away is a leak. At the end of the regatta the winner is likely to have the fullest bucket. Every leak, big or small is important. The bucket empties drop by the drop. Mistake by mistake. Theoretically everyone has the potential to start with a full bucket, but you can start leaking well before the regatta starts if you turn up with less than perfect boat, rig, sail and personal preparation. The bucket will not be as full as those that have prepared well.

Boat preparation should be as good as it can be. This is about more than just the obvious. Anything that is not perfect is a potential leak. Systems that are imperfect or hard to use especially in the heat of battle are potential leaks. They may not be a constant leak but if they can make a difference in one manoeuvre in one race it counts. It's important that all the systems work as well and efficiently as they can. It's all in the detail. An example of this is the Runner System on Fever where I changed the exit of the fine tune so it was in front of me in the middle of the boat rather than to the side, allowing me to trim the runner faster and harder using both arms in the heavier air. It makes a difference dynamically to gust and lull response and makes it easier to get full runner even when I'm tired. Another is rigs that set up asymmetrically so the mainsail is fuller on one tack than the other meaning that the boat will have more helm

on the fuller tack and probably sail a bit slower and higher than the flatter tack. It might not even be that obvious on a tuning run as the VMG is very similar and often you can change the ram setting and mainsheet to accommodate the difference. But there will be an occasion though, especially in big fleets, when you need to live in a tight lane on the lifted tack for 30 seconds away from the leeward mark or a minute until the shift comes through. If you can survive, maybe losing a boat length or less, that's fine, but if not and you lose 2, 3, 4 or more boat lengths sailing on the headed tack into the downwind traffic for the same period, it will just lead you to another series of potential loss situations.

Having fewer losses than the opposition and a fuller bucket also allows you leeway to spend some of your "savings" to turn a 50/50 or worse situation into a 100% positive outcome.

For instance how many times have we all not quite crossed someone on a windward mark approach? Another meter or so and you get a clear clean cross and manage to set up in the high lane on the approach to the windward mark and spreader giving you clear air and then options on the run, rather than, thin on layline struggling to lay with the higher boats going faster, rolling you one by one taking your wind and giving you few options on the downwind. That's if you don't hit the mark. That one meter can lead to a 10 boat length or more loss and compromise your options on the downwind leg too. Try to think of the opportunity costs of each meter lost.

Some common leaks on the race course are:

Poor starts, not having the boat fully trimmed at full speed on the gun. Inaccurate steering, especially in waves. Poor set up and sail trim. Sailing too high or too low. Poor tacks, particularly exit angles and jib trim.

Poor dips missing the stern of the crossing boat by metres rather than inches, still bearing away as you go past the stern rather than luffing back to close hauled as quickly as possible. Dragging sheets and lines in the water. Tardy mark roundings, exiting too wide or luffing too high on the exit, or sailing too low unnecessarily. It's all about accuracy.

How often have we all sailed for minutes on a tuning run and been the same speed as the winners of the race? No difference. But then at a critical point in the race, off the start

or round the leeward mark we make a mistake, don't make a gear change quickly enough and end up slower and losing a boat length or more. I remember helming Fever in Douarnenez a few years ago. We were in a really tight lane off the start and struggling to survive. Then the wind eased a little and we made a better, quicker gear change than the boat below, suddenly the lane widened we had space. A few minutes later and the boat that threatened to spit us out was now tacking and going astern because he lost his lane and got spat out himself. We had a top 10 rounding and a good race. It could have easily been significantly worse had we not made that gear change better than the other boat. If we had had to tack at the start we might have been closer to the bottom 10 than the top.

I can't emphasise enough how important it is to work on minimizing the losses.

This is the most important key to success in big fleets.

When the good guys get the start or the first beat wrong. Their ability to recover is primarily the fact that they give less away going round the racecourse.

They steer the boat more accurately; rarely too high, rarely too low; they change gear quicker and more accurately; they sail slower for less of the time. Because you are the same speed when you are both going your fastest; they probably sail less distance; they manage their rounding's in traffic better leading to better positions in fleet geometry on the next leg; their tacks are better, as are their gybes and hoists. Or maybe they are not better but more consistent. Less bad ones or not as bad; they take less unnecessary risk managing the geometry of the fleet relative to the potential shift.

Some other pointers that pay over time.

It's not hard and fast. Sometimes you need to take the risk to achieve your goals. It might be worth it. But default is lower risk. Sail not to lose when you can. Just take the risks when you need to. Sometime it works out sometimes it doesn't.

Be aware of where your competition is. I like to have a plan at the start then look for positive or negative reinforcement by seeing where the competition is starting. When I get into a new fleet or go to a new venue it's nice to have a couple of pointers who you know are fast or good in the local area. Don't follow them, but use them to encourage or discourage you from your plan. It helps to assess the risk.

Generally avoid the biased, crowded end of the line. Start just to the edge of the pack so not giving too much bias away. Minimise the risk of a bad start. Do plenty of preparation. Keep checking transits. Sail at the line and get a feel for how the transit closes. We usually have two or three transits. It's almost impossible to see the line transit at start time but you can see

one that's two or three lengths, or even further back. Then you can confidently be in the front row where you can see the transit.

Sail the inside of the side you want rather than going to the corner. That's hard if you're not fast enough to achieve your desired end goal. But remember you don't need to necessarily win the race. If you finish in the top 10 in every race at the Gold Cup you will be in the frame to win it. If you are top 20 every race you will most likely be top 10.

If you have a good lane on the first beat be very careful about tacking back into traffic. Clear air and water is a very big advantage. Traffic slows you down unless you're crossing it all.

Avoid getting to the laylines too early. Especially the starboard layline. Be careful about being caught thin on the starboard layline a long way out unless you're leading.

Clear air! Don't gybe set unless it's really obviously paying. Or you are last. It's super dangerous to gybe back under the fleet, no wind!

Stay away from the middle on the run especially at the bottom. Try to approach from one side or the other.

Try to avoid tacking at the leeward mark until the running fleet has passed. The wind and water is dreadfully cut up. Sometimes it pays but I would avoid it unless I really thought it might be the better option. If you want to go right up the next beat go to the left mark and if left then the right mark. You loose a lot having to cross through the running boats. If you're back in the pack, often it is better to sail low and fast away from the mark rather than get stuck head to wind chopping wood. Get away from the mark as quickly as possible.

Unless you're throwing the dice be wary of being the furthest boat into the corner. Balance this with clear air.

Don't try and overtake everyone in one move. It works occasionally but usually not. Pick off a few at a time. Sailing well you will continually overtake a few boats.

Avoid the pile up whenever possible. Don't pick fights unnecessarily. Know the rules particularly of RRS Part 2. When boats meet. Play the long game. Be generous when you can in tight situations, it makes a difference. Don't push your luck all the time. What goes around comes around.

Sail one race at a time. Don't worry about the results until you get to the end of the regatta. You can't win the regatta in the first race, but you can lose it. If you go into the last day with a chance of winning or achieving your goal you have succeeded. I am a big protagonist of the concentrate on sailing well approach. The results will come if you sail well

"Success is achieved by the accumulation of small but incremental gains".

Good Luck!



Corinthian Cup

from Deauville 2014 to Glücksburg 2015



The idea of having one Corinthian-only event a year that rotates to different countries was born in 2014 to encourage more and more Corinthian crews to find their way back to major international Dragon events. Exciting to the final race, Corinthian Champions 2014 Jan Woortman, Sönke Bruhns and Rainer Görgé had a hard fight for their victory in Deauville. Equal on points with the second place boat going into the last race, they took first place in the race and won the Dragon Corinthian Trophy 2014, the inaugural edition of this exciting new event. What is unique about Deauville? "Deauville is a great sailing area, quite central for international racing and with extreme tide, very impressive. For four days we sailed within an international 27 boat fleet", Jan recalls and looks forward to participating in the Dragon Corinthian Cup 2015 in Glücksburg.

Glücksburg, the small and beautiful Baltic Spa on the Flensburg Fjord attracts visitors from all over the world, who enjoy the perfect combination of tourism, with the fascination of the romantic landscape and great restaurants. "Glücksburg is also a great sailing area and as the most northern German city a favourable location right on the way to Scandinavia. We hope to get an international 50 boats fleet. Part of the Robbe & Berking Cup the Dragon Corinthian Cup 2015 will take place at the same time as the 12m Open European Championship and the 5.5m Open German/Dutch Championship. This guarantees a unique, great and very traditional event." The less than 8,000 inhabitants living in Glücksburg can rightly be proud

of their picturesque city with its historic water castle, the rosarium and the beautiful beach with extraordinary views over the Flensburg Fjord. Both the historic harbour and a collection of old traditional yachts in Flensburg are worth visiting too. Reasons enough for our Dragon sailors to make their reservations in good time.

Asked what the fascination of Dragon sailing is and when he started with it – Jan Woortman does not need long to think about it. "Indeed, it was the big fleets with a very high level of sailing in almost exactly similar 3-person boats that attracted me to the Dragon a few years ago. I met there a lot of old friends from earlier times of the dinghy-classes. Originally I started sailing in the Lübecker Yacht-Club, later in Berlin in the VSaW and now I live in Hamburg, where the NRV, located in the middle of the city at the Alster, is my sailing club. Just a few weeks ago a group from the Royal Corinthian Yacht Club, Burnham-on Crouch, came to visit us, and started with 10 "English" boats against 10 boats of the NRV. It was a great event and we really enjoyed their visit. The highlights are the international events. I'm sure that the big "Hamburg-Dragon-fleet" will come to Glücksburg, since we already have 50 Dragons racing in our regattas on the Alster."

The question of winter activities and plans for 2015 leads the conversation to some major events, both of the last year and the coming season. "During the winter 2013/2014 we left our Dragon in Cannes, sailed two weekend regattas there and the European Championship 2014 in San Remo. As for 2015, we are planning our participation in the World

Championship in La Rochelle, then the International German Championship on the Starnberger See. Before participating in the European Championship in Sweden,

I really look forward to the Dragon Corinthian Cup, July 1st to 5th in Glücksburg. These big international events are the highlights!"

Dragon Corinthian Cup 2015
Glücksburg Germany
1st - 5th July 2015

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Introducing our new IDA officers

Tim Pearson

Secretary

The new International Secretary is from Ireland where he has been sailing Dragons since 1992. He has been attending IDA AGMs almost as long – in fact since 1993 when he was elected National Secretary of the Irish Dragon Association.

Tim started sailing in Dublin Bay at the age of 5 in his father's open keelboat and in various dinghies. He went on to race in the Irish Sea offshore racing circuit but found handicap racing unfulfilling. He returned to one design and raced in a variety of different classes. "If you want to race, one design is what it's all about, and the Dragon is the perfect vehicle for this game of chess-on-water," he said.

Tim is a past Rear Commodore of the Royal St George Yacht Club. He sails his Dragon Zu (IRL 159) in Dublin Bay with his friends and co-owners Matt Minch and Conor Grimley.

“*Over more than 20 years I have watched the IDA grow and adapt to meet the needs of a large international group of sailors – and some of these are among the best sailors in the world. However, we need always to remember that it's the ordinary club sailors who keep this wonderful class afloat. While we strive to provide the best possible regattas and ever improve the on- and off-water experiences for all our sailors we must never allow ourselves to be seduced into making decisions that will harm the class as a whole.*

Every class benefits enormously by having a kind of mentor who helps new members to rig, trim and get the best from their boats. At the international level there are several you could name but more than anyone this person has been Poul Richard Hoj Jensen – in Ireland it has been Mick Cotter. The class needs more people like Poul and Mick who have been hugely influential in helping

local fleets to grow and encouraging Corinthian sailors, not just to sail in their local fleets but to enjoy the real pleasure of travelling to events and making new friends. We need to maintain and develop this tradition.

Ultimately it comes down to good communications and that is a hugely important part of this role. My career has been spent in advertising, marketing, journalism and PR, so I anticipate using this experience to help bring the IDA's communications to an even higher level.

The intdragon.net website is one of the best around but I am sure that with your help we can make it even better and further develop other social media tools. The age profile of our class members means that we need to attract new entrants and that is something we need to work on.

I want to thank the Officers of the IDA for entrusting this job to me and I thank them in advance for all the help I know they will give me. I also pay tribute to all my predecessors in this role – Thomas, David, Mike, Nicky, Chris... and others – who have put the structures in place to make everything run smoothly.

In this role I intend to be guided by the medical principle 'primum non nocere' - first, do no harm. While the importance of process and governance cannot be understated the principles of transparency, accountability and integrity must come first. If we are honest, fair and independent and protect and promote the justifiably high reputation of the International Dragon Association then for sure this great class of beautiful boats will still be here in another 85 years.”



Tim Pearson, who succeeds Thomas Wilton as Secretary of the International Dragon Association.

Stéphane Baseden

Vice Chairman

Stéphane Baseden joins the IDA as Vice Chairman. Fifty-five year old Stéphane first sailed a Dragon when he was 15 and has owned three Dragons since 1992. He started competing more seriously in the class in 2008 and has been a regular on the international circuit since. Today his boat "Outlaw" is based in Arcachon on the southwest Atlantic coast of France. He has dual French and British nationality and has lived in China, Hong Kong, Singapore, Germany and the UK as well as France. When not sailing Stéphane spends time with his wife and three children and works as a business consultant and non-executive director. He also finds time to chair the French Dragon Association.



Stéphane Baseden, who succeeds Reemt Reemsmas as Vice Chairman of the International Dragon Association.

Kasper Harsberg

Treasurer

Kasper Harsberg takes over from Andrew Craig as IDA Treasurer. Kasper's background as Chief Financial Officer for an international software company means he is ideally placed for this vital role. He also brings a wealth of experience as one of the top Dragon crews, although the demands of his job mean he is not able to race as regularly as he might like these days. Having travelled extensively for both work and sailing, including a period spent living in South Africa, and recently in Ukraine, Kasper is now based in his home country of Denmark with his 2 young kids.



Kasper Harsberg, who succeeds Andrew Craig as Treasurer of the International Dragon Association.



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Building trust in sail racing

Sailing is such a physically demanding sport that it's easy to overlook the psychological and cognitive aspects too. Researcher **Catharina Gylling-Barlund** brings us an interesting insight into this important subject.

I was invited to participate in a Dragon race in February 2014 for the first time in my life. During the first day of racing it was decided that I would join the team for the European Championship in San Remo in March. As I am a researcher and have been working within Innovation for Finnish Industry for several years, I decided that I would do a research project among professional sailors in San Remo in partnership with sailing coach Chris Winter. The topic was Building Trust in Sail Racing because it fascinated me. I will share a shortened abstract with you here.



Trust among members of a sailing team is vital in virtually any tasks in which a sailor must depend on a co-team member to fulfill the duties on board. When a team member is able to trust the others in a team, the focus of their attention is free to focus only on the task at hand. When sailors are unable to trust the co-team members, efforts must instead be focused on monitoring and self-protective behaviours. Thus, given the role that trust plays in both task accomplishment and personal well-being, it is not surprising that it is an important topic in sail racing.

Sail racing can be related to jobs such as firefighting, police work, military work, commercial fishing, and oil drilling. Tasks in these jobs are defined as "high reliability tasks" and are occasionally more dangerous still related to the technical core because they occur in an inherently more complex and unpredictable context. In sail racing these can for example be a mark rounding or a manoeuvre because of other boats and/or rules, the strategies before and after the mark rounding that are suddenly changing.

Work in situational unpredictability and danger contexts is often managed using highly structured practices that are intended to reinforce reliable performance, even in

unpredictable conditions. Failures by individuals to perform reliably in their roles can be catastrophic given the stakes involved, a situation that exposes individuals to higher levels of vulnerability in high-reliability task contexts.

What is trust and how is it built?

Trust is defined as a "psychological state comprising the intention to accept vulnerability based upon a positive expectation of the intentions or behavior of another" (Rousseau, Sitkin, Burt, and Camerer, 1998). In the development and operation of trust on board the question 'Do you trust them?' is dependent on the question 'Trust them to do what?' This question is vitally important because it has great practical significance. There are different sources of trust. Trust can be rooted in both cognitive and affective sources. Trust in high-reliability task contexts is more dependent on the cognitive sources and less dependent on the affective sources. In sailing the situations are often unexpected and unpredictable. The information processing is then thoughtful and controlled, a wider variety of cues are sought and a more elaborate weighting scheme is used. But because the decisions have to be made fast, it means that communication plays a big role. Sometimes people describe this as being very focused and mindful. Your attitude plays a huge role in the wellness of a team.

"Whenever I am the skipper I make it clear who's in charge and who's doing what from the start."

"In order to stay focused and concentrated everybody



has to be aware of their own tasks and how the team communicates internally, the language has to be agreed upon."

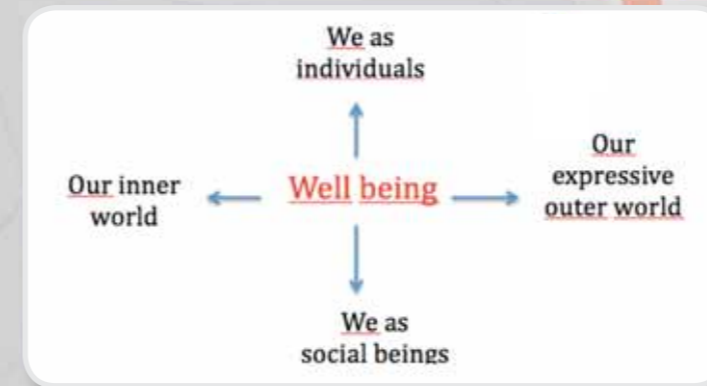
Our findings suggest the importance of an emphasis on integrity (authentic, wholeness). Sail racing teams may benefit from building more of an integrity component into their performance evaluation systems by capturing behaviours such as sticking to one's word, acting on sound principles, and treating others fairly and consistently.

"The most important thing is to create an atmosphere

where there is room for creativity on-board. No punishment for failure".

"Every crew member has a certain role and it is important that, that person feels free to do his/her own job".

"If you are negative you will destroy everybody's confidence on-board".



Above: Communication as wellbeing

When we communicate onboard with our team we don't have time to explain why we ask, tell and share information so the rules for communication has to be agreed upon. It is of vital importance that you keep an open mind and come with the right attitude to a race. As wellbeing is in the middle (see the figure) the time after the race and during a regatta spent in the team is of great importance

If you are interested in this subject and would like to receive a copy of Cathy's full article please contact her on catharina.gylling@gmail.com or phone +358 40 354 2294. She would also be happy to make a presentation on the topic in your country



It's The Little Things That Make The Difference

People often ask me how to make the 'jump' from club sailing and national events to international level. Here are a few tips that may help the transition and give you a little more speed and confidence in your sailing.

Basically there are not just one or two easily learnt skills, as it is more an accumulation of many small adjustments. I had three international regatta wins this year in 2014, La Baule, Belgian Nationals and Lake Cazaux, in all I have used the information below to minimise mistakes and give myself every chance to be successful because...

'It's the Little Things that make the Difference.'



Pre-Race Preparation:

Ropes, cleats, blocks and pulleys must be regularly checked and de-salted after each outing. All your systems must run smoothly to eliminate wasting precious seconds during manoeuvres that could be so costly. Ropes should also be marked for different wind conditions with coloured pens. Then once the settings are in the ballpark area, minor adjustments can be made to suit the ever-changing wind and sea conditions. I have always copied Vincie Hoesch's colour scheme (just like the ski runs), green is easy so light winds, then blue light medium, red for medium heavy and of course black for Heavy/Difficult. By marking as many ropes as possible you allow more time to look outside the boat instead of wasting time looking in and down!

Sails must be in good order. Mains and spinnakers last longer, but a good genoa must be used and updated as soon as the leech begins to 'hook'. With a genoa hitting the shrouds and mast on every tack, it is no wonder that this continual 'slapping' breaks up the material and soon begins to shrink the cloth, thus curving the leech... a hooked leech is slow. For a small amount of time the leech line can be adjusted to compensate for this hooking, but eventually a new sail is required.

On the Water Preparation and Starting:

You need to get on the water at any new venue at least a day or two day before the event to observe tidal influences, wind conditions, sea states, and above all get a basic feel for this new sailing arena that may differ from your normal environment. Try to match up with another Dragon and speed test, getting as close as possible without giving dirty air.

When you come ashore make notes of the tide, discuss how the wind behaved, ask your crew how they were trimming differently in this new sea or lake. Talk over supper about which sails to use, flat or full? Mast rig, soft or firm? Plus other relevant information. Talk to locals, both sailors and if possible fishermen, find out everything about the venue.

On the starts, don't go for broke unless you are absolutely sure that is the way to go. You never see Markus Wieser or Lawrie Smith starting at one end or the other of the line, no they are more conservative, not because they are scared of the competition to win the pin or boat. No it's because they want to be in control of the fleet. So if one side of the course suddenly becomes favoured, they want to be able to get over there! Basically, if you put all your eggs into one basket, you may win a race but you are unlikely to win a Championship!

Once you have started, try to hold your lane... Hopefully you were able to create a space below you on the start line which enabled you to put the bow down, un-furl the Genoa and get up to speed to maintain your position.. The longer you hold your lane the more options open for you. Believe me after 2 mins 50% of the fleet will have had to tack away, or sail low or sail in dirty air. This means that even after 2 mins of sailing you are already half way into the fleet. Then once you have kept your speed and maintained clear air, the leaders will start to tack. Watch closely to see if port tack boats are crossing. If yes, then when you are free, tack. If no, then keep going for a while longer... do not tack and dip two or three boats unless you are 100% sure that going to the right is paying... Remember, giving away one boat length could be the difference between just crossing a bunch or boats or having to go behind them at the top mark!

Crew Work and General Trimming:

Since the start both crew should be checking the sails, runners, genoa halyard, weight positioning in the boat, reassuring the helm at all times that all is good, giving him or her positive facts and keeping up the motivation that will bring out the best steering!

You are a team, hopefully an effective team, you need to believe in each other, trust each other and help each other. The helm needs to just steer. The middle crew needs to be tactically aware and the front crew needs to watch the sails

at all times. Keep talking to each other, try to paint a picture of the race course in the helm's head. Reassure the helm that the steering is well and the boat is fast, because negative vibes saying we are slow and low is the kiss of death. It helps no one.

The racecourse is like a game of chess, try to plan two or three steps ahead. Tacking can be costly, so only tack if it makes sense. Will tacking put you in a clear lane on port? If you tack onto port, are you going to be squeezed by a leeward boat? Before you tack look to see how the fleet is shaping up, is the right paying or do you look better on the left? Don't just tack for the sake of it. Then once you have tacked, it is nearly always better to dip a starboard tack boat than try to tack under them, 9 times out of 10 they will roll over you or they pin you out to the left side of the course. By dipping them you keep your freedom and all options open. Make the dip early so that you can really come up close as they cross, right by their stern.



Down Wind Sailing:

As you round the top mark is it possible to set the spinnaker on the dog-leg? If not use that time to set the pole and be ready for the hoist. If you are still trimmed well in the chances are it's a bear away set, if your sails are eased on the dog-leg then it maybe better to gybe set. Look ahead to see what the leaders are doing? If you are leading yourself then simply bear away set so that you don't sail immediately back under the fleet and lose your clear air advantage. This will distance you from the fleet and give you every opportunity to stretch out a lead or at least sail away with the leading bunch of boats.

Be quick with the hoist and genoa furl, get the mast forward and settle the rig. Move crew weight forward and have the foredeck crew pull the pole back towards the shrouds, thus allowing the spinnaker to fly further away



from the mast. Heel the boat to windward to neutralise the tiller, this all helps to minimise drag from the rudder and improve speed... Sail as low as possible keeping clear air, if a few boats are forcing you higher then consider gybing away, let them spoil each others race NOT yours :-)

Gates:

Choose the gate that will benefit you. It may not be possible to take the closest, with 5 boats inside you, maybe the other is quicker. Decide which way you want to go up the second beat? Take the gate that will lead you on that side of the course. It's a disaster to take the wrong gate then have to tack and sail through the spinnakers. Think ahead, remember the game of chess. Make a nice tight rounding so that you can hold your lane away from the mark. Sail higher than normal until clear air becomes available again, then you can put the bow down and return to full speed. If you have to tack, don't go too far, just clear your air then come back again before you sail into the spinnakers.

Lastly the Finish:

When it's a down wind finish you must try to protect the inside for the dog-leg turn. Think about gaining the inside from the top of the run when rounding the final windward mark. If however it's a normal upwind finish then see which end of the line is favoured? Are there more boats on the starboard lay-line? Will it be easier coming in on port? The last thing you want is to get 'stacked up' out to one side thus over-standing the finish line and loosing those vital few places.

Championships are won and lost sometimes by just 1 point! Maybe even on equal points, thus decided on count back! So EVERY PLACE COUNTS, never give a sucker an even break and always fight to the end... a race is never over till it's over.

It's the little things that make the difference!
Higher, faster, Longer...

Martin 'Stavros' Payne

Rogues Gallery... Rogues Gallery... Rogues Gallery... Rogues Gallery... Rogues Gallery



Delphine Largenton sneaks onto the foredeck in light airs.



Reigning World Champion Klaus Diederichs, Andy Beadsworth and Simon Fry prepare to bear away.



A fully focused Inna Sternberg



It's a lot of work racing a Dragon with no crew - Jim Burns at Centre Bay BC



Which one is the pole uphaul again?



Just giving the kite a quick rinse.



Should I have put four hours in the parking meter?



Dimitry Samokhin, Andrey Kirilyuk and Aleksey Bushuev hike hard.



A fresh looking Andrew Craig with the Irish National Championship Trophy



Pieter Heerema, Kasper Harsberg and Theis Palm keeping focus on the run



Bernardo Freitas enjoys swapping his Olympic 49er for a Dragon



The Schmucks, Ryan, Joe and Mike, winners of Cleveland Race Week in Dragons



Hungary's Ferenc Kis-Szolgyemi, Ka'roly Vezer and Tamas Kiss



Pedro Andrade, Martin Westerdahl and Diogo Cayolla roll it to weather down wind



Russia's Alexander Shalagin and Tatiana Kurbatova Lyuder



Stav, Dave Dwyer and Shawn Kingston get ready to bear away in Cascais



2013 World Champion Lawrie Smith, Joost Houweling and Tim Tavinor.



A flock of cormorants show Vasily the way up the beat



Surf's Up!

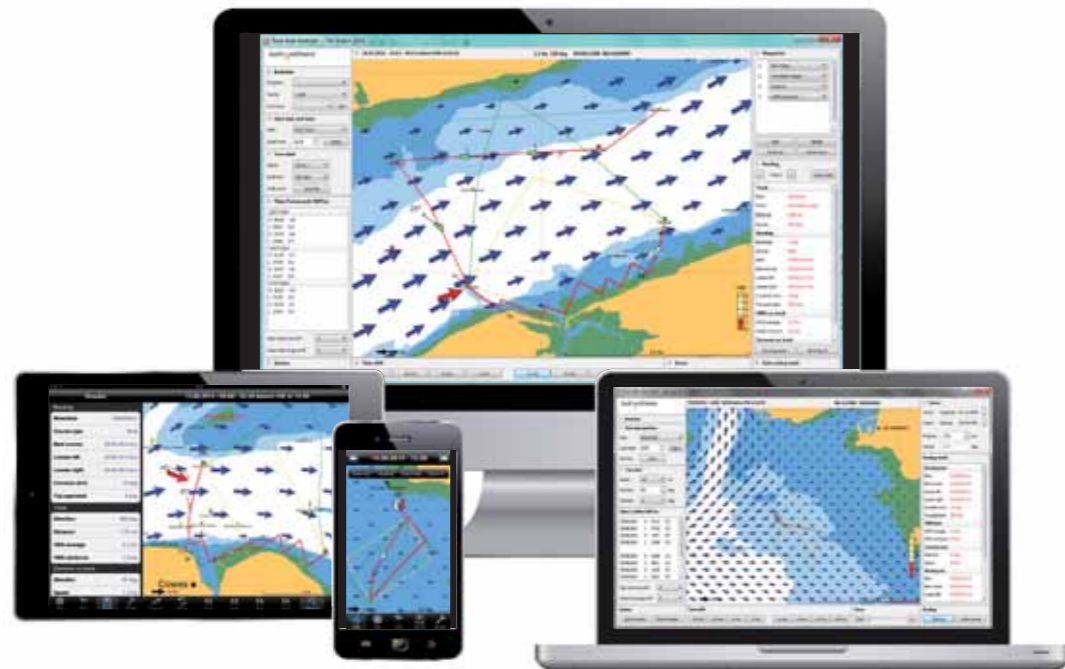


Lars Hendriksen, Frithjof Kleen and Pedro Andrade

RACE AREA ANALYZER

LA ROCHELLE - THE SOLENT - WEYMOUTH - SANTANDER - RIO

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Dragon World Championship

La Rochelle 2015

WHEN IT COMES TO CHAMPIONSHIP VENUES La Rochelle has it all. An impressive purpose built modern regatta centre, an outstanding race area only a short sail from the marina, a beautiful city with more than 1000 years of history, great shopping, a host of interesting and fun activities shoreside, and of course all the fantastic food and wines you would expect in a great French city.

The 2015 Dragon World Championship for the Royal Hellenic Cup will be hosted by the Société des Régates Rochelaises and the Fédération Française de Voile from 4 to 12 June. Based at the Port des Minimes and supported by Port de Plaisance De La Rochelle, the Mairie de La Rochelle, Department La Charente Maritime and Region Poitou Charentes, registration for the regatta will open on Thursday 4 June and continue until Sunday 6 June, when practice racing will also be held. Championship racing will run from 7 to 12 June with eight races scheduled.

The race area is in open sea but has the advantage of being sheltered by the Ile de Re to the north and the Ile d'Oleron to the south. With prevailing westerly winds of 10 knots with sea breezes developing in the afternoons and an average June temperature of 20°C conditions are perfect for both outstanding racing and après sailing fun. The tidal currents across the race area are light but for detailed analysis visit www.buell-software.com and check out the Race Area Analyzer which covers currents, tactics and routing for many venues including La Rochelle.

Founded in the 10th century, La Rochelle became an important harbour in the 12th century and is a city steeped in the traditions of the sea. It is the home port of many of France's greatest sailors and the reputation of the Société des Régates Rochelaises is second to none. The club and

the French Dragon fleet are working closely with the IDA team to ensure that every aspect of the championship meets the needs of the International Dragon sailors and they look forward to welcoming competitors from all four corners of the world.

Logistically La Rochelle has excellent connections with its own airport and railway station plus easy links to the European motorway network. As a major holiday destination there is a wide range of accommodation on offer from five start hotels to great self catering and camping. For more information about accommodation and the La Rochelle area please see www.larochelle-tourisme.com.

The Dragon Worlds will be the final destination in a great French spring/early summer regatta circuit starting with the Cannes Dragon Grand Prix from 25 to 28 February and incorporating the Coupe des Pyramides at La Grande Motte from 3 to 6 April, the Grand Prix Guyader Douarnenez from 4 to 8 May and the French National Open Dragon Derby in La Baule from 26 to 29 May.

To find out more about the Dragon World Championship please visit www.dragonworlds2015.org or Email event@srr-sailing.com

A new concept - Dragon Masters

A new trophy will be presented in La Rochelle - the World Championship Masters Trophy. This will be awarded to the highest placed crew with a combined age of 165 or more with no one crew member under the age of 50. See NOR for details.



Dragon European Championship Båstad 2015

Sweden's Båstad Boat and Yacht Club in cooperation with Sailing Båstad will host the 2015 edition of the Dragon European Championship from 1 – 7 August. Located on the west coast, in the southern part of Sweden, Båstad village is sheltered from the wind by a hill giving the village and harbour a calm and peaceful atmosphere.

Båstad is a bustling seaside holiday area with a permanent population of 5,000 that grows to more than 30,000 during the summer.

The race area is located immediately outside the harbour. With no obstacles, an average depth of 10-15m, little or no current, a prevailing southwest to northwest wind of 5-10 meters per second and typical afternoon sea breezes at this time of year conditions are perfect for racing Dragons.

Registration will open on Saturday 1 August and continue on Sunday 2 August with Tune Up Racing and the Opening Ceremony also taking place on Sunday. Championship racing will run from Monday 3 to Friday 7 August with the Prize Giving Ceremony and Regatta Dinner on Friday evening as well as après sailing gatherings each day.

Logistics for the venue are excellent with a local airport at Ängelholm offering



up to 10 daily connections to Stockholm. The nearest international airport is Copenhagen with a two-hour train connection direct from the arrivals hall to Båstad station. The railway also offers good connections to Malmö, 90 minutes away, and Gothenburg, which is 100 minutes away. By road Båstad is close to the main coastal road which links to the European motorway network via the Oresund Bridge.

Hotel Skansen www.hotelskansen.se is a partner of the event and offers a range of rooms with excellent facilities just a short walk from the marina. Additional accommodation options are available through the Båstad Tourist Office at www.bastad.com.

Båstad has plenty of shoreside attractions to keep everyone entertained après sailing and for accompanying friends and families. From great restaurants which specialise in local fish and produce, to art galleries, fantastic shops, relaxing spas, beaches and watersports, golf courses and fun events, the area has lots to offer the visitor. During the period of the Dragon Europeans, Båstad will host a Brazilian themed Beach Festival (29 July – 2 August), the Veteran Tennis Championships (31 July – 7 August) and The Little Film Festival (5-9 August).

Båstad and the Swedish Dragon fleet is on standby to welcome Dragon sailors from across the globe. For further information please visit www.sailingbastad.se or contact Hans Ramne on telephone +46 708 189919 or email hramne@me.com.

Sail with Stavros... win like him too!



Hi, my name is Martin Payne (but everyone calls me Stavros).

I offer International Dragon consultancy as well as individual and team clinics covering coaching and tactical sailing expertise.

My charter boats win championships. I have five Petticrows Dragons available for charter and training: three based in Cascais and two in Cannes; they are *Hombre*, *Little Hook*, *Clairvoyant*, *Full Speed* and the brand new *Bear*.

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Swedish Open Championship July 29th - August 1st • European Championship July 31st - August 8th

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Dragon European Championship Båstad 2015
www.sailingbastad.se

SAILING BÅSTAD

Markus Wieser Claims Third IRL Ranking Win



Once again the Dragon International Ranking was very closely fought in 2014. With impressive wins at the Gold Cup and BMW Dragon Grand Prix Germany, plus a second place at the European Championship, Markus Wieser and his crew of Sergey Pugachev and Georgii Leonchuk claimed the Müller Trophy for the Dragon International Ranking in 2014 for the third time. Hard on their heels and less than two points adrift in second place was the winner of the European Championship, Lars Hendriksen, and in third place by less than half a point was Yevgen Braslavets.

The prize for the boat taking

part in the most IRL regattas in 2014 goes to British Olympic Bronze Medallist Lawrie Smith who raced in no less than eight of the ranking events and finished in sixth place overall. With seven regattas apiece Anatoly Loginov, Pieter Heerma and Dimitry Samokhin were also truly dedicated to the Dragon cause finishing fourth, fifth and ninth in the ranking respectively. In 2015 the IRL will once again feature all three IDA Championships and Grade 1 events, plus all the National Championship Grade 2 events. For a full list of events please visit www.intdragon.net.



Good for you.


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DRAGON GOLD CUP 2015



Dragon Grand Prix
18th - 21th August 2015
Check in 18th August

Dragon Gold Cup
23th - 28th August 2015
Check in 21th-22th August

in
OSTSEEBAD KÜHLUNGSBORN
GERMANY Baltic Sea



The Segelclub Kühlungsborn and the German Dragon Association welcomes all Dragon Sailors to the Dragon Gold Cup and the Dragon Grand Prix. The new Marina of Kühlungsborn is located in one of the best sailing regions in Baltic Sea. Short ways to the racing area, no crossing ship traffic, enough space for large racing courses and steady winds offer optimum conditions for a high quality and challenging sailing event. Rooms, hotels and apartments are situated directly at the marina. Long relationship sponsoring partners are already in contact with the organizing authority.



Further information on www.dragongoldcup2015.com



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DRAGON GOLD CUP 2015



MORADA
Resort
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MORADA RESORT KÜHLUNGSBORN is picturesquely set between the marina and the promenade pier. It features 413 cosy guest rooms. Choose between land view, sea view and rooms with direct sea view and enjoy a relaxing stay, only minutes away from the Dragon Gold Cup 2015 and the Dragon Grand Prix 2015.

Delight in a variety of dishes from our buffets in three restaurants and enjoy the panoramic view from our café Meermaidbar, a delicious cocktail or glass of wine in the exquisite Brasserie Bernstein or a snack at the bistro.

A modern 1.000 m² area with indoor swimming pool, sauna, billiard and 4-lane-microbowling is ideal for leisure and relaxation. Enjoy an amazing time in a charming hotel.



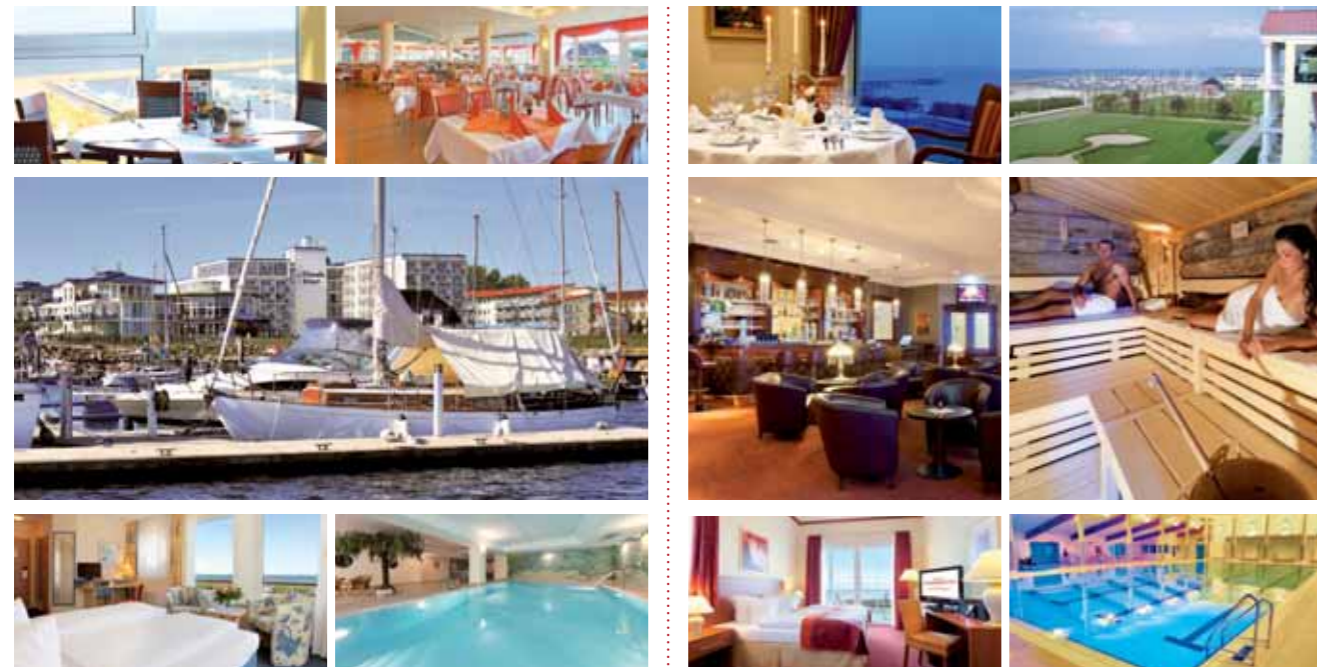
MORADA STRANDHOTEL OSTSEEBAD KÜHLUNGSBORN is a **First Class Superior hotel**, ideally situated at the beautiful sandy beach. Relax in an alluring location between the promenade pier and the marina, only a couple of meters from the Dragon Gold Cup 2015 and the Dragon Grand Prix 2015 away.

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New Regatta Regulations

There is a lot more to running a successful regatta than most people think. The race management is of course vital but so too is the smooth running of the shore actives, from launching to measurement, from registration to the bar life, they all need to be planned, managed and executed. Typically the serious planning starts 2 years before involving 10 or so guys and then by the time the event starts the organisation grows to 50- 60 people.

The IDA has always placed significant emphasis on the success of the major events. We were one of the first classes to develop our own Regatta Guidelines in the early 90's. They have, of course been amended many times over the last 20 years but we recognised in

recent years they have been under utilised by organisers. So, we have just completed a major revision of the Regulations to bring them into line with our latest ideas on event management. They now provide a comprehensive overview for organisers; with guidance on how to apply to the IDA to run a major Championship as well as how to organise it. Whilst lots of changes have been made the most significant include:

- 1 New standard NOR and SI's developed under the guidance of International Judge Yves Leglise
- 2 The introduction of a more formal contract between the IDA, The Organisers and the relevant National Associations running the

main IDA Championships, which will become effective when the venue receive its final approval some 3 years prior to the event

- 3 A clearer distinction between what we consider best practice advice and what is a minimum/mandatory requirement for hosting and running the event.

The revised Championship Regulations provide a valuable blueprint for the Sailing Coordinator and the Organisers of our major championship to follow. They are an important part of our strategy to ensure we provide the best possible racing experience to sailors at major events. Any one interested can find these documents on the IDA website under Regulations.





Saint Petersburg 🇷🇺 Russia

RUSSIAN DRAGON OPEN

20–26 JULY 2015

DRAGON EUROPEAN CHAMPIONSHIP

20–27 JULY 2016



Look Out Russia – The Dragons Are Coming

2016 will see the International Dragon fleet congregating in St Petersburg, Russia from 20 to 27 July for the European Championship.

One of the world's most beautiful cities, St Petersburg has all the ingredients for an unforgettable travel experience: high art, lavish architecture, wild nightlife, an extraordinary history and rich cultural traditions that have inspired and nurtured some of the modern world's greatest literature, music, and visual art.

Although just 300 years old, St Petersburg has a rich and exciting history, full of dramatic events and major historical figures. Founded in 1703 by Emperor Peter the Great as his "window on the West", St Petersburg enjoys a vibrant, cosmopolitan atmosphere and some of the most beautiful architecture in Europe.

With the mysterious twilight of the White Nights, St Petersburg charms and entices like no other city in the world.

The St Petersburg Yacht Club is one of the best equipped and most experienced regatta venues in Russia. It is located at the Hercules Yacht Harbour on the northern shore of the Finnish gulf just a short drive from the city centre. The modern marina and clubhouse offer all the facilities required for a major championship including a restaurant and sauna plus ample parking for both trailers and cars. The race area is just a short sail from the harbour. For five years running the club has hosted the Russian Dragon Championship with fleets of more than 30 boats and they now look forward to extending their traditional Russian hospitality to sailors from around the globe.

With more than 300 hotels, St Petersburg offers a range of accommodation options from grand historic properties to budget mini-hotels ensuring there is something to meet everyone's needs.

Logistically St Petersburg is very well connected with its own international airport plus ferry links to Stockholm, Helsinki, Tallinn (St Peterline), Travemuende and Rostock (Finnlines). Travelling to St Petersburg by road is also very easy; however, you will require a temporary vehicle entry permission, which should be arranged in advance.

International visitors will require a visa to visit Russia. To obtain this you will require an official invitation letter from the event organising authority, a completed visa application form, a biometrical approved photo 3 x 4cm, proof of travel insurance, proof that you have sufficient funds for your trip (salary slip, bank statement, etc) and a travel voucher from the travel agency (some countries may require additional information). It typically takes four weeks to issue a visa and you can apply directly at the Russian Federation Embassy in your country or via a local travel agent specialising in tours to Russia and via application support.

In preparation for the European Championship 2016, the Russian Dragon Association invites you to take part in the Russian Open Championship 2015, which will be held at St Petersburg Yacht Club from 20 to 26 July 2015.

To request a detailed information pack and for assistance with any aspect of your visit to St Petersburg please contact Tatiana Kurbatova Lyuders on Tel +7 (925) 809 1342 or +49 17667 267031, Email sail470@mail.ru, Skype sail470-731.



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We will be happy to help you further on any matters concerning your trip to St.Petersburg.

20th TROPHY HM KING JUAN CARLOS I

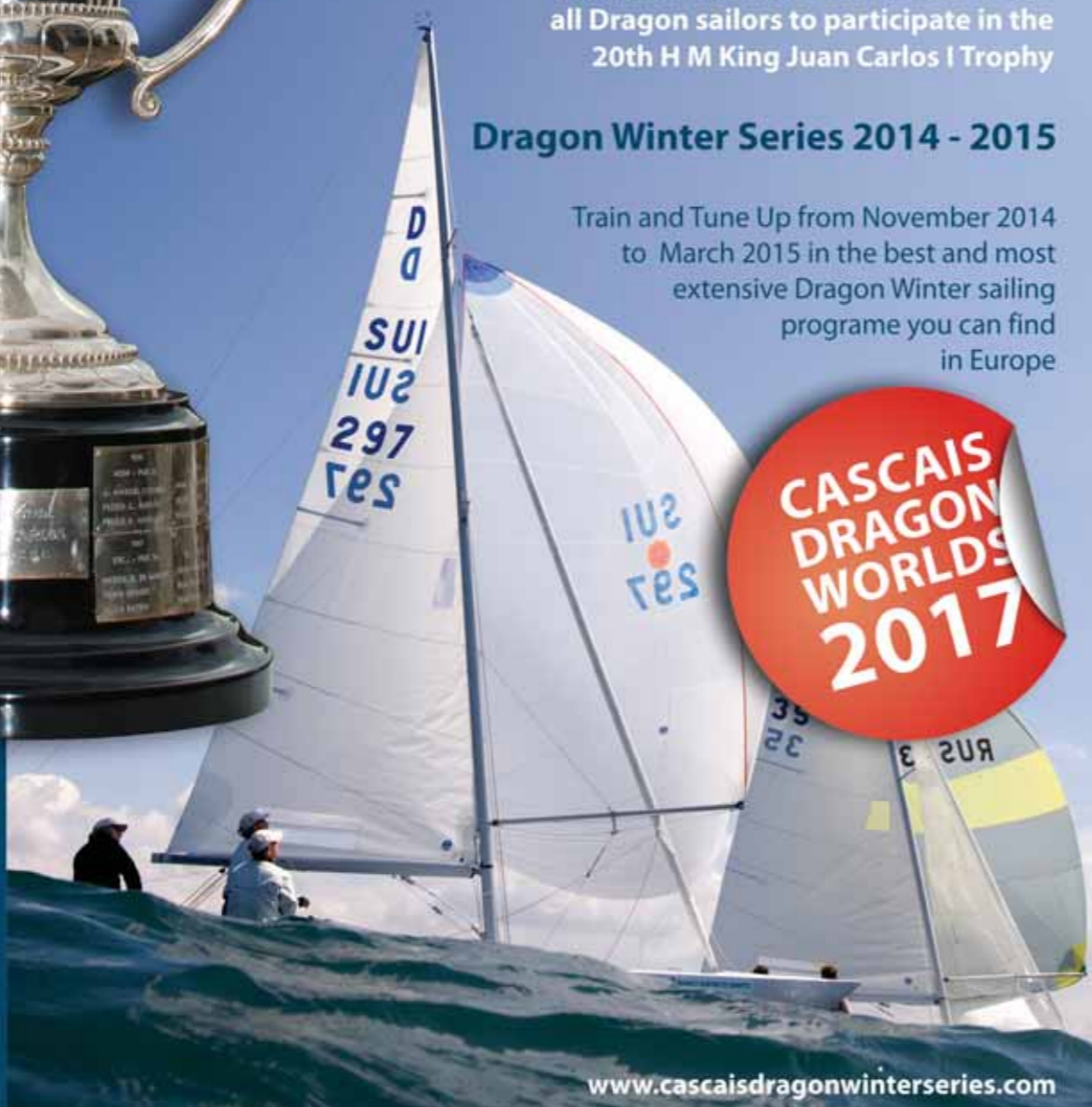
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Clube Naval de Cascais is pleased to present and warmly invite all Dragon sailors to participate in the 20th H M King Juan Carlos I Trophy

Dragon Winter Series 2014 - 2015

Train and Tune Up from November 2014 to March 2015 in the best and most extensive Dragon Winter sailing programme you can find in Europe



www.cascaisdragonwinterseries.com

Planning Ahead

To help you plan your sailing programme well in advance, we follow our page 39 feature on the 2016 European Championship in St Petersburg with a look ahead to the other IDA championships coming up in 2016 and 2017.

Dragon Gold Cup 2016



Hornbaek in Denmark will host the 2016 Dragon Gold Cup from 26 August to 2 September. Located on the north coast of Zealand Island facing the Öresund, which separates Denmark from Sweden, Hornbaek is a fashionable seaside resort and is already well known to the Dragon community having hosted the 2001 Dragon World Championship as well as many other events including the 2014 Danish Dragon Championship. Hornbaek is well known for its excellent racing conditions and warm Danish hospitality and looks forward to welcoming the International Dragon fleet once again.

Dragon European Championship 2017



Switzerland's stunning Lake Thun will host the 2017 Dragon European Championship. The provisional dates for the regatta are 14 to 19 August 2017 although this is still subject to confirmation. Lake Thun is another venue that will be familiar to many Dragon sailors who have competed at Swiss Championships there over the years. With its spectacular mountain backdrop, chocolate box scenery, warm welcome and Swiss efficiency in race and event management you can be assured of a fantastic regatta.

Dragon Gold Cup 2017



La Grande Motte on the French Mediterranean coast will host the 2017 Dragon Gold Cup from 7 to 16 September. La Grande Motte is an outstanding venue at any time of year, but is at its very best in September when the weather is still warm, the winds are reliable and the autumn sunlight is spectacular. A modern, purpose built marina awaits you at this popular French seaside town where accommodation is plentiful at all levels and the food and wine is guaranteed to be as good as the competition.

Dragon World Championship 2017



Cascais in Portugal has become one of the most popular venues on the International Dragon circuit and has already hosted a number of major events. With its open ocean racing in very consistent winds it offers spectacular sailing conditions and the outstanding race management and hospitality of the Club Naval de Cascais. Dates for the World Championship are still to be confirmed but the event is expected to take place in April with plenty of opportunities for advance training through the popular Cascais Winter Series and the annual H M King Juan Carlos I Trophy regatta which takes place in March each year.

Further information about all these events will be made available at www.intdragon.net

D

National Class Reports

In this edition we find out more about two long established special invitation Dragon events, take an in depth look at the activities of Belgium and Austria, and receive updates from around the globe.

Kansai Dragon Interport Regatta



The Royal Hong Kong Dragon Fleet takes on Japan's Kansai Yacht Club and the Royal Sydney Yacht Squadron as the Asia Pacific Dragon Fleet mixes it up with the Kansai Dragon Interport Regatta.

There's nothing like a weekend away from the heat of Hong Kong especially when there is team racing on offer. Our hosts, Kansai Yacht Club based in Nishinomiya, Kobe, Japan, kindly organised three days of top flight racing, bringing in boats from as far away as Tokyo. The competitors fielded by Kansai and Royal Sydney showed great depth of team, fleet and match racing experience. The competition was going to be good.

For those of you not able to visit Japan and more importantly the Kansai and Osaka Bay region; this area is a must for sailors. Indeed so seriously do they take racing here that the competing universities will never sail together! Only as competitors!

Andreas Brechbuhl, team Captain, put together the Royal Hong Kong Yacht Club's Dragon team and with the tactical support of both Phyllis and

Lowell Chang pulled off a satisfying victory for the Club. The team was made up of three boats, the left-hand boat or pin end boat being crewed by Phyllis and Lowell Chang, Nikki Claringbold and Peter Baer. The middle boat was manned by Harald Berge, Richard Eastal and Guy Brearey. The right-hand boat, or committee boat end, was crewed by Andreas Brechbuhl, Christiane Huegelmann and Rupert Street. A very significant contribution came from Guy Brearey, team trainer, who led several team race training sessions on and off the water prior to our trip to Japan. He instilled in us the spirit of team racing and lived it during the entire event and every second of each race; a great job indeed!

Each day consisted of two round robins of four races for each team; except on the last day, when winds got light we sailed only two races for each team. The first two days left very little between the teams with regards to points. Entering the final day, Japan led with Hong Kong second and Sydney third. Having lost to both Japan and Sydney in the previous days, the Club had to win both races to ensure victory. It was going to be a tight and aggressive final day. The first race of the day was between Japan and Sydney. The second race showed what team racing was all about, with the Hong Kong team dominating the start against Sydney, leaving their team pinned beneath all our three boats. Try as they may, they could not catch up. Phyllis took lead boat never giving up her position, the second boat with Andreas, Christiane and Rupert covered the edges of the field



and the final boat with Guy, Richard and Harald ensured that anything that had escaped was locked in at the final mark. This included a spectacular mark trap capturing and defeating three of the Sydney boats.

Now first equal with Japan, the Club had to show no mercy. We obviously won; but how we won was very important and is the key to team racing. Sadly for the Japanese, the Club finally reached its stride; not only did we cover properly at the start, each boat within the team took their allotted position on the course, leaving the Japanese with virtually no chance of getting through. The final decimation of their late charge saw Guy, Richard and Harald locking them



out at the last mark. Result -victory for the Club and a big thank you to Kansai, Sydney and the Club for its support for the team and this event.

In 2015 this event will be held at the Royal Vancouver Yacht Club.

The De Ruyter Cannonball Trophy



The De Ruyter Cannonball Trophy is awarded annually to the winners of an international team racing challenge between the Dragon fleets of Muiden on the IJsselmeer, Cowes in the Solent and Dublin Bay. The host yacht clubs – three of the oldest in the world – are the Royal Netherlands, the Royal London and the Royal St George. Teams are made up from the local Dragon Fleets and must be Corinthian as defined by the IDA. Each year a guest team is invited by the host club to join the event and in 2014 the Deauville Yacht Club was invited by Royal London to honour both the longstanding connection through the Deauville Race and also the 175th birthday of the Royal London Yacht Club.

The competition's genesis in 2000 was the brainchild of Alan Bulmer and Frank van Beuningen, who claim that the original trophy was a cannonball that was actually fired by the Dutch on the British almost 350 years ago. In 1667, in a daring action, the brilliant Dutch Admiral De Ruyter took his fleet up the tortuous and

shallow Medway River and captured the 'Royal Charles', the pride of the British Navy. This defeat had a deep effect on public morale, and the famous diarist Samuel Pepys made an entry in his diary, about the "ill news that is come to court" of the Dutch victory which "struck him to the heart". Indeed the event was sufficiently well remembered many years later by Rudyard Kipling who wrote a poem about it ('The Dutch in the Medway').

In fact the original trophy was lost so this can never be proved, and the current trophy, although a real cannonball, was retrieved from a battlefield in Java, then Dutch East Indies, where the British under the generalship of Raffles defeated the Dutch. The inclusion of the Royal St George in 2000 was very appropriate as the cannon was probably fired by an Irishman at the Dutch on behalf of the British as the British Army then had a high proportion of Irish soldiers. Nevertheless, the story of the original Dutch cannonball is an interesting insight into the rivalry that existed back then between the two nations – and perhaps continues on the water today in Dragons!

The last two times that the event has been held, the Cowes Dragon Fleet represented by Graham Bailey, Owen Pay and Giles Peckham, has been victorious in close fought competitions.

The venue normally rotates annually between the three clubs, irrespective of who has won, following the initial regatta held in Muiden in 2000. The event has now been hosted and indeed won by each club several times. If any club fails to host the event it is hosted again by the holder's club, and the culprit goes to the back of the queue!

In 2015 the Cowes dragon Fleet will defend the Trophy in Dublin Bay under the burgee of the Royal St George on April 17/18th. This time we hope to race on both days after a previous competition had to abscond to what was apparently the highest pub in the area in the midst of a gale. It is rumoured the Dutch suffered from altitude sickness, but history does not record any further details, or at least none that the teams can remember!


The Dutch burn down the English fleet before Chatham, June 20 1667. Artist, Peter van de Velde.



© Kazushige Nakajima

National Class Reports

Austria's vibrant Dragon fleet has never let a lack of coastline hold them back!

 Austrian Dragon Association Secretary Marcus Oppitz gives us the low down on how to successfully develop a Dragon fleet regardless of your lack of coastline.

Hidden behind the Alps there is a Dragon fleet. Together with Switzerland and Hungary, the Austrian Dragons are sharing an absence of coasts. Nevertheless the Austrian fleet is ranking number 5 in the number of boats within the 29 national fleets. There are approximately 120 Dragons in Austria, more than 80 are members in the class association and 40 of them have been sailing races in 2014. Not too bad. And looking back to the past years we see the fleet growing each and every year. That seems to be against the frequently discussed international major trend. Well known for skiing, Austria is not seen as a sailing nation, so there must be other reasons for the long term and still growing popularity of Dragon sailing in Austria.

Let's try to drill into that and find out if one or the other effect can be used in other parts of the Dragon world. First of all we have to confess that there are some elements helping to keep the community alive and going. Of course we cannot offer to our sailors and international guests

great venues like our friends in all the other seafaring nations. But it's also evident that lake sailing in the Alps has its own fascination. Dragon sailing also has a 60 year history in Austria and is concentrated around the scenic lakes in the Austrian Salzkammergut. So Austrian Dragon sailors know each other well and sometimes share personal relations over generations: sailing a Dragon is family business. But we also believe that tradition and a beautiful landscape alone is not enough to keep the community together and growing.

At this point I believe the Dragon itself is showing us the right way into the future: There are three things that makes Dragon sailing still fascinating. First of all the Dragon Class is famous for its broad range. Looking at the approximately 1,400 registered Dragons worldwide - or the 80 Dragons in Austria - maybe half of them are sailing races. Again only a small part are competing in IDA-Events. This has to be seen as a strength of the class, not a weakness. The class is drawing its power from a large reservoir of sailors, offering each individual type of sailor his or her specific experience on the water. Interestingly enough this high level of individuality can be set against an equally high emotion of unity. Sailors coming to the Dragon class always tell about the impressive and warm welcome they received from the community. Last but not least, Dragon sailing is based on very clear and carefully maintained rules. Competing against other and sometimes more talented or experienced sailors is possible and desirable. As a side step




here: the ongoing discussion about professional sailors and corinthians is most important and has to be accomplished carefully. Building and fostering the Dragon community in an alpine region like Austria has to concentrate on these strengths and opportunities.

Building a growth strategy based on these strengths seems to be easy but is of course connected with a certain level of effort. As in every case it is more important doing the right things than doing everything right. We found that concentration on three elements is meaningful. As our basic element we offer to the Dragon sailors a high level of service. This includes of course the yearly race schedule, but also technical support, training events and maintaining a national ranking list. Doing all these things has low effect if you are not communicating. Only successful communication creates the feeling of being a part of the community. Building up different but effective communication channels is vital in times where everybody is faced with communication overflow. Beside personal contacts we run a webpage, a facebook-account and email newsletters. Last but not least not all these things can only be achieved if there is a team of motivated sailors willing to push these ideas spending time and putting in their talents. I am glad to say that we have that team in Austria.

Visit us at www.dragonclass.at
Marcus Oppitz, Secretary

The Belgian Dragon Fleet has seen impressive growth in recent years. Here they share some of their tips on how to increase fleet numbers and participation.

 After the Gold Cup in Ostend (2011) we did some brainstorming sessions in relation to fleet support & expansion and we would like to share some of the ideas we've implemented.

Activation of new crew and attracting new boat owners for our beloved class are currently based on 2 initiatives:

- EDEN: During the Belgian Boat Show of 2012 we launched the idea of an 'Eerste Draken Evenement Nieuwpoort' (1st Dragon Event in Nieuwpoort). The goal of the event was to create a pool of potential crew members & attract potential dragon owners. This was done by opening up the Dragon class to (regatta) sailors giving them a first taste of Dragon sailing. We chose the harbour of Nieuwpoort for the EDEN event as it's the busiest yacht harbour in Belgium by far. Thus we could reach a huge number of potential sailors. In June 2014 we organised our 3th EDEN event and during this

weekend we had 4 sessions (AM/PM on Sat/Sun). Four very helpful owners were lending their Dragons enabling us to give 60 sailors their first Dragon experience. It is quite a time consuming organisation, the balance of 3 years of organising this however is positive: a large crew pool has been established and 2 new owners will enter the class next year!! EDEN is also an ideal moment to present external sponsors with a half day of Dragon sailing and by repeating this large event every year we're getting attention within the sailing world. For the next edition we're brainstorming

with a focus on 'how to get the top sailor into Dragon sailing'.

- The 5 Nations Cup is another idea launched in 2012. It's goal is to get much more interaction between the fleets in and around Belgium (eg Burnham, Medway, Aalsmeer, Muiden, Rheinland, Deauville...). This currently consists of around 18 regattas where teams & fleets can battle for eternal glory with a prize giving during the Belgian Boat Show. We make it attractive for Belgian teams to race these regattas and try to appeal to surrounding fleets to come to the Belgian regattas. At the same time we



are trying to re-establish the Belgian Open Championship (mid August) as an anchor event. This year we enjoyed the presence of Stavros, top Corinthian Poul Richard Hoj-Jensen, Rob Campbell and the return of several GBR dragons. In 2015 we hope to see the Dutch teams (back in full force) & the German Rheinland fleet enjoying the Belgian waters and the Burgundian social activities as well.

If you would like to exchange ideas please contact the BDA via president@Belgiandragons.be

National Class Reports

AUSTRALIA

The Australian summer sailing season is now well under way with active fleets racing in Sydney, Melbourne, Hobart and Perth, together with an emerging fleet based at Metung in Victoria.

The Prince Philip Cup (Australasian Championship) will be contested at the Royal Brighton Yacht Club in Victoria from 3 January to 9 January 2015.

The current Australasian Champion is "Scoundrel" sailed by Willie Packer, Julian Harding and Denis Cullity who won in Perth in January 2014 in an intense series with many extremes of sailing conditions and International competitors Tommy Muller and Robert Campbell.

Other events scheduled in 2015 include the Tasmanian, Victorian, New South Wales and Western Australian State Championships, the Botany Bay Winter series in May, and the Gold Cup to be held in Sydney, all of these events are keenly anticipated and are highly sought after trophies. www.dragonclass.org.au



FINLAND

The Finnish summer is short and so is our regatta season, everything happens between the beginning of June and the end of August. We organised five ranking series regattas, each having 4-6 races, and the Dragon Class Championships. The Finnish Champion 2014 is Tom Jungell, the rest of the results you can find in our web site or Facebook "Louhipurjehtijat". In all of the races we had a dozen boats participating, four boats were left in Cannes where they race in the Winter Season. The Finnish Fleet promoted Dragons by improving our web site and organising an end of August Crayfish Regatta where around two tables 50 people were eating and drinking crayfish until the early hours. www.finnishdragon.fi

FRANCE

Activity level and regatta attendance on the French circuit was dynamic in 2014 with two world famous helmsmen joining the class : Marc Bouët and Philippe Presti, boosting the performance level as a tune up to the World Championship next year.

The highlight of 2015 will be the World Championship scheduled in June in the historic city of La Rochelle, shortly after the Grand Prix Guyader Douarnenez in early May and the French National Open in La Baule at the end of May, offering a uniquely attractive sequence of first class regattas on the Atlantic coast of France within short distances.

The French Dragon Association looks forward to hosting you at these and all its other major events. www.france-dragon.org

GREAT BRITAIN

2014 has seen the usual activity around the British fleets at Aldeburgh, Burnham, Medway, Solent and Abersoch. Boat numbers and BDA member's numbers have remained static, with those leaving the class being replaced by welcome



newcomers. The annual regattas have been raced, with the Edinburgh Cup taking place at Lymington for the first time and won by Graham Bailey. It was an excellent regatta which all participants enjoyed; we were well looked after by the Royal Lymington Yacht Club and their team. 2015 will see us returning to Scotland for the Edinburgh Cup, to be hosted by the Scottish Sailing Academy at Largs. This will be preceded by a return of The Scottish Championship. www.britishdragons.org

GREECE

The Greek Dragon Class successfully continues its regular activities. A new race to take place annually has been added in cooperation with the Maritime Museum of Greece the "Seamanship Race" to honour the Greek Navy and the Maritime companies.

The activity for the establishment of the "International Winter Sailing Center" is in progress and will be based at the Athens Olympic Sailing premises. During the first years it will accommodate only Dragons and races and will be available to the Dragonists between October and April and all facilities and services will be granted at no cost. www.hdca.gr

SRI LANKA

The Ruhunu Dragon Association (RDA), created in 2012, is an active sailing entity in Weligama, on the lush tropical southern coast of Sri Lanka. Since its creation, RDA has actively linked up with local sailing associations and as well as monthly match races between the members in their Dragons, the fleet has also participated in several regattas conducted in the Weligama bay including the 2014 Springtime Regatta where an RDA team won the race. One of the highlights of 2014 was the RDA's Valentine Regatta, which gave two days of exciting racing over a variety of courses with Maranel eventually taking victory.

Sri Lanka is fast becoming a hotspot for sailing lovers as the sea and the coast suits for nice sailing experiences. Emerging mini marinas (created at the initiative of the Building A Future Foundation www.bafk.org) add to

the possibilities where the boats can be moored and maintained in a safe environment. Currently two RDA members have their boat moored at Mirissa Mini Marina and any other Dragons would be warmly welcome to join them for active sailing in 2015 and beyond. www.delahaye.patrick.skynet.be

SWEDEN

The Swedish Dragon fleet had a great 2014 season with a record number of Dragons in 2 of the 3 ranking regattas, Pelle Gedda Cup and Marstrand Cup.

SWE 375 "512" with Martin Palsson, Goran Alm and Johan Noren won the 2014 Swedish Championships in Sandhamn in a tight battle with SWE 358 "Sweet Alice" with Hans Liljeblad, Johan Hedberg and John Magnusson who also won the Swedish Dragon Ranking 2014.

The 2015 European Championship in Bastad (July/Aug) will of course be the highlight in Sweden next year with the Swedish Open Championship held just before the Europeans. www.segladrake.se



TURKEY

The Turkish Dragon fleet is reorganised now and 10 Dragons have gathered together in Bodrum to form a fleet. After organising an "Open Turkish Championship" in 2013 December, during January to May 24 races were organised, and the overall trophy award went to TUR 48 Ali Doganer and his team.

The second period of activity in 2014 started in September and is still continuing with a program of 4 consecutive races every month. The Turkish Open will be held from 20 to 23 November planned with 6 races.

The Turkish Dragon Organisation consisting of "Corinthians Only" are planning to participate in the major events of 2015 including the Europeans, Worlds and Gold Cup. www.bodrummiltamarina.com

UAE

The newly founded UAE Dragon Association had a very successful start in 2014. With only 3 boats in its fleet, UAE won the Nations Cup at

National Class Reports

the Gold Cup. In 2015 we hope to increase the UAE fleet and keep up the good results. With Premier Composite Technologies building "Premier Dragons" and many training sessions throughout the winter in Dubai, these aims should be achievable. In addition we are planning the first ever Dragon regatta in Dubai!



For 2015, we are planning two regional events. There will be a Western event held as part of the NOOD Seattle in May and an Eastern event at Cleveland Race Week in June.

Remember, it's always fun to race a Dragon, so let's not get hung up on



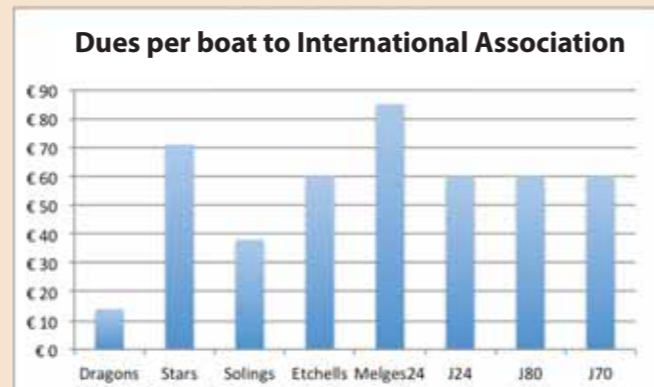
kinds of courses or races or how close we are to shore. The wind and tides treat every sailor the same. It's more important to get everyone out on the

water having a good time in these beautiful yachts. That's what attracts people to the Class. www.nadragons.org

Ever wondered how the IDA Fees compare?

Benchmarking is always interesting and so we include a chart shown the fees paid to the international administration of different Classes. The fees are all re-stated in Euros and are taken from Class websites and other sources.

Interesting isn't it.



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2015 Dragon Regatta Schedule

	RL	F	M	DATE_START	DATE_END	VENUE	COUNTRY	CONTACT
CHAMPIONSHIPS 2015 <i>Dates are correct at the time of going to press</i>								
World Championship	1.3	2		04/06/2015	12/06/2015	La Rochelle	France	www.dragonworld2015.com
European Championship	1.25	2		31/07/2015	08/08/2015	Bastad	Sweden	www.sailingbastad.se/dragon-2015
Dragon Gold Cup	1.3	2		21/08/2015	28/08/2015	Kuhlungsborn	Germany	www.dracheklasse.de
GRADE 1								
Prince Philip Cup	1.2	2		03/01/2015	09/01/2015	Brighton	Australia	www.rbyc.yachting.org.au
Cannes Dragon Grand Prix	1.2	2		25/02/2015	28/02/2015	Cannes	France	www.yachtclubdecannes.org
20th H.M.King Juan Carlos I Trophy	1.2	2		09/04/2015	12/04/2015	Cascais	Portugal	www.cncascais.com
Grand Prix Guyader	1.2	2		04/05/2015	08/05/2015	Douarnenez	France	www.grandprixguyader.com
Dragon Grand Prix Germany	1.2	2		18/08/2015	21/08/2015	Kuhlungsborn	Germany	www.dracheklasse.de
GRADE 2 <i>Please note that for 2015, only Grade 2 National Championship events will count towards the IRL. Other Grade 2 events will be run to the Grade 2 standard but will not count towards the International Ranking.</i>								
Hong Kong Championship	1.1	1		17/01/2015	25/01/2015	Hong Kong	Hong Kong	www.rhkyg.org.hk/Dragon.aspx
Italian Open Championship	1.1	1		26/03/2015	29/03/2015	San Remo	Italy	www.assodragone.it
Grand Prix of Aalsmeer 1				28/03/2015	29/03/2015	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer 2				04/04/2015	06/04/2015	Aalsmeer	Netherlands	www.dragonclass.nl
Grand Prix of Aalsmeer 3				18/04/2015	19/04/2015	Aalsmeer	Netherlands	www.dragonclass.nl
Danish National Championship	1.1	1		22/05/2015	24/05/2015	Hellerup	Denmark	www.dragonclass.dk
Greek National Championship - A round				23/05/2015	24/05/2015	Piraeus	Greece	www.hdca.gr
Derby National - Open De France	1.1	1		26/05/2015	29/05/2015	La Baule	France	http://www.yclub.net
Hungarian Championship	1.1	1		28/05/2015	31/05/2015	Balatonfured	Hungary	www.dragonclass.hu
Irish Championship	1.1	1		18/06/2015	21/06/2015	Dun Laoghaire	Ireland	www.dragonclass.ie
International German Championship	1.1	1		24/06/2015	28/06/2015	Starnberger See	Germany	www.dracheklasse.de
The Scottish Championship				27/06/2015	29/06/2015	Largs	UK	www.britishdragons.org
Edinburgh Cup	1.1	1		30/06/2015	04/07/2015	Largs	UK	www.britishdragons.org
Portuguese National Championship	1.1	1		10/07/2015	12/07/2015	Cascais	Portugal	www.cncascais.com
Russian Dragon Open Championship	1.1	1		21/07/2015	26/07/2015	St Petersburg	Russia	www.dragonopen.ru
Entenpokal, Landesmeisterschaft von Obersterreich				25/07/2015	26/07/2015	Attersee	Austria	www.sck.at
Nordic & Finnish Championship	1.1	1		07/07/2015	09/07/2015	Hanko	Finland	www.finnishdragon.fi
International Austrian Championship	1.1	1		30/07/2015	02/08/2015	Attersee	Austria	www.uycas.at
Open Belgian Championship	1.1	1		07/08/2015	09/08/2015	Ostend	Belgium	www.belgiandragons.be
Open Norwegian Championship	1.1	1		14/08/2015	16/08/2015	Hanko	Norway	www.nordragon.no
Alpen Cup und Zugersee Championship				29/08/2015	30/08/2015	Lake Zug	Switzerland	www.dragon-class.ch
International Swiss Championship	1.1	1		02/09/2015	05/09/2015	Lake Zug	Switzerland	www.dragon-class.ch
Johann Anker Cup				18/09/2015	20/09/2015	Balatonfoldvar	Hungary	www.dragonclass.hu
South Coast Championship				18/09/2015	20/09/2015	Kinsale	Ireland	www.dragonclass.ie
Open Dutch Championship	1.1	1		10/09/2015	13/09/2015	Medemblik	Netherlands	www.dragonclass.nl
Hans-Detmar Wagner Cup				08/10/2015	10/10/2015	Torbole	Italy	www.assodragone.it
Greek National Championship - B round	1.1	1		07/11/2015	08/11/2015	Piraeus	Greece	www.hdca.gr
Cup of Greece				12/12/2015	13/12/2015	Piraeus	Greece	www.hdca.gr
CHAMPIONSHIPS 2016								
European Championships	1.25	2		20/07/2016	27/07/2016	St Petersburg	Russia	www.russiandragon.ru
Gold Cup	1.3	2		27/08/2016	01/09/2016	Hornbaek	Denmark	www.dragonclass.dk

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Plan 8 hard copy £130
Plan 8 on disk £300
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IDA National Class Contacts & Registered Fleet Numbers

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