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WE TAKE DRAGONS SERIOUSLY



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PHOTOGRAPHY & PRODUCTION

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Dear Dragon sailors,



After two years of Zoom AGMs we held our first post Covid live AGM in Paris last October and it was great to meet old friends again, and some new younger ones too. I believe that our beautiful Dragon is in safe hands for the future. However, we have work to do!

After two difficult years of cancelled regattas and restricted travel I am happy to say that the class has survived and there are many encouraging signs of regrowth. 2022 was a very full season in Europe with a Europeans, Worlds and Gold Cup as well as the Grand Prix circuit, plus of course many national events.

I cannot write here without mentioning the effect that the conflict in Ukraine has had on our activities as an International Class. Following guidelines set down by our governing organisation World Sailing we banned Russian sailors from competing in our championship and Grade 1 events as a show of support for everyone who rejects the actions of the Russian state in another sovereign country. Almost every national sailing federation in the world has supported this ban with their own rules and I do not believe it will be lifted until the war is over.

I say very sincerely that we miss the competition from our friends who sail Russian Dragons and we look forward to the day when they will be on the starting line with us again. Let us hope it will be sooner rather than later.

The Covid years of 2020 and 2021 are, we hope now behind us, but we still detect a reluctance to travel among many sailors. Our Dragon Sailor Survey, carried out in September 2022, highlights that the cost involved in taking part in international competitions is of major importance. It is a strange thing that Covid actually helped many local fleets. They have grown in many countries and have built up Dragon sailing where it counts – at local level in affordable boats. This fact is borne out by the level of

sail labels sold during the past 12 months, despite lower attendances at international events.

This year we held a European Championship, a World Championship, a Gold Cup and in Europe a season of four Grade 1 events. Numbers of entries at these events have been lower than usual. Many sailors believe that our international calendar is just too full and this must be a contributory factor in poor attendances at Championship events.

Views expressed at the traditional ‘Owners’ Meeting’ (28 attendees) at the Gold Cup in Oostende last August reflected this concern about a crowded calendar and there was support for a fundamental change to the Grade 1 schedule. However, at the AGM most delegates urged caution in making radical changes in the wake of the extraordinary effects on travel of the Covid pandemic and the conflict in Ukraine.

We have an exciting season coming up. The first of the Grade 1 events, the 2023 Prince Philip Cup will be hosted by Royal Sydney Yacht Squadron with the regatta commencing on Saturday 31 December 2022 and running to Sunday 8 January 2023.

The European Grade 1 circuit starts in April with the first of the Grand Prix regattas in Turkey, serving as a warm-up for the Worlds at the end

of May. Bodrum is a magnificent sailing area with steady winds and lots of sunshine of course, providing the class with the possibility of sailing outside Europe but still not too far away and at a lower cost than many other alternative worldwide venues. At the time of writing this message, our Turkish friends have done everything to ensure a fantastic regatta on the water as well as ashore.

GP #3 will be raced in conjunction with the Edinburgh Cup (the British nationals) in Cowes. Combining the GPs with national championships might be a winning combination to consider for the future.

2023 CHAMPIONSHIPS + GRADE 1 EVENTS		
Price Philip Cup	Sydney, Australia	1 – 7 January
Euro GP #1	Bodrum, Turkey	26 – 29 April
Worlds	Bodrum, Turkey	29 May – 3 June
Euro GP #2	Malcesine, Lake Garda	21 – 24 June
Euro GP #3	Cowes, UK	15 – 18 August
Gold Cup	Torquay, UK	9 – 15 September
Euro GP #4	Vilamoura, Portugal	6 – 9 November
Euro GP Finals	Vilamoura, Portugal	10 – 11 November

The second major issue discussed at the Owners’ Meeting was that the level of regulation at the Gold Cup (and to a some extent also at Grand Prix events) was putting people off attending. It was suggested that the Gold Cup should go back to the days when it was more of a family event and we should have less pre-event measurement. This level of regulation can add to the perception of too much professionalism which again puts many sailors off attending.

On-the-water inspections would still be carried out of course to ensure compliance with class rules.

I have a great many people to thank. I must single out Klaus Diederichs and the whole of the Technical Committee for their efforts. In particular I thank Bence Toronyi who has successfully established himself in the role of IDA Chief Measurer. Here I must also mention Günter Ahlers, his predecessor, who has helped enormously with the transition. I want to thank Martin Payne (Stavros) for his on-the-water role at events and his reports which are a big feature of our class communication via the website and Facebook. I also thank the editorial team of Fiona Brown, Anne Garrett, Nicky Wilton, and Steven Vermeire, plus the designer Calvin Evans for once again putting together the Annual Yearbook under the guidance of our Secretary Tim Pearson who continues to manage the IDA’s affairs efficiently.

I must also pay tribute to Anne Vanneste who has decided to retire after 4 years excellent service as the Treasurer and board member. We will miss her calm advice.

We welcome two new faces to the IDA Board. First of all, Martin Pålsson has replaced Anne as Treasurer, and Martin Lutz has been co-opted in place of Justus Kniffka, who resigned just after the AGM. You’ll find more details about them elsewhere in this Yearbook.

I also thank our Vice Presidents Poul-Richard Hoj-Jensen and Chris Dicker for their continued interest and concern about the future of our wonderful class. Their advice is always welcome.

Finally and most importantly I want to thank my fellow officers for their continued support. This is very much a team effort and we value each other’s opinions.

I wish you all good sailing in 2023.

Gérard Blanc

Chairman, International Dragon Association



CURRENT IDA CHAMPIONS

World Championship Kühlungsborn, Germany	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri
Masters Trophy (Sub-division of Worlds)	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri
European Championship San Remo, Italy	<i>1 Quick 1</i>	Wolf Waschkuhm Charles Nankin Gustav Gardaback
Gold Cup Ostend, Belgium	<i>Eva</i>	Lars Hendriksen Kilian Wiese George Leonchuk
Børge Børresen Memorial Trophy (Winner of first race Gold Cup)	<i>Bluebottle</i>	Graham Bailey Julia Bailey William Bedford Will Heritage
Nations Cup (Team Race within Gold Cup)	<i>GBR</i>	Bluebottle Danish Blue True Story
Silver Cup (Sub-division of Gold Cup)	<i>Casaar</i>	Wolfgang R Bays Robert Stanjek Stefan Hellriegel
The Müller Trophy (2022) (Top placed sailor on the IRL)		Wolf Waschkuhm
Cannes Grand Prix Cannes, France	<i>Y Red</i>	Peter Gilmour Sam Gilmour Yaji Yasuhiro
Douarnenez Grand Prix Douarnenez, France	<i>Out of Bounce</i>	Pedro Andrade Kim Andersen Anders Bagger
Port Camargues Grand Prix Port Camargues, France	<i>Khaleesi</i>	Nicola Friesen Pedro Andrade Kilian Weise

Puerto Portals Grand Prix Puerto Portals, Spain	<i>Easy</i>	Michael Zenkel Joan Rosa Goncalo Ribeiro
Sami Salomaa Flow Trophy European Grand Prix Overall Winner	<i>1 Quick 1</i>	Wolf Waschkuhm Charles Nankin Joao Vidinha
Standfast Trophy Overall European Grand Prix Series Winner	<i>Yred</i>	Peter Gilmour Yasuhiro Yaji Sam Gilmour
Marblehead Trophy	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri

CORINTHIAN TROPHIES

European Championship San Remo, Italy	<i>Diavel III</i>	Christopher Skolaut Martin Lutz George Skolaut
World Championship Kühlungsborn, Germany	<i>GER 1135</i>	Philipp Ocker Florian Grosser Oliver Davies
Gold Cup Ostend, Belgium	<i>Furie</i>	Guus de Groot Henri Winters Richard van Rij
Lowell Phyllis Cup European Grand Prix Corinthian Winner	<i>Nono</i>	Martin Pålsson Peter Lindh Thomas Wallenfeldt

NATIONAL CHAMPIONS

Austria Attersee, Austria	<i>Dessert Holly</i>	Stephan Link Frank Butzmann Rasmus Nielson
Belgium Ostend, Belgium	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Arda Baykal
Great Britain (Edinburgh Cup) Falmouth, England	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Edward Salter
Denmark Hellerup, Denmark	<i>Troika</i>	Pieter Heerema Lars Hendriksen George Leonchuk
Estonia Tallinn, Estonia	<i>Margaret</i>	Peter von Koskull Ii-Min Tcheng Niko Ruokosuo Timo Nurmilaukas
Finland Helsinki, Finland	<i>Margaret</i>	Peter von Koskull Ii-Min Tcheng Niko Ruokosuo
France La Baule, France		Martin Payne Oliver Bakker Dominic Bakker

Germany Lake Constance, Germany	<i>GER77</i>	Ingo Ehrlicher Philipp Malte Thomas Auracher
Italy Imperia, Italy	<i>1 Quick 1</i>	Wolf Waschkuhm Charles Nankin Joao Vidinha
Ireland Dublin, Ireland	<i>Little Fella</i>	Cameron Good Henry Kingston Matthias Hellstern
Portugal Cascais, Portugal	<i>Pow Pow</i>	Michael Zankel Goncalo Ribeiro Joao Matos Rose
Sweden Marstrand Sweden	<i>Nono</i>	Martin Pålsson Peter Lindh Thomas Wallenfeldt
Switzerland Lake Constance, Switzerland	<i>Onyx</i>	Andreas Hermann Thomas Wenk Florian Ramsperger
Turkey Bodrum, Turkey	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Arda Baykal



Building Dragon fleets

The 2022 Member Survey raised a concern about the increasing age of the membership as well as the increased cost of participating in top level events. And some of the most supported actions were to actively promote to younger sailors, offer training and encourage borrow and buy programs. All of this leads to the question of how to build local fleets.

This year we have a recent article by Bill Symes, who is the driving force behind the Columbia Gorge Racing Association, which for 21 years has hosted elite events at its base in Cascade Locks, Oregon. Bill is also pretty good in the Laser Radial, having won the Laser Masters World Championship four times (so far). He's seen a lot of one design fleets over the years and has some observations to share with us. As Bill says in his article, "Club racing fleets are like house plants: without care and nourishment, they wither away and die."

To complement Bill's thoughts, we have some examples from Dragon fleets in Western Australia, the South of France and southern Ireland. Each of these fleets (and many others) have been working hard at getting new people to try a Dragon, getting existing Dragon sailors to learn more about Dragon racing, and making being a member of a local Dragon fleet fun!

Thoughts on fleet building

by Bill Symes Published on August 12, 2020. International Sailing Academy

Club racing fleets are like house plants: without care and nourishment, they wither away and die. We've all seen it. At Willamette Sailing Club (Portland, OR), where I've been sailing since the early '80s, I've watched a lot of one-design fleets come and go – Lasers, Tasars, Thistles, Lido 14s, Daysailors, Coronado 15s, C-Larks (to name just a few), all have gone through boom and bust periods. Some live to boom again; some are now extinct. The eternal question is, what separates the boomers from the dinosaurs? After nearly 40 years of observing this ebb and flow, I have some thoughts:

- Every fleet needs an evangelist. Behind every thriving fleet, there's one or two sparkplugs, people whose enthusiasm for sailing the boat is infectious, and who actively reach out to share it with others. They organise demo days for new prospects, clinics and training sessions to help newbies get up to speed, parties and other get-togethers where fleet members can meet and bond onshore. They write fleet reports for the club newsletter and bring beer to the après sailing de-briefs. When they move on, someone needs to pick up the torch, or else that fleet's happy days are numbered.

- Roll out the welcome mat. Jumping into an unfamiliar boat in a competitive fleet can be intimidating. It's really important for the old-timers to reach out to the newcomers to make them feel comfortable and welcome. This can be as simple as extending a friendly greeting to new arrivals, or going to the extra effort of partnering them with a mentor to guide and support them through their initiation phase. Note: be courteous, and even a bit forgiving, on the race course. Nothing turns off a newbie faster than getting screamed at at the windward mark rounding.

- Let them try before they buy. When LauraLee and I were shopping for a double-handed boat to sail together, the local Tassar fleet invited us to sail their loaner boat. It was the beginning of a beautiful friendship (for us personally as well as the Tassar fleet). The idea of a fleet loaner boat has been adopted with great success by, among others, the RS Aeros in Seattle and the Daysailors and Lido 14s in Portland. Note: The fundraising and restoration work usually required to put a 'rescue boat' into service also make great fleet projects.

- Help losers become winners. Sailboat racing is fun, but winning sailboat races is more fun. In a competitive fleet, it can be a steep climb to the winners' circle. Novices get this and will usually tolerate a season or two back in the peloton. But nobody likes to lose forever. They need to see progress, or they'll bail. The best fleets are the ones where ideas are freely shared, winners are generous with advice and coaching support, and take an active part in lifting up the back of the fleet. A good example of this is the Seattle Aero fleet, whose leaders host an informal de-brief at the end of every single racing day. Winners are grilled on settings, techniques and tactics. World Champions and Olympic Medalists share ideas with upcoming competitors. Every fleet member is continually learning, and the whole fleet is continually improving. In Portland, the Laser fleet hosts frequent half-day clinics covering boat set-up, boat handling, rules and tactics, local knowledge, and other topics by request. It's always amazed me how many newbie problems can be resolved by one hour with an expert.

- Make it fun. This is the sum total of the previous points: if you can attract sailors with a cool boat, welcome them into a friendly and supportive family of sailors, engage them on and off the water with positive experiences, and show them the way to improvement and success in their sailing, they will have fun. Keep it up, and you will have a strong fleet.

Sud Dragon initiative, France

The 'Sud Dragon' fleet started twelve years ago with three Dragons. By our November 2022 training session and regatta, we were eight boats training on start procedures and completing eight races over three very nice days. Year after year, the fleet has grown and has perpetuated a program of a minimum of one combined training and regatta weekend per month. In 2020 we had the pleasure of organizing the French Championships and in 2022 a Grade 1 international regatta.

It must be said that we have excellent facilities. Backed by one of the largest marinas in Europe, the guarded car park, the launching crane, the washing stations... all within a radius of 100 metres. In addition, the 'Baie de Camargue' is a very suitable place for training and regattas. We sail there eleven months out of twelve thanks to a Mediterranean climate with a regular and moderate wind. The fleet's motto could be 'Sailing all year round'

Thanks to these professional facilities, this welcoming climate and waters perfectly adapted to regattas... and by the action of two leaders of the Dragons in France, this fleet has developed and today welcomes around thirty



people sailing regularly in Dragons. Also, our main event, the Grand Prix Sud Dragon En Camargue has become very popular with Dragon sailors from all around the country and across Europe. It must be said that it is easy to reach our base 'Port Camargue': By Plane Montpellier Méditerranée Airport, (24 Km), by highspeed train TGV (25 Km), by motorway Montpellier Est exit 24 Km. This facilitated the creation of an atmosphere of mutual help and fellowship between the sailors, sailing in the Dragon also means sharing...

Western Australia promotes Dragons

The Western Australia International Dragon Association (WAIDA) and the Royal Freshwater Bay YC hosted the fourth annual Women's Helm Regatta the week prior to the commencement of the 2022-23 Summer Season. The objective is to introduce experienced helmswomen to the Dragon Class and to encourage owners to do final preparation of boats for the forthcoming season. Generous owners make both their boat and their crew available to the helmswomen. The fleet is highly competitive with the winner not determined until the last race this year. Congrats to Philippa Packer, a champion Flying Fifteen sailor, who won the 2022 regatta.

WAIDA built on this success by introducing several new initiatives this year, including a Saturday morning on-water training for those who are new to sailing Dragons, and a series of Wednesday Talks that has helped improve skills and knowledge throughout the fleet.

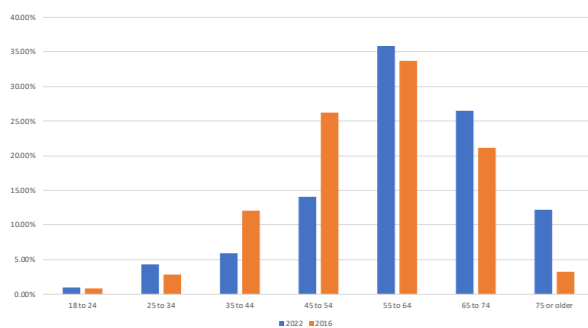
Glandore Dragon fleet

Don Street has been successfully promoting the Dragon Class to sailors of all ages at Glandore Yacht Club in southern Ireland whose fleet is now up to 15 Dragons. The latest proposal to make Dragon racing more accessible is to use a convenient starting platform just below the village's 'veranda square'. Don wants races to be always easily available and for all ages, and to do that you need to have a starting line which can be put in place with minimum fuss.

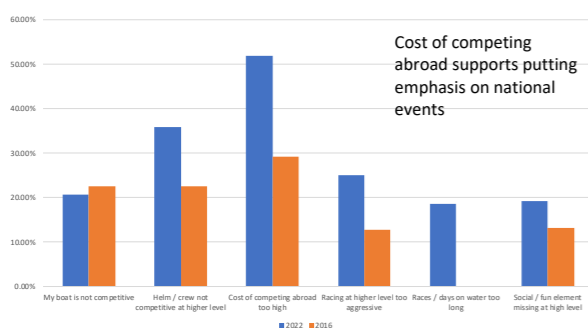


IDA 2022 Member Survey

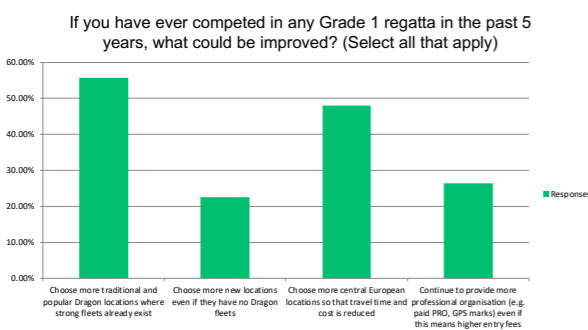
Class is getting older!



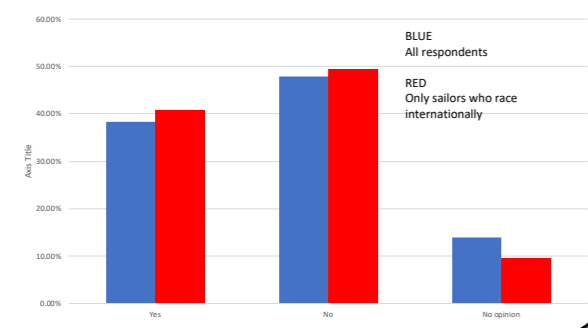
Reasons for not racing above club level



Traditional and central European locations favoured for international events



Are you in favour of allowing GPS?



In 2016 the IDA conducted its first ever major survey of members' views and the information gleaned was invaluable in helping the IDA plan a strategy for the coming years.

Six years on, the COVID-19 pandemic, global recession, heightened awareness of the environmental impact of international travel and a war in Europe have all had an impact on the sailing community. The IDA therefore felt that the time was right to conduct a follow up survey to see if members' views have changed.

Whilst in some areas the responses closely mirror those of the first survey, in others, there have been significant changes - and these are detailed below. The results were presented and reviewed at the 2022 IDA AGM and the Executive Committee will be taking the information gathered into account when planning future activity for the class.

Thanks to all who took part in the survey, your contributions are essential.

2022 Key Findings

- 419 sailors from 21 countries took part, compared to 490 from 26 countries in 2016. There was a shorter timeframe for replying in 2022 which probably explains the lower response rate, but it is still an excellent result.
- Members of the Class are getting older! Fewer 35-54 year olds, more 55-74 year olds. We need to develop initiatives to attract more 35-54 year olds.
- Cost is a more important factor than it was in 2016 when considering whether to go to a regatta.
- Majority of club sailors want to reach a higher standard (62%).
- Majority (in Europe) want traditional popular locations and Central European locations.
- Majority do not support GPS devices, even among racing sailors.



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Bodrum welcomes Turkey's first Dragon World Championship



Turkey is poised to host its first ever Dragon World Championship in the beautiful and historic Aegean resort of Bodrum from 27 May to 4 June 2023. With superb marina and club facilities in the heart of the town centre, a wide range of accommodation, wonderful restaurants and great weather, it's the perfect venue for a Dragon Worlds.

The race area is only a short sail from the marina and the combination of warm azure waters, steady winds and the spectacular backdrop of the southwestern Turkish coastline mean it truly is a sailor's paradise.

Bodrum Açıkdeniz Yelken Kulübü is the home club of the main Turkish Dragon Fleet which has been growing steadily in recent years. The club has extensive experience in running major regattas and is partnering with the Turkish Dragon Association and the Turkish Sailing Federation to ensure that their first Dragon Worlds are a success. For those who would like to familiarise themselves with the venue the club is also hosting the first International Dragon Grand Prix event of the season, the Turkish Grand Prix, from 26 to 29 April, and before this there are a series of short weekend regattas.

Special shipping and logistics arrangements have been put in place to make it easy for everyone to participate, including ferry deals with DFDS from Sete in France and a 15% reduction on Ulusoy sailings from Triest. A turnkey package is offered with logistics specialist Aker Customs Brokerage who can also handle all the ATA Carnet and customs requirements for you. Further information about shipping and logistics is available on www.internationaldragonsailing.net.

The schedule for the Worlds will see registration take place from Thursday 25 to Saturday 27 May with a skippers' meeting and practice race also taking place on May 27. Championship racing will run from Sunday 28 May to Friday 2 June with up to 10 races scheduled. Alongside the racing programme there will also be a full après sailing social programme.

Further information about the 2023 Dragon World Championship can be found at www.dragonworlds2023.com.



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The work of the IDA Technical Committee

The IDA Technical Committee (TC) is made up of volunteer members who correspond and meet throughout the year as required. They keep in close contact with all active builders. They present a report each year at the IDA AGM. The committee is appointed by the Executive Committee and made up of Dragon owners with a specific expertise or interest in the technical aspects of Dragon sailing and experience of racing at the highest levels. The Dragon Chief Measurer is also a member of the committee. The TC's role is to oversee all aspects of the technical management of the class and to advise the Executive Committee on proposed Rule Changes and other technical matters.

The committee currently comprises Klaus Diederichs (GBR), the Chairman *right*, as well as Graham Bailey (GBR), Ron James (GBR), Ian Malley (AUS), Yves Leglise (FRA), Rules Advisor, Lars Hendriksen (DEN) and Bence Toronyi (HUN) the Chief Measurer.



but regularly achieve podium finishes, clearly demonstrates that this attention to detail in Class Rule management has paid off." explained TC Chair Klaus Diederichs.

2. Boat Construction, Sailmaking and Equipment Oversight. Over the years many classes have fallen foul of lax supervision of builders and suppliers, ending up with supply problems, illegal boats and at its most extreme the death of the class.

The IDA has strict rules governing the measurement of new boats and sails and ensures that builders have access to a suitably qualified measurer to oversee all constructions. For example, with Petticrows move to Portugal it was necessary to identify a new measurer to conduct the regular check measurements needed there. Measurer Lopo Pizarro with Bence Toronyi *here*, has completed

his training this year to become the official measurer for Petticrows' production. In addition, a new measurer has been trained and appointed to work with North Sails in Europe.



The TC must also advise the Executive Committee and AGM on the suitability of key supply partners and keep a constant watch on those suppliers to ensure that standards are maintained, and supply issues avoided. During 2022 a Mast Measurement issue was detected, and it was successfully resolved and all non-compliant masts were corrected. Following due process, we have approved Emmeti Spars in Italy as a new mast manufacturer. Located in Mandello del Lario on Lake Como, the company has been making masts, rigging and parts for the Olympic Star class for almost 30 years, and has to its credit five Olympic golds and countless world and continental championships.

3. Advice to Members. From confirming whether a particular piece of equipment is permitted to advice on keeping your boat class legal when restoring a classic Dragon, the Chief Measurer and TC are available to provide technical advice to members on all aspects of Dragon sailing.

4. Event Measurement. This is the aspect of measurement work with which the sailors are perhaps most familiar, and it is an area that will be receiving

increased attention in the coming seasons. The priority is to support and encourage the sailors in rule observance and to ensure fair competition at all times.

Having been appointed for the start of the 2022 season, Bence Toronyi *below*, has most successfully transitioned into the role of Chief Class Measurer helped generously by outgoing Chief Measurer Günter Ahlers, who stepped down at the end of 2021 after many years of dedicated service. JJ Korpershoek has been reactivated as an International



Class Measurer and has also performed great work for the Class during the year.

Highlighting a key area of interest for the committee Bence Toronyi explained "One of the notable successes of 2022 was the regular implementation of on-the-water checks at Championship regattas to ensure compliance with the Class Rules. Several infringements were detected at the 2022 European Championship and World Championship, and protests successfully brought. This strategy will continue in 2023 and beyond, and sailors are reminded to ensure that their Dragons are always class legal and ready for snap inspection. Our thanks must go to Günter Ahlers for generously sharing his knowledge and experience to ensure that the transition to a new team has gone so smoothly."

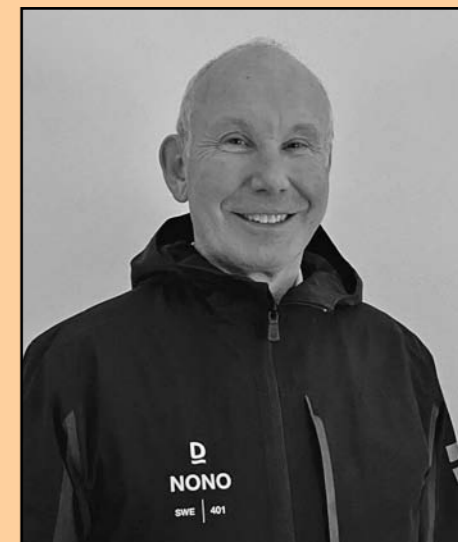
For further information about the Technical Committee visit www.internationaldragonsailing.net

Two new IDA Board members

Martin Pålsson has been elected to the Board of the IDA as Treasurer, replacing Anne Vanneste.

Martin has been sailing Dragons at a high international level since 1993, currently leading one of the world's top Corinthian teams. Martin has a long history of non-profit involvement in different sailing contexts such as the Swedish Dragon Association and GKSS - the club where the Dragon was originally born. He was a major contributor to the success of the Dragon Gold Cup in Marstrand 2021 with his long experience of international Dragon sailing, sponsorship and championship organisation.

Martin has recently retired from his business in preventive medical health care where he acted as CEO and Doctor of Naprapathy.



Martin Lutz has been co-opted onto the Board of the IDA as a Vice Chairman to fill the vacancy created by the recent resignation of Justus Kniffka.

Martin was formerly President of the Austrian National Yngling Association and helped organise their World Championship on Lake Garda in 2018. He has since been active on the international Dragon circuit as crew for his own boat and has been very successful with his 100% Corinthian team. He is a board member of the Austrian Dragon Association where he is responsible for international affairs, training and regatta planning.

Recently retired from international business he now has the time and energy to bring his vast experience in dealing with different nationalities stakeholders to the affairs of the IDA.



Gold Cup Returns to Torquay In 2023



Torquay's association with the Dragon Class is long and illustrious with the venue hosting the 1948 Olympic Games, the 1989 World Championship, the 1995 Gold Cup and no less than ten Edinburgh Cups. 2023 will see the Dragons return to this very special sailing location on one of the most beautiful bays in Europe for the 2023 Gold Cup from 7 to 16 September.

Located on the English Riviera, Torquay enjoys a wonderful climate, while Tor Bay provides an open sea race area just a short sail from the club with the spectacular Devon hills as a backdrop. Hosting the event in association with the International and British Dragon Associations will be the Royal Torbay Yacht Club, which was founded in 1863 and has huge experience of organising international championships. The boats will be launched and moored in the harbour just below the club's elegant clubhouse, which features stunning views across the bay, an excellent restaurant and bar and an English terraced garden with perfect sunset views.

Registration and measurement will take place on 7 and 8 September, there will be a practice race and Opening Ceremony on 9 September, Championship races are scheduled from 10 to 15 September with the Prize Giving Ceremony on 15 September and crane out on 16 September. There will also be daily après sailing social events at the clubhouse.

A delightful seaside holiday town, Torquay has plentiful hotel and self-catering accommodation at all levels as well as local campsites and the option to moor a mothership in the marina. Devon is rightly regarded as one of the most beautiful counties in England and for accompanying friends and family there's a host of interesting places to visit, beautiful walking and cycling, fine sandy beaches - some with a view of the race area, and plentiful shops, cafes and restaurants.

Torquay has excellent road and rail links. Brittany Ferries operate from Plymouth 44 miles, Poole 100 miles and Portsmouth 160 miles with services to and from Santander, Bilbao, Roscoff, St Malo, Cherbourg, Caen and Le Havre. Dover is 265 miles away for those choosing the Chanel Tunnel or Ferries from Calais or Dunkirk. Torquay Railway Station is just around the harbour from the clubhouse with regular trains from London Paddington. The nearest airports are Exeter (40 mins) Bristol (1 hour 47 mins), Southampton (3 hours) and Heathrow (3 hours 30 mins).

For those planning to also compete in the special celebration 75th Edinburgh Cup, which takes place in Cowes from 15 to 18 August, storage arrangements are being put in place to house the boats between events. Alternatively, you could easily hop on a ferry over to Kinsale between the two regattas to race in the Irish Open Championship from 24 to 27 August. With the option to also take part in the legendary Cowes Week from 29 July to 4 August, England and Ireland are truly offering a festival of Dragon sailing in 2023.

To find out more visit www.DragonGoldCup2023.com



Dragon Gold Cup 2023

7th - 15th September

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Torbay is an internationally renowned sailing venue thanks to a long and distinguished history of the Royal Torbay Yacht Club.



Register your interest in attending the Dragon Gold Cup 2023

dragongoldcup2023.com



2022 European Grand Prix Regattas from the Committee Boat, with Stavros

The 2022 European Grand Prix season began in Cannes in March where I had the pleasure of joining PRO Jerome Nutte on the committee boat. It was a huge advantage to use the new GPS marks (supplied by Michael and Wouter Van Dis), in the deep waters off Cannes. Previously time was lost as mark layers pulled up vast lengths of line in deep water venues. But now, technology has made life so much simpler and the benefits to the sailors are much appreciated.

With mixed conditions over the four days, five quality races were completed by the 22 teams, and it was Peter Gilmour helming JPN 56 YRed with his son Sam and Yaji Yasuhiro who took the title, from GBR 819 Klaus Diederichs 2nd and SWE 345 Jan Secher 3rd. At the Prize Giving Peter thanked his crew and the organisers as he was excited to win his first International Dragon regatta since joining the class a few years ago. Event sponsors Yanmar continue to support the European Grand Prix Circuit and we are extremely grateful for their contributions.

Then it was on to Brittany for the second Grand Prix, which attracted 32 entries in May. Douarnenez again delivered the most excellent sailing conditions in their beautiful west facing bay. I joined PRO Didier Cozic for six competitive races completed in near perfect conditions. The winner was Pedro Andrade who stood in for Jens Christensen at the last minute to helm DEN 410 crewed by Anders Bagger and Kim



The Douarnenez Grand Prix Podium

Andersen. Pedro and his team showed amazing skill to finish on just 10 points with SUI 318 Wolf Waschkuhn 2nd and GER1207 Nicola Friesen 3rd. Port Camargue was the venue for the third Grand Prix in October and again 32 teams participated. I joined PRO Paul Bastard and although the weather Gods did not provide ideal conditions, five races were completed thanks to experienced decisions made by Paul. Following her third place in Douarnenez GER 1207 Nicola Friesen was crewed this time by Pedro Andrade and Kilian Weise and despite beginning the event with a 13th place, Nicola got better and better to eventually take overall victory. Runner up was French legend FRA 428 Gery Trentesaux and third was BEL 82 Xavier Vanneste who recorded his best International result to date.



Port Camargue Grand Prix Winners L-R Pedro Andrade, Nicola Friesen and Kilian Weise

four days of racing in mainly strong winds. Six races were completed and the leading three boats could not be separated until the very last race as JPN 56, POR 90 and SUI 318 battled it out for the top prize.



Puerto Portals Grand Prix Winners L-R Joao Matos Rose, Concalo Robairo and Michel Zanke

The fourth and final Grand Prix was held in Puerto Portals, Mallorca in November. This time I joined Real Club Nautico PRO Adriane Mainemare for an exhilarating four days of racing in mainly strong winds. Six races were completed and the leading three boats could not be separated until the very last race as JPN 56, POR 90 and SUI 318 battled it out for the top prize. In the end it was POR 90 helmed by Michael Zankel who just managed to edge out SUI 318 Wolf Waschkuhn on count back, with JPN 56 Peter Gilmour settling for 3rd.

Standfast Trophy and Lowell & Phyllis Chang Corinthian Cup



Martin Pälsson with the Lowell & Phyllis Chang Cup

The Standfast Trophy is awarded to the team recording the best three finishing results from any three of the Grand Prix regattas. This year it was won by JPN 56 Peter Gilmour, Sam Gilmour and Yaji Yasuhiro. The Lowell & Phyllis Chang Trophy goes to the best Corinthian Team and was won by SWE 401 Martin Pälsson, Peter Lindh and Thomas Wallenfeldt.

European Grand Prix Grand Finals

On conclusion of the Puerto Portals Grand Prix 18 teams went forward into the Grand Final. Two initial

fleet races identified the top ten who then advanced into the quarter-finals. The leader after two races was JPN56 Peter Gilmour who received a bye into the final race, second was SUI318 Wolf Waschkuhn who received a bye to the semi-final. The remaining eight teams raced again knowing that the bottom three would be eliminated. SUI 318 then joined the qualifying five teams for the semi-final where three more teams were eliminated.

JPN 56 Peter Gilmour joined the three qualifying teams: POR 90 Michael Zankel, ESP 79 Pedro Andrade and SUI 318 Wolf Waschkuhn for the Grand Finale in a four-boat race for the coveted Flow Trophy. At the start JPN 56 received an 'on-the-water' 360-degree penalty turn whilst ESP 79 and POR 90 elected to tack onto port, meanwhile SUI 318 held their lane and sailed clear out to the advantageous left. SUI 318 then sailed a perfect race to win comfortably and reward Wolf Waschkuhn, Joao Vidinha and Charles Nankin with the European Grand Prix Finals Title and the wonderful bronze sculpture 'Flow'.

I asked Wolf his secret to this amazing season. He told me "I would summarise our 2022 season



European Grand Prix Finals Winners with the Flow Trophy L-R Charles Nankin, Wolf Waschkuhn and Joao Vidinha

with the words 'Commitment, Composure and Discipline'. At the end of 2021 the team committed to ten regattas in 2022 understanding the importance of hours on the water as a key success factor. We never lost our composure on the racecourse even in the face of adverse conditions, whilst with discipline we pursued our plan, not being side-tracked by either external factors or our own emotions. This well-oiled machine brought us to leading the International Ranking List and we will spare no expense and effort going forward to move further up the performance curve. We know fierce competition is at our heels but hopefully there are many more trophies to be won :-)" Well said Wolf and many congratulations to you and your superb team.

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Be at the top ... instead of being average!

Trimming for Downwind Legs

When you arrive at the weather mark in a good position it is easy to relax and think little will change on the downwind leg. With good spinnaker trimming and tactics it is possible to gain places and /or close the distance to the leader. Perhaps, even more importantly, if you arrive in a bad position, there are a lot of opportunities to improve your position. This article focuses on sailing downwind - not reaching.

When sailing downwind the primary objective is to maximise the surface area of the spinnaker that is presented to the wind.

There are a number of control lines and equipment that impact on the shape of the spinnaker and are involved in trimming:

- Spinnaker halyard
- Spinnaker pole uphaul (pole topping lift) and downhaul
- Barber haulers
- Mast position
- Sheet and guy (leeward and windward sheets)

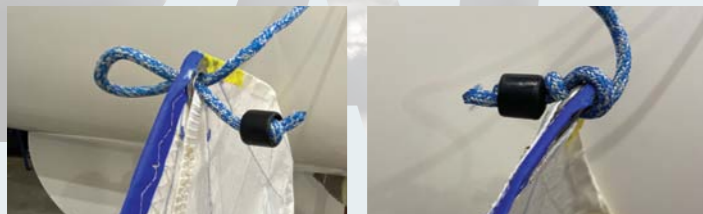
How any of these are positioned will have a significant effect on the shape of the spinnaker and should be adjusted for different wind and sea conditions.

Preparation before you race

It is very helpful to mark all your lines when your spinnaker is up and flying in the correct position. Ideally do this when training in mid wind strength conditions. Marking sheets and halyards will make it much easier for the crew to quickly identify everything is in the right place when racing. Most racers prefer to make the marks on the sheets and halyards 1-2 cm in front of where they go through the cleat (i.e. they are very visible). Use a permanent marker pen and make the mark about 1cm in length so it is easy to see.

Marking halyards and sheets

Mark the spinnaker sheets at the thin end that attaches to the spinnaker. This ensures you can always tie the sheet in the same position. One of the best and easiest methods for this is to place a ball behind a knot at the end of your spinnaker sheet (thin end). Then, when you attach the sheet to the spinnaker, make a loop, push it through the clew ring and then loop it back over the ball.



Once the spinnaker is up and flying with the pole in an aft position, mark the sheet near the cleat. Repeat this on the other gybe.

Mark the pole uphaul and downhaul when the pole is up and parallel to the deck.

Mark the spinnaker halyard at the full hoist position.

Mast Position

Under the Dragon Class rules the mast can be moved forward a maximum of 50mm at deck level for sailing downwind. As the mast will require support in strong winds it is a good idea to identify and mark the backstay in 2 places – one for light to medium wind and one for heavier wind. In light winds the mast needs little to no support and can be allowed to have an inverted bend at the top (i.e. bent slightly over the foredeck). But as the wind increases it is necessary to support the top of the mast or it will break. The mast needs to be straight (i.e. forward but not inverted) in these conditions. So, mark the backstay and the coarse runners to show where this occurs.

Trimming - medium wind conditions (5–16 knots/2-8ms)

Spinnaker halyard

In practice hoist the spinnaker to its full height at the launch as this helps to stabilise the spinnaker at its top. Some of the sailors tie a knot in the halyard where it attaches to the spinnaker so that the spinnaker when hoisted is still 15 cm or so from the entry point into the mast allowing it to fly more easily.

Spinnaker pole

Hoist the spinnaker pole to a position parallel to the deck and tension the downhaul tightly. Always make sure the downhaul line is securely cleated before you hoist the spinnaker. If the downhaul is not cleated the pole will point skywards making it impossible to fly the spinnaker and potentially breaking the pole end. After the spinnaker is hoisted adjust the pole position aft so that it is perpendicular to the wind. You may need to loosen the downhaul to do this. Then adjust the height of the pole end to ensure the clews are parallel. Remember when gybing, you can ease the downhaul a little just before the gybe to make it easier for the foredeck to get the pole off and back on the mast

Barber haulers

In light to medium winds the windward barber can be raised so that there is a straight line from the barber hauler block through the pole to the windward spinnaker clew. This allows the spinnaker pole to be more stable. The leeward barber hauler should be loose and not cleated.

Mast position

The mast should be let forward to the maximum forward possible. Most boats have a mast ram system to push the mast forward at deck level and a system for tightening

the genoa halyard to pull the mast forward at the top section. When these are tensioned, the mast won't move backwards and forwards in the mast gate (at deck level) disturbing the spinnaker. Remember, as the wind increases, you will need to support the mast with more backstay and runner tension.

Sheet and guy (leeward and windward sheets)

The general rule is to fly the spinnaker with both clews at the same height. Once the spinnaker is flying you can adjust the height of the pole end to make this happen. The sheet needs to be played constantly; ease it until the windward luff of the spinnaker just starts to curl at the midpoint and the leeward sheet has pressure. It is not necessary to have the windward clew close to the pole end. The spinnaker will fly much more freely if you ease the guy sheet so that the clew is away from the pole end. Just how much will depend on the wind and sea conditions but in medium wind downwind it can be eased significantly – up to a meter or more. But note it is possible to ease the spinnaker too much and lose pressure in the spinnaker - take care.



“Going downwind, when you can't see the clew on the leeward side, you can recognize the correct height of the spinnaker pole when the middle seam of the spinnaker is parallel to the mast, which means it's vertical and both clews are at the same height.”

Werner Fritz - Gold Cup and World Champion and owner of Fritz-Segal Sailmakers

Sailing deep

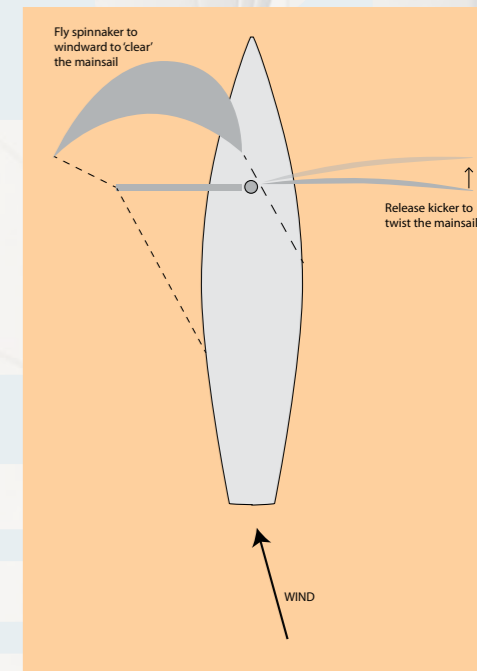
Sometimes you will need to sail deep (by the lee) for tactical reasons i.e. keeping clear air from other boats or avoiding the need to gybe.

“A good tip when sailing very deep is to fly the spinnaker as far to windward of the mast as you can to keep clear air and ease the kicker on the main boom. This allows the main to go as far forward as possible and twists the leech of the main resulting in a better air flow over the mainsail.”

Pedro Andrade - European, Gold Cup winner and Commercial Manager, Petticrows

Variations for light winds

The main issue in light airs is keeping the spinnaker stable whilst maximizing the surface area to the wind. Most modern spinnakers work well if you lower the pole below parallel to the deck whilst trying to ease the guy sheet so that the guy clew is positioned above and in front of the pole end. As the wind increases and there is more pressure in the sail you can start to raise the pole again.



Variations for heavy winds

In heavy winds there needs to be greater control of the spinnaker or the boat will start to roll from side to side as it moves downwind. This removes a lot of forward energy. You can correct this by having both of your barber haulers tight and if needed tightening the leeward spinnaker sheet a little to move more spinnaker area behind the main

“Gybing in heavy wind: Sailing downwind in really heavy winds puts a lot of pressure on the top part of the mast. In light/medium winds it is viable to gybe with just the backstay on but in heavy winds you also need runners to support the mast. So, one possibility, is to have both crew in the cockpit during the gybe, one helping to gybe the main and the other letting off and bringing in the new windward runner as you go through the gybe. Once the main is gybed the foredeck can go on deck to gybe the pole. This maneuver requires the helm to keep the boat flat and dead downwind with a small alteration in course.”

Tim Tavinor - World Champion crew and former owner of Petticrows.

Good luck and better speed.

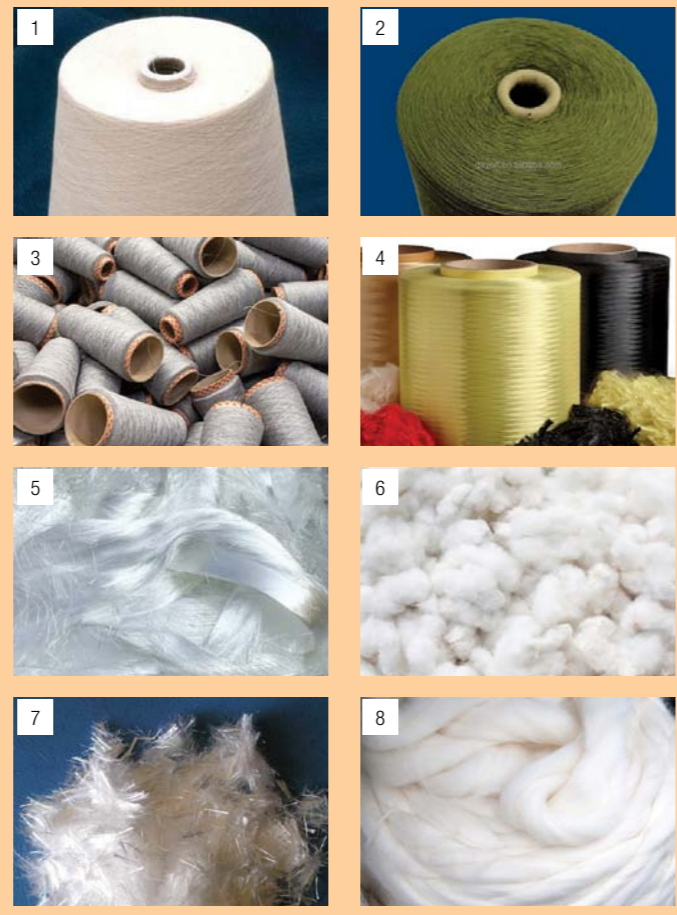
*Snapshots
of 2022*



Recycling sailing gear leads us to sustainability on many levels



Modern sailing clothing utilises a variety of materials that could one day be recovered and reused.
 1. Cotton Polyester 2. Aramid Viscose blend
 3. Acrylic fibres 4. Aramid 5. Polyester 6. Cotton
 7. Modacryl 8. Viscose



We expect a lot from our high-quality sailing gear, fabrics used for sports apparel need to combine aesthetical characteristics and a good hand feel with the required performance properties. To cater for specialised outdoor performance brands, special 'sports performance' fabrics as they are called are used. The sports performance fabrics are based on leading technology in weather protection, breathability, stretch, thermal insulation, etc, and combine excellent functionality with a high level of comfort.

Currently when our gear reaches its end-of-life it keeps on hanging around or is simply thrown away. However, what if the tons of old gear could be reused to make our next foul weather gear and thus be an enabler of a global circular textile economy where textile waste becomes a fully-fledged raw material?

Until a couple of years ago recycling techniques were mechanical and destroyed the fibres. As a result, the fibres became shorter and less strong. Luckily technology keeps on advancing and with the 'reverse spinning' technique (the untwisting of fibres), the fibres do retain their length and strength! If this can be applied on a large scale, and the enormous waste market that is inherent to textiles

suddenly becomes a gigantic raw materials market.

Full Recovery – reclaiming of textile fibres

In the beginning of 2022, a major player in the technical textile world headquartered in Belgium started a pilot. They count many of the sailing gear brands we Dragon sailors wear amongst their customers.

The pilot production line is currently focussed on the treatment of 'post-industrial materials'. These are surpluses from spinning mills, weaving mills, knitting and clothing companies that have not been contaminated but must be dismantled.

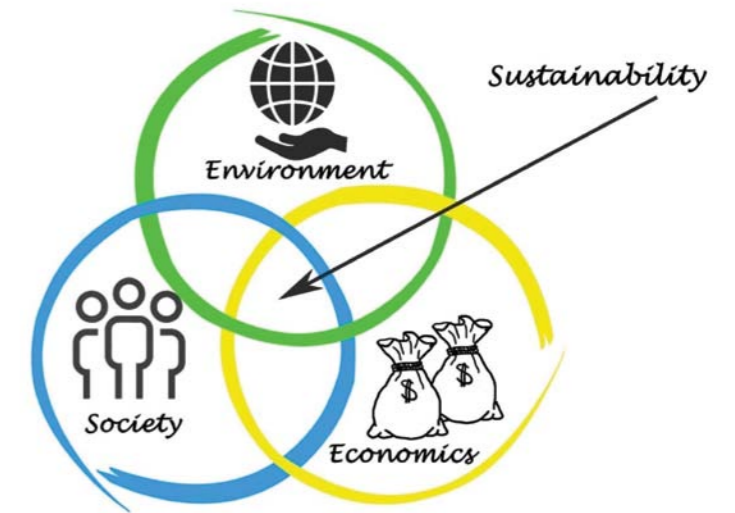
The next step will start in 2023 with the recovery of fibres from 'pre-consumed' waste. This is clothing that has not been sold in the stores (for example, surpluses from sales) and would otherwise be destroyed by the brands.

By 2026, all should be ready for the ultimate goal, handle the third type of materials ('post-consumer': worn clothing). This will be crucial for clothing brands as Europe will impose a take-back obligation from 2026 as part of the Extended Producer Responsibility (EPR) and the United Nations will recommend that every piece of textile is composed of at least 25% recycled materials!

Rejuvenating fibres for a new circular world

The majority waste can be used for fashion and 'sports performance' fabrics as we can reuse the fibres as 'virgin' materials that are just as good and strong as when they

were first used. They will serve as raw material for the new collections of top brands and these brands, textile producers and their customers will send their 'waste' back. Enabling yet another stage to produce new raw material out of 'waste'.



So when recycling our sailing gear we will be part of this new circular world which will deliver us a win (recycling/sustainability) win (circular economy) situation where every fibre gets a second/new life enabling new business models and opportunities.

Steven Vermeire

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www.fragliavela.org/en/regatta/2023-malcesine-grade-1-dragon



How a Dragon is born



We have all seen the final product but few of us have witnessed the various complex stages that a Dragon goes through during construction. So we were very happy to find some photographs of the process, start to finish.



Leaving the mould – extracting the hull from the mould requires a large hoist



Measurement – once the basic boat is complete the measurement process starts. It is a detailed and time-consuming activity undertaken by IDA approved official measurer(s) to ensure there has been strict compliance with the Class Rules. This photograph shows the templates placed on the hull at the measurement stations.



Ingredients – Dragons start life like this – fiberglass mat and pots of resin.



Polishing the moulds – the moulds are polished before the next boat is produced. There are 3 main moulds; hull, deck and internal.



The Infusion process – once the gel coat has been applied and hardened in the mould, various layers of dry mat fiberglass are laid on the gel coat and then a vacuum bag is applied over the mould and then under vacuum the resin is introduced at various points and 'sucked' through the fibre glass by the vacuum.



Assembly starts – at this point all the mouldings are put together – here the deck is being placed on the hull.



Time to leave – now the boat is ready, it has its certificates and the bags are packed and it is ready to go

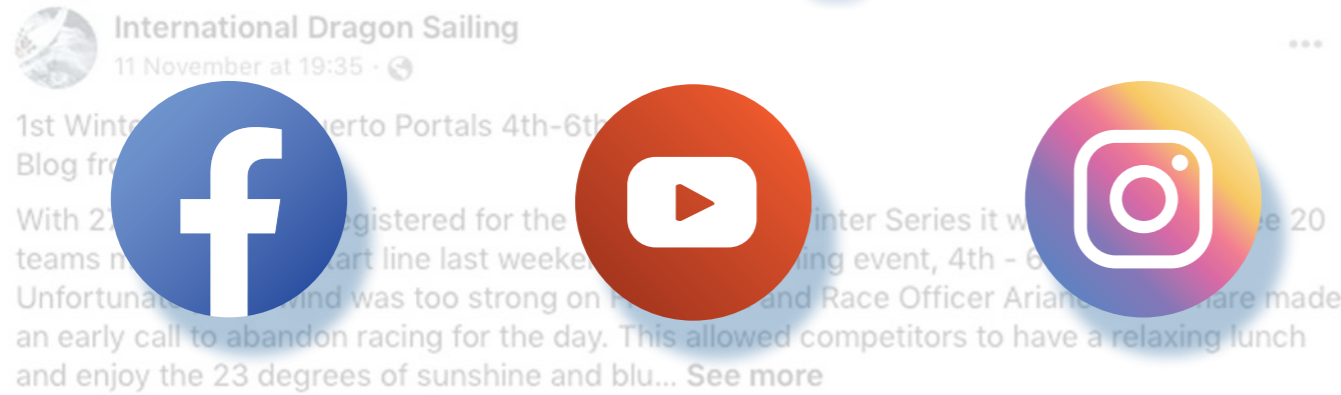


Fitting out process – just look at all that gear and that is only a small part of what is fitted!



The final piece in the process – a happy owner!

There be Dragons here!



We often hear that we need to beef up our presence on social media to attract new and/or younger sailors to the Dragon Class. So, how are we doing?

For some time now, we have used the IDA Website for time-sensitive news and class compliance information (rules, plans, regatta guidelines etc.), augmented by Facebook posts and the occasional email sent via National Associations. This approach is similar to other one design classes.

The Dragon Class has a strong Facebook presence consisting of national association pages (public), fleet groups (some public, some private), one-off event pages (public) and some individual enthusiast pages and groups (mostly public). Most National Dragon Associations have a page. Some fleets have groups. A quick search shows 27 Dragon pages or groups on Facebook, compared to 29 for Etchells, 8 for Stars and 7 for 6 Metres. Most Dragon pages and groups post frequently (at least once a week) so, if you follow even some of them, you see frequent posts in your feed. All in all, we have a good presence on Facebook. It is important to note that the Facebook algorithm mostly pushes posts to people who are already connected. If you want to reach new people, you must use Facebook ads, which would require careful targeting (and money).

The Dragon Class has a good presence on other social media. We counted over a hundred Dragon videos on YouTube, mainly events, how-to videos, one-off 'I went sailing on a Dragon' videos and a few Dragons for sale. Instagram has over 52 Dragon photo galleries, mainly featuring classic Dragons, restorations, some events, and some great photos of racing. Instagram was heavily used to promote the last two Gold Cups with a high level of engagement. It's a great platform for photos and Dragon events produce some great pics.

What about the other social media platforms? None of them are especially suited to our needs, although we should certainly encourage sailors to post short videos to TikTok or other platforms and we may explore using LinkedIn to engage sponsors.

What more can we do?

- Encourage local Dragon Fleets to set up groups.
- Encourage people to post links between events and host yacht clubs.
- Add Facebook, YouTube and Instagram links to the IDA website where appropriate.
- Add more 'How To...' videos to YouTube and the website.
- Encourage owners to post restorations and classic Dragons on Instagram.
- Like and share posts

References

- RYA – Guide to Using Social Media,
- US Sailing – Guide on Capturing Sailors Using Social Media.

France Dragon and 61 others

Like

Comment

Share



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National Classes



British Fleet Celebrates 75 Years of Edinburgh Cup History

2023 is going to be a big year for the British Dragon Association with the class hosting both a special celebration regatta to mark 75 Years of Edinburgh Cup history and the 2023 Dragon Gold Cup.

In 1949 The Edinburgh Cup was gifted to the British Dragon Association (BDA) by the Duke of Edinburgh (Prince Philip) after the members of the Island Sailing Club presented the then Princess Elizabeth and Prince Philip with a Dragon named Bluebottle on the occasion of their marriage in 1948. This impressive silver trophy has been awarded annually to the winner of the British Open Dragon Championship ever since.



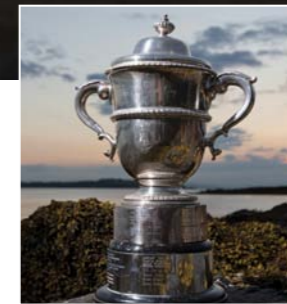
The first staging of the Edinburgh Cup was in Cowes in 1949 and it was won by Franklin Woodroffe, Ian Lallow and Peter Wright in Blue Skies (K214). Prince Philip was a keen Dragon sailor and his intention in presenting the trophy was to use it to popularise the Dragon class around the country with the deed of gift stating that the venue should vary each year. As a result, the regatta has been hosted by clubs from all four nations of the British Isles. 2023 marks 75 years of Edinburgh Cup history, when the competition will return once again to Cowes, where the BDA and the Royal Yacht Squadron are planning a spectacular celebration regatta from 14 to 19 August.

Further adding to the prestige of the event, the International Dragon Association (IDA) has announced that the Edinburgh Cup will be one of only four International Grand Prix regattas in 2023 – the IDA's premier international series. With Britain also hosting the Gold Cup from 9 to 15 September in Torquay (see page 16 for more info), and the option to participate in Cowes Week from 29 July to 7 August, the UK will be a hotspot for Dragon sailing during summer 2023.

To encourage maximum international participation special ferry deals, logistical support, and arrangements for boat storage between events are being put in place. The accommodation options in Cowes are plentiful and at all levels. For friends and family joining the sailors, Cowes and the Isle of Wight offer a delightful range of interesting places to visit, superb walking and cycling, picture postcard villages, a wide range of independent shops focused on local producers, art galleries and great cafes and restaurants.

Eight races are planned on windward leeward courses in the central Solent. Ashore a programme of exclusive social events is being created, culminating in the 75th Edinburgh Cup Prizegiving Gala Dinner at the Royal Yacht Squadron. These events will also be attended by past Edinburgh Cup competitors and winners, further adding to their very special atmosphere.

Gavia Wilkinson-Cox, Chair of the Edinburgh Cup Organising Committee, is looking forward to welcoming Dragon sailing friends old and new for the event, "This will be a truly once in a lifetime celebration of the Edinburgh



Cup, one of yachting's most historic and prestigious trophies.

The regatta will offer not only world class racing but will also allow Dragon friends old and new to celebrate the Edinburgh Cup's incredible history and the extraordinary longevity and success of the International Dragon. The Royal Yacht Squadron's reputation for running top class regattas is second to none and I would like to thank the club for its support. I am particularly delighted that the RYS's has appointed Rob Brown as Principal Race Officer, who is himself a past Edinburgh Cup winner! I would also like to thank the BDA, the IDA, our sponsors and local partners, without whose commitment the event would not be possible. Cowes is rightly regarded as one of the world's premier regatta venues and we look forward to welcoming Dragon sailors from around the globe for this unique celebration."

Further information about the Edinburgh Cup can be found at www.britishdragons.org/edinburgh-cup or by contacting Gavia Wilkinson-Cox, 75th Edinburgh Cup 2023 Regatta Chair.
T +44 7973 165888 E gavia@wilkinson-cox.co.uk

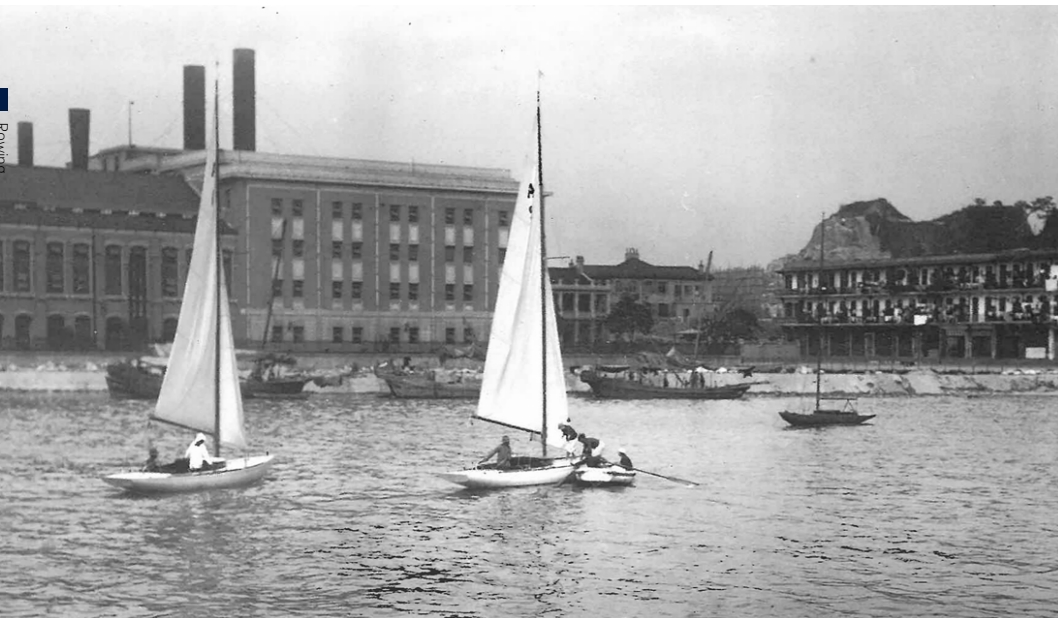


National Classes



The 90th Anniversary of the Dragon Class in Hong Kong

In the first of a short series of articles to celebrate the 90th anniversary of the Dragon fleet that has been the backbone of the RHKYC racing program since 1932 we reflect on three moments that helped define the RHKYC as a home for racing sailors.



Picture of 2 A class boats off North Point pg 55



Picture of D6 pg 97

Rebirth of racing at the RHKYC
By 1939 there were 18 'A' Class boats in the racing fleet representing half of all the racing boats at the club none of which survived the Second World War. There were few sailing boats remaining and no racing initially. However, the revival of the Dragon Class, which had been the mainstay of the pre-war fleet, caused great excitement in the Club. Their hulls were almost identical to the pre-war Anker or 'A' Class, but the new Dragons boasted a more modern rig and sail plan and were designed to carry genoas. They were built by the Hongkong Whampoa Dock Company under the supervision of Captain Krogh-Moe of Thorensens, an experienced pre-war 'A' class owner. The Dock Company offered very generous terms whereby six Dragons were constructed for \$5,000 each and then a seventh yacht was presented to the Club free-of-charge. The new Dragon owners were a very keen group of sailors who soon formed an association to discuss matters of interest to the Class and to serve as a channel for forwarding their views to the Sailing Committee. By the opening of the 1948/49 season, there were ten Dragons in commission ready for a busy programme of racing which included the Commodore's Cup, consisting of seven races, the Corinthian Cup of five races, the Championship Cup of seven races, and various sweepstake races in between. When not engaged in serious racing, the Dragon owners became enthusiastic cruising yachtsmen, sailing their boats in the beautiful waters around the colony. On many occasions they cruised as a Class, spending some very pleasant and lively nights moored alongside one another in Port Shelter and Tolo Harbour including sailing over to Macau.

The 90th Anniversary of the Dragon Class in Hong Kong

WORDS: ANDREW PIDDEN (CLASS CAPTAIN)

In the first of a short series of articles to celebrate the 90th anniversary of the Dragon fleet that has been the backbone of the RHKYC racing program since 1932 we reflect on three moments that helped define the RHKYC as a home for racing sailors.

Opening Regatta 1932

Just two years after being designed by John Anker for the Royal Gothenburg Yacht Club the Dragon class was announced in Hong Kong. At the Yacht Club's Annual General Meeting on 4th November, 1931 members were told that a very reasonable fee was going to be charged for the building of each boat and that "full particulars could be obtained from Mr H.S. Rouse and a circular would be sent to members during the coming week".

The Opening Regatta for the 1932/33 season was held in ideal weather conditions with brilliant sunshine and a freshening wind. Practically the entire fleet of the Yacht Club, numbering nearly 60, were out in full sail, and presented a wonderful spectacle, reported the South China Morning Post. All eyes at the regatta were on the yachts of the new Anker Class which had been constructed by the Hongkong & Whampoa Dock Company at Kowloon Docks and were making their public debut. Eight were seen skimming swiftly along the water's edge in a race over a distance of five miles. Joss, sailed by Mr Karsten Larssen, crossed the line first with Sohel, sailed by Commander W.G. Cowland, a close second. By the end of the season, 11 of the 'A' boats were in commission in Hong Kong while two had gone elsewhere - one to an owner in Tsingtao and the other to the Governor of British North Borneo.

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Picture of Lowell winning the first round the island race pg 184

Chang Dragons and the World Championships 1987

Early in 1987, Lowell Chang and Nick Burns of the Dragon fleet sailed in the World Championships held at Geelong near Melbourne, Australia. Although they finished in the middle of the fleet, there was much excitement when one of two fibreglass Chang Dragons built by Lowell Chang in Hong Kong and brought to Australia especially for the event, took the World title under the helm of two-time Olympic Sailing Gold Medalist Valdemar Bandolowski of Denmark. The first fibreglass Dragon in Hong Kong, D18, had made its debut in the Dragon Class at the Yacht Club in early 1986. Built in Hebe Haven for Lowell's wife Phyllis to sail, it was a major innovation and took the original Anker design, which had previously been constructed in wood, into the modern age. During the World Series, the two Chang boats were given a very close examination by Borge Borrensen, considered the "guru" of the Dragon Class, armed with ultrasonic meter and measuring tape etc. "but although he looked thoroughly, he could find no rule infringement in the Chang Dragon," said Lowell Chang afterwards. "Although I was disappointed with my own performance, I was extremely proud that we in Hong Kong were able to produce a tightly spec Class boat that won the World Championship on the first attempt."

Mostly taken from Eastern Waters Eastern Winds. ©



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Rebirth of racing at the RHKYC

By 1939 there were 18 'A' Class boats in the racing fleet representing half of all the racing boats at the club none of which survived the Second World War. There were few sailing boats remaining and no racing initially. However, the revival of the Dragon Class, which had been the mainstay of the pre-war fleet, caused great excitement in the Club. Their hulls were almost identical to the pre-war Anker or 'A' Class, but the new Dragons boasted a more modern rig and sail plan and were designed to carry genoas. They were built by the Hongkong Whampoa Dock Company under the supervision of Captain Krogh-Moe of Thorensens, an experienced pre-war 'A' class owner. The Dock Company offered very generous terms whereby six Dragons were constructed for \$5,000 each and then a seventh yacht was presented to the Club free-of-charge. The new Dragon owners were a very keen group of sailors who soon formed an association to discuss matters of interest to the Class and to serve as a channel for forwarding their views to the Sailing Committee. By the opening of the 1948/49 season, there were ten Dragons in commission ready for a busy programme of racing which included the Commodore's Cup, consisting of seven races, the Corinthian Cup of five races, the Championship Cup of seven races, and various sweepstake races in between. When not engaged in serious racing, the Dragon

owners became enthusiastic cruising yachtsmen, sailing their boats in the beautiful waters around the colony. On many occasions they cruised as a Class, spending some very pleasant and lively nights moored alongside one another in Port Shelter and Tolo Harbour including sailing over to Macau.

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Mostly taken from Eastern Waters Eastern Winds.

ANDREW PIDDEN (CLASS CAPTAIN)

National Classes



AUSTRALIA

The 2021-22 sailing season has seen strong participation across several events run in Victoria. The state championship, known as the J.J. Savage Trophy, was closely contested by eight Dragons in February at the Royal Brighton Yacht Club in Melbourne. The season also saw two successful and well attended regattas run by the expanding Metung Yacht Club fleet, one in January, and another in March. The Metung fleet look forward to hosting the 2023 Victorian State Championship, and the 2024 Prince Philip Cup.

After a couple of years impacted heavily by COVID-19 restrictions, with few boats sailing, the The Ridgeway One Design Tasmanian International Dragon Championships 2021-22 were finally held on 23-24 July. It was great to see nine entries on the water.

The Western Australian Dragon Fleet continues to grow with twenty-nine yachts registered and sailing at Royal Freshwater Bay Yacht Club. Owners and crew have enjoyed an extensive program of on-water and land events for the 2022-23 season. The WAIDA have several initiatives underway to continue to grow their fleet. These are covered in the article on Fleet Building on page 8. And several Western Australians have again been making Dragon tracks in Europe at the Dragon Gold Cup Regatta in Belgium.



The 2021-22 New South Wales Dragon season saw an improvement in participation after a couple of slow years. Eight Dragons competed in the 2021 NSW state championship. The next NSW state championship will be hosted by the Royal Sydney Yacht Squadron from

26-27 November 2022, followed by the Australasian Championship, and the Prince Philip Cup starting on the 31st of December. Dragons from all state associations have thrown their hats into the ring for the first Australian Grade 1 event since January 2020.

www.dragonclass.org.au



AUSTRIA

Compared to the global situation the 2022 season was a good one for the Austrian Dragon sailors. 29 Austrian boats with more than 100 sailors participated in the four regattas at Lake Attersee and Lake Wolfgangsee. With 34 boats including 20 guests from Germany, Switzerland, the Netherlands and France, the Austrian Championship at the Union Yacht Club-Attersee was once again the major event in Austria. Stephan Link with Frank Butzmann and Rasmus Nielson was the overall winning team. Michael Farthofer with Friedrich Hubauer and Stefan Deschka (all UYCA's) are the new Austrian 'Staatsmeister'.

In the international arena Austrian dragon sailors participated in eight regattas in Germany and Italy which seems to point to a hopefully increasing trend curve. The top team in this category now is AUT 204 sailed by Christoph Skolaut, Martin Lutz and Georg Skolaut. A top ten ranking at the Europeans in Sanremo and the Worlds in Kühlungsborn is a clear sign of good international performance. More than that the team won the Corinthian Division in the Italian Grand Prix in Sanremo and were second Corinthian at the Worlds. The newly donated 'International Challenge' trophy for Austrian Dragon sailors shall be a good motivator for going international – and of course it was won by the crew of AUT 204 in 2022.

Dragon sailing in Austria is not only competing with others: there are more than 90 Dragons registered in the Austrian dragon fleet, with approximately (only) 30 of them sailing races. One of our targets is to bring more Dragons to the starting lines of local regattas. We have started to support this by offering local training and introducing new trophies like the 'Wolfgangsee Challenge', the 'Attersee Challenge' and the 'Salzkammergut-Preis' to motivate club-sailors to take these challenges as part of their sailing experience.

Finally young crews are the future but also a challenge for each Dragon fleet. For years there has been an offer from the Austrian Dragon Fleet to sponsor the entry fees for young crews. We were delighted that in 2022 we

could for the first time send money to a young crew, and we hope that this is also a positive sign for the Austrian Dragon community and the international Dragon's future. www.dragonclass.at



ESTONIA

2022 has been a busy year amongst Estonian Dragon sailors. By the end of the year the fleet has grown well, with all the strong old guys still competing and some new boats being added during the summer

A big part of Dragon sailing in Estonia is the weekly 'Midweek' club events and Friday evening practice regattas in Tallinn. The Estonian Cup with three racing weekends during summer gathered around 15 Dragons on the water and for aftersail every time! In addition to the Estonian Cup regattas Dragons also participated in two weekend regattas organised by Kalev Yacht Club.

The Estonian Championship was held in Pärnu, in August with 22 boats on the line. We were truly happy to greet strong Finnish teams, who took 1st and 3rd place. 2nd place went to the Estonian team Tiamat, led by Kaarel Kruusmägi.

Altogether Estonian Dragons enjoyed thirteen full racing days, around 20 'Midweek' evening regattas and about 20 Friday evening practice regattas making the total on

the water outings for active Dragonists up to 50...that is a nice number!

Internationally, in May one boat was in Sanremo for the European Championship. In June the World Championship took place in Germany and from Estonia we had two participants, who both ended up in the middle of the fleet consisting of 53 boats total. It was hard racing against the world's top teams, so the result was more than satisfying. Four boats went to Finnish Championships in early September and found out that there is a point to go back. A lot to learn from the masters of Dragon!

For 2023 we are planning 3 EST Cup events and the Estonian Championship in Pärnu. Everybody is welcome to try the 2024 European Championship venue and hospitality of the best Estonian seaside town!

The 2024 European Championship will be in Pärnu, Estonia during the first week of August – many Estonian teams are training to be stronger than ever and let's hope the fleet will be competitive, consisting of all the strong guys around Europe.

www.estdragon.ee



FINLAND

The Finnish Dragon sailing is based on a ranking series. In 2022 it consisted of seven races with only the Hanko





National Classes

Regatta outside Helsinki. Hango Regatta in early July is a social gathering of keel boat sailors in Finland. On both Friday and Saturday we had after sailing socials on the quay and a regatta dinner on Saturday.

The highlight of the season was the Crayfish Regatta that has become a tradition, based at Sami Salomaa's dock outside his home. Sailing on a perfect sailing area with strong wind, big waves and warm weather. After racing on Saturday we had pasta, sauna and a crayfish for dinner.

The Nationals in September had 4 participants coming from Estonia. The results were rather normal with von Koskull, Jungell and Bondarenko the first three. The 2022 ranking was dominated by Peter von Koskull's crew, winning all but one regatta. Second was Tusse Tallberg who also received the activity prize. Third was Hema Virkkunen who has the youngest team in the fleet. The results and 2023 calendar can be found on our website.

Five Finnish boats entered the Estonian Championships in Pärnu. It is a very nice venue, and the event was very well organised. There will be more Finnish participants in 2023 when the Estonian Championship will count in the Finnish Ranking. The winter season will have three Finnish boats sailing in Cannes.

The focus for Finnish Dragons will be on the Europeans 2024. We have more than 20 competitive boats. The 2023 ranking is the qualification to the Europeans 2024 in Estonia. This will lead to a competitive season. www.finnishdragon.fi

GREAT BRITAIN

2022 was a season for a return to normal fleet racing, boats emerged from barns and sheds and all the fleets had a complete season. The weather was kind and allowed all the regional championships to take place,



2023

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National Classes

the Scottish was won by *Kestra*, the East Coasts by *Still Crazy*, *Tsunami* taking the Northerns, *Basilisk* won the Classic and Vintage Championship.

Then we come to *Bluebottle* which maintained a fantastic performance with a first in Cowes Week, second in the Edinburgh Cup, fifth in the World Championships and sixth in the Gold Cup. Her performance is a tribute to the Baileys, her restoration and the Royal Yacht Britannia Trust for their support.



2023 heralds the exciting prospect of the 75th Edinburgh Cup run from the Royal Yacht Squadron in Cowes from the 14 to 19 August. The IDA have included the Edinburgh Cup in the Grade 1 series and we hope to attract many competitors from overseas to this special event. The Edinburgh Cup will be closely followed two weeks later by the Gold Cup hosted by the Royal Torbay Yacht Club which will run from the 9 to the 15 September. www.britishdragons.org

HUNGARY

2022 was a good season for the Hungarian fleet which enjoyed some great racing on Lake Balaton. The Hungarian Dragon Championship in Balatonföldvár during September 2022 produced ten out of ten races in superb conditions.

Looking ahead to 2023 the Johan Anker Cup will take place from May 19 to 21 at Csopak on Lake Balaton and the Hungarian Dragon Championship will be run from September 20 to 24 at Balatonföldvár. www.dragonclass.hu

IRELAND

Another fantastic year was enjoyed by the Irish Dragon fleet in 2022, which saw for the first time in 32 years the National Championship return the Kinsale Yacht Club, home of the 2024 Gold Cup. Cameron Good and his crew on *Little Fella* sailed a brilliant series to take the cup from *Phantom* who had been accustomed to looking at it on their mantelpiece after retaining the cup for four years in a row!

In the first event of the year Adrian Bendon on *Mar-J* won the Keelboat Regatta and in the final event of the year, the Freshwater Regatta sailed in Lough Derg, was won by Shawn Kingston on *Grey Hare* sailing with his brother Tony and Donal Small

In our Championships, the East Coasts were won by *Phantom* with *Little Fella* winning the South Coasts sailed this year as part of Cork Week

Glandore Harbour Yacht Club continue to set the bar with the legendary Don Street at the upper end along with new young hotshots now taking part and winning races in the regional events

Standout performers were *Supremacy* sailed by Lee Miles and his 14-year-old son Eolann Miles along with 14-year-old Ben Perez, who won the last race in the South Coasts at Cork Week, in addition Kevin & Michelle Hayes were seriously competitive sailing *Aphrodite* in the National Championships

More IRL sail numbers are appearing in sunnier locations with Daniel Murphy acquiring the beautiful cold moulded Dragon *Fortitude* based in Cannes along with



Whisper sailed by Brian Goggin, Daniel & Sean Murphy and John O'Connor in action during Cork Week 2022
Photo – Rick Tomlinson

renowned international Dragon sailor Martin Byrne and crew on *Jaguar*, a regular on the circuit. Father & Son team of Denis & Joey Bergin have also relocated their beautiful V6 to Cannes for the winter along with Colin Barry and his boat *Ruby*

The dates for the 2024 Gold Cup in Kinsale have just been announced so put the 6 to 13 September 2024 into your diaries for what promises to be an incredible event!

Maeve Cotter who has huge experience in racing Dragons and is a former Commodore of Glandore Harbour YC and current Rear Commodore of Kinsale YC takes the lead as Regatta Director with a fantastic and experienced committee acting alongside her Bowringp56@gmail.com

ITALY

The 2022 season was an important one for the Italian fleet. The European Championship was held in Sanremo and attracted 61 boats including 9 Italian Dragons. The Winter Series attracted between 15 and 28 Dragons to the start line. In Imperia in September we manage the Italian Championship and the Open winner was Wolf Waschkuhn, while the first Italian and official Italian Champion was Beppe Duca. Alongside our established teams we have been pleased to see that some new boats are now joining the group of Italian Dragonists. www.assodragone.it

NETHERLANDS

With an entry of 19 Dragons, including four Belgian and three German teams for the three day Eastern Regatta in April, at the Westeinder Lake, close to Amsterdam, the 2022 Dutch Dragon seasons got underway. Under Champagne sailing conditions, a total of 12 races were held. The teams enjoyed close racing, with challenging conditions at the marks and the Aalsmeer committee and her organisation was excellent. There was great fun on the Saturday when the Eastern Bunny showed up and presented his Easter chocolate eggs at the Dragon Diner in the clubhouse of the WV Aalsmeer.

Then the next day, this Easter Bunny demonstrated his skills on the water. Crewing for NED 385, with owner/helmsman Remy Kok and co-crew member Evert Kroll, the bunny became an attraction on the water during the races with this international Dragon fleet. NED 438 and the famous Bakker Boys (Jan, Oliver and Dominic) were fighting for the overall victory, while BEL 79 with Dragon rookie Koen De Smedt (replacing owner Alex Helsen with Covid) and crew Dries Vanden Abeele and good-old Richard van Rij, demonstrated that they can drive a Dragon fast of this lake.



During this event, Dutch based SAILMON, a developer of digital compasses, supported the Dutch Dragons, with a demonstration to the fleet, using the SAILMON Max and Mini Digital compasses on each competing boat. Ping, Time & Distance for the Start and with SOG and together with excellent general compass applications, it shows the new standard in racing.

Finally after 12 races, with just a single point separating Douzement NED 438 was the overall winner and received the 1949 'Cor Groot' Trophy from 1949!!

National Classes

For 2023, this Easter Regatta is scheduled from 08–10 April, following the Warming-up training, organised by Making-Waves on 1 and 2 April in Aalsmeer. www.dragonclass.nl



NORWAY

The Norwegian Dragon Association has in 2022 established a common base for all active Dragons in the city of Fredrikstad. With Fredrikstad Sailing Club and Hankø Yacht Club as enthusiastic partners, giving us the best conditions for a good social environment, good logistics and access to the best racetracks. Fredrikstad is located 25 km from Halden where Dragon designer Johan August Anker lived in 1929.

The association has been undergoing a generation change, but after targeted recruitment work, we are now witnessing that more and more experienced sailors are joining the association. The results can be characterized by relatively good participation in the Hankø Race Week and local events, as well as participation in the Swedish Championship.

The Norwegian Dragon Association would like to highlight the good cooperation we have with the Dragon Associations in Sweden and Denmark. Our ambition is to motivate more Dragon owners and their crews to participate more in international championships. We believe this ambition can be realised.

Thank you to the Swedish Dragon Association who represented us in the annual meeting in Paris. We plan to continue the good dialogue with the Swedes and Danes. We believe our plans for 2023 are realistic and look forward to implementing them. Our goal beyond 2023 is to participate with more boats internationally, not only in Sweden and Denmark. www.nordragon.no



USA & CANADA

2022 was a year for getting back to the new normal. Most clubs ran a full series of regattas, and most restrictions were lifted on indoor events early in the season. The Dragons returned to Cleveland Race Week, after two years absence. They had a small but fun fleet racing, including

one new Dragon Owner. All races were cancelled on Saturday with 30-40kn winds and 8-foot waves. They managed two races on Sunday in the leftover slop which ended in a three-way tie for first.

The Fleet is working on increasing their visibility by getting more engaged in local club activities such as entering various handicap races, volunteering on Race Committees, and getting the juniors out on a Dragon. Vancouver Fleet had as many as eight Dragons on the line this year, including a couple of new owners. Racing on English Bay had some new challenges this year, with many ships at anchor waiting to get into the port, a common scene up and down the West Coast. Other Dragon owners are racing successfully in handicap fleets, where they do well when the wind is up. Most active racers have signed up for online training over the winter, a good way to keep the brain sharp and fun to discuss over a beer. www.nadragons.org



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NATIONAL CLASS CONTACTS

Country	Website/email	Secretary	Registered Boats	Championship Quota
ANT	sophia@hoj-jensen.com	Sophie Hoj-Jensen	8	6
AUS	www.dragonclass.org.au	Jeremy Nolan	50	10
AUT	www.dragonclass.at	Marcus Oppitz	94	11
BEL	www.belgiandragons.be	Jan Windels	16	7
CAN	www.nadragons.org	David Dale-Johnson	17	8
DEN	www.dragonclass.dk	Lars Stenfeldt Hansen	40	9
EST	www.estdragon.ee	Mihkel Kosk	6	6
FIN	www.finnishdragon.fi	Georg Tallberg	23	8
FRA	www.france-dragon.org	Marc de la Fons	86	11
GBR	www.britishdragons.org	Chris Brittain	97	11
GER	www.drachenkilasse.de	Cordula Schickel	417	17
GRE	www.hdca.gr	Christopher Stratos	9	6
HKG	www.rhkyc.org.hk	Andy Pidden	21	8
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NED	www.dragonclass.nl	Remco van den Berg	54	10
NOR	www.nordragon.no	Sissel Andersen	15	8
POR	www.facebook.com/Classe-Dragão-Portugal-Dragopor-176436382383919	Pedro Andrade	16	8
RUS	www.russiandragon.ru	Boris Latkin (President)	32	8
SPA	www.spanishdragonclass.com	Carlos Carbajal	5	5
SRI	margaux@slyg.global	Margaux Detry	4	4
SWE	www.svenskdrakklubb.se	Christoffer Meyer	52	10
SUI	www.dragon-class.ch	Oliver Weber	61	10
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REGATTA SCHEDULE 2023 ONWARDS

REGATTAS	RL	F	M	GRADE	STARTS	ENDS	COUNTRY	VENUE	CONTACT
2023 CHAMPIONSHIPS & GRADE 1 EVENTS									
Price Philip Cup	1.2			1	31/12/2022	07/01/2023	Australia	Sydney	www.dragonclass.org.au
World Championship	1.3	2		0	29/05/2023	03/06/2023	Bodrum	Turkey	www.dragonworlds2023.com
Gold Cup	1.3	2		0	09/09/2023	15/09/2023	Torquay	UK	www.dragongoldcup2023.com
Turkish Grand Prix	1.2			1	26/04/2023	29/04/2023	Bodrum	Turkey	www.turkishdragons.net
Italian Grand Prix	1.2			1	21/06/2023	24/06/2023	Malcesine	Italy	www.fragliavela.org
UK Grand Prix incorporated in Edinburgh Cup	1.2			1	15/08/2023	18/08/2023	Cowes	UK	www.britishdragons.org
Portuguese Grand Prix	1.2			1	20/11/2023	23/11/2023	Vilamoura	Portugal	www.vilamourasailing.com
European Grand Prix Finals	1.2			1	24/11/2023	25/11/2023	Vilamoura	Portugal	www.vilamourasailing.com
2024 CHAMPIONSHIPS									
European Championship	1.25			0	05/08/2024	09/08/2024	Pärnu	Estonia	www.jahtklubi.ee
Gold Cup	1.3	2		0	08/09/2024	13/09/2024	Kinsale	Ireland	www.kyc.ie
2025 CHAMPIONSHIPS									
Gold Cup	1.3	2			TBC	TBC	Douarnenez	France	www.internationaldragonsailing.net
World Championship	1.3	2			TBC	TBC	Vilamoura	Portugal	www.internationaldragonsailing.net

Dates correct at time of publication. **ONLY SELECTED MAJOR EVENTS ARE LISTED. A FULL LISTING IS AVAILABLE AT WWW.INTERNATIONALDRAGONSAILING.NET**



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