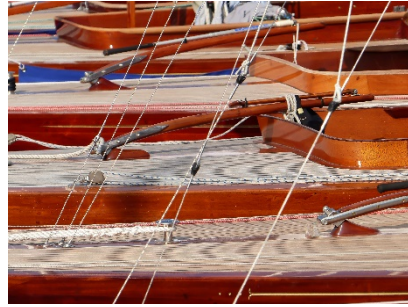
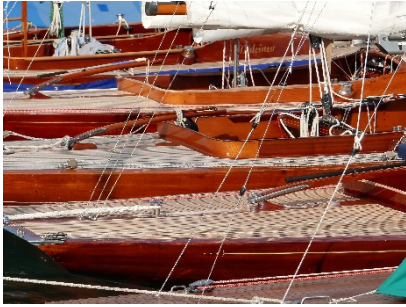


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# Dragon Nests: An Attempt at an Inventory





Photographer Marcus Oppitz



Facebook-Archiv Bootswerft Glas

## Introduction

When we discussed the content of the DRAGON JOURNAL 2021 in the fall of 2020, it was already clear that current sailing events would take up little space. The idea of using the space for larger topics from class history was obvious and the suggestion to portray classic dragon shipyards was immediately approved. After a short research, we came across a list of dragon boat shipyards that Mikko Jaatinen from Finland had already compiled a few years ago. We could hardly believe our eyes when we realized that the list contained about 300 entries from over 20 countries. There we sat in front of this list and had to decide how to approach the matter. Do we want to give preference to the oldest shipyards or focus on the most well-known? Where can I find detailed information about boat builders who no longer exist? Is the number of boats built a selection criterion? The decision we then made is a compromise: we selected shipyards from each of the 3 countries (Germany, Switzerland, Austria) and added some well-known international names to this list. So if the esteemed reader does not find "his" boatyard portrayed, this is not a sign of disrespect, but solely due to the limit of space and time. As a consolation, however, we have included Mikko's list and thus provided a basis for further research and perhaps also valuable additions.

*Marcus Oppitz, Gregor Berz, Garlef Baum*

## How many Dragons have been built since 1929?

As of today, the IDA has just over 1300 boats registered in the national class associations. This would have to include the number of unregistered boats (the number of unreported cases) and, of course, the number of boats that no longer exist. The construction figures give an indication. If you add only the known construction figures of the larger Dragon shipyards since 1929, you get about 2200 boats:

	Years of construction	Number of wood (approx)	Number of GRP (approx)	Total (approx)
Anker & Jensen	1930-1953	48		48
Børresen	1935-2006	325	425	750
Abeking & Rasmussen	1934-1966	136		136
Miller	1946-1966	66		66
Pedersen & Thuesen	1952-1970	97		97
Chantier G. Bonnin frères	1950-1968	74		74
Yachtwerft Wirz AG	1956 - 2003	203		203
Markus Glas	1967 - present	16	200	200
Petticrows	1988 - today		700	700
TOTAL				2274

In addition, the - largely unknown - construction figures of the other approximately 280 shipyards in Mikko's list must be counted. A rough estimate of the total number of Dragons built since 1929 will probably be around 3000 boats. On an annual average, a good 30 Dragons were created in 90 years. The IDA statistics note a total of 397 new Dragons for the years 2007-2020, which corresponds to the annual average of about 30 new boats per year.

## The beginning – Who were the first Dragon builders?

In 1928, the Swedish Royal Gothenburg Yacht Club (GKSS) announced a design competition. What was required was a design for "a mass-produced, cost-effective standard boat for youth". Although Johan Anker is not convinced by the idea of the one-design classes, he decides to participate. His design of the Dragon was declared the winner and published on December 25 1928, in the "Seglarbladet", the magazine of the GKSS.



*The "Seglarbladet" of December 25, 1928*

The first boats based on Johan Anker's 1928 design were built in Sweden and Norway in 1929. It was not Johan Anker's shipyard Anker & Jensen that laid the first keel, but the Swedish shipyard Hjalmar Johanssons båtvarv in Gothenburg. In 1929, Hjalmar Johansson was commissioned by the Gothenburg Royal Sailing Society (Göteborgs Kungliga Segelsällskap - GKSS) to build the first three Dragons. In Gothenburg in 1929, the first three examples were launched in at the GKSS.



*The first 3 Dragons in 1929 in the harbour of the GKSS*

The Swedish boatyard Bernhard Palssons followed in the same year. The Dragon also made its debut as a regatta boat in 1929 at the Marstrand Regatta of the GKSS. Also in 1929, the first two Norwegian Dragons N1 and N2 were built at the Hvidtsen shipyard in Norway.

The list of the first shipyards from 1929 to 1930 therefore contains half a dozen names:

1929	Hjalmar Johansson's boatyard	Sweden	Gothenburg
1929	Hvidsten Boatbuilding	Norway	
1929	Bernhard Palssons	Sweden	
1930	W.v.Hacht	Germany	Hamburg
1930	Anker & Jensen	Norway	Full
1930	(Robert?) Holmen båtbyggeri A/S.	Norway	

## Construction

The first Dragons were built in carvel construction. It was not until the 1980s and 1990s that the more modern cold moulded process and the strip construction method became established.

### **Carvel-planking**

In the Carvel construction method (Middle Low German from Portuguese Caravela), the planks (in contrast to the clinker construction) are attached edge to edge. This gives the hull a smooth surface.

### **Strip planking**

A framework of bulkheads and auxiliary frames is planked with strips glued together. This method produces a high longitudinal strength, the transverse and diagonal strength comes from the bulkheads and frames.

### **Cold Moulding**

Three to six layers of thin wood veneers are glued together alternately diagonally, lengthwise and crosswise over a framework of auxiliary frames and stringers. The result is a hull of high strength that is almost self-supporting and requires a minimum of stringers and frames.

Dragons were built until 1946 according to the original Anker design (A Dragon). Then there was a reform of the Dragon rig, with the mast moved further forward, the A Dragon became the B Dragon and from 1948 was an Olympic Class. In 1972, GRP Dragons were finally approved by the IDA. Borge Børresen was behind this reform, and he told this story on the occasion of the Danish Championships in 2004.

Speech on the dragon story by Børge Børresen on the occasion of the Danish Championships 2004, translated by Lars Hendriksen:

*Your Royal Highness – Ladies and Gentlemen*

*Lars Hendriksen have asked me to tell a little about the history of the Dragon. I am now so old that no-one can control if what I am about to tell is true. For sure the order of what I will tell you is super accurate. It is hard to remember exactly what happened after so many exciting years in the Dragon.*

*I was told that in the year 1928 some wealthy yachtsmen in Gothenburg was looking for a cheap boat for their kids as a alternative to the 6 meters and other meter yachts. Johan Anker was asked to design such a boat for them and that was the beginning of the Dragon. The first Dragon was built in Sweden in 1929 (I was 10 years old by then). Now we are here 75 years later. Very soon after the first Dragons came to Denmark. Originally the Dragon was built with a large cockpit and a small open cabin top with two benches so the youngsters could sleep over on the boat. In 1933-34 I sailed in a Dragon with a school mate of mine, in DD 14, that his father gave him, we were both 14-15 years old at the time.*

*Soon the Dragon was developed to a yacht with a larger cabin roof, real beds, and a pantry. The Dragon was sailed and raced all over Denmark on Øresund and spread over the country especially in Svendborg, Århus, Vejle, Svendborg, Kolding and so on.*

*My brother and I build our first Dragon in 1935-36 – we were 16-17 years at the time. It was also a Dragon with a cabin. Later we discovered that the mast position was free, so after having sailed DD 14*

*for some time, we concluded that it had too much rudder pressure and we moved the mast 6 cm forwards.*

*The measurer Ingemar Ferdinen G. Hansen said we were totally crazy to move the mast as the boat was designed by the notorious Johan Anker and of course Johan Anker would not make a mistake when placing the mast on the original drawings! We sold the Dragon to Svendborg and the boat later won almost everything. If it was because of the mast position or the skilful young helmsman, Niels Victor is hard to say?*

*Later we all experimented a lot with the mast position and the heeling of the mast, sheet positions and so on. In 1946 the Dragon was modernized with a higher fore triangle and two spreaders, a bigger genoa and a spinnaker. It qualified the Dragon to be selected as a Olympic boat in England 1948. That was the end of the "luxurious" cabin Dragons.*

*Now it became a clean racing yacht, and the development went back to the large cockpit as it was in the originally design. Later it was allowed to build in mahogany and to replace the cotton covered deck with a teak deck. Also, the aluminium mast was introduced and sails made of Dacron and additional more trim options. Only - all this did not make the Dragon any cheaper!*

*The Dacron sail meant that we could sail with full genoa and mainsail even in strong winds. Originally, we used cotton sails. We had two genoas, a big and a small one and even a storm jib. I remember having sailed with the main rolled 8 times around the boom and a storm jib.*

*The IDA was established in 1962 In order to manage and control Class Rules and the changes of the Class Rules.*

*After a lot of preparations, I managed to get the Class Rules for GRP Dragons approved by the IDA in 1977 (probably 1972, Anmerkung der Redaktion). It was done to make it cheaper to produce a Dragon and because the number of wooden boats build was declining. We also hoped to keep the Dragon in the Olympics. Despite our efforts the Dragon lost its Olympic status in 1972, but it turned out not to harm the Dragon class, on the contrary it is now more popular than ever before.*

*BB*

## Countries

### Germany - 1930

The first Dragon in Germany, D G 1, was built in 1930 by **W.v.Hacht** in Hamburg. Since the yacht archive of the DSV was lost in the war, we know very little about the German Dragons of the pre-war years. For example, D G 8 from 1938 is the only other Dragon of which we can assume today that it also comes from W.v. Hacht. From 1932 onwards, the Kiel shipyard **B. Wielke** was added, and from 1934 the Hamburg shipyard **F. Mello**, with Mello alone building at least 16 Dragons in the pre-war years, including D G 2. As a result, Dragons are built at over 30 boatyards in Germany.

### Denmark 1931

In Denmark, the **Broderna Andersen** shipyard built the first Danish Dragon in 1931. By the end of the 1930s, 10 more shipyards followed, including **Børresen** in Vjele in 1935. After the war, a good dozen Danish shipyards set about building Dragons, including **Pedersen & Thuesen** in 1952.

### Switzerland - 1935

In Switzerland, Dragons have been built since the mid-1930s by the Yachtwerft **Portier AG** and **Boesch**, both on Lake Zurich, Furer **Bootbau AG**, Lake Thun, and Bootswerft **Rohn AG** on Lake Biel. After the war, the **shipyards Stäheli & Tschumper**, the Müller AG boatyard on Lake Thun and the Wirz AG **yacht yard** on Lake Constance were added.

In the heyday of the Dragon with Olympic status (until 1972), 22 percent of the world's Dragon production was built in Switzerland. By 2003, more than 250 Dragons had been produced by shipyards based in Switzerland. The shipyards Müller and Wirz build extraordinarily beautiful boats, veritable "pieces of furniture", so to speak. However, both miss the change of the Dragon from a piece of furniture to a regatta boat, i.e. the consistent and uncompromising orientation in terms of weight and layout to regatta sailing.

### Netherlands -1935

In the Netherlands, Van de Staadt laid down the first Dutch Dragon in 1935. Today's best-known Dutch Dragon shipyard, **Doomernik**, built the first Dragon in 1996.

### Great Britain 1936

In 1936, **McGruer & Co Ltd.** and **Alexander Robertson** built the first British Dragons in Scotland. More than a dozen more Dragon shipyards in Great Britain followed in the next decades. Petticrows, now the most famous UK shipyard, built its first Dragon in 1988.

### Belgium – 1937

In Belgium, the first Belgian Dragon was built **in 1937 by** Chantier naval de Kuypers.

### USA and Canada- 1949

The first individual Dragons were built in the USA at the end of the 1940s. U.S. and Canadian shipyards did not produce larger numbers until the 1960s and 1970s.

## Finland – 1947

The Finnish shipyard **Valkon Laiva Oy** laid down its first Dragon in 1947.

## France - 1950

In France, the Atlantic coast around Arcachon and La Rochelle is developing into a Dragon stronghold.

The first French Dragon was built in 1950 by **Chantier G. Bonnin frères** in Arcachon.

## Australia – 1950

The first Australian Dragon was built in 1950 by **J. J. Savage & sons Pty. Ltd.** in Melbourne

## Austria - 1963

The first Dragon did not come to Austria until 1954. From 1963 onwards, the boat builders **Haitzinger** on Lake Attersee and **Johann Ratz** on Lake Wolfgang built Dragons for the sailors in the Salzkammergut (see shipyard portraits).

# Shipyard Portraits

## Germany

### F. Mello, Hamburg (1934-1942)

As early as the 1920s, Franz Mello built dinghy cruisers and J-dinghies in Hamburg and added the Dragon to the range in 1934 with the construction of the D G 2 "Piet Hein". Mello Dragons were characterized by their round mirror and, according to Günter Ahlers, were considered the "fast" ones before the war. Today, the yachts D G 2, 4, 6, 7, 9, 14, 15, 16, 17, 18, 25, 27, 29, 33, 35 and 36 have been handed down to us as Mello Bau, some of which were delivered to Bavaria and Lake Constance. The Mello shipyard, which can probably be considered the most important Dragon shipyard in Germany before the war, was bombed out in 1942. After the war, it resumed operations, but no longer built Dragons.

### Abeking & Rasmussen (1935-1971)

Rasmussen already had experience in the construction of 6-Metre-R yachts, among other things, when he founded Abeking & Rasmussen Works in Lemwerder in 1907 together with Georg Abeking, who was financially stronger. Himself a successful regatta sailor, he built everything that sailing needs in the following years, from standard classes such as Star boats to Metre-R yachts of all sizes to the famous Germania III from Krupp. In the years 1935 to 1971, Abeking & Rasmussen built 186 Dragons alone. The first Abeking & Rasmussen Dragon in 1935 was the D G 10 "Woge VI" of O. Ernst, Hamburg, which still sails on Lake Traunsee today. The last five "Dragon Boats", as they are called in the Abeking & Rasmussen construction number book, were registered as "not finished" in 1971 – when the era of the GRP Dragon began.

Pictures of Abeking & Rasmussen



*The Abeking & Rasmussen Dragon GER 138 Gustel XI has made it to a museum in Australia (Wanneroo Art Gallery) after winning the Gold Cup with Theodor Thomson in 1955 and being sold there in 1956 after the 1956 Olympics in Melbourne. Photo: John Low/Jeff Sinton*

### Erich Schaal (c. 1950 - c. 1985)

Erich Schaal was already interested in Dragons in the 1930s, at that time still an employee of the Klaus Engelbrecht shipyard in Berlin. After the war, he began to build Dragons for the Western market in his private shipyard in East Berlin - not only for West Germany but also for Denmark and Switzerland, for example. In the 1950s, most of the approximately 60 Dragons he built over the course of his life were

created. In 1958, Schaal fled to West Berlin during the transfer of two Dragons and built about one high-quality Dragon a year there, first in Neuköln and later in Heiligensee, until the 1980s.

## Willy Lehmann (1950 – 1972)

Also in the 1950s, Willy Lehmann built his first two Dragons in East Berlin. However, as long as the 5.5 was Olympic, the Lehmann shipyard focused on the very successful construction of 5.5 meter yachts. Only then did Lehmann take over the construction of the Dragons of the Olympic GDR sailors. Most of the 50 or so Dragons that were built in the GDR until 1972 - as long as the Dragons was Olympic - are Lehmann kites. Many of them still sail on the Scharmützelsee today, mostly converted into cruising Dragons.

By the way, the Dragon with which all Olympic medals of the GDR dragon sailors were won - silver in 1964 by Peter Ahrens from Rostock, bronze by Paul Borowski in 1968 and silver again in 1972 on the same yacht by Borowski - was neither a Lehmann nor a Schaal construction: The D G (East) 37 Mutafo was built in the PGH Müggelspree, where only a few Dragons were built.

## Rambeck (1950 – 1963)

Founded in 1883 by Anton Rambeck, the Rambeck shipyard was the largest shipyard in southern Germany before the First World War as a "purveyor to the court" of the Bavarian Yacht Club. When Anton Rambeck died in 1912 without descendants, his brother-in-law Anton Dreher took over the Rambeck shipyard, which is still run by the Dreher family under its original name and has now built over 2,200 boats – sailing yachts and motorboats in wood and of all sizes. After only a few Dragons had strayed to Lake Starnberg before the Second World War, Anton Dreher began to build his first Dragon here in 1949, GER 108 (measured in 1950). By 1963, 11 Dragons had been built at Rambeck, which may be considered a bit heavy, but all the more solid.

## Markus Glas Boatyard (1967 to present)

In 1924, Markus Glas's grandfather, a trained wheelwright, began to build dinghies, fishing barges and dinghy cruisers on Lake Starnberg in the first generation. Wooden Dragons have been built since 1967. 16 wooden Dragons and, from 1980, also about 200 GRP Dragons were built in Possenhofen.

The grandson of company founder Markus "Buale" Glas has been successfully sailing Dragons himself since the 70s, helping his own boats to gain a reputation. He became world champion in Travemünde in 1981 and was European Champion a total of six times and is a 12-time German champion. In 1977, at the age of 22, he stood at the top of the podium for the first time at the European Championships in Dournanez. On board are Mucki Binder and Walter Nickol, then an apprentice in the Glas shipyard. Mucki Binder later recounts: "We actually wanted to sail FD, but Father Glas' shipyard built Dragons – and not FDs. Buale was 22, I was 26. We were the youngest European Champions ever in the Dragon."

In 1990, a cooperation with the Austrian shipyard Frauscher began. By 2013, the hulls, inner shells and decks for 82 Glas Dragons will be manufactured in Gmunden am Traunsee. But the construction of wooden Dragons will not be stopped either. Until 2016, wooden Dragons will still be built in Possenhofen (see pictures). In the meantime, Markus Glas' son Max has taken over the helm in the fourth generation.



*Photo: Archiv Bootswerft Glas*



*Photo: Oliver Betz*

## Glas Wooden Dragons

1967	G387	Karweel
1969	G394	Karweel
1973	G464	Karweel
1978	G543	Karweel
1979	G562	Karweel
1988	G716	Cold
1992	G775	Strip
1993	G801	Strip
1993	G803	Cold
1994	G824	Cold
1994	G829	Cold
1994	G831	Strip
2002	G975	Strip
2004	G998	Strip
2005	G1018	Strip
2016	AUT (Wolfgangsee)	Strip

## Austria

At the beginning of the 60s, Austrian boat builders also began to build Dragons. In 1960, there were about half a dozen Dragons in Austria. By 1970, this number rose to about 40 boats. More than a third of this came from domestic production.

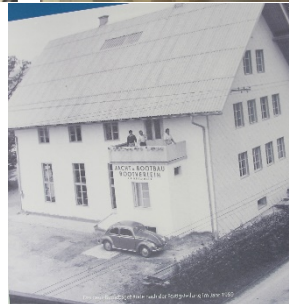
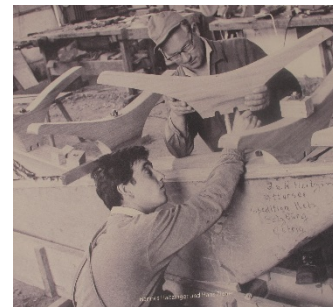
		Name	Shipyard	Year of construction	Yacht register	Owner	Club
Car specs	1	DIAMOND	Abeking & Rasmussen/GER	1953	1954	Heldwein, Mag. Anton	UYCAS
Car specs	2	ADRIENNE	Abeking & Rasmussen/GER	1937	1956	Ratz, Johann	UYCWg
Car specs	3	MARISSA	Abeking & Rasmussen/GER	1957	1957	Anzinger, A.	UYCWg
Car specs	4	MONSOON	H. Wirz/SUI	1954	1958	Renn, Rudolf	UYCAS
Car specs	5	HENRY		1942	1959	Denk, Dr. G.	UYCAS
Car specs	6	HELESTA	Johann Ratz/AUT	1963	1963	Stelzer, Erich	UYCAS
Car specs	7	CHERIE	Johann Ratz/AUT	1964	1964	Besler, Ing. Harald	UYCAS
Car specs	8	MARINA	Bjarne/NOR	1960	1964	Seeman, the arc. P.	UYCWg
Car specs	9	MATRAU	J.&K. Haitzinger/AUT	1964	1964	Zwach, Ing. A.	UYCAS
Car specs	10	KALLISTO	J.&K. Haitzinger/AUT	1963	1964	Auteried, C. / Stigler, J.	UYCWg
Car specs	11	OLD BOY	Abeking & Rasmussen/GER	1950	1964	Eltz,N.	UYCAS
Car specs	12	UNDINE	Berredesen's Boatyard	1964	1964	Kaindl, E.	UYCWg
Car specs	13	CHALLENGING		1965	1964	Holzner, Dr. H.	YCB
Car specs	14	MONSOON	H. Wirz/SUI	1962	1964	Renn, Prim. Dr. Rudolf	UYCAS
Car specs	15	GINA	H. Wirz/SUI	1960	1964	Romaner, Helmuth	
Car specs	16	TEGETTHOFF	H. Wirz/SUI	1965	1964	Kiechl, Dr. N.	YCB
Car specs	17	DESIREE	J.&K. Haitzinger/AUT	1965	1965	Wagner, DI E.	UYCAS
Car specs	18	MERMAID	H. Wirz/SUI	1964	1966	Scheinecker, Ing. Sepp	UYCWg
Car specs	19	NESSIE	J.&K. Haitzinger/AUT	1966	1966	Oberkofler, Jörg	UYCAS
Car specs	20	HEDONE	J.&K. Haitzinger/AUT	1965	1966	Ender, Ing G.	UYCAS
Car specs	21	CALYPSO	Borresens/DEN	1966	1966	Nemetschke, Ing Alfred	SYC
Car specs	22	GANYMEDE	H. Wirz/SUI	1966	1966	Obermüller, H.	UYCAS
Car specs	23	AELLA III	Borresens/DEN	1962	1966	Stangl, Karl	UYCWg
Car specs	24	MERMAID	J.&K. Haitzinger/AUT	1966	1966	Schöberl, Ing H.F.	UYCAS
Car specs	25	MELTEMI	J.&K. Haitzinger/AUT	1967	1967	Salzer, Th. F.	UYCAS
Car specs	26	TAI-PAN	Pederson & Thuesen/DEN	1953	1967	Palmer. R.	UYCAS
Car specs	27	SADISTIC	H. Wirz/SUI	1967	1967	Werner, Dr. Gitti, (verh. Buschmann)	UYCAS
Car specs	28	SILHOUETTE	H. Wirz/SUI	1967	1967	Mitterdorfer, Dr. H.	UYCWg
Car specs	29	HELVETIA	J.&K. Haitzinger/AUT	1967	1967	Kanotscher, Dr. F. J.	UYCT
Car specs	30	MEERMAID	J.&K. Haitzinger/AUT	1967	1967	Eisl, Franz	UYCAS
Car specs	31	VITRUVIUS	J.&K. Haitzinger/AUT	1967	1967	Ertl, Ing. Ernst	UYCAS
Car specs	32	PORTIUNKULA	J.&K. Haitzinger/AUT	1968	1967	Doll, F.	UYCWg
Car specs	33	SIRMIONE VIII	J.&K. Haitzinger/AUT	1968	1967	Meinga, Wilhelm	UYCWg
Car specs	34	THOMAS	Abeking & Rasmussen/GER	1962	1967	Heidegger, G.	UYCMo

Car specs	35	ALBATROSS	J.&.K. Haitzinger/AUT	1968	1968		
Car specs	36	PELAGOSA III	H. Wirz/SUI	1966	1968		
Car specs	37	ELISABETH	E. Stähli/SUI	1956	1968		
Car specs	38	KUNJANG II	Abeking & Rasmussen/GER	1959	1969		
Car specs	39	CAROLINE	J.&.K. Haitzinger/AUT	1970	1970		
Car specs	40	-	E.Schaal&Penick/FRG	1950	1970		

## Bootswerft J.&K. Haitzinger (1963 – 1970)

In 1889, the Haitzinger boatyard was founded in the village of Attersee on Lake Attersee by the great-grandfather of today's owner and boat builder Johannes Haitzinger. In the following decades, numerous new boats were built, including racing dinghies, special classes and, in the 50s, the so-called alpine dinghies as a shipyard class. Between 1963 and 1970, the J.&K. Haitzinger shipyard built more than a dozen Dragons on Lake Attersee under the direction of the brothers Johannes and Karl Haitzinger. At least 6 of the Haitzinger Dragons are still sailing: AUT 20 "HEDONE", AUT 17 "DESIREE" and AUT 24 "SIRENA" are in the UYCAS, AUT 29 "HELVETIA" on Lake Traunsee and AUT 35 "ALBATROS" and AUT 39 "CAROLINE" on Lake Wolfgang.

Pictures of Haitzinger:

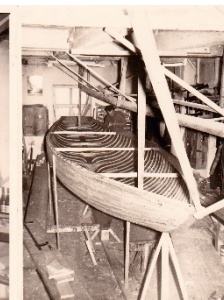
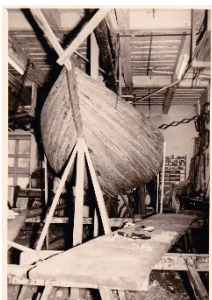
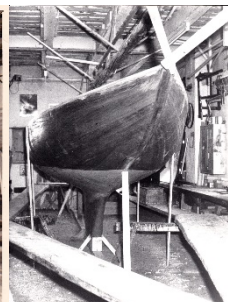


Archiv Haitzinger

## Johann Ratz (1963)

In 1894, Johann Ratz founded a "Yacht and Boat Yard" in St. Gilgen, which was soon known for the special quality of its work. At the end of the 50s, Johann Ratz, the son of the founder, a member of the UYCWg, bought an Abeking&Rasmussen, built in 1937 and registered the boat with the number OE 2 and the name ADRIENNE. In 1963 and 1964, two new buildings were built at the Ratz shipyard in St. Gilgen: AUT 6 HELESTA and AUT 7 CHERIE. Both boats are still sailing at UYCA's on Lake Attersee. After the death of Johann Ratz Senior in October 1964, the shipyard was closed.

Pictures of Ratz:



Sammlung Heli Winkler

# Switzerland

## Switzerland – Register 2017

		Name	Shipyard	Year of construction	Yacht register	Registered owners	Club
ON	1	MAENNI	-	-	-	A. Büchi	YCS
ON	2	-	-	-	-	-	?
ON	3	LIGHT	-	-	-	Mr. Labourdette	CVL
ON	4	CALINO	-	-	-	Neuhaus Sailing School	TYC
ON	5	URSEL	-	-	-	Dr. Ehrat	YCS
ON	6	KALYPSO	F. Rohn	1955	1960	P. Oberländer/K. Schönberger	YCRo
ON	7	YLÈNE	F. Rohn	1955	1965	P. Widmer	TYC
ON	8	ALAND	-	-	-	P. Bindschedler	ZSC
ON	13	MONSOON	Savoy cabbage	1956	1956	Hans Wirz	YCRo
ON	14	JOY I	Miller	1956	1956	V. Muzzolini / W. Kormann	TYC / ?
ON	15	YEAR	E. Stäheli	1956	1965	F. Vollenweider	SGYC
ON	16	WIND	Savoy cabbage	1956	1959	W. Hirt	YCRo
ON	17	CAPRICE	Miller	1959	1959	B. Maeder	Lake thun
ON	18	EAST	Miller	1958	-	W. Barben / J.+S. Posthumus-Zürcher	TYC
ON	19	MILAN	Miller	1958	1959	P. Werthemann	-
ON	20	-	Savoy cabbage	1959	1964	H. Jegge	Lake Zurich
ON	21	SIRIUS	Savoy cabbage	1960	1967	H. Zepf	YCS
ON	22	LAFLORE	Miller	1960	1960	H. Dickmann	TYC
ON	23	LAILA	Miller	1960	1960	F. Wyss	-
ON	24	AEGINA	Savoy cabbage	1960	1965	M. Nagel	SGYC
ON	25	HOBBY	Savoy cabbage	1960	1964	W. Scheuner	TYC
ON	26	GISCHT / MOANA	Miller	1960	1985	K. Birrer / C. Wigger	Zugersee
ON	27	HOPE II	Abeking&Rasmussen	1960	1960	H. Hoffmann	TYC
ON	28	SKYLLA II	Savoy cabbage	1961	1973	F. Güntensberger	YCL
ON	29	ARUBA / SCREWDRIVER	Burmester	1949	1970	B. Baldinger / B. Lüthy	YCS / ASC
ON	30	BACCARAT	Bjarne Aas	1960	1960	Goulandris, Thomas	SNG
ON	31	SCALAVE / PIROUETTE II / MARIANN	Savoy cabbage	1961	1961	W. Forster / P. Wülser	TYC
ON	32	WIND CHIME	Savoy cabbage	1961	1961	R. Schächli / D. King	Zugersee
ON	33	ITHACA	Savoy cabbage	1961	1961	Dr. H. Gwalter	YCR
ON	34	GIOIA II / BRUNI	Miller	1961	1961	V. Muzzolini / G. Meyer / D. Waelchli / R. Bernhard	Lake thun
ON	35	ELFENAU	Miller	1961	1961	E. Spycher / R. Spring	Lake thun
ON	36	TELL	Savoy cabbage	1961	1965	E. Stierli	-
ON	37	GARGANTUA	Rambeck	1957	1973	P. Bühlhoff / T+T. Willy / A. Wehrle	Lake thun
ON	38	SCIROCCO / BELLE PASSANTE	Savoy cabbage	1962/1963	1975	H.U. Schwendimann / J.P. Jenni / P. Rappaz	Geneva
ON	39	MEMORY	-	-	-	H. Straub / J. Steiner	Lake thun
ON	40	WIBITTE	-	-	-	Jordy	-

## Bootswerft Müller AG (1946 – 1966)

The second largest Dragon shipyard in Switzerland is the Müller AG shipyard in Spiez on Lake Thun. Between 1946 and 1966, the shipyard built 66 Dragons in classic Carvel construction.

In 1954, Virgilio Muzzolini, known as "Muz", the architect of Bern's Wankdorf Stadium "The Miracle of Bern", received his first Dragon GIOIA I Z 14 from the Müller AG shipyard. As early as 1955, the Lake Thun Yacht Club, TYC recognised the Dragon as a class and promoted it. In the years from 1956 to 1958, the Dragons LEVANTE Z 18, MILAN Z 19, LAFLORE Z 22, LAILA Z 23 and HOBBY Z 25 were launched on Lake Thun and sailed their first-class regattas.

In 1959/1960 "Muz" was a co-founder of the Lake Thun Dragon Fleet and 10 years later of the Swiss Dragon Fleet and successfully participated in national and international regattas with his yachts. After more than 65 years, the grandson of "Muz", Paul Kreis, is also loyal to the Dragon Class and sails GIOIA SUI 317 in Switzerland at regattas and with the family. As Vice-President, he is firmly connected to the Swiss Dragon Fleet, like his grandfather.

### Wooden Dragons by Müller

1934	OUT 11 / OUT OF 57	TYPHOON	Karweel
1936	Out of 52	SIGHIGNOLA	Karweel
1954	Out of 14	JOY I	Karweel
1959	Out of 17	CAPRICE	Karweel

1958	Out of 18	EAST	Karweel
1958	Out of 19	MILAN	Karweel
1960	Out of 22	LAFLORE	Karweel
1960	Of 23	LAILA	Karweel
1960	Out of 26	GISCHT / MOANA	Karweel
1961	Out of 34	GIOIA II / BRUNI	Karweel
1961	Out of 35	ELFENAU	Karweel
1962	Out of 44	GYPSY	Karweel
1963	Out of 54	PLEASURE	Karweel
1963	Out of 55	STELLA MARIS	Karweel
1963	Out of 56	JOHNNIE WALKER	Karweel
1964	Out of 64	BOLD	Karweel

## Yachtwerft Wirz AG (1955–2003)

It all began in 1955 in a small barn in the fishing village of Steinach on Lake Constance. Hans Wirz built his first Dragon for a customer. The trained precision mechanic developed a special love for elegant sailing yachts made of the finest woods. As a result, the Hans Wirz Yacht Shipyard was born. Over the course of 65 years, over 200 Dragons were built there. The last one went to a new owner in Austria in 2003 as "cold moulded". In 2021, Yachtwerft Wirz AG was still family owned. Unfortunately, new Dragons are no longer built, but a proven team of specialists gives satisfied customers the certainty that their Dragons will continue to have the best care in the future.

### Wooden kites from Wirz

1955	Out of 13	MONSOON	Karweel
1957	Of 16	WIND	Karweel
1959	Out of 20	BOREAS	Karweel
1960	Of 21	SIRIUS	Karweel
1960	Out of 24	AEGINA	Karweel
1960	Out of 25	HOBBY	Karweel
1961	Z 28	SKYLLA II	Karweel
1961	Z 31	SCALAVE	Karweel
1961	Z 32	WIND CHIME	Karweel
2003	AUT	-	Cold moulded

### Pictures of Wirz:

No.	Bauart	Vertr.-Dat.	Abl.-Dat.	Kunde
1	Drache		1955	Hans Wirz, Steinach
2	"		1957	Willi Hirt, Seeweg, Uttwil
3	Wiesbergondel		1957	Jos. Klingenstein, Steinach
4	Drache		1959	Dr. K. Schaub, St. Jakobstr. 9, Basel
5	"		1960	A. Wittner, Schlosserei, Watt-Thun
6	"		"	Dr. med. S. Geissler, Müller-Friedbergstr., St. Gallen
7	"		"	Rob. Steinmann, Wäschefabrik, Rheineck
8	"	7.1.60	1.2.61	Hud. Moser, Foch- & Tiefbau, Nidau / Biel
9	"	1.4.60	1961	Willi Forster, Strabelstr. 16, St. Gallen
10	"	19.7.60	1961	Rob. Schöppl, Obertalweg 8, Burgdorf / BE
11	"	19.7.60	1961	Fritz Leibundgut, Grünau-Summiwald / BE
12	"	21.9.60	1961	Dr. med. H. Gwaller, Miltisgasse 34, Küsnacht / ZH
13	"	12.8.60	1961	Ludw. Seidl, Tizianstr. 70, München 19 / Deutschld.
14	"	7.11.60	1962	E. C. Maron, Schulstr. 6, Romanshorn
15	"	30.5.61	1962	H. Seuwen, Krenbühl, Ludwigshafen / Deutschld.
16	"	31.1.61	1962	Dr. A. Meier-Halter, Mäusestr. 17, Winterthur

Wirz Shipyard Book



Wirz winter camp - Picture Wirz boatyard



Paths of a Savoy Dragon: ARJADNE Z 69, built by Wirz in 1963, becomes ERAGON HUN 38 in 2013/2014

Letter from Hungary: I am happy to inform you that the restoration work on the Dragon Z 69 ARJADNE of the Lake Thun Yacht Club has been completed. The restored boat was given a Hungarian number HUN 38 and a new name ERAGON from the book "The Legacy of the Dragon Riders" by Christopher Paolini. The restoration period took a long time and required a lot of patience. We repaired the broken wooden parts (there were fewer than we originally thought), removed the seats, replaced the deck with a teak deck, installed some parts to improve hull stability and ERAGON got a brand new, regatta compatible rig but kept the wooden mast. I am sure that ERAGON is the most beautiful classic Dragon on Lake Balaton. Since 2014 we have been trying to familiarize ourselves with the boat. I am lucky enough to sail with my two sons, Bence and Gergo. I would like to thank the Swiss Dragon Fleet for their help. It was very important to me that all the papers from the boat were clear and OK.

Thank you very much again! Tamas Domokos, ERAGON HUN 38

Dragon LUCKY, Z 58, Wirz 1963, today AUT 184

The Dragon Lucky was built in 1963 as hull number 58 by the Wirz shipyard. Under the name d'Àrtagnan, sail number Z58, the boat is sailed on Lake Zurich and won several prizes. In 1967, Robert Sonderegger took over the boat and brought it to Bottighofen on Lake Constance. In 1980, the boat changed ownership and went to Dr. Klaus Fehrmann from Constance. He renamed the boat Lucky. Under the sail number G-584, Dr. Fehrmann took part in several regattas. On one of the first outings, however, the original, dry-rotted wooden mast broke. In March 2010, the Dragon came to Lochau and has been sailing under the sail number AUT 184 ever since. After the second sailing season, only a cosmetic renovation is planned (a new shingle deck and a new paint job of the hull), but in the end it will be a general renovation lasting one and a half years with all its ups and downs. Segler's joys and sorrows are often close together...

## International

### Anker & Jensen (1930)

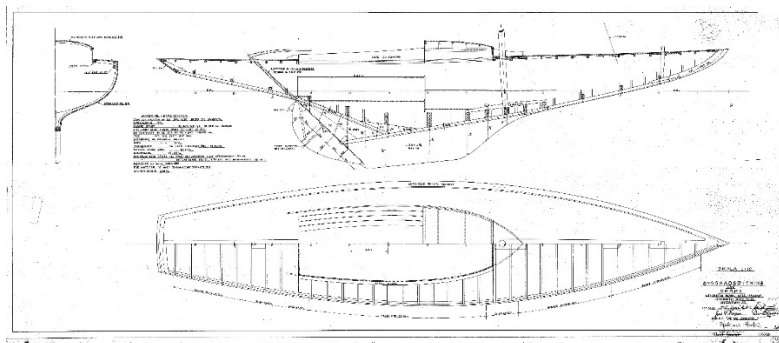
Christian Jensen founded his shipyard in 1888 in Vollen, Asker, about 30 km southeast of Oslo. Johan Anker initially worked as a design engineer at Jensen. In 1905, he acquired shares in the shipyard and eventually became a partner of Jensen in what is now the Anker & Jensen shipyard. However, Jensen lost interest in 1915, and Anker bought Jensen's share, including the shipyard name "Anker & Jensen". By the time it closed in 1952, about 450 sailing yachts had been delivered. From 1930 to 1952, Anker & Jensen built 48 Dragons, 39 of them until Johan Anker's death in 1940.

The first Anker & Jensen Dragon was delivered in Oslo in 1930 with the sail number 20 N 4 and the name "Rollungen". Johan Anker died in 1940, and the shipyard was initially leased to the employees Christian Engbretsen and Gunerius Larsen. The last Anker & Jensen Dragon was delivered to Denmark in 1952 to the customer Bror van der Lippe.

Pictures of Anker & Jensen:



Yachtwerft Anker & Jensen in Vollen (Oslofjord), ca. 1920



## Børge Børresen, Denmark (1935 - 2006)

The brothers Børge and Albert Børresen built their first Dragon in the winter of 1935/36. Borge, 16 years old, had just started as an apprentice in a boatyard. Albert, 21 years old, was a trained carpenter. Their father Peter Børresen owned a boatyard in Vejle. He died in 1920. There was nothing left of the shipyard, so the brothers built the Dragon in their spare time in an open shed.

In 1938, the first workshop with space for a boat was built. Albert died in 1948, and Borge (BB) continued to run the shipyard with the help of the family. They built Dragons, 5 meters, but also many other types of boats such as motorboats, junior boats, dinghies (40 Finns for the Helsinki 1959 Olympics) 5.5 meters, swallows, Nordic cruisers, LA cruisers, Knarrs and BB10.

The focus was on Dragon building: 325 Dragons made of wood, first of pine and later of mahogany, were built. In the years 1971-72, Børge worked out the basis for a Dragon made of fiberglass with the same weight and weight distribution as a wooden boat.

From 1969, Børge's sons Ole and Anders worked with him at the shipyard and became owners in 1982. Since 1972, they have been building Dragons and BB10s from fiberglass. In the following years, the Børresen shipyard built the Yngling, the new boat of the Olympic Games, and also wooden Dragons again, but this time in cold moulded construction.

Between 2004 and 2006, the shipyard ran into financial difficulties and had to file for bankruptcy. The rights to continue building Dragon under the BB logo were taken over by Royal Denship, but they could not prevail in Dragon building.

## Pedersen & Thuesen (1952-1970)

If the Dragon is considered the Bugatti of the Sea, then those of Pedersen & Thuesen are the Veyrons among them. The shipyard was founded in 1949 by Børge Pedersen and Poul Thuesen in Kolding, Denmark and initially built sports rowing boats, cruising yachts and motorboats of noble quality. From 1952 to 1970, 97 Dragons were built, of which at least 60 are still preserved today. The list of victories achieved with Pedersen & Thuesen dragons is impressive. Even today, restored Pedersen & Thuesen Dragons are considered to be on a par with modern fiberglass Dragons. In 2014, Lars Hendricksen won the European Championship with a Pedersen & Thuesen built in 1960. Contrary to many rumours, however, this is not a historically tolerated speed advantage, but Günter Ahlers, chief surveyor of the IDA, puts it unequivocally: "If ever real Dragons have been built, then it is the yachts of Pedersen & Thuesen. In the eight Pedersen & Thuesen that I completely measured, all the survey points were exactly in the middle of the tolerances, just as Johan Anker designed the boat." Unfortunately, the shipyard withdrew from Dragon construction in 1970 with the advent of GRP and continued to build mainly cruising yachts until 1983.

Pictures of Pedersen & Thuesen:



*Børge Pedersen and Poul Thuesen in their works in Kolding, Denmark. Photo: Tim Wilkes*

# Mikko's List

The Finnish dragon sailor Mikko Jaatinen obtained yacht registers from as many national class associations as possible and carefully entered the shipyards and boats. As he explained to us later, the winters in Finland are long and dark and such work is just the right thing to shorten the waiting time for the next season. The list may not be complete and correct, but we don't want to withhold it from our readers. Dubious or unverifiable entries are marked with a "?". So, there is still a wide field of activity for dragon researchers.

	Years	Wharf	Location		Years	Wharf	Location
<b>FROM</b>	1948	J.H.Linnacre	?		1935-1950	Svendborgsund Shipyard?	Svendborg
	1950-1955	J. J. Savage & sons Pty. Ltd.	Williamstown Melbourne		1935-2006	Børresen Bådebyggeri ApS	Vejle
	1951	A. Rose	Melbourne		1937	H. Henningsen Rantausminde Bådevaerft	Svendborg
		J.Griffin	Sydney		1938	Jacob Svendsen Verft	Refshaleøen
		P. Derby	Melbourne		1938-1954	A. Jensen & Son (Jens Peder Alfred Jensen & Knud Jensen)	Roskilde
	1951-1963	G.L Bate	Sydney			Viggo Hansen	Kastrup
	1952-1964	A. Jarman	Sydney		1940	Guhl's Laurson (Larsen?)	Copenhagen
	1953	F. Grove	Sydney		1943	Viggo Jensen	?
		G. Riddell	Sydney		1944	Øle Madsen	?
		Gerrard	Victoria		1945	Hans Møller - Marinus Møller Boatyard Skælskør	?
		J.B. Searle	Geelong Victoria			Jens Hansen	Roskilde
		T. Fisher	Sydney			Richard Grundsted	Odense
	1954	C. Morrow	Sydney		1945-1946	Hansen	?
		John? Muston	?		1947	Knudsen Jyllings	?
		Ronstan Marine Equipment Pty Ltd	Melbourne		1947-1950	Olof Jeppesen	Fredriksund
	1954-1957	A.W. & G. Cuthbertson	Tasmania		1948	E. Knudsen & Sons	Jyllinge
	1955	A.H. More	Sydney			Kalundborg	?
		C. Perry	Sydney			Middlefart	?
		G. Stewart	Melbourne		1949	Odense yacht yard	Odense
		K.R. Gourley	Hobart			Thomsen Kalundsborg Denmark?	?
		T. Gowland	Sydney		1949-1957	Henry Rasmussen	Svendborg
		W. Green	Melbourne		1950	Egon Nielsen Nakskov Bådevaerft	Nakskov
	1956	E. Wall-Smith	Melbourne			Skjød	Silkeborg
		Higgs Brothers	Geelong		1951	Beautpaalsens	Sundby
	1956-1958	S. Ferguson	Sydney		1951-1958	A. (Aage) Walsted's Bådevaerft	Thurø Svenborg
	1956-1965	Billy William H. Barnett Pty Ltd. (Bronco Bill)	Sydney North		1952-1970	Pedersen & Thuessen	Bramdrup dam
	1957	A. Rowe (Athol?)	Waterloo		1954	Aage Birch	Humblebaek
		M. Greese	?		1957	Ch. Hansen	?
	1959	A. Wilson	?			Nolds Boatyard	Nolds
	1961-1968	Norman R. Wright & Sons	Brisbane Queensland		1960	E. Hansen	?
	1962	E. Spring-Brown	Sydney			H. A. Jensen & Co. Boatbuilders Inc. A/S Hillerød (Hillmer Jensen)	Roskilde
		E. Thomas	?		2004-2005	Royal Denship	Vejle
	1962-1975	Bellarine Marine Jim Sim	Bellarine		2006-?	Royal Dragon - Vejle Yacht Service Aps	Vejle
	1963	J.C. Bridge ?	?		unknown	A. Ustrup	Vejle
	1964	Lars Halvorsen	Sydney			Ejar-Jensen	?
2004-2010-	Daryl (Zane) Ridgeway	Tasmania		ESP	1961	Corsi Lengths	Vigo
?	Atlatt ?	?		EAST	unknown	Dragon Tallinn	Tallinn
	Cox	?		END	1947	Valkon Laiva Oy	Lovisa
	Endeavour	Australia NSW		1949	G. Blomqvist's boatbuilding	Porvoo	
	Hampton	?		1949-1957	Unto & Onni Kaskinen	Turku	
	J. Gutierrez	Melbourne		1951	Turku boatyard - Åbo båtvarf	Turku	
	Maalee Steve Ward	Perth		1952	Kilpi & Kumppani	?	
	Masters Cavill	?		1955-1960	Salmisaari boatyard /Rainer Lindgren	Helsinki	
	Pilkongton	?		1956	Oh Telva Ab	Helsinki	
<b>Car specs</b>	1963-1964	Johann Ratz	St.Gilgen	1958	Wilenius båtvarv Ab	Porvoo Borgå	
	1963-1970	J&K Haitzinger	Lake Attersee	1960-1969	Nils & Paul Andersson boatbuilding	Kråkø	
<b>BEL</b>	1937	Kuypers Shipyard	?	1966	Fortune Guard	Helsinki	
	1963	Antwerp?	Antwerp	1967	Heinävesi boatyard	Haywater	
<b>CAN</b>	1956	Robert Davis Boat Yard Co.	Oakville, Toronto	1995	Sam Hartikainen	Helsinki	
	1957	Victor & Hazel Carpenter	Parry Sound Georgian Bay	1995-2001	Pentti Salminen	Helsinki	
	1958	G.R. Hughes	Toronto Ontario	unknown	Halima Ltd	Kangasala	
	1963-1964	Abbot Boat Co	Sarnia Ontario		Oy Vator Ab	Helsinki	
	1970-1985	Marty Godsil	Pacific Northwest	<b>FROM</b>	1949-1959	Macario Shipyard	Trouville
		O.E. Schuppe	Ontario		1950-1968	Chantier G. Bonnin frères	Arcachon
	1994	Woodwind Yachts	Nestleton Ontario		1951-1956	Pouvreau site	Vix La Rochelle
<b>THE</b>	1931-1936	Broderna Andersen Skibsvaerft -> K.R.A.	Frederiksund		1952-1955	Hamel shipyard	Le Havre
	1932-1940	Fredriksund Shipyard	?		1952-1959	Hervé shipyard	La Rochelle
	1932-1949	Georg Andersen	Horsens		1954	Barrier site	Arcachon
	1935	Århus Yachtvaerft	Aarhus or Copenhagen (?)				

	Georges Silvant Shipbuilding	Conflans-Sainte-Honorine	ITA	1947-1953	Baglietto-Varazze	La Spezia
	1955 De Coninck	Maisons-Lafitte		1948	Beltrami Yard	Vernazzola
	1961 Chantier Ziegler	Dunkirk		1949-1953	Cabella	San Remo
	1962 Lebel	?		1950-1951	Posillipo	Naples
	1963 Le Got shipyard	Plouguerneau Brittany		1952-1959	Cantiere Nautico Donoratico Tre Snc	Donoratico
GBR	1936-1951 McGruer & Co Ltd.	Clynder Scotland	JPN	1960-1961	Katagai	?
	1936-1952 Alexander Robertson & Sons Ltd	Sanbank, Argyll, Scotland		1960-1963	Okamoto	?
	1938-1959 Woodnutt & Co. Ltd.	St Helen, Isle of Wight	DOWN	1935-1961	E. G. van de Stadt Scheepswerf n.y.	Zaandam
	1939 Vosper & Company	Portsmouth England		1937-1944	The Ford Shipyard G. de Vries Lentch	Amsterdam
	1947-1951 Camper & Nickholsons Ltd.	Gosport, Southampton		1938	Van Der Meer	?
	1947-1964 Nunn Brothers Boatyard	Waldringfield Suffolk			Wester	?
	1948-1950 Reg J. Prior	Burnham on Crouch		1940-1951	Kraaler Zaan Dam	?
	1948-1959 Tucker Brown & Co	Burnham on Crouch		1941	B+S (Baerveldt and Stapel)	Zaandam
	1949-1969 Clare (C.W.) Lallow	Cowes Isles of Wight		1943	Van Dam	?
	1951 Thomas Robson, Robson Boat Builders Ltd.	South Shields		1944	Stream?	?
	1952 J. Macken	?		1945	Van Heyghen	?
				1946	Gebr. Cook	Other
	Lawrenson	?		1947	Hillegersberg	Rotterdam
	1952-1964 Burnes Boatyard	Chisester		1948	Gustowerft	Schiedeham
	1958 Autoyachts Ltd. (Ron Parham)	Gillingham			Of flour	?
	1959 C. H. Lavis & Sons	Exmoor		1949	Wed. K. Brouwer	Zaandam
	Fairlie Yacht Services	Scotland		1953	Victoria	?
	1960 Francis Charles Morgan Giles shipyard	Teignmouth		1955	Stutterheim (Edward?)	?
					Valentyn & Sonen	Lead?
	Francis Deacon	Hamble River Southampton		1996	Avivina Doomernik	Tilburg, Zaltbommel
	R & W Clark	Cowes	NOR	1929	Hvidsten Boatbuilding	Hvidsten
	1961-1962 Cowes Boatbuilding	Cowes		1930-1953	Anker & Jensen A/S	Vollen Asker
	1978-1994 Peter Wilson	Aldeburgh Suffolk		1930-1955	(Robert?) Holmen båtbyggeri A/S	Sandnessjøen
	1988 Petticrows Ltd.	Burnham on Crouch		1932-1962	Kolbjørnsvik Crane & Slip (Werft&Slipp)	Arendal
	1992 Aldeburgh Boatyard Company Ltd. Peter Wilson Fort Green Aldeburgh	?		1933-1949	Sigurd Herbern Båtbyggeri A/S	The Kid Oslo
	1999 Emworx	?		1935-1936	Ekert Stenødegard	Vestnes
	? Small Craft Yacht and Boat Co	?		1935-1939	Soon Slip & Boat Building	Soon
GER	1930 W. von Hacht-Werft	Hamburg		1935-1959	Sverre Førde & Co Boatbuilding	Alesund
	1932 B. Wilke Werft	Keel		1936-	Vesøya Båtbyggeri	Grimstad
	1934-1939 Franz Mello	Hamburg		1936-1948	Reidar Jørgensen & Vik	Grimstad
	1934-1966 Abeking & Rasmussen Shipyard	Lemwerder Bremen		1937	Hans Large	?
	1938-1964 Erich Schaal&Penick VEB	Berlin Köpenick		1937-1951	The Roland Brothers	Kristiansand
	1939 Lanke Shipyard	Berlin		1938	Felttvet Boatbuilding	Soldier
	1942 Fr. Lürssen Werft GmbH & Co	Bremen-Vegesack			Jan M. Lunde	?
	1947-1950 Mathiesen & Paulsen Jachtwerft Paulsen GmbH	Amis		1939-1968	Bjarne Aas Ltd A/S	Fredrikstad, Østfold
	1948-1949- Scharstein Shipyard	Kiel Dietrichsdorf		1940-1949	Borge Bringsvær Verft AS	Fillet
	1949 (Karl) Feltz-Werft GmbH	Hamburg		1943	Vidar Johansen	?
	Burmester	Bremen		1945-1957	Hans Hansen	Sandar Vestfold
	1949-1951 Böbs-Werft GmbH	Travemünde		1946	Fritjof Thorwaldsen	?
	1950-1957 Johannes Schlichting	Lübeck-Travemünde			Henry Fuglstad	?
	1950-1962 Rambeck GmbH	Starnberg Starnberger see			Ole Klementsens	?
	1950-1963 (Ernst Jakob Mikael) Sattler Werft	Percha Starnberg			Sam O. Berge	?
	1951-1962 Beck & Söhne	Insel Reichenau		1947	A. Mordal	?
	1952 A.Tatt	?			Knut Solberg	Stavanger
	1952-1968 Willy Lehmann	Woltersdorf			Nicolaysen & Nygaard	?
	1954 At Schiffswerft	Rostock			O. Holmestad	?
	1955 Neptun Werft GmbH & Co. KG	Rostock			Odd Anestad	?
	1956 August Holdorf	?		1947-1957	Anders Gjeruldsen Boatyard	Fevik
	Heidtmann-Werft	Hamburg		1951-1952	Westermoens båtbyggeri A/S	Mandal
	Yacht and Boat Yard Hamburg	Hamburg		1952-1960	Guests	?
	1957 E.Neumann	?		1953	Olaf Bergsagul & Paul Brekke	Stavanger
	1957-1965 Reinicke Shipyard	Spandau Berlin		1958-1961	Ivan/Ivar Benson/Bentzen	Arendal
	1958 Buchholz	Berlin?		1960	Ivar Bentzen?	?
		Potsdam?,Greifswald?	POLE	1962-1963	Børsholmen Boatyard	Soldier
	Eberhardt Shipyard	Amis	BY	1962-1963	Gdansk Yacht Shipyard	Gdansk
	1960-1961 Death & Sohn	Bremen	ON	1949-1963	João dos Santos Brites	Lisbon
	J.FR. Dood&Sohn	Bremen		1935-1955	Yachtwerft Portier AG	miles of Lake Zurich
	1961 Boat Builders Crafts Berlin	Müggel Spree Berlin		1936	Fur Bootbau Ag	Thunersee Spandex
	Production cooperative of the boat building trade Müggel-Spree	Berlin		1938	Boesch Motorboote AG	Kilchberg Zurichsee
	1963 Bootswerft Simmerding GmbH & Co. KG	Starnberg Leoni		1946-1956	Bootswerft Müller	Spiez Thunersee
	1964 E.Burkhardt	?		1955	Bootswerft Rohn AG	Twann-Wingreis Lake Biel
	Vertens Werft (Karl Vertens)	Löptin	THEIR	1956	(Emil) Stäheli & Tschumper Werft AG	Altnau Bodensee
	1965 J.W.Heiligensee	Berlin		1961-1983	Yachtwerft Wirz	Steinach Hocsee
	1968 Hirsch Shipyard	Prien		1928-1948	Hjalmar Johansson's boatyard	Långedrag Gothenburg
	1968- Bootswerft Markus Glas GmbH	Pöcking-Possenhofen		1929	Bernhard Pålsson Boatyard	Råå Vättern
	1970 Yachtwerft Berlin Köpenick	Köpenick Berlin		1932	Hästö slipway & boatyard	Arkösund
	1975-1978 Udo Seipolt Yachtsport GmbH	Starnberg Starnberger see		1933-1937	Älholmens varv AB (sounds like Bråvikens Varv)	Norrköping
	1997 Niendorfer Bootsbauerei Ulrich Schütte	Niendorf		1935	Arvidsson & Sons shipyard	Färjenäs Gothenburg?
	2009 Bootsbau Liebner	Utting			Hjalmar Andersson	Gothenburg
HKG	1989 Lowell Chang	Hong Kong		1939	Arendals Boatyard Hjalmar & David Olsson	Hisingen Gothenburg
					Svensson & Dahlström's boatyard	Karlstad

	Sweden Yachts Co	Henån
1939-1940	Lysekil	Lysekil?
1940	Gösta Svensson	Lysekil
1946	E. & L. Hanson	?
1947-1948	Anon Kittelsen	?
1948	C.E.Andersen	?
	Torsten Abrahamsson & Son Färjenäs	Gothenburg
1954	Nice Holm Yachtcolor	Old Town
	Walther N. Anderson	?
1955	The Martinsson Brothers	Svineviken
1955-1956	Arvika yacht and boatyard	Arvika
1959	Oscar Schelin's Boatyard	Kungsör Mälaren
UAE	2014 Premier Composite Technologies LLC	Dubai
UKR	? Lagoon Royal	Kherson
US	1949 Nichols Brown's Boat Yard	Miami Florida
	1957 Superior Sailboats, Vic Carpenter	Port McNicoll, Michigan
	1963-1965 Kevin Savell	San Diego
	1977 Miller Marine Const.	?
	? Spoce O.E. Schupp III	?
?	1939 G. Baary ?	?
	1951 Gay ?	?
	1953 Paul Bakken ?	?
	1971? Bottasar (Böttas)?	?