DRAGON

ONE DESIGN RACING

2020 REVIEW
2021 PREVIEW

Goodbye 2020, lets get life back to normal

Regattas cancelled, travel difficult, 2020 has been no fun for Dragon sailors.
But now we have a new year to look forward to.
Make sure you are ready to take on the fleet.

Petticrows 2021 Dragon

www.petticrows.com

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Bram van Olphen (HKG)

Treasurer
Anne Vanneste (BEL)

Secretary and Webmaster
Tim Pearson (IRL)
44 Orpen Green, Blackrock
County Dublin, Ireland
T: +353 8724 80361
E: timothympearson@gmail.com

IDA Sailing Co-ordinator
Martin Payne (GBR)
Mob +44 7788 587017
E: paynesailing@aol.com

IDA TECHNICAL COMMITTEE
Chairman
Klaus Diederichs (GBR)

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Gunter Ahlers (GER) Chief Measurer
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Classic Boat Coordinator
Patrick Gifford (GBR)

Design Guidelines Officer
Robert Alpe (AUS)

PHOTOGRAPHY & PRODUCTION

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and designed by CE Marketing – www.cemarketing.co.uk

DEAR FELLOW DRAGON SAILORS

Last year was one of the most unexpected and frustrating sailing seasons ever. We have all missed the racing that we so enjoy, and we really hope that we can return to it in 2021.

Most hard felt was the loss of the Gold Cup in Ireland, and we are all glad that the recent AGM voted to allow the Irish to have another chance to host it at the next available opportunity which is in 2024. We also lost all the Grand Prix events except for the last, in Vilamoura, which, although it had a small fleet was expertly managed by the team. Of course, there has been local fleet racing in many countries, but numbers have been low and with minimal socialising. It is not the Dragon sailing that we are used to!

As the pandemic spread most unexpectedly for most of us, the regatta organisers and the IDA Officers were faced with difficult decisions about whether or not to cancel and how soon. Nobody could handle it in a way to satisfy everybody, but I believe that in nearly every case we made the right decisions. The IDA board tried very hard to support organising clubs in their decisions to cancel or move events forward.

Of course, we all hope for a return to a normal life as soon as possible, and especially for our racing in the season ahead, but we may yet face more tough decisions. Already the first Grade I event of 2021 scheduled for Sydney, Australia, has been indefinitely postponed. The effects of this pandemic will be felt for some time not just by individual clubs and national associations but by the IDA also.

Due to the low racing activities the IDA income shrank by more than 31% [€25,000] and we had largely fixed costs. Nevertheless, I will say that the sound policy of former IDA Boards in keeping a healthy reserve in place has now been proved right, and we can absorb this one bad year. However, we have had to make some dramatic cuts to our budgeted expenditure, and I want to thank those affected by this for their understanding.

If the 2021 Championship programme can be realised the IDA finances will quickly recover, but we are making very prudent forecasts.

We all hope that 2021 will be a busy sailing year, and one that we all look forward to very much. A European Championship in Palma (carried over from 2020), a World Championship in Kühlungsborn, the Gold Cup in Marstrand, four European Grand Prix events and many national championships are events that we all want to happen.

There are various Winter Series beginning in the near future in several locations and we wish them all healthy sailing and good entries.

Perhaps the most contentious issue at the recent AGM was the question of whether to permit GPS while racing. The Technical Committee (TC) have wrestled with this problem for several years and while they are not unanimous in their views, they democratically decided to recommend it because there is no practical way to police it at present. The proposal did not reach the necessary two thirds majority approval required to change the Class Rules, and so we should all remember that, for now, GPS use is still against our rules.

I want to the thank the TC Chairman Klaus Diederichs and the TC members for their work. A valued member of their committee, Andy Johnson, from Western Australia sadly passed away in March 2020. Andy was a long term (30 plus years) supporter and member of the class, both as a sailor and technical committee member, and is fondly remembered by his many friends in the Class. The TC were very fortunate to be able to recruit another Australian to their committee, Ian Malley. Ian is an active Dragon sailor, a member of the Australian Dragon Association, and I know he will be a valuable addition to the TC.

Other less controversial innovations are happening, for example the use of GPS racing marks, and these have generally proved to benefit the sailors with faster turnarounds between races.

I want to thank the Owners' Committee, chaired by Grant Gordon, for their advice during the past 12 months on scheduling venues for the Grand Prix events in future years, and I also thank our Sailing Coordinator, Martin Payne for his contribution not just to race management, but also in communications.

I want to thank our two 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, I want to thank the Secretary and my fellow officers for their continued support. This is very much a team effort and we value each other's opinions.

We look forward with optimism to better times ahead.

Good sailing!

Jens Rathsack

Chairman, International Dragon Class

REIGNING IDA CHAMPIONS

Prince Philip Cup (2020)	*Karabos IX*	N Rogers
Tasmania, Australia		Leigh Behrens
		Simon Burrows
HM King Juan Carlos I Trophy (2020)	*Venue*	Pedro Mendes Leal
Cascais, Portugal		Jorge Ferlov
		Pedro Andrade
Portuguese Grand Prix (2020)	*Sophie Racing*	Bernardo Freitas
		Martin Westerdahl
		Diogo Periera
World Championship (2019)	*Provezza Dragon*	Andy Beadsworth
Fremantle, Australia		Ali Tezdiker
		Simon Fry
Masters Trophy (2019)	*Karabos IX*	Nick Rogers
(Sub-division of Worlds)		Leigh Behrens
		Simon Burrows
Gold Cup (2019)	*Venus*	Pedro Andrade
Medemblik, Netherlands		Christian Giannini
		Joao Vidinha
Børge Børresen Memorial Trophy (2019)	*Rocknrolla*	Dmitry Samokhin
(Winner of first race Gold Cup)		Aleksey Bushuev
		Andrey Kirilyuk

Nations Cup (2019)	**Britain**	*Louise*
(Team Race within Gold Cup)		*Danish Blue*
		Jerboa
Silver Cup (2019)		Remy Kok
(Sub-division of Gold Cup)		Carolien Kok
		Peter Permentier
Sami Salomaa Flow Trophy	*Venus*	Pedro Andrade
		Kim Andersen
		Alfonso Domingos

CORINTHIAN TROPHIES

World Championship (2019)	*Karabos IX*	Nick Rogers
Fremantle, Australia		Leigh Behrens
		Simon Burrows
Gold Cup (2019)	*Danish Blue*	Poul Richard Hoj-Jensen
Medemblik, Netherlands		Hamish McKay
		Chris Brittain

NATIONAL CHAMPIONS 2020

Austrian Open Championship Attersee	*GER1216*	Benedikt Gach Florian Abele Jonas Nissen
Belgian Open Championship Ostend	*Provezza Dragon*	Andy Beadsworth Simon Fry Arda Baykal
Danish National Championship Hellerup	*Rocknrolla*	Dmitry Samokhin Aleksey Bushuev Andrey Kirilyuk
Estonian Open Championship Tallinn	*GBR408*	Dmitry Bondarenko Alexander Shalagin Nikolai Poljakov Alexei Murashkin
Finnish Open Championship Helsinki	*GBR408*	Dmitry Bondarenko Alexander Shalagin Nikolai Poljakov Alexei Murashkin
Italian Open Championship	*ITA76*	Giuseppe Duca Vittorio Zaoli Salvatore Benvenuti
Portuguese Open Championship Cascais	*Uranus*	Pedro Mendes Leal Jorge Ferlov Pedro Andrade
Russian Dragon Open St Petersburg	*RUS27*	Denis Berezkin Vadim Statsenko Michael Markin
Swedish & Nordic Championship Marstrand, Sweden	*Nono*	Martin Pålsson Peter Lindh Thomas Wallenfeldt

Stav's Interviews and Quizzes 2020

When it became apparent that normal Dragon racing would be severely impacted in 2020 as the world faced a major pandemic the IDA officers were keen to generate activities to keep the Dragon 'family' connected. So the idea of hearing from many top personalities in the class was born and over a number of weeks beginning in April I interviewed, via Zoom calls, a total of 13 international sailors. These interviews were broadcast and are still available to view via our IDA Facebook page where very well-known individuals answered a variety of questions sent to me by sailors from many different countries. I would like to thank everyone involved for sharing personal stories and many excellent racing tips. It was great to hear how our Dragon friends across the world were coping through these unprecedented times and learn, first-hand, how to improve our own skills on the racecourse. I would like to thank, in no particular order, Simon Fry, Andy Beadsworth, Poul & Sophia Hoj-Jensen, Tim Tavinor, Martin Palsson, Pedro Andrade, Vincent Hoesch, Lars Hendriksen, Lars Stenfeldt Hansen, Cameron Good, Daniel Murphy, Brian Goggin, John Holt, Jan, Dominic and Olivier Bakker, Marc Castagnet, Anne and Xavier Vanneste and finally our IDA Chairman Jens Rathsack.

In addition to these interviews we organised an IDA Quiz where 20 teams took part in four heats, with the top two teams in each heat progressing on to semi-finals and then the grand final. A call was made to top sailmaker Werner Fritz to ask if he would donate one of his excellent spinnakers for the competition and he replied "Sure Stavros, the Dragon Class has always been dear to my heart and I would like to give something back." So a very special prize was up for grabs to the winning team! This added a certain amount of spice to the quizzes and each of the seven Zoom recorded episodes were also posted on our IDA Facebook page. The Finals eventually saw Chris Grosscurth and Emma York from GBR 753 win the Fritz Spinnaker from BEL 82 Anne & Xavier Vanneste 2nd, GBR 515 Mike Hayles & Patrick Gifford 3rd with TUR 1212 Simon Fry & Andy Beadsworth 4th. The Interviews and Quizzes certainly brought friends and fellow sailors together (albeit virtually) and my thanks again to Werner Fritz for the spinnaker and to all those who helped to compile the questions.

We are currently working on a 2021 edition of the Quiz so watch the IDA Facebook page for further details.

Higher, Faster, Longer... *Stavros*

EXAMPLE QUESTIONS FROM THE 2020 QUIZ...

For each round the teams had to answer eight questions in each of the four categories – General Knowledge, Dragon & Sailing Trivia, Food & Drink and Sport.

Here are some examples of the questions:

GENERAL KNOWLEDGE

1. Kilimanjaro is the highest free-standing mountain in the world. What country is it in?
2. In the 1930's who designed the Volkswagen Beetle?

DRAGON & SAILING TRIVIA

3. In the Dragon Class, since the year 2000 only one helmsman has won both the World and European Championship in the same year. Who was the helm and in which year?
4. Which Dragon Sailor won three consecutive Gold Cups in 2003, 2004 & 2005?
5. What is the weight of the Dragon's iron ballast keel?

FOOD & DRINK

6. What Cocktail is made from the following ingredients - Vodka, Cranberry Juice, Cointreau and Lime Juice?
7. What is the primary ingredient of the food Boudin Noir?

SPORT

8. Which Country hosted the 2018 Winter Olympics?
9. In Gymnastics, Nadia Comaneci won five Olympic Gold Medals in individual events, at the age of 14 she was the first gymnast to be awarded the perfect score of 10. What Country did she represent?

... AND SOME CLUES

"I was rung up by Francis Gifford, Patrick's daughter, suggesting that it would be good for both Patrick's and my mental health to enter the Dragon quiz. I must say she was right!

The Dragon chat both before, during and after the quiz certainly helped to overcome the blues of lockdown and provided a great opportunity to talk with old friends.

My thanks go to Martin and also Nicky Wilton for organising it as well as Werner for supplying the prize spinnaker."

Mike Hayles

"This was my first time back on a public quiz since playing University Challenge in 1966. Definitely a "challenge". Depressing how one's knowledge, and reaction speed have deteriorated. Somehow the RAM in my brain seems to have got a bit clogged. It was very interesting to see how the relative strengths of the different teams expressed themselves. We were good on General Knowledge but patchy, at best, on the other subjects. Chris and Emma seemed to have encyclopaedic knowledge of every sport known. Well done by them. Martin did a great job as compere and Zoom wasn't too daunting. I do hope that, if repeated, there is more non-Anglo participation, even if it makes it harder.

Many thanks for organising it and best wishes to all who were involved."

Patrick Gifford

Quiz answers

1.Tanzania. 1pt. If they put East Africa 1/2pt.
2.Ferdinand Porsche.
3.Vygeni Braslavets in 2015. Worlds in La Rochelle and Europeans in Baastad, Sweden.
4.Jorgen Schoenherr.
5.Minimum 1000kg, maximum 1020kg
6.Cosmopolitan.
7.Blood (It's a French Blood Sausage)!
8.South Korea.
9.Romania.

THE UNSUNG HEROES

National Associations are run by volunteers, most having Officers elected by the membership (Dragon owners, crew and other Class supporters). In some countries there is a single person who manages everything, with some help from volunteers for specific tasks. In other countries there is an elected team of Officers plus volunteers who share the tasks. Most National Associations have a website, a social media presence and regular communications with members (email, website, social media, newsletters, annual magazine). They make sure members who are racing are up to date with the latest Racing Rules of Sailing and Dragon Class Rules. In some countries they assign sail numbers and keep track of Measurement Certificates (in other countries this is done by the national authority). They often procure branded merchandise to advertise the Dragon Class locally (sports clothing and accessories) and some have local sponsorship deals. Typical tasks range from the routine (stuffing envelopes, mailing magazines) to the more complex (website design, negotiating sponsorship deals). It's a fun way to help the Class but can take a surprising amount of time. There is financial management (usually a bank account, a credit card processing account, collection of national dues, annual reporting to the membership), liaison with the IDA (IDA dues and AGM), and communications, communications, and more communications.

Each National Association fields a lot of queries about the Dragon from prospective members and existing Dragon owners. If someone is doing a restoration, the questions can be quite specific and may require reference to the Class Rules and Plans or consultation with the Technical Committee. Where the class size is relatively small and the geography large for example Australia, the USA and Canada, a lot of queries are about logistics (usually shipping a boat from one part of the continent to another, which can involve a border and national/local regulations).

– How do I get a boat from Toronto to San Juan Island? Rail? Truck? Tow?

– What documents do I need to import a boat into my country?

– How high above the water is the top of the Dragon mast? (From someone wanting to be sure they would fit under a bridge.)

– What is the keel made of? (From someone salvaging parts from an old Dragon.)

– How do we ship sails and parts from a used Dragon?

– How do I change from a wooden mast to an aluminum one?

– What's the history of my Dragon?

OF THE DRAGON CLASS

– Can you identify the logo stamped on some of the hardware?

Fortunately, most Dragon Associations have a good national and international network and can crowd-source most of the answers.

When a National Association runs a National or International regatta, the need for volunteers multiplies, as does the number of tasks. Most of us seriously underestimate what is involved. True, some yacht clubs have professional race and regatta management teams, but many don't and so rely on yacht club volunteers. For the sailor attending the event many of these volunteers are very visible, in the registration area, in the weighing room, on the racecourse. But these are often only the tip of the iceberg. A typical Gold Cup can require as many as 100 volunteers doing countless small but essential jobs, fueling the RIBs, laying marks daily, relaying marks when there are big wind shifts, making sandwiches for sailors, organising spectator boats, driving media boats, etc. So, the reality is there could easily be one volunteer for every boat sailing. Something to think about when you next travel to a big event. True many of the volunteers are only there for the period of the regatta, but a core number of up to 20 people on the regatta management will have been working for up to three years leading up to the event, organising sponsorships, accommodation, hospitality venues etc. Without these willing volunteers many of our regattas would be unaffordable and impossible to organise.

Thank you one and all.

The editorial team would like to thank all the people who over the years have contributed to this magazine. Without your contribution this magazine would not be possible. Under the leadership of the IDA Secretary, the editor Fi Brown, editorial team members Nicky, Anne and Steven, and designer Calvin Evans, we hope to continue to provide this service in the Covid-free years to come.

CHANGES IN THE RACING RULES

World Sailing, the main governing body of our sport usually changes the Racing Rules of Sailing every fourth year, always after the Summer Olympics. The original idea behind this was that athletes preparing for this major event are not confronted with fundamental rule changes in the Olympic year. They train for a given set of rules and shall learn new ones only at the beginning of a four-year-term.

However, Covid-19 turned everything upside down, and it questioned this four-year-rhythm, too. If the principle written above was important, then we should have not seen rule changes in 2021, as the Tokyo Olympics had to be be postponed one year. Still, World Sailing decided to stick to the 4-year-rhythm and made some changes to the rules that will apply from 1 January 2021. Minor changes – e.g. some correction of errors or amendments on urgent matters – may be allowed, but the rules book should remain the same for four years.

From a practical point of view, there are two types of rules: one is important for the sailors, because it applies to situations on the water or controls procedures of protests or redress hearings. The other set of rules is mainly of interest for judges, race officers, measurers etc, as it describes how they shall apply the rules.

For the Dragon Yearbook, I would like to focus on changes that matter most for Dragon regattas. Judges tend to overwrite rules regularly as they find some texts not precise enough or they think some rules should be put in another place in the book or should be numbered differently. Well, there were a lot of changes like this in the new rule book, but I think they are not so important for the crews. If someone is interested, there are tons of explanations of why some rules were moved, re-numbered or re-phrased on World Sailing's website (you can even find the original submissions where they put the explanations). For a more practical study I would suggest the book by Bryan Willis: The Rules in Practice 2021-2024 that was published in late November by Fernhurst Books and can be ordered online.

After this lengthy introduction, let's have a look at the really important changes for us!

NEW OR CHANGED SIGNALS

There are some signals which we all should be aware of. The flag V (Victor) has been introduced as the 'Search and Rescue' flag in races. If this flag is displayed on the committee boat with one sound signal, it means that all racing boats and support vessels shall monitor a (pre-defined) communication channel for instructions. In Dragon races it will be a VHF channel where the race committee may ask boats or support vessels to help other boats on the course. Practically, displaying Victor overwrites the usual ban for support boats not to enter the course area.

We are all aware of the orange flag that has been used to signal that a starting procedure is about to begin. The exact meaning was described in the Sailing Instructions. Now the orange flag has had found its way into the rules book: from 2021 onwards, this flag is simply used to be one end of the starting line.

Similarly, the meaning of the blue flag has changed, too. It means now: where you see the blue flag, that point is one end of the finishing line. No more questions whether orange or blue is the exact point from where the race officer shall watch the finish line – there will be only blue there.

NEW OR AMENDED DEFINITIONS

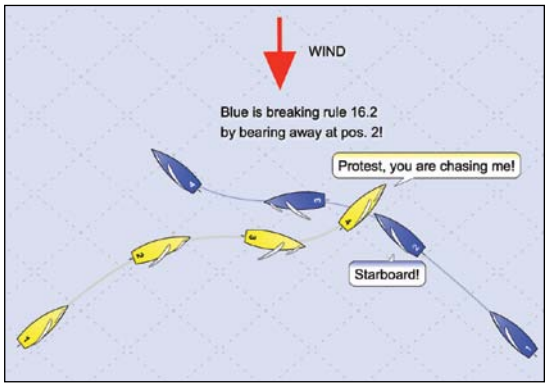
As a significant change, the new definition of 'Start' and 'Finish' eliminated the 'crew or equipment' factor. Now it is only the hull which counts: when starting, the hull shall be behind the starting line, and when finishing, the boat finishes when any part of her hull crosses the line. This applies also for the case, when after being over the line you should sail back and start again: your hull must be completely behind it. For a Dragon sailor, the most important change in this respect might be that on close downwind finishes the kite's position does not matter anymore, it is the bow that decides the placements.

It may appear as an insignificant change, but the text of the former rule 28.2 'Sailing the course' (a lot of you will remember it as the 'string rule') has become a definition. As a consequence, a series of rules have been changed.

FAIR SAILING

The new rules return to the old concept: if a boat is not competing in compliance with the 'recognised principles of sportsmanship and fair play', and she is penalised, then the penalty shall be a disqualification which is not excludable (DNE). Until the end of 2020, it was up to the jury to decide if a certain act of unsportsmanlike conduct was grave enough to score a boat DNE or a simple DSQ may make it – now their only option is DNE.

STARBOARD AND PORT CROSS ON A BEAT



There is one minor change in the fundamental right-of-way rules, namely in rule 16.2. This rule has forbidden starboard-tack boats to change course if a port-tack boat was keeping clear by sailing astern of them, often cited as the 'anti-hunting rule'. Now it is overwritten in a way to limit its application. From 2021 onwards the rule applies only on beats to windward, i.e. you should not worry about it while duelling downwind, and it forbids the starboard-tack boat only to bear away (but she may luff) when a port-tack boat is keeping clear by sailing to pass to leeward of her (see Illustration).

GIVING MARK-ROOM

Dragons manoeuvre the closest to each other at the start and at the marks. Rule 18 which is about giving mark-room may be the rule most referred to in races – we all know the difficulties to round the leeward gate marks in when four, five or more boats get there at the same time.

Now the rule has been changed to be more precise when it applies. It applies generally

OF SAILING FROM 2021 ONWARDS

(with some well-known exceptions) between boats that are required to leave a mark on the same side and at least one of them is in the 3-length-zone. This part of the rule did not change. However, the whole mark-room rule does not apply any longer between boats 'when mark room has been given'. So, if you are the outside boat, and you gave the inside boat(s) enough space to sail to the mark and round it as necessary to sail the course without touching the mark, then 'mark-room was given'. If, for whatever reason, the inside boat stays near the mark, she is not entitled to mark-room any more, and only the 'normal' right-of-way rules apply.

EXONERATION

A fundamental principle of sportsmanship in sailing is that when a boat breaks a rule, she shall promptly take an appropriate penalty which may be to retire – unless she is exonerated. Exoneration is used by the Racing Rules of Sailing for the cases when a boat is not penalised for breaking a rule. The rules of exoneration had been dispersed in the former rule books, now they have been gathered into one rule, which is Rule 43.

Even more importantly, according to the previous rules it was the jury which 'exonerated' boats, as part of its decision. Now, the new rule 43 exonerates boats that are entitled to exoneration at the time of the incident! It means that the boats are exonerated promptly, so they do not have to take a penalty and protest afterwards – which was not clear up until now.

Let us have a look at the exoneration cases.

- You may be exonerated if another boat breaks a rule, thus compelling you to break a rule. Example: if you are to windward and the leeward boat is luffing so quickly that you cannot keep clear.

- You may be exonerated if you sail within the room or mark-room to which you are entitled, and as a consequence of an incident with a boat required to give you that room or mark-room, you break a right-of way rule (rules 10, 11, 12, 13, 15 or 16) or you touch a mark. Example: if you are the inside boat at the mark, and you are not given mark-room and you touch the mark, you may choose not to sail a one-turn-penalty. (However, if you want to be on the safe side, you may choose to sail a one-turn-penalty and protest the other boat.)

- As a general principle, boats shall avoid contact (Rule 14). However, a right-of-way boat or one sailing within the room or mark-room to which she is entitled, is exonerated for this breach, under the pre-condition that the contact did not cause damage or injury.

Vilmos Náray

D HUN-59 International Judge (IJ)

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13 - 18 JUNE 2021
DRAGON WORLD CHAMPIONSHIP

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+ Hotels and apartments direct in front of the marina (early booking is requested)

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www.dragon-kuehlungsborn.de

Dragon
World Championship Fleet
heads to
Kühlungsborn

From 13 to 18 June 2021 the International Dragon fleet will gather in Kühlungsborn for the Dragon World Championship 2021. Summer sailing in the Baltic is always a pleasure and with the added attractions of the pretty seaside spa resort of Kühlungsborn, plus the highly efficient organisation and wonderful hospitality of the German Dragon Class, this really is an event not to be missed.

The Dragons will be moored as a fleet in the town's marina, where the race village will also be located, and the racecourse is just a short sail from the marina entrance. The marina sits at the eastern end of the town's seaside promenade, which is lined with cafes, bars, restaurants and shops. For those not racing the miles of soft sandy beaches with their characteristic stripey strandkorb beach chairs are not only a great place to relax and have fun, but also provide a grandstand view of the race area.

Kühlungsborn was one of the first seaside resorts to be founded in Germany and dates back to the 1860s. Following the reunification of Germany, the town was extensively renovated and today it is an upmarket destination offering a superb choice of accommodation at all levels. Away from the beach, the pretty town centre features even more hospitality options, delightful parks, art and craft galleries and boutique shops. And of course, as a spa town there are lots of terrific pampering opportunities on offer too. There's even a local narrow-gauge railway, the Molli Train, which runs between Kühlungsborn and the neighbouring towns of Heiligendamm and Bad Doberan, following the coastline, making it a lovely choice for an outing.

Travel to the area is very straight forward with excellent road and rail links. The nearest international airport is Hamburg, which is a 2-hour drive away, and there are also smaller local airports at Rostock and Lubeck, both around a 1-hour drive.

Further information about the event is available from www.dragon-kuehlungsborn.de

INNOVATION
QUALITY
SUSTAINABILITY

HENRI–LLOYD

henrilloyd.com/dragons

The MAVerick

Henri-Lloyd's journey to a sustainable future

Henri-Lloyd has recently fundamentally changed its business model, selling direct to their customers. The goal of Hans Eckerström and his team is to deliver the highest quality technical clothing, while investing in strategies and technologies which push the brand towards a sustainable future. Their belief was that the existing supply chain was broken, and to truly achieve their goals a direct relationship with the customer was essential.

The clothing industry has become increasingly under the spotlight in recent years for wastage, over-production, disposable clothing, labour conditions, and pollution through microplastics entering our oceans. The clothing industry produces 10% of all humanity's carbon emissions and is the second largest consumer of water – stark facts which point to the need for sustainability.

2020 is of course a time of change due to Covid-19, and a phrase within the industry is the 'pandemic pivot' where ecommerce has moved forward in six months what was expected in ten years, supporting the shift in strategy.

Hans is an entrepreneur who has never been one to accept the status quo. He questions strategies and isn't afraid to make changes when needed. His approach can be unorthodox but, more often than not, is successful. His approach could be described as maverick, and indeed this has been the name of more than one of his boats.

Henri-Lloyd initially launched their reduced pricing with the 'No More Middlemen' message, but it became clear from feedback, and a growing realisation by the team, that this message missed much of the point of the business model change, and brushed over many of the benefits for the customer, brand, workforce and the environment.

We talked to Hans to understand the reasoning behind the change and the holistic strategy Henri-Lloyd is implementing to become a truly sustainable brand.

"One of the problems with the reseller model is that you have several intermediaries, which causes long lead times – you have make decisions 18 months before you do things – creating a lot of buffers in every step, which leads to over-production. This then leads to heavy discounting in sales several times a year. It's a very inefficient model which drives over-consumption, which is one of the first things to address in terms of sustainability."

Key for Hans has also been to source materials closer to the factory in Poland, particularly from innovative European suppliers such as Swedish sustainable fabric producer We aRe SpinDye©. Hans also chose sportswear fabric specialist Pontetorto, who are known industry-wide for their forward-thinking attitude and use of recycled materials, such as the PET bottles used in the Henri-Lloyd MAV range. Their Italian plant has a photovoltaic panel system making them 95% self-sufficient on energy usage.

"Using European suppliers reduces transportation, and allows us to ensure that working conditions are more attuned to our standards and values. Sustainability is about more than just the materials – it's about health and safety for workers, transportation, carbon footprint – which makes this change incredibly significant."

Henri-Lloyd now have a direct relationship with their customers, which brings many benefits to clothing development. With the chain between an idea and finished garment being much shorter, and listening to feedback from customers, actively seeking the positive and negative points of each product, the evolution of lines can be accelerated, providing sailors with what they want.

"Moving towards a customer order-driven model with an agile supply chain gives us the flexibility to develop products while significantly reducing waste. Consumers are becoming more and more informed, so we need to be transparent with them. We're aiming to share all the information of where we source our materials from and how we are reducing the steps needed to deliver products to our customers."

As an active sailor, Hans is passionate about the boating lifestyle and the health and well-being benefits it provides. Those who are connected with the sea naturally feel an affinity with their surroundings and the passion to care for the environment. His stewardship of Henri-Lloyd is leading the brand towards a truly sustainable future, with high quality technical clothing produced in as ethical a manner as possible.

Without maverick thinking there isn't progress and without progress there isn't change. The direct customer model allows Henri-Lloyd to invest in change and further steps towards a truly sustainable future.

PUERTO PORTALS
DRAGON WINTER RACING
2020-2021

DRAGON WINTER SERIES

DWS #1 – 20 · 21 · 22 NOV. 2020

DWS #2 – 18 · 19 · 20 DEC. 2020

DWS #3 – 15 · 16 · 17 JAN. 2021

COPA DEL MEDITERRANEO

26 · 27 · 28 FEB. 2021

DRAGON EUROPEAN CHAMPIONSHIP

10 – 16 APR. 2021

PUERTO PORTALS

SDC
Spanish Dragon Class

CRPP
Club de Regatas Puerto Portals

Dragons head to Puerto Portals for delayed European Championship

Mallorca's glamorous Puerto Portals resort on Palma Bay has become a popular venue for Dragon regattas in recent years. With its superb facilities, great sailing waters, outstanding hospitality offerings, wonderful weather and wide range of accommodation it really is the perfect regatta location.

The team in Puerto Portals was all set to welcome the International Dragons for their European Championship in April 2020 when Covid-19 struck and they were forced to cancel the event. For months no sailing was possible and the only evidence that there was to have been a Dragon championship at all was a long line of Dragons parked on their trailers, sadly awaiting the return of their owners.

Following discussion with the IDA, it was agreed that the European Championship would be postponed for 12 months. In the intervening period the world's scientists have worked miracles and created vaccines for Covid-19 which are being rolled out as this article is written, so there is hope on the horizon of a return to at least some level of normality by the spring of 2021. The team in Portals is therefore now ready and waiting to welcome the International Dragon sailors from 12 to 16 April 2021 for their much anticipated and long-awaited European Championship.

With racing on the Bay of Palma and the outstanding pre and post sailing hospitality ashore that we have come the expect from Puerto Portals, the event promises to be a marvellous return to full championship racing and a delightful chance for the International Dragon family to come together to rekindle their friendships and celebrate their mutual love of this wonderful class for the first time in many months.

Full details of the regatta are at www.crpuertoportals.com

STC | PACIFI

2020 VISION

Welcome to Marstrand and the Dragon Gold Cup 2021!

The island of Marstrand lies off Sweden's west coast, just an hour from Gothenburg. A mighty fortress crowns the highest point of the island and down in the town quaint cobblestone streets are lined with magnificent turn of the century villas. Nestled in an enchantingly beautiful archipelago, the island is surrounded by waters that are renowned the world over.

Please register your crew at goldcup21.com

We look forward to seeing you on this magical island from August 12-20 in 2021.

Visit westsweden.com to read more about Marstrand and West Sweden.

Marstrand poised to welcome the Dragon Gold Cup 2021

Marstrand, the wonderful island on the Swedish west coast, which has been the scene for many famous regattas over the years, is eagerly poised to welcome Dragon sailors from across the globe from 12 to 20 August for the 2021 Dragon Gold Cup. This will be the 10th time this magical event has been hosted in Sweden and the organising team is pulling out all the stops to make it another truly memorable regatta.

Despite the dark and difficult times of 2020, the Swedish Dragon Fleet, the Royal Gothenburg Yacht Club and the Marstrand Sailing Society are looking forward to the bright times of August when the sun shines and the warm wind blows. More than ever before we need to close our eyes and imagine ourselves on the water sailing one of the world's most beautiful boats in one of the world's most beautiful and welcoming sailing venues.

Marstrand not only offers superb sailing and shoreside facilities but is also a wonderful holiday destination with a host of bars, cafes and restaurants, art galleries and craft shops, beautiful walks and even a historic castle to explore. There is plentiful accommodation ranging from camping to five-star luxury and including self-catering, plus a marina for those who want to bring a mothership.

The official charity of the Dragon Gold Cup 2021 will be the World Childhood Foundation. The Swedish Dragon Association is a long standing supporter of this global charity, which was founded in 1999 by Her Majesty Queen Silvia of Sweden to safeguard the right of the child to a safe and loving childhood, and to work in particular to improve the living conditions for children at risk of becoming victims of violence or sexual abuse.

The entry limit has been set at 100 boats lying in the harbour and pre-registration is now open at the event website www.goldcup21.com where further information and news will be posted regularly. Also follow the event on Instagram at www.instagram.com/dragongoldcup21

The programme for the event will be:

August 12	Craning and registration
August 13	Craning and registration
August 14	Practice Race – After Sail at Strandverket
August 15	Race #1 – Welcoming party at Carlstens Fästning
August 16	Race #2 – After Sail at Strandverket
August 17	Race #3 – Regatta Dinner
August 18	Race #4 – After Sail at Strandverket
August 19	Race #5 – After Sail 'Stavros Style' with mandatory Hawaiian flower shirt at Strandverket
August 20	Race #6 – Prize Giving Ceremony

Covid-19 is dangerous for kids too.

In the wake of Covid-19, children are more vulnerable than ever. Isolation puts children at risk of losing contact with caring adults such as teachers, coaches and grandparents. As children spend more time online during the pandemic, their vulnerability there increases too. Help us combat violence and sexual abuse of children.

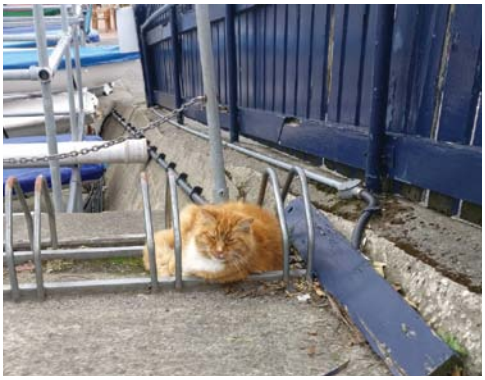
READ MORE AT CHILDHOOD.ORG

CHILDHOOD

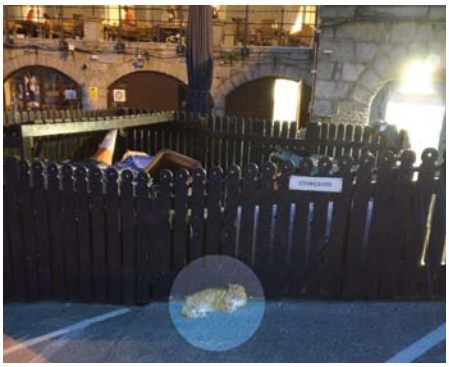
WORLD CHILDHOOD FOUNDATION

FOUNDED BY H.M. QUEEN SILVIA OF SWEDEN

Reggie the Royal St George Cat Sleeps through Pandemic



A few years ago, the IDA Yearbook introduced Reggie, the resident cat at the Royal St George Yacht Club in Dun Laoghaire, Ireland. Dun Laoghaire (looks unpronounceable we know) was host to the 2007 World Championship and boasts one of the largest manmade harbours in Europe, which is a remarkable facility for sheltered sailing. Reggie is quite the character and we knew that he would be laying on a big welcome for the visiting Worlds competitors.



Reggie's favourite activities in life are sleeping in the sun on the boat covers in the club's boat park and eating the left-over prawn heads and tails from the club's restaurant.

Well, five years ago Reggie was sleeping on the cover of Irish Dragon sailor Martin Byrne's boat, when Martin hitched up the trailer and headed for the motorway to Kinsale. He had gone some distance before passers-by alerted him to his unscheduled passenger. Fortunately, Reggie was safely returned to his home in the yacht club. The incident was expertly recorded by Kinsale Dragon sailor and cartoonist Rob Jacob.

2020 has been a tricky year for all of us so we thought we'd check on Reggie, because for much of the year there was very little sailing happening, and consequently not so many prawn tails and fish heads for Reggie.

We need not have worried. Reggie was clearly still very well fed and quite happy with the huge choice of boat covers to sleep on – as you will see from these photos.

UNDERSTANDING THE GENOA

To understand why you make adjustments to the genoa's sheeting position and trim (runner tension, halyard tension, etc), it is good to know a little about how the aerodynamics around the sail work. This article does not have the ambition to provide the reader with any in depth knowledge of the subject but to give a quick insight into how the aerodynamic and hydrodynamic forces cooperate on a sailboat.

When sailing upwind, the aerodynamic forces in the genoa are about twice as strong as they are in the mainsail per unit of area and so they are more effective. It is important to find the right interaction between mainsail and genoa for this relationship to occur: that the genoa is properly tuned.

That the mainsail should have the correct trim is, of course self-evident, but here we will take a closer look at how and why we trim the genoa for optimum performance in different winds and sea conditions.

Most people know that a sailboat can sail upwind because with a correctly sheeted sail a negative pressure is formed on the leeward side of the sail and a higher pressure on the windward side of the sail and these pressure differences create a so-called lifting force. This applies provided that the air flow on the leeward side is free from turbulence.

The lifting force in each part of the sail is directed perpendicular to the sail's surface. The force is greatest in the front third of the sail and gradually decreases towards the back (leech). In simple terms, it can be said that the lifting force can act perpendicular to the sail's cord (the straight line between the front and the back of the sail). Since the sail is sheeted at an angle deviating from the boat's centre line (line from bow to stern), the lifting force points obliquely forward. The force can in turn be divided into a force parallel to the boat's centre line - the propelling force, and a force perpendicular to the centre line. The perpendicular force creates a drift (sidewards movement) on the boat and a heeling force (causing the boat to heel).

These two forces are counteracted by a similar force situation below the waterline where the shape of the hull, keel and rudder create a hydrodynamic force that largely neutralises the drift. The heeling forces are balanced by the keel weight and the crew's eagerness to hike. In this context, it is good to know that the large rudder on the Dragon contributes to the keel's lifting force, which is of course directed towards the wind and reduces drift.

When you sail upwind, a lifting force is created on the rudder blade and the helmsman ex-periences it as a light pressure on the tiller. This pressure is beneficial with a small rudder angle <5 degrees and it helps to reduce drift. If the rudder angle becomes larger, the rudder begins to act as a brake and the heeling increases and the speed decreases. For the Dragon to sail upwind as well as possible, it is important to find the fine balance between a light but still distinct rudder pressure which does not stop the boat and one that does. It is important to sail the boat with a small but accentuated heel, to achieve this pressure, 10-15 degrees is optimal. For this to happen, the sails must be trimmed correctly and in balance with each other. Properly sheeted sails affect the gap between the genoa and the mainsail and it is the wind flow between the sails that controls the angle of attack of the wind towards the front end of the genoa and this affects how high we can sail.

If you look at the genoa and mainsail separately in an air stream, you can see that the air on the leeward side of the genoa has a smoother undisturbed flow when compared to the mainsail. This is because the air flow around the mainsail is disturbed by the mast profile. The negative pressure on the leeward side of the genoa is stronger than the negative pressure on the leeward side of the mainsail.

The air flow that passes between the genoa and the mainsail is slowed down, compared to a free streaming airflow, due to the narrowing of the gap between the two sails. The more even the slot between the sails, the less the slower wind is disturbed

and more air is led down the leeward side of the genoa, which consequently becomes more efficient. However, this is at the expense of the negative pressure on the mainsail's leeward side which is reduced and so the mainsail becoming less efficient.

If the gap between the genoa and the mainsail becomes too narrow, the wind is slowed down too quickly and the negative pressure on the mainsail's leeward side is reduced even more and becomes equal to the pressure on its windward side or even higher and that will cause the mainsail to backwind.

If you sail with elements of backwind in the leading edge of the mainsail, you have lost the positive properties that a perfectly tuned gap can provide. The result is that the amount of air that would pass the leeward side of the genoa instead passes to the windward side of the mainsail. The genoa loses some of its power and you will sail a little lower.

How we trim the genoa also affects the mainsail's trim because the sails work together.

Genoa shape can be affected in three ways and almost always in combination.

1. you can vary the tension in the luff between loose and hard. This is done with the help of the genoa halyard.
2. you can vary the forestay sag, ie the forestay bulge to leeward and aft. It is the tension in the runner (running backstay) and the sheeting of the mainsail that affects the tension in the forestay and its sag.
3. you can move the genoa clew in three directions. Up-down, inward-outward, back-ward-forward. This is controlled by the sheet lead, the barber hauler and the sheet.

The tension in the forestay affects the fullness (depth) of the genoa. The looser the fore-stay, the deeper the sail, especially in its upper part. The tension in the luff affects the location of the deepest part of the sail. Increased luff tension moves the fullness in the genoa forward and at the same time flattens the aft part. A straighter back edge to the sail (leech) gives a smoother slot.

The genoa must be sheeted so that the leech is parallel to the leeward side of the mainsail. This is best seen from the foredeck where you have a good overview along the entire slot from the top to the bottom.

The fullness in the lower half of the genoa and the twist of the sail varies with the position of the genoa clew in the fore aft direction, which is a combination of position of the genoa sheeting point and how hard you sheet the sail.

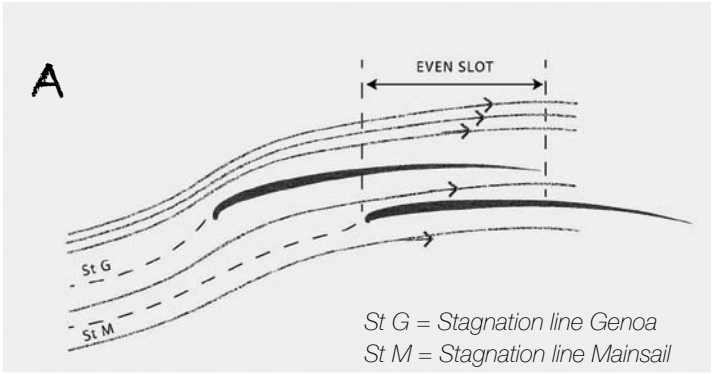
The width of the slot between the mainsail and the genoa is controlled with a barber hauler. In light winds you can have a narrower slot and the fullness further aft in the sail while you must have a wider slot in higher wind strengths to allow more air per unit time to pass through the slot without reducing the negative pressure on the mainsail's leeward side. You should not have back wind in the leading edge of the mainsail.

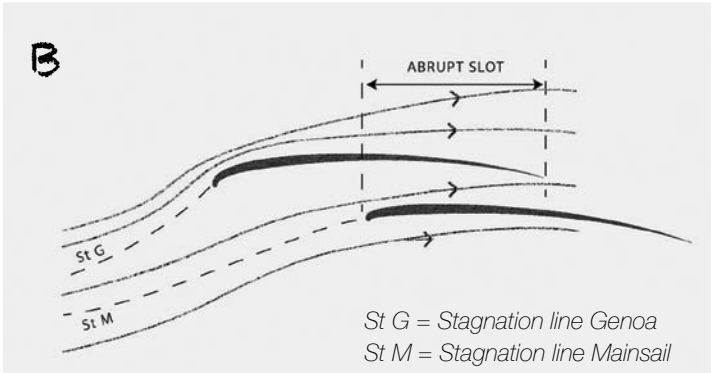
When sailing in flat water and steady wind, you can have a straighter leading edge on the genoa. It is regulated with a slightly higher forestay tension / runner (backstay) and a slightly looser halyard tension.

When sailing in higher seas, you often steer the boat on a more variable course and the wind's angle of attack to the front of genoa varies all the time. If the angle of attack becomes too great, the wind does not follow the leeward side of thew sail, but you get a turbulent air flow on the leeward side. This is the worst thing you can have if you want good drive in the sails. A rounder leading edge provides higher tolerance to turbulent airflow. Increased halyard tension gives a rounder leading edge.

It is important to point out that when you increase the halyard tension, you hoist the sail a little higher and at the same time you raise the genoa clew. This means that you have to adjust the sheeting point backwards / upwards at the same time as adjusting the halyard tension otherwise you risk having a sail that is sheeted too hard.

Every serious Dragon sail maker has accurate tuning manuals that clearly report how to set the sails for different wind strengths. This article makes an attempt to explain why.





You can separate the airflow that goes on the leeward side of the sail from the airflow that goes on the windward side of the sail by a theoretical line called stagnation line (St). It is only the amount of air that come out from the slot that also goes into the slot.

This is illustrated in the diagrams A and B of the stagnation lines. The distance between the stagnation lines are the same as the width of the slot.

If the slot narrows to abruptly (Fig B) from where the overlap starts and to where it ends, the speed of the airflow slows down more quickly that if the slot narrows more evenly (Fig A).

The slower the airflow is, the less pressure difference there is on the leeward and windward side of the main.

More of the airflow goes to windward of the main and less on its leeward side. The diminishing of the negative pressure on the main influences the airflow around the genoa so less airflow goes around on its leeward side. That cause the airflow to change from the leeward side to the windward side and the angle of attack goes more forward. Compare stagnation lines in Fig A and B.

More of the subject can be found in The Art and Science of Sails by Tom Whidden and Michael Lewitt and in articles written by scientist Arvel Gentry.

Preparing yourself for Dragon racing during a pandemic

My mentors in life taught me long ago that when life gives you lemons, you make your best lemonade. Well, 2020 gave us all a big bag of poop, so let's make some lemonade, shall we? Soon, the day will come when we can rejoin so many of our long time Dragon sailing friends and competitors on the water for true championship International Dragon racing once again. Let's be sure to prepare our minds, our bodies, and our boats for that day. Let's agree right now… today, to begin the journey to prepare ourselves for returning to race Dragons, and let's make it fun. If I'm going to ask you to commit to something every day, it darned well better be fun! Remember: The feeling of progress is one of the best feelings of all. This is true even when progress is small.

I'll gladly share with you what I've been doing to prepare myself for the racing season, and then I'll also share with you some fitness thoughts and suggestions that you can begin to easily incorporate into your life so you're also ready to race when the time comes. No worries, we've got this.

For my family, we require a minimum of just one hour of exercise every day. If we're lucky, some days that might be sailing! Since the pandemic began, my wife and I have both been working remotely and my 14-year-old son has been online remote schooling. On most days, we get outside for at least 30 minutes each day, usually a hike or some other similarly enjoyable activity, and then we also spend 30 minutes focused on a Yoga activity. That's right… turns out yoga is great for sailing! Nearly every brief yoga session includes core strengthening, balance, flexibility and yes, even stress reduction. All GREAT for sailing Dragons!

In my family we watch this fit, smiling, competent young yoga instructor on the TV and she leads us through a 30-minute workout each day, complete with stretching! It's fun to imagine that we're executing the poses close to what she's doing on TV, and that we may actually look half as coordinated and flexible as she does! Of course, the environment is not usually as relaxed and focused in my house as we have two dogs that love this yoga family playtime. I even force my son to join us (completely against his will... All I had to do was promise I wouldn't tell any of his friends). Seems like a win-win as I'm sure the dogs think this playtime is designed just for them.

My son and I are always impressed how yoga can wring the gas right out of a man. Fun Fact: Did you know that a dog's nose is 10,000 times more sensitive than a human's nose? Second thought, perhaps not such a win-win for everyone after all.

So that's my secret to keeping in shape during the pandemic:

- A minimum of 30 minutes of your favorite cardio outdoors – regardless of the weather.
- Plus 30 minutes each day of family yoga/playtime as we laugh and make fun of ourselves while trying to emulate a yoga instructor :) The intensity of the yoga we choose to watch and emulate can vary day to day. If we're feeling great, then we go for it and add in press ups, extra planks, burpees, and other more challenging activities and poses like headstands! If at the end of the week if we're a bit worn out, we may prefer something closer to organised stretching rather than strengthening, and just end up rough-housing with the dogs until proper cocktail hour :) We change it up and have a lot of fun with this.

I have plenty of sailing friends that have gone more upscale and have purchased some great exercise equipment for home use and many now have an internet-based component similar to "Mirror-Mirror" or "Peloton". There are a wide variety of online workout routines you can simply follow along with the instructor of your choice for a monthly paid subscription, and many more are now offered for free.

I realise this fitness recipe might not work for everyone. If you're someone that already loves to work out for hours each day, I'm not suggesting you switch over to my daily program. However if you're someone that needs help with a jump start, or help on improving your fitness habits, then I think I have something just for you.

Research shows that just 2 minutes of daily exercise that increases your heart rate can provide you with these great benefits:

- Increased mental focus and attention
- Increased awareness
- Improved self-discipline
- Improved productivity
- Reduced stress and lower anxiety

Most people think they lack motivation when they really just lack clarity. Allow me to be more clear:

Pandemic Belly gut check: Turn sideways in front of a mirror and note that freshly added bulge just above the elastic waistband of your newest favorite pandemic pants. Well, between your spine and that new layer of belly fat should be your core set of muscles, required for hiking out, leaning back, and pulling sheets. In sailing, your core is generally known as the weak link between your relatively strong legs and upper body. If you're only going to commit to starting out at 2 minutes of exercise each day, let's start with your core, as it will help your sailing and get you right back into those cool sailing pants and shorts… the ones without an elastic waistband.

Core strength/belly flattening: Hold plank position for 30 seconds at a time or start with just 10 press ups in one go. Easy! By day three you can add side planks on one elbow with shoulders vertically aligned (search online for examples) and more press ups. In under 2 minutes each day, do these exercises and you'll see significant results in just one week. Do this for three weeks and you'll hardly recognise yourself in front of that same mirror! Continue for 60 days and research shows that you've just trained your mind and body to follow a healthy, lifelong habit! What could possibly be simpler than that?

Keep it simple, low stress, and FUN.

Get outdoors if you can do some cardio. Walk, hike, bike, row, swim, yard work, chores, or sail. Do whatever you can to get off your bottom, get some fresh air in your lungs and raise your heart rate for at least 20-30 minutes each day. You'll feel better immediately and begin building a solid foundation of daily exercise.

Cardio suggestions: walking, running, cycling, rowing, dancing, yoga, or go online to find some form of cardio exercise that you can follow along. Olympic Medalist Lawrie Smith prefers his rowing machine. Current Dragon World Champions Andy Beadsworth and his Provezza Dragon Team love to cycle at every opportunity with their kids and friends. Whatever you do, do it safely and feel free to push yourself when ready, but let's not injure ourselves. Your goal should be to make sure you can physically recover enough to go again within a day or two. Consistency is key and just like Dragon sailing in light air, momentum is your friend.

Once you've developed good fitness habits and you're ready to progress, it's easy to find a variety of great pandemic 'at home' workouts that work well for sailors (search sailing fitness, sailing strength conditioning, sailing workouts, and HIT Workouts High-intensity Interval Training Workouts).

A fit body is never just one choice, it is a series of choices. Eat well and hydrate so your body gets the necessary nutritional fuel to perform and get into your best shape. Recovery is important following a challenging workout… or a big night out or in. After all, doing what we love - sailing and competing with our friends, and improving every day and every year, is really what the Dragon Class is all about.

I can hardly wait to see you all on the water again soon,

Ron

Ron's Pandemic Sailing Story

Allow me to share my pandemic story: Not far from where I live near Seattle is a place called Orcas Island, home to dozens of amazing sailors of all ages. We have just one Dragon here, and lots of other one-design boats. Here, everyone pitches in to make sailing fun and easy. Sailing is important to these people and their families, so they quickly figured out how to do it safely by limiting it to families or those they quarantine with, and they encouraged double-handed racing (DH) too. This local blend of family-oriented sailing and DH racing was an overnight huge hit. Lots of great husband/wife and parent/kid teams began trying it out and quickly realised how much more fun and challenging sailing short-handed can be. Add in a bit of coaching, and suddenly you have an inspired group of talented sailors learning so fast and having so much fun they can hardly wait to get back on the water to continue improving together. Since this pandemic began, I've been fortunate enough to have been sailing a few days each week for months now, and I must say how great it is to be a few kilos lighter, stronger, and to be 'sailing fit.' It's so nice to have all the smaller tendons and muscles in your legs and arms working in harmony supporting those typically larger muscles like biceps and quadriceps for all the pumping and hiking required to succeed at the higher levels of our sport. Best of all, any lingering back pain is now a thing of the past. It's a great reminder that sailing itself is actually a great way to stay in fit, sailing shape.

Ron Rosenberg

has a unique passion for sailing and coaching. As a sailor he's won five world titles, two Gold Cups, and one European championship. He has more than 50 national titles in a wide variety of One-Design classes. Ron was elected Team Captain of the USA Olympic Sailing Team in Barcelona 1992. He has coached others to many more meaningful wins than he has achieved himself (including the recent back to back worlds wins in the Dragon class). He most enjoys helping others efficiently achieve the results and goals they set for themselves.

Looking for a new project during the pandemic lockdown?

Why not tackle this little renovation!

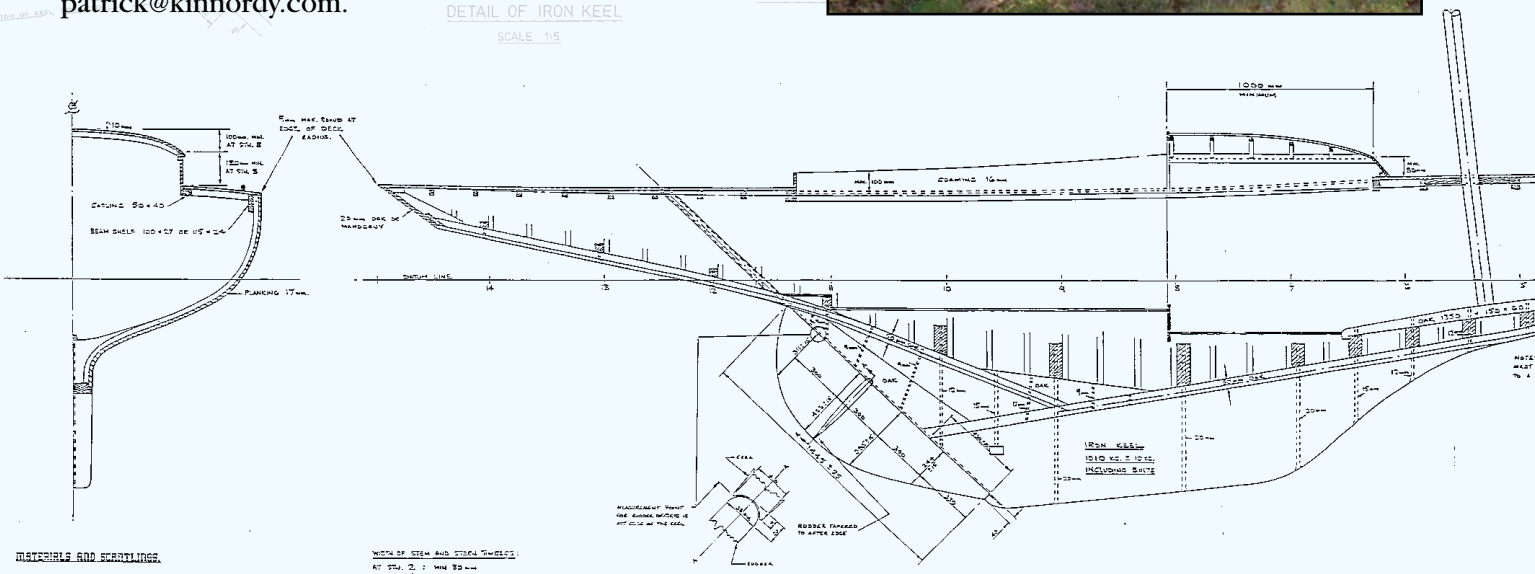
While you could just grab a hammer and some nails, a wiser course would be to obtain a set of plans and follow them carefully.

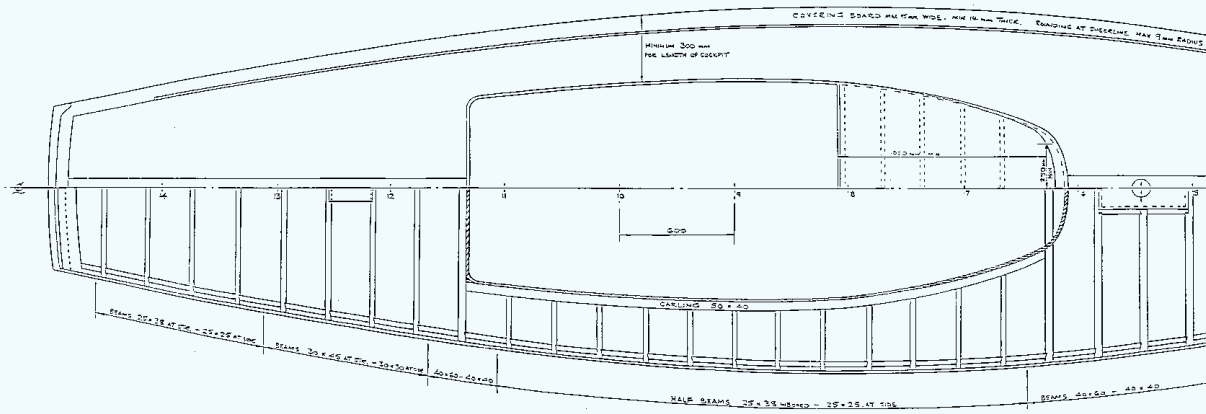
Many Dragon sailors, and sailors from elsewhere who just admire our beautiful boats, have already taken the first step in renovating an old Dragon and have purchased a set of Plans from the IDA. Indeed, the Secretary reports that the past 12 months have seen an unprecedented number of Plans purchased.

While some are tackling renovations, quite a number are taking the brave step of tackling a new build in timber, while yet others are building scale models.

A full set of plans can be obtained by emailing the IDA Secretary at timothympearson@gmail.com. The set without CAD drawings costs €100, and with the CAD drawings costs €150.

It is important to seek advice before commencing a restoration or a new build. The IDA Classic Boat Coordinator, Patrick Gifford has a wealth of knowledge regarding restorations which may help avoid costly errors and he can be contacted on patrick@kinnordy.com.





MATERIALS AND SCANTLINGS.

STEM, KEEL, COUNTER ARCH TIMBER & STERNPOST. (CENTRELINE STRUCTURE) Oak moulded 50mm. sided as to form.

DEADWOOD Oak or Pine.

PLANKING. 17mm thick, timber not less than 550 kg/m3. fastened to frames with copper nails (11 gauge) clenched on faces or turned over, or with 5mm. dia. silicon bronze or stainless steel screws 32mm. long.

TRANSOM. Oak or Mahogany. 20mm thick.

FRAMES. Ash, Oak or Elm. at 200mm. centres. 25mm x 30mm (stations 3.5 to 11) and 22mm x 25mm. aegend. Not bent or laminated, except Sta 2 & 14 laminated or grown.
Two grown or laminated frames abreast the mast and at stations 4, 9 & 12 : moulded 30mm x 34mm. If Oak -grown or laminated, if Ash or Elm - laminated.

FLOORS. Oak, sided 70mm for the length of the keelson & 50mm beyond the keel. For half length, siding may be tapered down to 40mm.

MAST STEP. Oak. 1750mm x 150mm siding x 60mm moulded. end may be tapered as shown.

DECK. Larch, Scandinavian pine or fir, Oregon pine, Sprice or plywood, not less than 14mm thick and not less than 432 kg/m3 and covered with canvas of not less than 236g/m2 and painted. If plywood, or plywood overlaid with teak, minimum total thickness 15mm. and weight not less than 7.6 kg/m2.

COVERING BOARD. Mahogany 14mm thick x 95mm max. width. Round at outside edge of deck at sheerline and transom maximum 9mm radius

COACHING / CABIN SIDES. Mahogany 16mm.

CABIN TOP Wood or plywood. — 10mm. may be covered with canvas or other material.

DECK BEAMS. Larch, Scandinavian pine or fir, or Oregon pine. Maximum spacing 250mm. centre to centre. Sizes as shown.

Camber of deck not to exceed 9.5mm per 305mm at the width of the beam at that location.

CARLING. Larch, Scandinavian pine or fir, or Oregon pine 50mm. x 40mm.

SHELF. Scandinavian pine or fir, Larch or Oregon pine, 27mm. x 150mm. or 24mm. x (15mm.

KEEL BOLTS. Stainless Steel. Sizes as shown.

Note: All sizes shown are mm. and minimum finished sizes.

THE IDA & THE WORLD SAILING SUSTAINABILITY ECOSYSTEM

It is all part of a larger movement supporting new businesses models, ventures and solutions that address global 'sustainability' challenges on land and at sea. It's about appropriately combining Yang and Yin achieving harmony. A balance between resilience and efficiency resulting in optimal ecosystem ensuring the lowest negative environmental impact and the greatest positive impact on society.

As you probably have read, a ban on hull stickers that are not made of biodegradable material was approved during the 2020 IDA AGM. Last year we did an article about Sustainable Dragon sailing in the IDA Magazine and I am happy to see the IDA decided to implement one of the items that were mentioned in the article as a step towards using less plastics.

The IDA efforts as part of the World Sailing Sustainability ecosystem

World Sailing has a long-term sustainability strategy called 'Sustainability Agenda 2030'. The aim is to ensure that sustainability is embedded into our beloved sport. The United Nations Sustainable Development Goals are 17 global goals set by the United Nations General Assembly in 2015 for the year 2030. These goals include ending poverty, combating climate change, fighting injustice and inequality for a better, more sustainable world. World Sailing is committed to contributing to the United Nations 2030 Agenda for Sustainable Development.

World Sailing's Sustainability Agenda 2030 outlines the Sustainable Development Goals that the sport can contribute to, as well as the alignment with the 5 focus areas of the International Olympic Committee's Sustainability Strategy. Sailing is part of a global movement to create change and positive impact, and sailors themselves can be part of this through their actions, on and off the water. For Sustainable Educational info material & the Sustainability Agenda 2030 click here. If you are looking for inspiration to support sustainability practices as an organiser/sailing club, click here.

Last November World Sailing won the inaugural GAISF Sustainability Award, cementing its place as the leader in international sport for its work on sustainability.

In 2018, World Sailing and 11th Hour Racing (part of the Schmidt family foundation) joined forces to create the World Sailing 11th Hour Racing Sustainability Award. The 11th Hour Racing Sustainability Award will name its third winner this year! The winner will receive a $10,000 USD prize to help the sustainability activities. So, watch out, learn about the 2021 focus, align your local initiative, and get it nominated in 2021.

What could be the next steps:

- **Bring** your own personal **reusable** water **bottle**(s) to use at the events water fountains
- Say **No** to **Single Use**. No more plastic bags, bottles or cups at major events

- When cleaning your Dragon keep the use of water to a reasonable quantity and **keep** the use of **cleaning products** (even the 'biodegradable' ones) **to a minimum**
- **Transition** from combustion engines **to hybrid or electrical** engines for support boats

World Sailing's Sustainability Agenda 2030 is aligned with the 5 focus areas of the IOC's Sustainability Strategy

Innovation helping us to become more Sustainable

Have you ever thought about how the marks we sail around are fixed in places like the Mediterranean, Lake Garda or other places with extreme depths (100+ meters)?

In these deep-water venues, pollution is often compounded with marks set using a very fine line and concrete blocks that are abandoned at the end of each day. Piles of blocks and kilometres of line are left at bottom of lakes and beautiful oceans.

These lines are often made of plastic which can last up to hundreds of years in the marine environment and add to the issue of microplastics. Then the currents take care of moving them and making them twist around everything on the seabed and damaging that thriving ecosystem. Damage can be short lived but is often continuous in an area. Some habitats are more able to recover from these disturbance events than others. It can go from days to decades for seagrass beds and corals.

The impact of the lines has also been seen to cause problems with water intake and sewer systems (e.g. @Gardone Riviera – Lago di Garda).

Luckily, floating drone technology is maturing to a level that we can use them in most locations. These remotely controlled floating drones are in fact geostationary platforms, using a solar powered electric engine to remain in position as a mark of a racecourse. You probably have seen them being tested in Lake Garda, Cannes or Muiden and they are on the verge of replacing our classical – traditional marks. Beside the ease of use for the race committees, if we look at this innovation from a sustainability angle, we can see multiple advantages helping us to minimise the ecological impact by:

- **Reducing fossil fuel** burning power as fever support boats are needed while these drones are charged by renewable energy sources (solar, wind or water powered electricity)
- **Eliminating** the **destruction** of the **seabed** as we do not need anchors anymore
- **No** more **abandoned** mooring **tackle** and thousands of meters of **rope**

Let us embrace the sustainable future of Dragon Sailing!

RACECOURSE AUTOMATION THE MARK BOTS ARE COMING!

You may have seen some new marks on racecourses recently. Over the past few years, several companies have been developing mark robots or Mark Bots. They are a race mark set on a couple of pontoons and equipped with a GPS device for position, a battery for power and a small trolling motor for moving the mark.

What problem do they solve? Several, it turns out. Some Yacht Clubs have struggled with limited places to set marks because of the depth of the water. Then a wind shift makes it necessary to move the mark, and it takes some time to find a new place to set it. Because Mark Bots don't need an anchor and anchor line, they can be used in deep water where it is not possible to anchor, anchoring is difficult, or where anchoring practices leave behind anchors and lots of line to clutter the bottom (see our previous article). Mark Bots are quick to place after towing out to their location (you can send them out under their own power, but that can use a lot of battery and is slow). They can be re-positioned quickly after a wind change, using an app on your smartphone. And, in combination with automated race management software, in our pandemic year, they allow more social distancing for the Race Committee and crew.

What are the potential downsides? You have to maintain them 'like a small boat' (and make sure you charge the battery every night before racing the next day). And, as with all new technology, there is a learning curve in using Mark Bots, although reports are that it is not too difficult for most race committee crews. They work well in winds and waves but, because of the size of the motor, they can be affected by strong tidal currents. After several years of racing experience and on-going fine-tuning of the software controls, they appear to work well under most racing conditions.

Several Dragon events have been trying out the Mark Bots recently. They have been in use on Lake Garda, where a consortium of Yacht Clubs collaborated with a local supplier. They have also been used in the Netherlands and France.

Michiel and Wouter van Dis are brothers and sailing in the Dragon Class for almost 30 years. Michiel is Commodore of the Royal Netherlands Yacht Club and board member of DutchSail. Wouter is a Board member of the Dutch Dragon

Association. Wouter explains how the buoy works: "It is an inflatable catamaran with a 360-degree rotating electric motor on it. In addition, a 4G cell phone, GPS double electronic compass and a battery. Furthermore, there is software on the buoy itself and there is an app for smart phones / tablets to operate the mark. The mark can sail completely autonomously at a speed of about 3.5 knots. You can let the buoy move towards the position and automatically 'anchor'. You can also steer manually and then anchor. The phone app also projects a complete racecourse in the app, so you can only 'put' the buoy in the right place with your index finger."

When asked what the experiences have been so far, the brothers are delighted: "Much better than expected! We have now tested a number of weekends. There were some initial things, which were due to too little experience or knowledge. The buoy supplier is very responsive to our questions", says Michiel. Wouter explains: "We tested in many different conditions, including 35 knots with the well-known 'choppy-IJsselmeer' waves. What is striking, is that the ease and speed of laying jobs makes a huge difference. At the end of September, we sailed a weekend without any race committee and were able to restart without delay. In the meantime, the track has been adjusted five times. And we managed to sail eight races. This was ideal, an excellent upwind and downwind at all the eight races, and without needing any committee for these training races."

Charles Terrin has been using the MarkSetBots for 2.5 years as part of his job at the Yacht Club de Monaco. "Basically, the MarkSetBot is a revolutionary tool for inshore racing. In Nice, Antibes and Cannes we are able to sail in the whole bay with set marks, something that was not done before (depth over 500m). The marks do behave differently to traditional laying just due to the way they operate but it is nothing that is a threat to racing. On the other hand, there is so much to gain from them that competitors are ready to adapt and race committees are eager to use them."

In summary, Mark Bots are environmentally responsible, they make it possible to sail in places where we can't set an anchor and they adapt quickly to changing wind conditions on the racecourse.

DATES FOR YOUR DIARY...

2021

2021 EUROPEAN GRAND PRIX SERIES

The IDA Grade 1 regattas comprise one event in Australia and four in Europe. The European events are referred to as the European Grand Prix. The venues are selected by the IDA Officers in consultation with the Owners' Committee so as to provide variety in venues that can offer top level racing and facilities and enhance the attractiveness and reputation of the class. The events are spread as evenly as possible through the European sailing season with due regard to the logistics of travelling from one event to the next and take into consideration the dates and venues of other major events (World or European Championship and Gold Cup). The inaugural European Grand Prix Series in 2019 was a huge success, but Covid-19 decimated the planned 2020 series with only one event, the Portuguese Grand Prix, being possible with much reduced numbers. With a Covid-19 vaccine now becoming available and the prospect of international travel opening up again, plans are in place for a full European Grand Prix Series in 2021. The series will comprise:

March 23 – 28	Portuguese Grand Prix, Cascais
April 28 – May 1	French Grand Prix, Cannes
July 29 – August 1	Danish Grand Prix, Dragør
October 26 – November 13	Italian Grand Prix and European Grand Prix Finals, Sanremo

Further details about the 2021 Dragon European Grand Prix Series are available from www.internationaldragonsailing.net

LOOKING FORWARD TO 2022, 2023 AND 2024

At the IDA AGM in November 2020 the following Championship venues were confirmed for 2022, 2023 and 2024. Further information about all of these events will be published at www.internationaldragonsailing.net

2022

DRAGON EUROPEAN CHAMPIONSHIP

Once again Sanremo will play host to a major Dragon regatta as it takes on the 2022 European Championship from 4 to 8 April. The Italian City of Flowers remains ever popular with the Dragons and once again the Yacht Club Sanremo will be laying on a very warm welcome for the visitors.

DRAGON GOLD CUP

The Belgian Dragon Fleet looks forward to welcoming fellow Dragon sailors and their families from across the globe for the 2022 Gold Cup from 22 to 27 August. Ostend is Belgium's premier seaside resort; Belgian hospitality is second to none and of course Belgian beer is world famous!

2023

DRAGON WORLD CHAMPIONSHIP

In early summer 2023 the Dragon World Championship will head to Bodrum, the first time an International Dragon Championship will have been hosted in Turkey.

DRAGON GOLD CUP

The 2023 Gold Cup sees the fleet return to Torquay on the English Riviera for the first time in many years. Dates are yet to be confirmed but are likely to be June/July.

2024

DRAGON EUROPEAN CHAMPIONSHIP

Pärnu, Estonia will be the venue for the 2024 European Championship with the event being hosted by the Pärnu Jahtklubi with boats based in its maria, the largest in south western Estonia. Pärnu is a delightful small seaside town that regularly plays host to major regattas and the Finnish Dragon Fleet is looking forward to welcoming friends from around the globe to the land of the midnight sun.

DRAGON GOLD CUP

The Dragon Gold Cup was originally scheduled to be held in Kinsale, Ireland in 2020, but like so many others the regatta became a victim of the Covid-19 pandemic. Kinsale is a hugely popular venue for the Dragon fleet and so at the November 2020 IDA AGM it was agreed that the Gold Cup 2024 will be hosted there instead. The article opposite tells the story of that 2020 Gold Cup and looks ahead to the welcome we can expect in 2024.

DRAGON GOLD CUP ~~2020~~ 2024

2020 should have seen the Dragon fleet heading to Kinsale in Ireland, one of its favourite venues, for the Gold Cup. But like so much in 2020, things didn't go to plan and Covid-19 forced the cancellation of the event. Everyone was hugely disappointed not to have been able to visit Kinsale this year and so at its November 2020 AGM the IDA voted to make Kinsale the venue for the 2024 Gold Cup. We asked the Kinsale team to tell us a little about their 2020 experience and their planning for the future.

Firstly, all of us in Kinsale hope that all our fellow Dragon sailors throughout the world are doing well and are in good spirits and good health!

This year we would have expected to be writing about the Gold Cup in Kinsale 2020, instead we have been asked to put a few words around our journey during 2020 and the excitement ahead of 2024.

The Blue Haven Collection Gold Cup 2020 was scheduled for September of this year however the organisation for an event of this magnitude starts many years earlier

The sponsorship journey began about 2 years ago, and we got fantastic support from the organisations and companies we approached. Cork County Council, a great supporter of our club and a new yacht club member Brendan O'Regan of Zenith Technologies both stepped in very early which was a massive boost. The Blue Haven Collection came on board as title sponsors backed by drinks company Heineken Ireland

Local hotels such as The Trident and Acton's offered support in accommodating jurors and judges. Dubarry Ireland offered day prizes which included their world-famous sailing boots. Overall, this part of the jigsaw came together relatively early, with a brilliant mixture of sponsors without overlap or conflicts

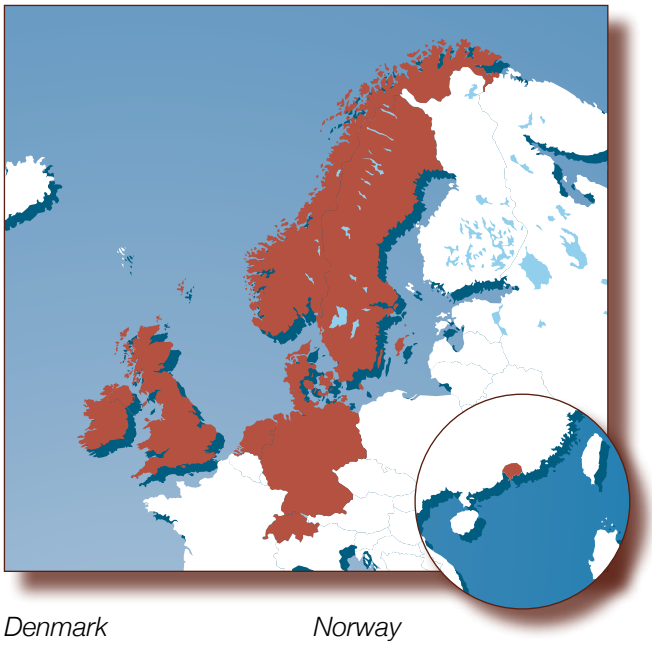
The Gold Cup is held in such high regard that we had many volunteers in the club offering their boats and their services to help during the event. We had in place the full race management team along with all shoreside activities. Local schools were excited to line the foreshore with flags from each of the participating nations to wish us luck as we headed out to the racecourse

Like the rest of the world we entered the unknown in March 2020. To be fair to the IDA they were exceptionally helpful along the way in what was a new experience for us all. The early cancellation decision whilst hard, was the correct call to make. With near 300 competitors expected to travel to Kinsale from all corners of the world we needed to be sure that our borders would be open without quarantine restrictions and unfortunately we simply did not have the clarity we needed to be able to pursue our goal of running a world class event

Our focus is now very much on 2024. The Dragon fleet in Ireland is certainly in a rejuvenation period, particularly along the South Coast of Ireland. Kinsale have seen three new boats enter the fleet in the last 18 months and several new teams (and old ones!) are looking to this evergreen class to join the fun

Like you all we hope to make the most of next year from a national and international sailing perspective leaving this nasty virus well in our wake!

The international reach of the



Denmark
Germany
Hong Kong
Ireland
Netherlands
Norway
Sweden
Switzerland
UK

The 1930s

A design competition was launched in 1928 by the Royal Gothenburg Yacht Club (GKSS) in Sweden for an affordable cruising keelboat that was "relatively fast, externally attractive and seaworthy".
Johan Anker, already an eminent yacht designer and winner that year of an Olympic Gold Medal in the 6-meter class, was the winner and his one-design entry, based on the 20 square-meter rule, was approved that year by the Royal Gothenburg Yacht Club, the Royal Danish Yacht Club and the Royal Norwegian Yacht Club.
The first Dragon was built in 1929 and they quickly became popular in most nearby countries. International competition began with the donation by the Clyde Yacht Club Conference of the Dragon Gold Cup in 1937.

The Olympic Years

The Dragon was the Olympic one-design three-person keelboat class from 1948 to 1972, which saw upgrades for racing with the addition of a genoa and spinnaker, with supporting rigging changes.
In 1961 the IDA was formed to formally manage the evolution and consistency of the boat.
This era ushered in the biggest expansion of the Dragon Class worldwide with individual Dragons or Dragon fleets in almost all continents.

Argentina
Australia
Austria
Bahamas
Belgium
Bermuda
Brazil
Canada
Denmark
Estonia
Finland
France
Germany
Greece
Hong Kong
Hungary
Indonesia
Ireland
Italy
Jamaica
Japan
Mexico
Monaco
Netherlands
New Zealand
Norway
Philippines
Poland
Portugal
Russia
Singapore
Spain
Sweden
Switzerland
Taiwan
Thailand
UK
USA
Uraguay
Venezuela

Dragon Class

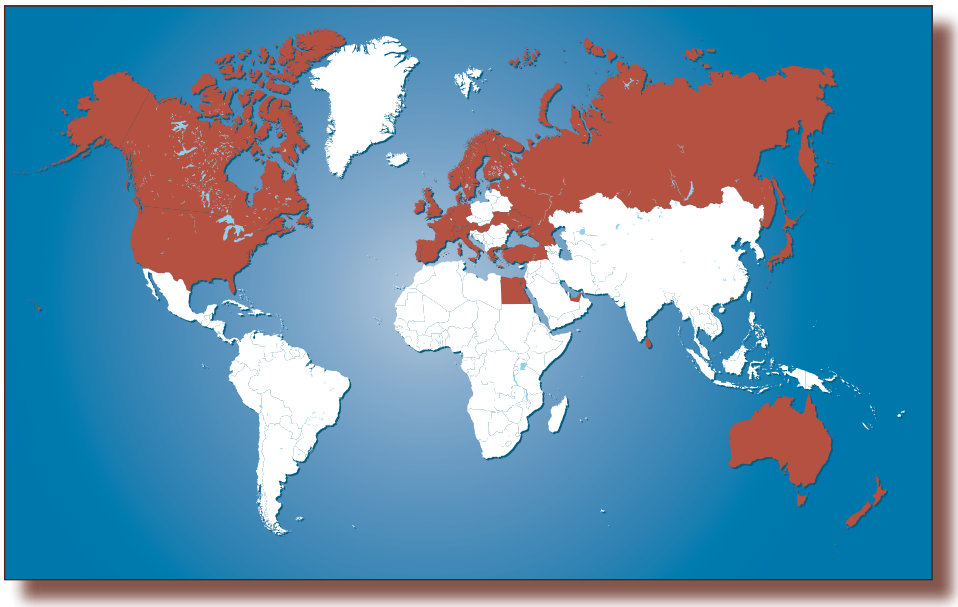
Post Olympics

After the Dragon was dropped from the Olympics, there was a lot of discussion about the way forward. Up until this time, Dragons were built of carvel planked wood, but fiberglass was the newest technology and the IDA, working with Børresen in Denmark, developed plans for a fiberglass Dragon that would maintain the competitiveness of the wooden Dragons. Despite this important evolution, the Dragon Class died out or was seriously reduced in numbers in many countries once it was no longer an Olympic Class.

Australia
Austria
Belgium
Canada
Denmark
Estonia
Finland
France
Germany
Greece
Hong Kong
Hungary
Ireland
Italy
Japan
Netherlands
New Zealand
Norway
Portugal
Russia
Spain
Sweden
Switzerland
UK
USA

Modern Era

After the Olympic period the Dragon subtly altered its profile to become the keel boat of choice for ex Olympic contenders and champions as well as other talented sailors looking for strong competition in a non-Olympic Class. In the mid-eighties the Class started to grow once more with the emergence of a second major builder, Petticrows under the leadership of Poul Ricard Høj-Jensen, alongside Børresens. By the mid 1990s the average number of boats built was 25-30 per year and the major competitions regularly had 80 – 100 boats. Even with today's significantly expanded race programme most of the major competitions today have 80+ boats.



Antigua
Australia
Austria
Belgium
Canada
Denmark
Egypt
Estonia
Finland
France
Germany
Greece
Hong Kong
Hungary
Ireland
Italy
Japan
Netherlands
New Zealand
Norway
Portugal
Russia
Spain
Sri Lanka
Sweden
Switzerland
Turkey
UAE
UK
Ukraine
USA

Because of the pandemic, most countries locked down in March/April, with travel restrictions (entry quarantines) continuing through until the early summer and returning in the autumn. This meant the cancellation of almost all the early season regattas as well as the cancellation of many major events (which require the largest number of people to travel internationally). In addition, some Dragons, which had been located in southern Europe for the upcoming season, were effectively trapped there due to the travel restrictions.

As things with Coronavirus came more under control during the northern hemisphere summer, restrictions were eased and some of the National Championships were able to take place, albeit with varying levels of restrictions. Most events had limited onshore socialising, or at least socially distanced socialising.

There was only one Grand Prix event held in Villamoura with a much reduced 14 entrants, but locally a lot of Dragon sailors rediscovered sailing with family and friends and were able to find again some of the simple joys of sailing their Dragons purely for relaxation.

Here we bring you reports from some of the national level events that were able to take place this year.

AUSTRIA

NATIONAL CHAMPIONSHIP, LAKE ATTERSEE

The International Dragon Austrian Championship was organised by the Union-Yacht-Club Attersee. While remaining very aware of the special circumstances caused by the Coronavirus, the club made sailing possible with given limitations. To follow security measures and social distance rules in the club, the entry was limited to 45 boats. 26 crews from Germany, 2 teams from Switzerland and 17 Austrian boats participated. Unfortunately, due to stable high pressure and very light winds, only one race was completed during the first three days.

The first race completed on Friday was won by GER 1135 Philipp Ocker sailing with Constance Ocker and Oliver David. Second was GER 77 Ingo Ehrlicher, crewed by Malte Philipp and Thomas Auracher, whilst third was GER 1038 Matthias Glas, Manuel Hauptmann & Benedikt Binder. The highest placed Austrian team was AUT 159 Karl Holzner, with Rudolf Mayer & Rudolf Holler who finished in eighth place. Saturday saw no wind, so teams took to the beach to relax whilst the Club Restaurant had a great day!

On Sunday, with rain and westerly winds, two more races could be sailed, but only three races in total were completed and four races were necessary for the Austrian Championship, so the title was postponed until next year. However, the winning team of the three-race series was GER 1216 Benedikt Gach with Florian Abele and Jonas Nissen. Benedikt won the 'Big Race' at the 90th Anniversary last year in San Remo so is no stranger to winning ways! Second overall was GER 1038 Matthias Glas with Manuel Hauptmann & Benedikt Binder and third place was GER 1153 Peter Froschl crewed by Nikolaus Stoll & Christian Barth.

The highest placed Austrian Boat was AUT 159 Karl Holzner with Rudolf Holler & Rudolf Mayer. Karl and Rudolf Holler had been a successful Tornado Team and Rudolf Mayer is a former Yngling World Champion. So, it seems that some new blood pushes into the Austrian Dragon community!

BELGIUM

The 2020 Belgian National Championship took place in Ostend over four days from 13 to 16 August, during a spell of high pressure which unfortunately resulted in just three completed races. This was indeed a great pity as 17 teams had made the effort during these difficult times to support this popular National Championship. The Royal North Sea Yacht Club in Ostend has a very good Race Officer in Dirk Sledsens and always produces a high level of race management on the water, plus a great deal of fun and camaraderie ashore.

With only three races completed over the initial two days, followed by a weekend of little to no wind, all races counted. Winning crew Simon Fry noted, "Even though conditions were difficult we had a great time in Ostend. As we arrived early, we had a nice practice day before the Championship started and day one of the event also had perfect conditions with two very good races. The Race Officer was excellent, and the Belgian sailors really made us feel welcome. We will certainly be returning to this venue in the future".

In second place overall just two points behind the winners was FRA 428 helmed by French legend Gery Trentesaux. After winning race one, Gery and his four-man team of Jean Queveau, Eric Brezellec and Christian Ponthieu recorded fourth and second to finish on seven points. Jean said "We are satisfied with our Dragon recovery after a 13-month break, we finished second behind Provezza [World Champions] and ahead of Pedro Andrade [winner of the last Gold Cup]."

Third overall and taking the final podium position was Peter Cunningham helming CAY 9 crewed by Pedro Andrade and Charles Nankin. Pete, who is now based in the Cayman Islands, is really getting involved on the International

Dragon Circuit and sailed very consistently over the three races to finish on twelve points. We hope to see a lot more of him as more events begin to take place.

With all the podium places taken by professional teams, it was BEL 82 helmed by Xavier Vanneste, crewed by his sister Anne (also the IDA Treasurer) and Charles Odent who were the top Corinthian Team. Putting together some very consistent results, Xavier and his crew finished ahead of BEL 88 Guy Celis (fifth), NED 438 Jan Bakker (sixth) and last year's Belgian Champions BEL 79 Alex Helsen (seventh), so very well done to the team on *Herbie*

Despite the unfortunate weather the RNSYC made the very best out of difficult conditions and we will have many more super events on this North Sea shoreline in the coming years. One in particular will be the 2022 Gold Cup which will definitely attract a large fleet.

DENMARK

NATIONAL CHAMPIONSHIP AT HELLERUP SAILING CLUB

Eighteen teams took part in the Danish National Championships organised by the Hellerup Sailing Club over the weekend of 14 to 16 August. Despite the high pressure and light winds five races were completed over the three days. With no racing possible on the opening day the fleet were also kept ashore on the second day until the breeze arrived in the afternoon. Even though the sailing began around 3pm a total of four races were completed before sunset, so that a valid Championship was guaranteed.

Races one and two were won by GER 16 helmed by Dirk Pramann, crewed by Markus Koy and Michael Koch, whilst the third race victor was Dmitry Samokhin helming a loaned boat from Lars Hendriksen *Eva*. Dmitry used his own RUS 76 sails with crew Kasper Harsberg & Andrey Kirilyuk and also took the initiative to join the Hellerup Sailing Club becoming members before the event. As the wind began to drop the final race of the day was won by DEN 41 *Out of Bounce* helmed by Jens Christensen, crewed by Anders Bagger & Thomas Schmidt.

When the teams returned ashore, they enjoyed a nice social evening (respecting the Covid-19 regulations) with a grill and beers on the terrace of the club in true Danish style. On the final day the wind again did not appear until the afternoon, in fact the fifth and final race was started just 15 minutes before the cut-off time. With both GER 16 and RUS 76 looking favourites to take the title it was indeed Dirk Pramann (GER 16) who won the race to clinch his overall victory!

However, the actual title of the Danish Champion can only be awarded to a member of a Danish Sailing Club, therefore Dirk and his crew were not eligible, so Dmitry Samokhin and his team became Danish Champions. We are sure that if Dirk returns next year he will be joining a Danish Sailing Club!

In third place overall and taking the final podium position was DEN 14 Jens Christensen, with Anders Bagger and Thomas Schmidt. This was a very well organised Championship and praise was given to Lars Stenfeldt Hansen for coordinating the whole event. Dmitry also thanked Lars Hendriksen for the loan of his beautiful Pedersen & Thuessen *Eva* and of course Hellerup Sailing Club for accepting them as new members.

ESTONIA

DMITRY BONDARENKO WINS 2020 ESTONIAN CHAMPIONSHIP IN TALLINN

The 2020 Open Estonian Championship was held over the weekend of 24 to 26 July at Kalevi Yacht Club in Tallinn. It bought together the best of all Estonian sailors to test their skills in a variety of wind conditions.

Bronze Medals went to EST 12 Mihkel Kosk, Marko-Rollin Podra & Raido Lembit. Gold Medals to GBR 408 Dmitry Bondarenko, Alexander Shalagin, Nikolai Poljakov & Alexei Murashkin. Silver Medals to Aleksander Karboinov, Igor Barashkov & Alexel Artamonenkov (Right).

On Friday and Saturday, the ten boat fleet sailed six short windward-leeward races in Tallinn Bay. Although EST 12 (Mihkel Kosk) won the first race and EST 8 (Aleksander Karboinov) won race 5, it was GBR 408 (Dmitry Bondarenko) who set the early pace by winning race 2,3,4 & 6.

On the final day, sailed in glorious weather, it was EST 12 who took race seven with EST 8 maintaining consistency in second place and EST 5 (Aleksel Zigadio) in third. But it was GBR 408 Dmitry Bondarenko who clinched the Championship by winning the final race (race number eight) to finish on just 11 points after discard. EST 8 was second on 15 points and EST 12 third with 20 points.

The Dragon Class is on the rise again in Estonia as the interest in one design racing is bringing back the old sailors and encouraging young enthusiasts. It would be great to see large fleets again in Estonia as it we saw in the 1960's and early 1970's before the Dragons were excluded from the Olympics. Anyone requiring information about Dragon Racing in Estonia should contact Mihkel Kosk on kosk111@hotmail.com.

FINLAND

THE NATIONAL CHAMPIONSHIPS TOOK PLACE IN HELSINKI

The Finnish Dragon Fleet was able to continue racing during the Covid-19 pandemic after the initial cancellation of its early May regatta. The other positive news was that the fleet continued to grow with several new boats and younger sailors coming into the Class. On the first weekend of August 17 boats participated in their National Championships organised by the HSK (Helsinki Sailing Club) with the experienced Ted Grondal as Race Officer.

The first day of racing had to be postponed due to heavy fog, but the teams were welcomed back to the club with soup, bread and beers to cheer everyone up and everyone enjoyed the chance to catch up on stories after the summer vacation.

As two races were lost on the first day an early start on day two saw the fleet complete two races in perfect weather conditions, 22 degrees and eight knots of breeze. Race one was won by GBR 408 Dmitry Bondarenko, with FIN 92 Peter von Koskull second and SWE 363 Henri Virkkunen, a new team to the fleet, third.

In race two lady helm Sara Antila made an excellent start and increased her lead to round the top mark in first position closely followed by GBR 408. Although Sara held her nerve and the lead it was a small crewing error at the second rounding of the top mark that allowed GBR 408 to sneak ahead and hold on to win the race, with Sara in FIN 89 second and FIN 92 third.

In race three a few boats were OCS and with the fleet splitting equally to both sides of the course it was FIN 92 Peter von Koskull sailing four up who emerge as the winner, FIN 64 helmed by sailing legend Tompa Jungell was second and GBR 408 Dmitry Bondarenko third. Back ashore the local Dragon association had again organised nice food in the form of a Bar-B-Q with sausages and of course Beer!

On the final day the sun shone again and with a 10-13kt breeze conditions were near perfect for 3 more races on the 1954 Helsinki Olympic race course. This time it was the youngest helm in the fleet Henri Virkkunen in SWE 363 who took the win, second was Sami Salomaa in FIN 72 (a borrowed boat for Sami whilst his own Dragon is stuck in Puerto Portals) and third was FIN 64 Tom Jungell.

With FIN 92 Peter von Koskull winning Race 5 it all came down to the final Race 6 to see who would lift the winner's trophy as GBR 408 & FIN 92 went head to head. In the end it was Dmitry Bondarenko helming his beautiful Pedersen & Thuessen GBR 408 who won the final race and took the Championship on count back from FIN 92 second and FIN 64 Tompa Jungell third overall. A special mention for the young helm Henri Virkkunen for finishing a creditable fourth overall in SWE 363.

FRANCE

REGATES ROYALES

The 2020 Regates Royal took place in Cannes from 21 to 26 September with a greatly reduced fleet of 14 boats due to the ongoing Covid-19 pandemic. However, those teams that were able to travel to this beautiful sailing venue enjoyed the mixed range of conditions despite no social program. Yacht Club de Cannes did an excellent job to provide competitors with a safe environment and protected moorings in the Old Port. On the water, Race Officer Yvon Poutriquet set some excellent courses with the revolutionary new GPS marks.

Although there were only 14 boats the standard was very high, with double World Champions TUR1212 looking to add another title to their impressive CV. However, Andy Beadsworth and his team were soon to realise they had a fight on their hands and were not able to cross the line ahead of the fleet until race four of the five race series (in which 2 days were sadly lost). In fact, after a mix up at the start of race two the double World Champions found themselves rounding the top mark in an uncustomary last place!

Dirk Oldenburg helming SUI 313 sailed a great first race to win the only completed race on the opening day due to a dying breeze. Then on the second day the expected wind failed to arrive, so racing was abandoned for the

day. On day three the Cannes we all know and love provided perfect conditions with wind and sun, this enabled three races to be completed and the team that won the day with two first places and a fifth was Dmitry Samokhin helming RUS 76 crewed by Kasper Harsberg and Andrey Kirilyuk. Meanwhile Beasdworth, who had finished second behind Dirk in race one, recovered to ninth in race two, were fourth in race three and then took their only bullet of the week in race four. So Dmitry and his top team returned to the Old Port happy with their days sailing knowing they were now tied with Beadsworth for the overall lead.

On Thursday the conditions were quite colourful with overcast skies and mixed wind gusts. Dmitry Samokhin explained, "Conditions were everything from zero to very strong winds and in a fleet of 14 boats every point counted like five in a larger fleet. The last race turned out to be like a medal race as TUR 1212 and GBR 408 (who got redress for an incident in race two) were all on similar points. We managed to keep the lead and win race five and that was it because a very strong front came in (with whirlwinds also) so we were sent ashore". With no more racing possible due to a mistral forecast the final day was cancelled.

So the overall standings after the 5 completed races, with one discard, were

1st RUS 76 Dmitry Samokhin, Kasper Harsberg, Andrey Kirilyuk 8pts.

2nd TUR 1212 Andy Beadsworth, Simon Fry, Mo Gray 10pts and

3rd GBR 408 Dmitry Bondarenko, Vadim Statsenko, Alexander Shalagin on 10.7pts

Winning Helm Dmitry finished by saying "Both Andrey and Kasper did a great job in these ever-changing times. We are all grateful for these rare chances to participate in sailing competitions and of course we are very proud to win such a beautiful and well-established event as the Regates Royal".

ITALY

DRAGON ITALIAN OPEN CHAMPIONSHIP 2020

Despite the virus and the consequent lockdown period, the Dragon Italian Open Championship 2020 was completed successfully thanks to three of the four scheduled qualifying events being run. In fact, only the event in Sanremo was cancelled, while the regattas at Alassio, Imperia and Torbole were all able to go ahead.

The events were open, and the absolute winners on each occasion were visiting international teams, who always enjoy attending the regattas in Italy thanks to the friendly organisations, the ideal climate and the excellent typical local food.

In the first event in Alassio in February 2020 the winner was RUS 32 Anna Basalkina crewed by Ivan Sysoev and Oleg Chugunov; in the second event in Imperia in September the winner was RUS 76 Dmitri Samokhin with Andrey Kirilyuk and Kaper Hasberg; while at the beginning of October in Torbole on Lake Garda the winner was DEN 411 Jorgen Schonherr, Christan Videbaek and Joost Houweling.

Thanks to their positions in the three events, the winner of the Italian Championship 2020 was ITA76 Giuseppe Duca, who claimed his 9th Italian Title, assisted by Vittorio Zaoli and Salvatore Eulisse. Second in the Italian Championship and first in the Corinthian division was ITA79 Michele Benvenuti crewed by Salvatore Eulissi and Pablo Soldano. In third place in the Italian Championship came ITA12 GALATEA II with Giuseppe La Scala, Roberto Benedetti and Simone Dondelli, sailing a vintage wooden Dragon that participated in the Helsinki Olympics Games in 1956. Fourth was the class's veteran ITA56 Alberto Marconi and fifth overall a new entry in the class ITA 44 Giovanni Stracquadaneo.

HANS DETMAR WAGNER CUP

26 Dragons competed in the 17th Hans Detmar Wagner Cup held over the weekend of October 1 to 3 in Torbole on Lake Garda. This was an excellent turn-out considering travel restrictions and self-quarantine requirements (for some Countries) in place during the ongoing Covid-19 pandemic. Five Italian boats joined the 18 German, one Swiss, one Danish and Russian team to see who would lift this coveted trophy, inspired by German Legend Vincie Hoesch back in 2004, on this picturesque Italian Lake. Unfortunately, the weather Gods did not provide the usual thermal winds, typically the morning 'Peler' northerly wind and the afternoon 'Ora' from the south.

On the opening day the skies were grey, and the forecast was for a deluge of rain in the coming days, so it was important to squeeze in as many races as possible. Race one saw top Lady Helm Nicola Friesen with Vincie Hoesch & Kilain Weise in GER 10 take an early lead closely followed by SUI 296 Justus Kniffka (one of our IDA Officers) in second place and DEN 411 Jorgen Schonherr in third. Justus told us "We were training here 3 weeks ago sailing in shorts & T-shirts in the most perfect conditions, with the normal morning and afternoon winds. However, it was different this weekend as we only had one sailing day with wind from around 185 degrees. It mostly paid to start right and go right with perhaps an exception in race two". Well those tactics certainly worked for Justus and his team as they managed to stay close to Nicola and ahead of Jorgen in race 1. At the finish it was GER 10 first, SUI 296 second and DEN 411 third.

In race two it was DEN 411 *African Queen* helmed by four times Gold Cup winner Jorgen Schonherr, crewed by Christian Videbaek & Joost Houweling who again showed good speed as they battled early on with GER 62 Stephan Link and again with GER 10 Nicola Friesen. Vincent Hoesch explained, "After winning race one we were in a good position again in race two just to leeward of Stephan Link, but as we approached the top mark lay line the new GPS mark moved up wind a few metres which meant we could not make the mark". It appears that the GPS marks sometimes drift a little downwind, which is then corrected every 20 seconds or so, this obviously can cause problems if you are on a very tight lay line. Vincie continued "Stephan was able to make the mark as they were slightly over-stood, but we could not make it and could not tack! In the end we lost many positions and finished 19th, a complete disaster". Never mind Vincie, we are sure that as we use and learn more about the GPS marks, they will become more consistent and you will be right back at the front of the fleet, as you normally are!

As the race continued it was Jorgen Schonherr who dominated to finish ahead of Stephan Link in second and GER 16 *Ingrid* helmed by Dirk Pramann, crewed by Markus Koy & Freddy Loof third.

Race three saw GER 62 *Desert Holly* helmed by Stephan Link, crewed by Frank Butzman & Michi Lipp once again up at the front of the fleet, this time it was GER 16 Dirk Pramann who was their closest rival and GER 1227 Wolfgang Bays in hot pursuit. What no team could have foreseen was that this third race would in fact be the final race of the series due to no wind on day two and too much wind and unstable conditions on day three. Such a pity for all 26 teams that made the effort to travel to this normally reliable venue. Nevertheless GER 62 managed to hold the lead, GER 16 was second and GER 1227 held on to third place. More importantly DEN 411 finished in fourth position so as the teams made their way back to the Circolo Vela Torbole' clubhouse the overall scores were DEN 411 8pts (counting 3,1,4), GER 62 10pts (7,2,1) and GER 16 10pts (5,3,2).

With the rain pouring down in Torbole' over the Friday and Saturday there was simply no more racing so the scores at the clubhouse after the 3 races on the opening day decided the Championship and DEN 411 were crowned champions.

Jorgen told us after the event "It was great to race the Dragon Internationally again in these difficult Covid times. We had six great days at Torbole' including some training days with team Pramann before the event. Yes, it was a shame we could not race the last two days, but it gave us the opportunity to catch up with our old Dragon friends. In this part of the lake it is difficult to decide if the advantage is to go the cliffs on the right or to the left, but we were conservative starting in the middle of the line giving us good options to choose a side after a few minutes into the race. With good boat speed we were able to not lose too much to the boats that went extreme to the favoured corners. It was great tight racing!" Great advice on how to succeed on this lake from a true sailing legend and a great ambassador for the Dragon class.

NETHERLANDS

In mid-March 2020 the Dutch Government ordered 'social distancing at 1.5 m' and hygienic measures as the key elements to contain the Covid-19 situation in The Netherlands. The Dutch Sailing Association and local sailing clubs concluded that sailing events were not feasible. Hence all national and club sailing events in spring and early summer were cancelled.

However, a fantastic spring with 'champagne' sailing conditions tempted the sailors to go out on the water. Finn's in Holland saw a revival of fleets at local lakes and keen Dragon sailors started training with a 2-men crew and 1.5 m separation on board. It became the rule for training sessions in Dragons at club level. It certainly improved the skills to fly the spinnaker without a pole.

On the 1 July, with Covid-19 under control, both in The Netherlands and in Belgium, relief was given for outdoor sporting in teams. Sailing events were permitted, however with restricted socials. Full crews in Dragons joined the club events and trainings. A cooperation between the Dutch Dragon Association and the Belgian Dragon Association was presented to sail for the Benelux Cup. A prize for the best crew who sailed both the Belgian and Dutch National Championship. A great perspective, especially given the beautiful sailing weather during the summer in NW Europe.

At Royal Netherlands, where the Dragon fleet is still growing, the Dragon sailors invited young Opti-sailors on board during a calm Sunday. One cannot start too early to implant the 'Dragon Dream'.

Now, by mid-August, we see Covid-19 emerging again in certain clusters within the Dutch society. The Benelux Cup 'dream' is shredded. All national sailing events cancelled again. Back to social distancing at 1.5 m. Quarantine rules implemented again between certain countries and certain cities to restrict cross border traveling. So be it. But we keep on looking at the bright side of life, thinking of spring 2021.

PORTUGAL

PORTUGAL HOSTS THREE MAJOR DRAGON EVENTS IN 2020

Whilst some countries struggled to be able to run any major Dragon events during 2020, Portugal was in the more fortunate position of being able to host three significant regattas. The Portuguese Nationals, which were run in association with the annual HM King Juan Carlos Regatta in Cascais took place from 28 to 30 August, the Marblehead Trophy from 28 to 31 October in Vilamoura, and the Portuguese Grand Prix and 'Finals', also in Vilamoura from 2 to 7 November. Whilst the pandemic meant that numbers able to attend were down, competition was still fierce with many of the top names competing.

National Classes

HM KING JUAN CARLOS TROPHY

On the first day of the XXV Edition of HM King Juan Carlos Trophy, the nine Dragons only completed one race due to the increased intensity of the wind that was felt throughout the day. The debut race, which awards the Vincie trophy, went to Olinghi helmed by Wouter ten Wolde sailing with Gonçalo Ribeiro and João Matos Rosa. Pedro Mendes Leal's Venus with Jorge Ferlov and Pedro Andrade (Dragon Gold Cup winner in 2019 and European champion in 2017) was runner-up in the first race of the Championship. Peter Cunningham's Saturn with Andy Beadsworth (World Champion in 2017 and 2019) and Charles Nankin (European Champion in 2017) was third.

The second day was brought sun and strong winds in the North quadrant of 15 to 22 knots. The fleet started the day at 11 am and got race two in but then returned ashore due to the increase in wind intensity at the end of that race. After an hour on land, conditions improved again and the Dragons returned to complete another race. With three races now completed, Peter Cunningham's Venus with Andy Beadsworth and Charles Nankin led the event overall after two bullets in that day's races. Second was the Band à Part de Gery Trentesaux with Eric Brezellec and Codric Pouligny, and in third was Pedro Mendes Leal with Jorge Ferlov and Pedro Andrade

The final day brought lights airs and the first race of the day started 30 minutes late and was marked by wind instability that culminated in a shortening on the offset mark on the second visit to the windward mark. The line honours went to Whisper helmed by Mario Quina with Raul Bulhão Pato and Marco Flavio. The Race Committee made a time delay between the first and the second race to allow conditions to stabilise and the northwest wind returned to Cascais bay and the fleet was able to finish the remaining two races to complete the championship. Mendes Leal's team scored two bullets in the remaining races and thus took first place on the event podium. Venus helmed by Pedro Mendes Leal with Jorge Ferlov and Pedro Andrade won the last race of the championship and also won the Stavros Trophy. The second place on the podium was taken by Gery Trentesaux's French team followed by Peter Cunningham's Anglo-Saxon team.

MARBLEHEAD TROPHY

The 2020 Marblehead Trophy reached its climax on 31 October with five teams still in with a chance of winning this coveted trophy on the final day of racing in the popular Portuguese Algarve venue of Vilamoura. With four races completed both Pedro Andrade and World Champion Andy Beadsworth were on equal points after discard, close behind were the current holders of the trophy Dmitry Samokhin (Herkules YC St Petersburg) and Alfonso Domingos (representing G.C.N.Faro). In 5th place, just a further point behind, was Gery Trentesaux (Yacht Club de France) who with his four man team were still very much in the game.

It had been a close fought battle over the first two days as these five teams featured predominately at the top of the leaderboard. Andy had won race 1, Gery race 2, Pedro race 3 and Dmitry race 4, so everything was changing race by race. One team in particular who were fairly new into the class was POR 68 *I'm sailing in Algarve*, the boat owned by experienced sailor Filipe Silva and crewed by Olympic medalist Hugo Rocha with Alfonso Domingos (Twice Bacardi Cup Winner Star Class) on the helm! This new team recorded 2, 4, 4 and after discarding a 10th would certainly have pushed for a podium place if races 5 and 6 were sailed. But alas, the final day saw no wind, so at the last cut off time, Race Officer Nino Shmueli had to display AP over A.

So in the end the results stayed the same with Dmitry Samokhin and his team of Kasper Harsberg and Andrey Kirilyuk in third position. The current World Champions TUR 1212 Andy Beadsworth, Simon Fry and Arda Baykal although on equal points with the winner, but losing out on count back were second overall. The 2020 Marblehead Champions, representing Club Nautico de Tavira were therefore Pedro Andrade, Manuel Rocha and Charles Nankin.

PORTUGUESE GRAND PRIX AND 'FINALS'

Due to the worldwide pandemic the only IDA Grade 1 event of 2020 that could take place was the Portuguese Grand Prix which 14 teams were able to attend despite the increasing travel difficulties as lockdowns returned across Europe. With only one qualifying regatta, conditions for an official International Dragon Association Grand Prix Finals could not technically be met, but ten teams did still take

the opportunity to stay on and sail a 'Finals' series for the sheer joy of racing their Dragons in a year when so little sailing had been possible.

Over the course of five days the Portuguese Grand Prix was raced in a great mix of conditions from light airs to strong winds and big waves. What the fleet lacked in size it more than made up for in quality and the racing was cutthroat and utterly thrilling to watch with constant place changing and four different race winners across the six-race series.

Dmitry Samokhin sailing RUS76 Rocknrolla with Andrey Kirilyuk and Kasper Harsberg claimed first blood in the opening light airs race and also took victory in race 3. Pedro Andrade, crewed by Star Class legend Afonso Domingos and former World Sailing President Kim Andersen, who is thoroughly enjoying being back in the Dragon Class after his four years of service in World Sailing, won the second race, while Bernardo Freitas, Martin Westerdahl and Diogo Pereira sailing Sophie Racing won races four and six.

SUI 318 Helm Wolf Waschkuhn summed up the feelings of the fleet when he described the racing on the final day, "We had a fantastic day, even though race 6 was stopped before we reached the windward mark due to a substantial shift in variable 5 to 8 knot of wind from around 150 degrees whilst we were in second place. Then on the second attempt we rounded the top mark fourth behind TUR 1212 [Andy Beasworth], SUI 311 [Bernardo Freitas] and RUS 76 [Dmitry Samokhin] in 7 to 8 knots of building wind. By the second beat the wind had increased to 13/15 knots TUR 1212 fell back so at the top mark second time we were right behind SUI 311 and RUS 76 all very close as the wind increased above 15 knots. It was a

great run to the finish and an epic battle, in the end SUI 311 took the victory and we just edged in front of RUS 76 by a foot!"

That race win gave a nine-point victory in the Portuguese Dragon Grand Prix 2020 to SUI 311 Sophie Racing sailing by Bernardo Freitas, Martin Westerdahl and Diogo Pereira. Their nearest rival taking the second step on the podium was Pedro Andrade with Dmitry Samokin third.

Bernardo Freitas noted, "It's not every day I get the chance to drive a Dragon, so I can't thank Hugo Stenbeck enough for once again letting me helm his boat. We did start this regatta on the right foot (two second places) but we were too early at the start of race three, so we had to go back, which lost us that race completely. Pedro and his team have been unbeatable, and we knew to that to win we really had to sail at our best, so we went out there with full confidence and played it amazingly well. Martin Westerdahl and Diogo Pereira did and amazing job onboard our rocket (Sophie Racing) and we are all very happy to end on top of the leaderboard against such tough opposition".

DRAGON GRAND PRIX 'FINALS'

Of the 14 boats who participated in the Portuguese Grand Prix only 10 teams ventured out to participate in the IDA European Grand Prix Finals. Although a small fleet it was extremely competitive and three excellent races were sailed to see who would lift the 'Flow' (Sami Salomaa's wonderful sculpture) Trophy during this severely depleted 2020 season.

In race one it was SUI 318 *1 quick 1* who certainly was quick, helmed by Wolf Waschkuhn who took line honors, just ahead of POR 9 Pedro Andrade and SUI 311 Bernardo Freitas in third.

In the second race it was the four-man team of Gery Trentesaux FRA 428 *Bande a Part* who took the win just managing to keep the same two Portuguese helms, Pedro Andrade and Bernardo Freitas, behind him. But with Pedro now on two seconds and Bernardo counting two thirds it gave Pedro a two-point lead going into the final race.

At the start of race three both Pedro and Bernardo (last year's winner) had eyes firmly focused on each other and what ensued was a tremendous tactical battle between these great sailors, both at the top of their game. Meanwhile Andy Beadsworth helming TUR 1212, who had not produced his normal high standard of sailing over the last two events, thought it was about time to give the fleet a small reminder of why he is reigning and back to back World Champion! Andy crewed by Simon Fry and Arda Bayka won the race, whilst Pedro and Bernardo had their own private match race.

In the closing stages of the last race Pedro (with a two-point lead) knew he had to finish within two boats of Bernardo and also not allow Gery

Trentesaux into the overall reckoning. This was no easy task and all three boats finished close together just behind Dmitry Samokhin in RUS 76. Bernardo took third, Gery fourth and Pedro fifth, it could not have been closer. So overall Pedro and Bernardo finished on nine points and Gery on ten points. But as Pedro was counting 2,2,5 to Bernardo's 3,3,3. Pedro won on count back, how close is that?

Pedro who was crewed by Afonso Domingos and former World Sailing President Kim Andersen told us "It is great to add this amazing trophy to my collection :-)" Pedro now holds the Gold Cup (won in 2019) the Marblehead Trophy (won 10 days ago), the Juan Carlos Trophy (won as crew), the Vilamoura Cup and the Brugse Zot Cup. Not a bad number of trophies.

Congratulations must go to Nuno Reis and all his team at Vilamoura Sailing and to International Race Officer Nino Shmueli for his continued support of our Dragon Class. Nino noted, "The level of the teams was very high and extremely competitive, the Race Committee worked hard to follow the wind shifts on each leg of the course to provide a high level of racing. We had two great events back to back in Vilamoura and I look forward to more Dragon Racing hopefully in 2021."

RUSSIA

Russia's 2020 sailing programme was less impacted that some by the Covid-19 Restrictions and there were excellent attendances at both their National Championship and the Russian Silver Cup Regatta.

RUSSIAN OPEN CHAMPIONSHIP

Sailed off St Petersburg from 14 to 17 June, the participants of the Russian Dragon Championship had four days to determine the strongest crew in the class. However, the first

races took place only on the third day of the competition - the calm weather did not allow it before, this happens in sailing. But this was enough for the regatta to take place, and not only formally, in terms of the number of races held, but also in terms of quality. The fight for supremacy was bright and memorable, and the tournament intrigue lasted until the very last moment: even on Sunday morning it was still impossible to predict how the prizes would be distributed and who would become the owner of the Championship cup.

The first races took place on Saturday. They began with a light, 8-knot wind, which gradually increased and at the end of the racing day got strong enough, so that the Dragons were moving along nicely through the waves. None of the teams had a clear advantage: the leaders changed not only from race to race, but even from mark to mark. Among them, we note RUS 27 (Denis Berezkin) and RUS 78 (Viktor Fogelson), RUS 91 (Elizaveta Azovtseva) and RUS 31 (Mikhail Senatorov), RUS 34 (Vasily Senatorov) and RUS 132 (Anna Basalkina) – all that day at least once they were leaders at different parts of the course. But no one managed to win more than one race. As a result, on the eve of the Sunday races, there was a very close grouping (with an interval of 1-2 points) of the teams in the standings.

The second day of the Championship greeted the racers with rainy weather. In the morning a south-southwest wind of 13-15 knots was blowing in the race area. By the start of racing its tendency to fade had become obvious. The starting procedure began according to plan, but due to a massive false start, the attempt had to be repeated again. The teams of Mikhail Senatorov (RUS 34), Sergey Borodinov (RUS 81) and Anna Basalkina (RUS 132) performed the best tacking. The subsequent full course did not change the position of the leader, but now Anna Basalkina had moved into second. By this time the wind had dropped to 5-6 knots. The team of Basalkina finished the next beat to the upper mark first, ahead of the following RUS 34. Also on this tack, the crew of Denis Berezkin (RUS 27), significantly lagging behind the leaders on the first lap, made it into the top three. The last segment of the race did not change anything in the ranking - the leading three finished in the same order: Anna Basalkina (RUS 132), Vasily Senatorov (RUS 34), Denis Berezkin (RUS 27). Rounding out the top five were Victor Fogelson (RUS 78) and Mikhail Senatorov (RUS 31). To the great regret of the Championship participants there was no longer enough wind for further racing and the Russian Championship 2020 was over. Despite the fact that the weather left its participants only two racing days, they were filled with sharp sporting struggle. The only race, held on Sunday, made the last adjustments to the standings of the teams and helped put everyone in their place.

Introducing the podium of the Russian Championship:

1st place – RUS 27 (Denis Berezkin, Vadim Statsenko, Mikhail Markin) –11 points

2nd place – RUS 132 (Anna Basalkina, Viktor Tarasov, Artem Basalkin) – 13

3rd place – RUS 78 (Victor Fogelson, Oleg Khopersky, Vyacheslav Kaptyukhin) – 15

Classic Dragon Classification:

1st place – RUS 86 (Stepan Fedotov, Sergey Rychkov, Evgeny Kitaev) – 40

2nd place – RUS 18 (Yulia Grigorieva, Ilya Degtyar, Alexey Ignatiev) –57

3rd place – RUS 651 (Oksana Renny, Andrey Devochkin, Sergey Belousov) – 57

Congratulations to all the winners and participants of the Championship!

The championship was held by the Russian Association of Dragon Yachts and the Yacht Club of St. Petersburg with the support of the All-Russian Sailing Federation. The general partner of the competition is PJSC Gazprom.

RUSSIAN SILVER CUP

The Russian Silve Cup was raced over three days from 4 to 6 July. In the Gulf of Finland, a moderate and stable (with a speed of 6 to 9 knots) southerly wind was blowing, which in general allowed the sailors to make more or less straight forward decisions around the course.

National Classes

The first day outlined in the most general terms the circle of contenders for prizes. There were no surprises: the leading pair was made up of the teams of Denis Berezkin (RUS 27), who two weeks earlier won the gold medals of the national championship here in St Petersburg. The crews of Victor Fogelson (RUS 78) and Sergey Borodinov (RUS 81) finished the day with a slight lag behind them. By the end of Friday, the teams of the President of the Dragon Class Association Boris Latkin (RUS 32) and Yuri Kulikov (RUS 55) had also retained good chances to fight for the podium.

On Saturday morning, the Chairman of the Racing Committee Vladimir Komel was careful in his predictions regarding the sporting results of the regatta: "Judging by the first races, 5-6 teams are all competing for the prizes, so the fight is just beginning. And if everything goes according to plan and comes to a showdown, then everything will be decided at the very last moment. "

As it soon became clear, the chief judge was absolutely right. Saturday's races did not bring final clarity to the tournament ranking, but in themselves they turned out to be exciting and closely fought. It all started with a general recall. On the second attempt, all sixteen Dragons went the distance, but the team of Boris Latkin was disqualified, having fallen on a false start under the Uniform flag. The struggle, as expected, unfolded between the leaders - RUS 27, RUS 31 and RUS 78 - who, as they moved around the course, constantly changed places. However, Denis Berezkin came to the finish line first, Viktor Fogelson came second, and Mikhail Senatorov came in third. The second race of the day began even more dramatically: three boats started early under Uniform! Unfortunately for the sailors from the St. Petersburg Yacht Club, one of them was again the team of Boris Latkin, as well as the teams of Andrey Madison (RUS 14) and Yuri Skripkin (RUS 91). As a result, RUS 27 Denis Berezkina on the eve of the last day of the competition topped the standings with five points, with Mikhail Senatorov on 9 points, Viktor Fogelson 11 points and Sergei Borodinov 16 points.

On Sunday, a gradual easing of the wind was expected, so it was important for the teams to make their mark in the first race of the day. Ultimately the Race Committee managed to hold both Sunday's starts, but the second race had to be shortened.

The very first beat of the day revealed the now undisputed leader of the Championship – the crew of Denis Berezkin (RUS 27), who rounded first and did not concede their position until the very finish. Given the points scored and the possibility of throwing out the worst result, the team no longer needed to start in the final race, and the winners went ashore. But the fight for second place only intensified: the contenders for the silver – Victor Fogelson and Mikhail Senatorov - had an equal number of points before the final match. Sergei Borodinov held the fourth place with a large margin.

At the very beginning of the last race, Mikhail Senatorov's team was faced with a failure– a false start! Having restarted, RUS 31 tried to catch up with its main rival, but time was lost. Finishing seventh, the team eventually won bronze. Viktor Fogelson took the third place in the race to become the silver medalist of the Cup.

For the winners of the Silver Cup of Russia 2020 in Dragon Class, see over:

1. RUS 27 (Denis Berezkin - helmsman, Vadim Statsenko, Mikhail Markin) - 6 points

2. RUS 78 (Viktor Fogelson, Oleg Khopersky, Vyacheslav Kaptyukhin) - 12

3 RUS 31 (Mikhail Senatorov, Alexander Yanin, Konstantin Emelyanov) - 13

Classic Dragon Classification:

1. RUS 18 (Yulia Grigorieva, Maria Sokolova, Andrey Tsvetkov) - 43

2. RUS 86 (Sergey Rychkov, Evgeniy Kitaev, Dmitry Kibirev) - 43

3.RUS 651 (Oksana Rennie, Andrey Devochkin, Sergey Belousov) - 48

Silver Cup – Cup of Russia 2020 was held by the Russian Association of Dragon Yachts in cooperation with the Yacht Club of St. Petersburg with the support of the All-Russian Sailing Federation. Competition partner – Red Stars

SWEDEN

SWEDISH CHAMPIONSHIP AT MARSTRAND

As a preview of the Gold Cup 2021 in Marstrand, this event held 22 – 23 August proved to be a huge success. Nine races were completed at the Swedish Championship which was hosted by Marstrand Sailing Society (MSS). Despite the restrictions of Covid-19 MSS did a fantastic job by listening to the sailors, conveying information and conducting excellent races in difficult conditions. Despite the difficult conditions there were six qualifying races sailed and seven hours on the water before the participants could be divided into gold and silver groups in advance of Sunday's final race.

On Sunday conditions were similar, and apart from a little less wind in the middle of the day (but still 8 m/s+) there were great sailing conditions out on the fjord of Marstrand. For Martin Pålsson, Peter Lindh and Thomas Wallenfeldt, it was a fight to the last to defend the Swedish Championship. Lars Hendriksen (crewed by Lars Hansen and Kasper Harsberg) and Pålsson finished on the same points and won the event by beating Pålsson in the Gold Fleet races. However, since the Swedish Championship is a closed event, the title went to Pålsson for the 5th time.

Overall event winning skipper Lars Hendriksen (DEN 138) said: "At the skippers' meeting Saturday the race area was discussed in a nice way between the sailors and race management. It ended up with a simple vote. Swedish democracy at its best! So, we raced in a well-protected area behind Marstrand where there were no big waves and less wind.

"Due to the Covid situation the fleet was split in two in order to be fewer than 50 people racing on the same course. Half the fleet raced on an inner loop and the other half on an outer loop course. A very creative solution that made the Swedish Nationals possible. All social events were cancelled, and we all kept distanced. Well done Marstrand Segelselskab!

Marstrand Segelselskab are already quite far advanced in the preparation of the 2021 Gold Cup. Please help them by making your pre-registration already so they have a good idea about the number of competitors to plan for. Personally, I think we will be plus 100 dragons next year in Marstrand". For more information visit https://goldcup21.com/

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NEW FACES AT THE IDA

Bram Van Olphen (HKG) – IDA Vice Chairman

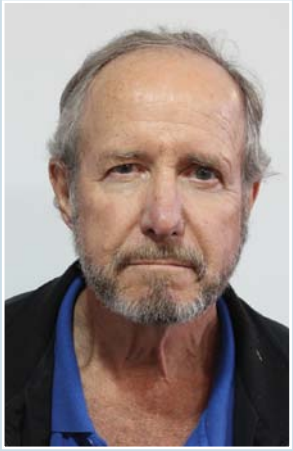
At its AGM in November 2020 Bram van Olphen was appointed IDA Vice Chairman. An avid fan of the Dragon and former Fleet Captain of the Hong Kong fleet, Bram brings huge enthusiasm to his role as Vice Chairman of the IDA. Bram splits his time between Hong Kong and Europe, racing regularly on both continents.

The IDA Constitution requires that its Vice Chairmen represent at least two different continents of the world to help ensure a balanced global approach and Bram joins fellow Vice Chairmen Gerard Blanc of France and Justus Kniffka of Switzerland.

As the CEO of an international project logistics company, Bram has travelled extensively and has been involved in various international yachting events working with a multitude of cultures. He has direct experience in sponsoring at several events and in working with sponsors requests on shaping sponsor packages. Being self-employed allows him the flexibility to combine his work with attending international events of the IDA and meeting the various fleets, something he hopes to be able to do in the coming years.

Bram takes over from outgoing Vice Chairman Marc Castagnet who stands down after five years on the IDA Executive Board, initially as an Honorary Vice Chairman representing Asia and the Pacific Rim countries and then later as an elected Vice Chairman. His contribution to the IDA has been extensive and the IDA is hugely grateful to him for the committed and enthusiastic approach he brought to the role.

Ian Malley (AUS) – IDA Technical Committee Member



Joining the Technical Committee with effect from the AGM is Australia's Ian Malley. Ian's sailing experience commenced in 1960 as an 8-year-old in dinghies in Western Australia progressing to ocean racing. Working and family life resulted in a hiatus until 2003 when he bought his first Dragon and joined Royal Freshwater Bay Yacht Club. It was a steep learning curve but with the help and encouragement of the local Dragon sailors, a lot of fun. He was encouraged into measuring by Andrew Johnson who was always there to mentor and encourage him, progressing from measuring sails to full measurer and then Australian Technical Officer 2 years ago.

Ian has competed in seven Prince Philip Cups around Australia and four World Championships in Melbourne (2011), La Rochelle (2015), Cascais (2017) and Fremantle (2019). He imported a relatively new Petticrow Dragon from Denmark in 2012 and has enjoyed watching the quality of the fleet in Perth improve since then. He has served on the Western Australian International Dragon Association committee since 2005 including the planning and running of the 2019 Worlds and is very much looking forward to working with the IDA Technical Committee.

Ian replaces the late Andrew Johnson (AUS) who served on the Technical Committee for more than 20 years, making many invaluable contributions.

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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	Leigh Behrens	51	10
AUT	www.dragonclass.at	Marcus Oppitz	89	11
BEL	www.belgiandragons.be	Jan Windels	19	7
CAN	www.nadragons.org	David Dale-Johnson	23	8
DEN	www.dragonclass.dk	Thomas Schmidt	40	9
EST	www.estdragon.ee	Karboinov Alexander	6	6
FIN	www.finnishdragon.fi	Andreas Johanson	15	7
FRA	www.france-dragon.org	Marc de la Fons	86	11
GBR	www.britishdragons.org	Chris Brittain	120	11
GER	www.drachenklasse.de	Cordula Schickel	417	17
GRE	www.hdca.gr	Antonis Nicolaras	9	6
HKG	www.rhkyc.org,hk	Bram van Olphen	21	8
HUN	www.dragonclass.hu	Vilmos Naray	18	7
IRL	bowringpg6@gmail.com	Peter Bowring	17	7
ITA	www.assodragone.it	Marco Cimarosti	26	8
JPN	sawadaakira@hakutaka.jp	Akira Sawada	20	7
MON	andreag@monaco.mc	Andrea Graef-Rathsack	5	5
NED	www.dragonclass.nl	Netty Tiggelman	71	10
NOR	www.nordragon.no	Sissel Andersen	35	8
POR	https://www.facebook.com/Classe-Dragão-Portugal-Dragopor-176436382383919	Pedro Andrade	23	8
RUS	www.russiandragon.ru	Tatiana Kurbatova Lyuders	32	8
SPA	www.spanishdragonclass.com	Carlos Carbajal	5	5
SRI	delahaye.patrick@skynet.be	Patrick Delahaye	4	4
SWE	www.svenskdrakklubb.se	Christoffer Meyer	52	10
SUI	www.dragon-class.ch	Ramon Winterberg	61	10
TUR	sabriatanarin@gmail.com	Sabri Ata Narin	12	7
UAE	jeroen.leenen@nctww.com	Jeroen Leenen	3	3
USA	www.nadragons.org	Anne Garrett	27	8
			1315	

REGATTA SCHEDULE 2021 & 2022

Regattas	RL_F	M	STARTS	ENDS	COUNTRY	VENUE	CONTACT
2021 CHAMPIONSHIPS							
European Championship	1.25		12/04/2021	16/04/2021	Spain	Puerto Portals	www.crpuertoportals.com
World Championship	1.3	2	13/06/2021	18/06/2021	Germany	Kühlungsborn	www.dragon-kuehlungsborn.de
Gold Cup	1.3	2	15/08/2021	20/08/2021	Sweden	Marstrand	www.goldcup21.com
GRADE 1							
Prince Philip Cup	1.2		01/01/2021	05/01/2021	Australia	Sydney	POSTPONED
Portuguese Grand Prix	1.2		25/03/2021	28/03/2021	Portugal	Cascais	www.cncascais.com
French Grand Prix	1.2		28/04/2021	01/05/2021	France	Cannes	www. achtclubdecannes.org
Danish Grand Prix	1.2		29/07/2021	01/08/2021	Denmark	Dragør	www.dragonclass.dk
Italian Grand Prix and European GP Finals	1.2		26/10/2021	31/10/2021	Italy	Sanremo	www.yachtclubsanremo.it
GRADE 2							
International Eichhornregatta	1		07/05/2021	08/05/2021	Germany	Bodensee Staad	www.segler-verein-staad.de
Grand Prix de Douarnenez			12/05/2021	15/05/2021	France	Douarnenez	www.sr-douarnenez.com
Irish East Coast Championship	1		02/07/2021	04/07/2021	Ireland	Dun Laoghaire	bowringp56@gmail.com
Scottish Championship	1		04/07/2021	05/07/2021	Scotland	Edinburgh	www.britishdragons.org
Edinburgh Cup	1		06/07/2021	09/07/2021	Scotland	Edinburgh	www.britishdragons.org
Hanko Regatta			09/07/2021	11/07/2021	Finland	Hanko	www.hangoregattan.fi
Russian Open Championship	1		04/08/2021	08/08/2021	Russia	St Petersburg	www.yacht-club-spb.ru
Belgian Open Championship	1		05/08/2021	08/08/2021	Belgium	Ostend	www.belgiandragons.be
Irish Open Championship	1		02/09/2021	05/09/2021	Ireland	Kinsale	www.kyc.ie
German Championship	1		06/09/2021	10/09/2021	Germany	Wansee	www.vsaw.de
Swiss Championship	1		08/09/2021	12/09/2021	Switzerland	Lago Maggiore	www.ycas.ch
Finnish Championship	1		18/09/2021	19/09/2021	Finland	Helsinki	www.njk.fi
Italian Open Championship	1		30/09/2021	02/10/2021	Italy	Torbole	www.circolovelatorbole.it
South of France Grand Prix	1		14/10/2021	17/10/2021	France	Port Camargue	www.sngrpc.com
Turkish Open Championship	1		25/11/2021	28/11/2021	Turkey	Bodrum	sabriatanarin@gmail.com
2022 CHAMPIONSHIPS							
European Championship	1.25		04/04/2022	08/04/2022	Italy	San Remo	www.yachtclubsanremo.it
Gold Cup	1.3	2	22/08/2022	27/08/2022	Belgium	Ostend	www.belgiandragons.be

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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E: petticrows@petticrows.com
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Ridgeway Dragons
57 B South Arm Road,
Rokeby 7019, Tasmania.
Contact: Zane Ridgeway
T: (03)62729946
E: info@r1dmarine.com
www.r1dmarine.com/dragon-class-1

Joop Doomernik
Havendijk 22, 5017 AM-tilburg
The Netherlands
T: +31 (0)13 - 58 00 306
Mbl: +31 (0)655 80 66 66
E: joop@doomernik.nl
www.doomernik.nl

Premier Composite Technologies
Dubai Investments Park,
PO Box 282777, Dubai, UAE
T: +971 (0)4 886 8555
E: marine@pct.ae
www.pct.ae

Markus Glas GMBH
Seeweg 1-3 82343
Possenhofen Bavaria,Germany
T: +49 (0) 8157 - 9395 0
E: info@bootswerft-glas.de
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