DRAGON ONE DESIGN RACING

2021 REVIEW • 2022 PREVIEW

Come visit us at Cascais and test your Dragon with the best.

Petticrows boatyard is now located in Cascais, Portugal.

Being at one of the word's best regatta locations ensures Petticrows is very well placed to service the fleet efficiently.
Known for its prime racing playground, Cascais is also known as a historic and cosmopolitan seaside resort in the Atlantic Ocean located 30km west of the Capital - a 20-minute drive from Lisbon Airport. It's year-round mild weather and consistent wind make this village a sailor's paradise and surely a must visit location. Come test your Dragon with us, Pedro Rebelo de Andrade and the rest of our team are kindly waiting to welcome you.

For spares and repairs
in the UK you may contact
our local agent Katie Cole
katie@katiecole.eu

www.petticrows.com
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Petticrows

WE TAKE DRAGONS SERIOUSLY

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PHOTOGRAPHY & PRODUCTION

The IDA and all National Dragon Associations acknowledge the support of photographers who have generously contributed images to this issue:

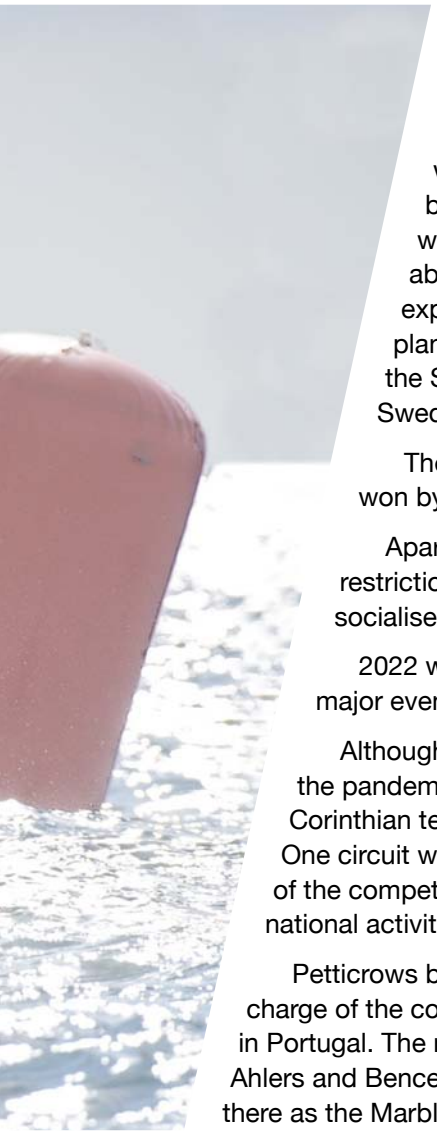
Bob Bateman, Giulia Cimarosti, Joao Costa Ferreira, Gothenburg Drone Photo, Kazushige Nakajima, Christopher Nordhoff, Osga_Photo, Ricardo Pinto, Elena Razina, www.sailpix.fi, Rick Tomlinson, Paul Wyeth/Cowes Week, Cigdem Yurtsever

The IDA Yearbook was edited by Fiona Brown – www.fionabrown.com and designed, printed and distributed by CE Marketing – www.cemarketing.co.uk

Dear Dragon Sailors

It is a big honour and a source of great pride to me to serve this historic Dragon Class as Chairman. I want to thank the National Associations for the trust they have placed in me.

2021 has been strongly affected by Covid. Two Grade Ones (Grand Prix), the Portuguese and French, were cancelled as well as the Europeans in Puerto Portals and the Worlds in Kühlungsborn. During the second half of 2021 it became a little easier to travel inside Europe. Local and international regattas started to be sailed again with fairly good attendances. The first Grand Prix of the year was the Danish in Dragor with a highly competitive fleet.



In the middle of August, the Gold Cup in Marstrand was the highlight of the season with 70 entered teams. Weather conditions did not allow us to race during the first 3 days, but then 6 races were completed in top conditions. Overall organization ashore and on the water was perfect and the location of course is marvellous. There were some complaints about the overall cost of the event for the sailors. We all know that some venues are more expensive than others, but we should take this more seriously into consideration when planning future events and locations. I do want to emphasise all the great work indertaken by the Swedish National Dragon Association to successfully develop the activity of our Class in Sweden.

The second and final grade one in San Remo was attended by 32 teams, the finals being won by a Corinthian team!

Apart from the international circuit, we have seen local sailing flourishing as long as the restrictions were eased. It showed that the Class is still active and the sailors eager to sail and socialise again after the pandemic.

2022 will be a very busy year, maybe too busy! There will be a full Grade One circuit plus the 3 major events: Worlds, Europeans, Gold cup and, last but not least, all local and national events.

Although it is difficult to draw conclusions after the last two years have been so badly affected by the pandemic, it looks like the attendance at the Grade One events is declining, especially among the Corinthian teams: there were only 6 Corinthian teams in San Remo. This was not the goal of the Grade One circuit when it was created. Is it due to a choice of mediocre venues, a bad calendar, the high level of the competition or some other reasons? We will need to reflect on this, keeping in mind that local and national activities are foremost in attracting newcomers in the class.

Petticrows boatyard has moved from the UK to Portugal early this year. Pedro Andrade is now in charge of the company. The first five Dragons issued by the yard were laminated in the UK and prepared in Portugal. The next ones were fully produced in Portugal under the supervision of Tim Tavinor. Günter Ahlers and Bence Toronyi were sent there to measure them and ensure top quality. No doubt that quality is there as the Marblehead trophy was won by one of these new Portuguese Dragons!

I want to thank Jens Rathsack for his commitment to our Class these past two difficult years, and I thank my fellow officers for their support. I welcome our new Vice Chairman Gregor Berz. I want to thank our Secretary Tim Pearson, the Sailing Coordinator Stavros, Klaus Diederichs as Chairman of the Technical Committee and I extend a welcome to our new Chief Measurer Bence Toronyi.

I would not conclude my message without saying a huge thanks to Günter Ahlers who is retiring after so many years working and fighting hard to keep the Dragon as a true one design.

Enjoy sailing our beautiful Dragon.

Gerard Blanc

Chairman, International Dragon Class

CURRENT IDA CHAMPIONS

World Championship (2019) Fremantle, Australia	*Provezza Dragon*	Andy Beadsworth Ali Tezdiker Simon Fry
Masters Trophy (2019) (Sub-division of Worlds)	*Karabos IX*	Nick Rogers Leigh Beherens Simon Burrows
European Championship (2018) Balatonfüred, Hungary	*Annapurna*	Anatoly Loginov Alexander Shalagin Vadim Statsenko
Gold Cup (2021) Marstrand, Sweden	*Troika*	Pieter Heerema Lars Hendriksen George Leonchuk
Børge Børresen Memorial Trophy (2021) (Winner of first race Gold Cup)	*Troika*	Pieter Heerema Lars Hendriksen George Leonchuk
Nations Cup (2021) (Team Race within Gold Cup)	*Russia*	RockNRolla Sunflower Annapurna
Silver Cup (2021) (Sub-division of Gold Cup)	*Taki Taki*	Jean-Pierre Barjon Patrick Aaucour Benjamin Enon
Danish Grand Prix (2021) Dragør, Denmark	*RockNRolla*	Dmitry Samokhin Kasper Harsberg Andrey Kirilyuk
Italian Grand Prix (2021) San Remo, Italy	*Provezza Dragon*	Andy Beadsworth Pedro Andrade Arda Baykal
Sami Salomaa Flow Trophy European Grand Prix Overall Winner (2021)	*Nono*	Martin Pälsson Peter Lindh Thomas Wallenfeldt Gustav Gärdebäck
Marblehead Trophy (2021) Vilamoura, Portugal	*Out of Bounce*	Jens Christensen Kim Andersen Anders Bagger

CORINTHIAN TROPHIES

European Championship (2018) Balatonfüred, Hungary	*High Times*	Carl Gustaf Löhr Jesper Bendix Mads Hansen
World Championship (2019) Fremantle, Australia	*Karabos IX*	Nick Rogers Leigh Beherens Simon Burrows
Gold Cup (2021) Marstrand, Sweden	*Nono*	Martin Pälsson Peter Lindh Thomas Wallenfeldt Gustav Gärdebäck

NATIONAL CHAMPIONS

Australian Open Championship (Prince Philip Cup) (2020) Tasmania, Australia	*Karabos IX*	Nick Rogers Leigh Beherens Simon Burrows
Austrian Open Championship Attersee, Austria	*Noosa*	Peter Resch Justin Kurz Willibald Hauer
Belgian Open Championship Ostend, Belgium	*Douzement*	Jan Bakker Dominic Bakker Olivier Bakker
British Open Championship (Edinburgh Cup) Edinburgh, Scotland	*Badger*	Tom Vernon Adam Bowers Oliver Spensley-Corfield
Danish National Championship Dragør, Denmark	*Provezza Dragon*	Andy Beadsworth Simon Fry Arda Baykal
Estonian Open Championship Tallinn, Estonia	*RockNRolla*	Dmitry Samokhin Kasper Harsberg Andrey Kirilyuk
Finnish Open Championship Helsinki, Finland	*Blue Penguin*	Jesse Kylänpää Kaarle Tapper Henrik Ilola
French Open Championship & Regates Royale Cannes, France	*Bande A Part*	Gery Trentesaux Jean Queveau Sofian Bouvet Christian Ponthieu
German Open Championship & HDW Cup Lake Garda, Italy	*Dessert Holly*	Stephan Link Frank Buzmann Michael Lipp
Italian Open Championship San Remo, Italy	*Rockenrolla for Emmara*	Alessandro Solerio Andrea Racchelli Vittorio Zaoli Chiara Magliocchetti
Irish Open Championship Kinsale, Ireland	*Phantom*	Neil Hegarty Peter Bowring David Williams
Portugues Open Championship Vilamoura, Portugal	*Petticrows Portugal*	José Paulo Ramada Henrique Brites Francisco Maia Gonçalo Barreto
Russian Dragon Open St Petersburg, Russia	*I Feel Good*	Viktor Fogelson Oleg Khoperskiy Viascheslav Kaptyukin
Swedish Championship Marstrand Sweden	*Sophie Racing*	Martin Westerdahl Bernardo Freitas Magnus Holmberg
Swiss Open Championship Ascona, Switzerland	*Storich*	Robert Lehmann Olivier van Acker Mike Cohen

TALKING WITH TIM TAVINOR RINGING THE CHANGES AT PETTICROWS

Early in 2021 Petticrows – dominant Dragon builder for over 30 years, moved its operations to Cascais in Portugal under the new ownership. Petticrows had already been an established boatyard in Burnham-on-Crouch, east England, for over 100 years when it started to build Dragons in 1988 under the ownership of Sophia Patten, who later formed a business relationship (and also married) double Olympic gold-medal-sailor Poul Ricard Hoj Jensen. After 17 very successful years building Dragons, they sold the business to Tim and Kay Tavinor in 2005. Now, after 16 years in the UK, the business has moved location to Portugal.

Whilst many Dragon Sailors will know Tim from his years in the Dragon Class not many will be aware of his equally impressive record building boats for other classes most prominently in the Finn, 470, Yngling, and development of the Musto Skiff. Tim, being a modest individual, rarely talks about the extent of his knowledge and experience but, when pushed, he admits to having built boats winning 16 Olympic medals in the Finn and Yngling classes. Of course, he is not just a boat builder but a world class sailor as well, having been in the British Olympic team and won both the Dragon World Championship and Gold Cup.

Tim's first love was the Finn Class and it is of great sadness that such a great class was recently dropped from the Olympics, however he hopes to also do some Finn sailing in their brilliant masters championships.

Interestingly his laminating skills did not start with boat building, but began at the age of 12 when he rescued a tortoise at the side of the road with a broken shell. Tim took the tortoise home and fiberglassed the shell together. Happily, the tortoise, complete with a white fiberglass strip on its back, is still alive and well and living with Tim and Kay in Burnham.

There is no doubt that Petticrows under Tim and Kay's ownership has been a major part of the Dragon class's recent popularity.

We caught up with Tim in November 2021 to interview him about his time building Dragons and his observations about sailing in the Class.

Petticrow's new premises in Portugal.

Q Clearly this is a big move both for Petticrows and the Dragon Class, so what prompted the sale?

TIM Over several years I had been considering retirement however two things accelerated this process.

The first was the Brexit Trade Deal: it was easy to see that trading with the rest of Europe, in the short term was going to be much more complex and time consuming. I am sure with time processes will be in place to allow things to run more smoothly. For small businesses, like ourselves, the additional administration is significant both in terms of time and cost.

A major part of our business is trading in, refurbishing and reselling used boats. Usually, these boats come in and out of the UK, but under the new Brexit agreement this is no longer a seamless process and also attracts issues with VAT, making the boats less attractive to potential European customers.

The second was health issues; in January 2020 I had a heart attack, from which I have made a good recovery. It made sense to have a change of lifestyle and relax more! You will probably still see me at some Dragon regattas, and I will of course be working alongside the new Petticrows owners to ensure a smooth transition and the transfer of information.

Q Many Classes have somewhat static Class Rules that leave little room for development. Is that good or bad?

TIM I think it depends on the Class; whether it has just one or several builders and if it has a strong Class Association. For Classes with a single builder the incentive for development is less obvious. But, with a knowledgeable Technical Committee and an experienced Chief Measurer I think controlled development can be very beneficial for a Class. It is important for boats to remain up to date with new ideas and technology so making small incremental changes over several years enables classes to remain relevant and not become obsolete dinosaurs.

Q Thinking of all the developments you have introduced are there any that stand out for you?

TIM It is important to continually review, modernise and improve your product. After many years of "bolt on" improvements in 2016 we felt the time was right to go back to first principles, to create a completely new mould incorporating all the latest modifications.

In the past making new moulds was a huge undertaking, but with the advent of large multi-axis CNC machining this was a manageable process and allowed us to make a boat which was easier for production purposes and better for the sailor. The v6/v6.1 has proved to be a great success.

After the success of the hull we sought to modernise the rig and created the front tapered mast section and streamlined all associated fitting on this mast.

The other thing which has had a significant effect is the modernisation of the pump system using solar panels and the improved drainage within the v6 hull.

Q From your perspective how has the transfer of the business to Portugal gone?

TIM It is abig challenge to move a manufacturing business 2000 kilometres. In some ways the Covid pandemic helped, Dragon sailing was reduced during this period which allowed a little breathing space for the relocation.

Our first task was to transfer all the stock, tools and fitting out equipment, plus of course all the office records to the new Petticrows premises near Cascais. That task alone involved 8 containers over 3 months.

It all went very well and when you consider it was achieved under very difficult working conditions - I have nothing but admiration for everyone involved in setting up the new premises where fitting and finishing will take place.

The final part was to transfer the hull and deck moulds which took place in March 2021. These were sent directly to Nelo who will be manufacturing and assembling the hulls under contract for Petticrows. For those that don't know Nelo they are specialist in fiberglass mouldings, principally high specification racing kayaks many of which are used by Olympic competitors, their workshop is absolutely amazing, and their quality is superb.

Of course, the concept of separating hull assembly and fitting out is not unusual in the boat industry as they involve very different skill sets, so it is not necessary for these processes to work alongside each other.

I continued be in contact with Petticrows on a nearly daily basis and have spent several weeks in Portugal helping with the setup of both facilities to enable the new team to have a flying start.

Q As a builder what challenges do you see ahead for the class?

TIM The Dragon is such an old class with a well-established set of class rules which control most aspects of what the builders can do. One challenge facing manufacturing businesses over the coming years will be environmental pressure. Builders and the Dragon class will need to constantly review new materials, which I am sure will develop over the coming years, to ensure the boats have a minimal environmental impact. We are already seeing new core materials made from recycled bottles and green alternatives to glass fibre. Of course, any material changes would have to be extensively tested to ensure consistency of product and boats speed with existing boats.

Q As an active competitor what challenges do you see ahead for the class?

TIM The Covid pandemic has caused many people to rethink their lives. Many have enjoyed the slower pace which was prevalent during lockdowns. Some sailors went back to their roots and enjoyed more local sailing which has caused a resurgence in some local fleets, the backbone of the class.

The challenge for the class is to get a good balance between local, national and international racing.

The Dragon has a fantastic mix of classic, club and new boats, Corinthians, families, and professional sailors. These make the class both interesting and vibrant - the challenge is to manage and balance all these to make Dragon sailing fun and enjoyable for everyone.

After our extensive talk with Tim of course we could not resist speaking to Pedro Andrade (Sales Manager, Petticrows) about the new venture and his experience of working with Tim.

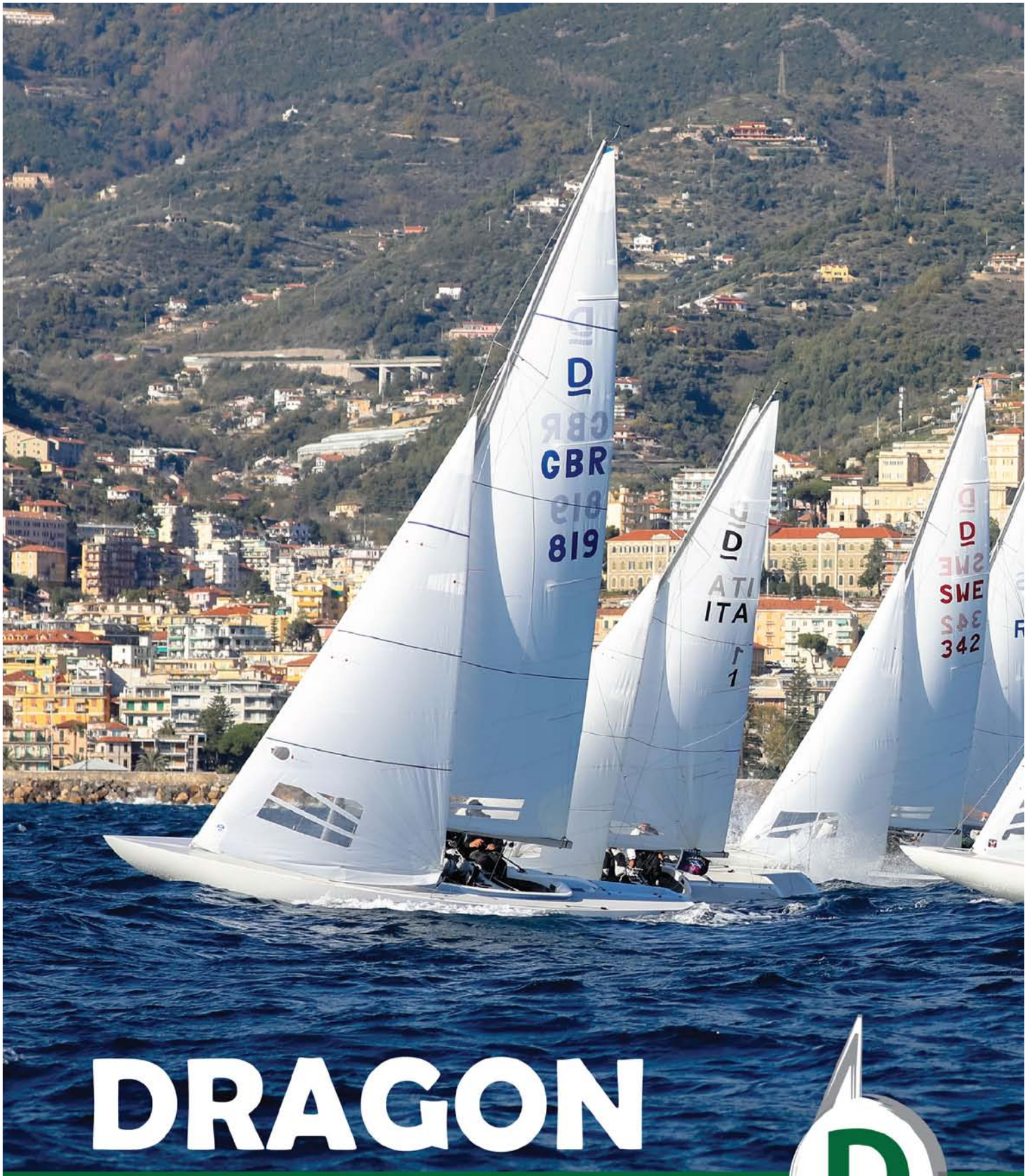
Q Pedro from your perspective how has it been working with Tim and taking over Petticrows

PEDRO Well Tim has been truly amazing to work with – so very generous with his time and advice. We have been speaking nearly every day and often many times a day. He has really supported us, spending time in Portugal both at Petticrows and at Nelo who are moulding the hulls for us. It's a big responsibility taking on a business like Petticrows with such high standards, but we are committed to maintaining the quality and service the Dragons Class expects. The next years are going to be extremely hard work but worth it.

Q And finally, a question for Henrique Brites the new Operations and Sales Office Manager. We hear you have a family tradition of building Dragons. How is that?

HENRIQUE For sure it seems like our family is going full circle. My great-grandfather built Dragons in the 50's and 60s here in Portugal – so I guess it is in my genes!

Claudia and José Matoso with Tim Tavinor and Pedro Andrade at Nelo. José Matoso (former Vice Chairman IDA) commented "Nelo has a fantastic facility here in Portugal, with a lot of expertise in moulding boats"



DRAGON

European Championship

Sanremo, Italy | 04-08 April

2022

70° Yacht Club Sanremo
La Compagnia della Vel

San Remo to Welcome Dragon European Championship 2022

San Remo, has long been a favoured destination for the International Dragon fleet, regularly hosting regional, national, and international competitions. The Yacht Club Sanremo's outstanding event management skills and superb facilities are second to none and from *4 to 8 April 2022* the club will welcome teams from across Europe and further afield for the 2022 Dragon European Championship.

April is a wonderful time of year to visit this Italian City of Flowers, as the winter rains and gales recede and the warm sun, blue skies, and balmy breezes of spring return. Holiday accommodation at all levels is plentiful and very well priced at this time of year and this sophisticated Italian Riviera casino resort also offers a wonderful selection of restaurants, shops and attractions.

Alongside the always excellent racing, which takes place just a short sail from the marina entrance, the club is planning a terrific programme of après sailing hospitality featuring local wines and produce. After a long cold winter, where better to kick off the international season that in the glorious Mediterranean spring sunshine!

For those keen to hone their racing skills and familiarise themselves with the race area ahead of the championship, the club is also hosting the Paul & Shark Italian International Cup (Riviera Trophy) from *17 to 20 March 2022*.

Travelling to San Remo couldn't be easier with immediate access to the European motorway network, a mainline railway station and international airports close by at Nice (55km) and Genoa (145km).

Online entry for the event will open in early 2022 and further information about both the European Championship and the Paul & Shark Italian International Cup can be found at www.yachtclubsanremo.it

EXONERATION: BEING PROTECTED WHEN COMPELLED

One of the fundamental principles of our sport is that we sail in compliance with the rules. There is usually no referee on our 'pitch', so we are policing ourselves. If and when we break a rule, we have to take a penalty.

***But**, there is one exception from that. What if we were compelled to break a rule by the action or non-action of another boat? Shall we then take a penalty? Shall we then protest and take a penalty? Or protest and not take a penalty? Interesting and important questions that can be answered by studying the concept of exoneration.*

To exonerate means to "absolve of blame" and the concept itself is borrowed from law theory. Although you cannot find the word "exoneration" among the definitions in The Racing Rules of Sailing, it is referred to under Basic Principles / Sportsmanship and the Rules. This rule which is to be found right ahead of Part 1 in the rules book says "A fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated she will promptly take an appropriate penalty or action, which might be to retire."

Before 2021 the exoneration rules used to be separated in different parts in the rules book – now they have been concentrated into one special rule, rule 43. This move seems to have been a right one, as – from what I see in the protest room – sailors have tended to start referring to this rule when defending themselves in a protest.

If we analyse the above cited rule a bit, an important thing seems to be its placement among basic principles. This suggests that this rule here has a special, general importance which shall be taken into account when using all other rules. However, the basic principle does not place the boats under any obligation, it simply says, the boats "…will promptly take an appropriate penalty…". This simply expresses the nature of the rule, i.e. being a fundamental principle, accepted generally, by all participants. No question (or so do the rules writers think), everyone will do the appropriate penalty, and their actual obligations, what they shall do or refrain from doing, is to be found in the numbered rules.

From the point of view of exoneration sailors often ask: when am I exonerated from breaking a rule? On the spot? Or just later in the protest room when the protest committee says it in a formal decision? Here we have a clear answer by simply turning the rule upside down: when a boat breaks a rule and is exonerated she will not take a penalty. So the boat is exonerated when she breaks the rule. And we confirm this when we read the actual 'Exoneration Rule', saying under RRS 43.2: "A boat exonerated for breaking a rule need not take a penalty and shall not be penalised for breaking that rule".

OK, so we know now that we can be exonerated when we break a rule which means we have no obligation to take a penalty and we will not be penalised for breaking this rule. And we do not have to lodge a protest to be exonerated, it simply happens, when we break a rule and some special conditions are met. Let us have a look now regarding those cases in which we do have the possibility to be exonerated.

Rule 43.1 lists three cases for that:

a) we are compelled to break a rule as a consequence of a rule breach by another boat;

b) when we are sailing within the room or mark-room we are entitled to, and as a consequence of an incident with a boat which is required to give us this room or mark-room we have broken the right-of-way rules (Rules 10-13), Rule 15 or 16 (giving room when acquiring right-of way or when changing course) or hit a mark (Rule 31);

c) we are right-of-way boat or entitled to have room or mark-room, but there was contact with another boat (Rule 14), however no damage or injury happened.

Let me demonstrate these cases by one example each which quite often occur in a Dragon race.

1. Let us assume that we are within the last minute before a black-flag start quite close to the line. There is one boat to windward of ours within a distance of half a boat length. A boat is arriving into a gap to leeward of us and is starting to luff, compelling us to luff, too. However, the boat to windward of us is not sheeting in and is seemingly not intending to luff, no matter how loud we

are hailing for room. Clearly, the boat above us does not want to luff because they do not want to be blackflagged. Consequence: we do break Rule 11 (leeward has right-of-way) by not being able to luff because the boat windward to ours prevents us from doing it. Under Rule 43 we are exonerated and we have no obligation to take a penalty or, if it comes to a protest, the jury will not penalise us.

2. We are broad reaching on starboard to the left-hand mark of the gate at the end of the downwind leg. We are right-of-way, and coming from inside, thus we are entitled to mark-room. There is a boat sailing dead downwind towards the mark and she is not giving us enough room between herself and the mark. As a consequence we hit the mark. Under Rule 43 we are exonerated and we have no obligation to take a penalty, and in case of a protest hearing we will not be penalised.

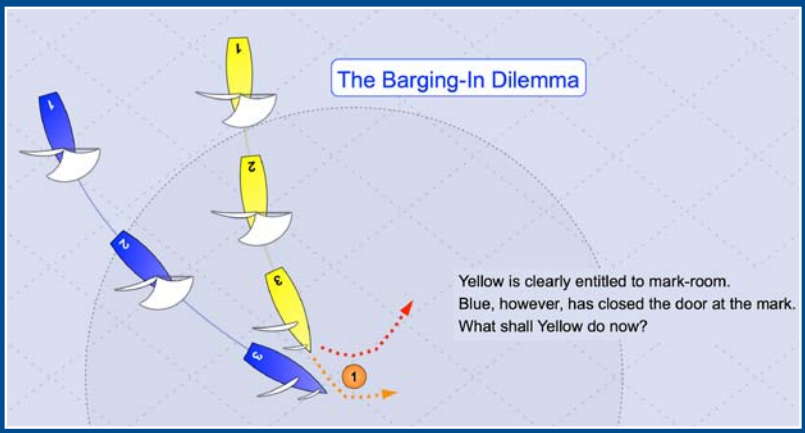
3. We sail side-by-side downwind as the leeward boat with another Dragon. We are slowly luffing but the windward boat does not react as promptly as we may reasonably assume it should and there is a half-second contact between our spinnaker pole and their kite. No damage or injury. The other boat clearly broke Rule 11 (leeward has right-of-way), we did break Rule 14 (no contact allowed between boats), but we will be exonerated as right-of-way boat because: 1. it was not reasonably possible for us to avoid contact (we are not expected to know that the other boat is not keeping clear and we gave room for them to keep clear when changing course), and 2. there was no damage or injury (neither in their sail cloth, nor in our spi pole). Under Rule 43 we are exonerated: no penalty for us.

Exoneration is meant to be a protection umbrella for boats in good faith. If they are convinced that they were right and acted in conformity with the rules, they should not take a penalty. As they are exonerated when they break the rule, they shall not protest to come under this umbrella.

However, if you have any doubts whether you were compelled to break a rule in terms of Rule 43 or you just broke a rule on your own, I personally would suggest that you take a one-turn or two-turn penalty promptly. The risk to be penalised in a subsequent protest hearing is then quite high, and you might lose much less with a penalty turn than by a DSQ if the protest committee decides that you are not exonerated.

Vilmos Náray IJ

The Barging-In Dilemma



Let us assume that you are the inside and windward boat at the leeward mark which is entitled to mark-room. However, for whatever reasons, the boat directly outside you is luffing in a way that she does not leave you room enough to round the mark. You can now choose to: 1. sail away to windward from the mark, tack and gybe, round the mark properly and protest; or 2. barge-in and potentially hit the mark or the outside boat (and hope not to cause damage).

If you opt for version 2, you might be exonerated (assuming that there was no damage) and most possibly you will not lose any places. However, with Dragons, sailing towards each other in a big angle, it is quite possible that there will be damage which means no exoneration. If the damage is serious, you have to retire.

If you opt for version 1, you might lose a lot of places. You have to protest and if your protest is successful, you may request redress for your lost places. There are a lot of requirements for a redress case to be successful – the risk to be on the losing side is quite high.

Thank you Günter Ahlers

Günter Ahlers began his measurement career in 1968 and first measured for the Dragon Class in Australia. He became involved on the International Dragon scene in the early 80s and has served as the IDA's Chief Measurer for two lengthy terms since.

After some four decades of association with the Dragon Class he is finally taking a well-deserved retirement. Günter's work in helping to maintain the class rules and working with the Dragon builders, major event organisers and individual Dragon owners has played a central role in protecting the vitally important one-design status of the Dragon.

We thank Günter for all he has done for the International Dragon Class and wish him a long and happy retirement.

National Secretaries Update

Greece

It is with sadness we report that the long-standing Secretary of the Greek National Dragon Association, Antonis Nicolaris, sadly passed away suddenly last September. Antonis was a familiar figure at IDA AGMs for many years and Dragon sailing was his passion.

Finland

Rudy Jurg has stepped down as Secretary of the Finnish Dragon Association and is replaced by Tusse Tallberg. Mikko Jaatinen will continue as Class Captain.

Italy

At their AGM in December 2021 the Italian Dragon Association elected Antonio (Tony) Viretti as Chairman and Umberto Zocca as Secretary.

Turkey

The Turkish Dragon Association have appointed Yiğit Taban as their new Class Secretary and President. Ata Narin will stay on their board as Vice President of the Association.

Introducing new IDA Chief Measurer Bence Toronyi

Hungary's Bence Toronyi has been appointed as the IDA's new Chief Measurer, he takes over from Günter Ahlers who retires after more than 40 years as a Dragon measurer. Bence has been working closely with Günter in recent years, learning the finer details of Dragon measurement and class rule management, and he brings a wealth of experience to the role.

Bence started sailing at 7 years old and was a member of the Hungarian national sailing team in both Optimists and 420s. These days he races a Pirate – a keelboat rather like an H Boat - on Lake Balaton.

He first started measuring boats almost 30 years ago and is currently an ORC measurer and a measurer for the 30 Square Metre Skerry Cruiser Class, as well as for the International Dragons. He is also a member of the Hungarian Sailing Federation Technical Committee.

He has been a Full measurer for the Dragon since 2004 and participated as an equipment inspector, under Günter's watchful eye, at the 2010 and 2018 European Championships and the 2021 Gold Cup.

If you have measurement or technical queries, Bence can be contacted on toronyib@hotmail.com and will be found overseeing measurement at future IDA events.

Introducing new IDA Vice Chairman Gregor Berz

Gregor grew up in the traditional Ammersee Yacht Club which was founded by the famous Manfred Curry family. As a result, Gregor crewed as teenager on traditional class yachts like the 45qm National Cruisers, L-Boats, Skerry Cruisers, 5.5 Meter R yachts, etc.

At the age of 14 he crewed for the first time aboard a Dragon and a lifelong passion began. In the 1990s, Gregor was attending almost all international Dragon regattas as a crew. After a family break, Gregor fulfilled his dream to buy his own old Børresen in 2009 and since then, Gregor has sailed regattas with family and friends.

Since 2015 Gregor has been a board member of the German Dragon Association. In real life, Gregor holds a PhD in algebraic number theory, earns money as a self-employed strategy consultant applying game theory to business challenges and is an Adjunct Professor of International University of Kutaisi, Georgia.

12 - 17 JUNE 2022
DRAGON WORLD CHAMPIONSHIP

postponed from 21| KÜHLUNGSBORN | GER | BALTIC SEA

THE PLACE TO SAIL !

+ Come to the best sailing region in northern Europe!
+ White beaches and a lovely small village covers the Dragon Worlds 2022 in Kühlungsborn
+ Reaching the racing area under 15 minutes, without any commercial boat traffic
+ June offers here our best conditions: 25 Degrees, 7-15 Knots wind every day and the lovely Baltic Sea waves
+ Hotels and apartments direct in front of the marina (early booking is requested)

© Ricardo Pinto | Dragon Grand Prix Germany 2015 – Day 2

www.dragon-kuehlungsborn.de

Kühlungsborn eagerly awaits the Dragon World Championship fleet

Like so many other events, the 2021 Dragon World Championship in Kühlungsborn became a victim of the Covid-19 restrictions and had to be postponed. But we are delighted to confirm that the German Dragon Association and the Worlds organising team have worked closely with the IDA to reschedule the Worlds which will now take place from 12 to 17 June 2022.

The pretty spa resort of Kühlungsborn dates back to the 1860s and is one of the Baltic's most delightful and upmarket seaside holiday destinations, offering a wide range of excellent accommodation, superb restaurants, shopping and entertainment. Following the reunification of Germany, the town underwent major restoration and her elegant tree-lined streets and historic weatherboard buildings provide a beautiful backdrop for your stay. A long fine sandy beach lined with the famous blue and white striped Strandkorb beach chairs, and the narrow gauge Molli Train, which takes you on a scenic coastal ride between Heiligendamm and Bad Doberan, are further attractions for those seeking shoreside fun.

In June Kühlungsborn offers warm sunny days with near perfect sailing conditions and competitors can expect the usual superb efficiency from the organising team who are well versed in hosting top level Dragon events. The regatta is located at Kühlungsborn Marina where the boats will be moored together, and the race area is only a 15-minute sail from the marina entrance. The regatta village will be located immediately adjacent to the marina and will welcome guests throughout the day. In addition, cafes, restaurants and shops line the seaside promenade between the regatta village and the town centre, which is just a short walk away.

The many local businesses and suppliers who had generously agreed to sponsor and support the event in 2021 have confirmed their commitment to the new 2022 dates and so we can look forward to outstanding après sailing hospitality at the regatta village each day.

Plentiful hotel and apartment accommodation is available close to the marina, often with spectacular views of the race area, but competitors are advised to book early to ensure the widest possible choice.

Travel to Kühlungsborn 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.

The IDA is extremely grateful to the German Dragon Association and the team in Kühlungsborn for the extraordinary commitment and understanding they have shown in enabling the Worlds to be rescheduled so efficiently. Further information about the event is available from www.dragon-kuehlungsborn.de

– 2021 – Sailing on despite everything

DRAGON GOLD CUP 2022

20>26 AUGUST 2022 / OSTEND

DRAGON GOLD CUP 2022\OSTEND

Join our passion

PRESTIGE – HONOUR – RESPECT – FUN

The 2022 Gold Cup is a unique experience.
The perfect mix of racing & socials.
Secure your place and register for the Dragon Gold Cup 2022.

More information and registration: www.goldcup2022.com

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BELGIAN DRAGON ASSOCIATION

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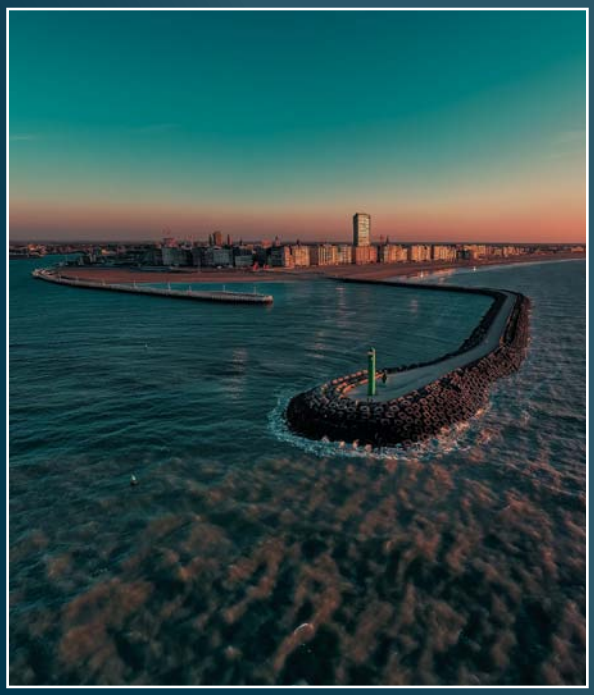
The ultimate sailing experience



Sailing a Dragon is the ultimate sailing experience.

It offers the most challenging racing keelboat conditions, a vibrant shorelife, and lifelong friendships.

Welcome to the Goldcup 2022 hosted by the Belgian Dragon Association and the Royal North Sea Yacht Club, which will be celebrating its 75th anniversary. It is an honour for us to welcome you to Ostend. Enjoy our cosy harbour, right in the middle of the city, and the North Sea race area is not far away.

We have welcomed many top Dragon sailors in recent years, and they all confirm our unique combination of a top sailing competition with most enjoyable social events. The event committee and the internationally renowned race committee welcomes you, your crew and your friends and family as well.

The Gold Cup 2022 will be a unique event, as Gold Cup Dragon sailing is all about serious sailing, typical Belgian gastronomical parties and socialising among friends.

We're also looking forward to seeing who will be following in the footsteps of some of the best Dragon teams that have won previous major events in Ostend.

A quick overview

The European Championship of 1986 was won by Markus Glas and his team

The Gold Cup of 1992 was won by "The Man" Poul-Richard Høj-Jensen and his team

The Gold Cup of 2001 was won by Harm Müller-Spreer and his team

The Gold Cup of 2011 was won by Markus Wieser and his team

Ostend

A country with 11.5 million inhabitants, Belgium is known for its fine gastronomy and great beers. You can find a mix of the world's best restaurants as well as the cosy small local cuisine. It's also getting a name for its wines; thanks to climate change Belgian wines are getting better and better.

By the beginning of the last century, Ostend had grown into a fashionable bustling seaside resort. And about 10 years ago the city started to enjoy a revival. During your stay in the city, you will discover how the urbanisation and the new dynamics are perfectly in balance with the beautiful history of the city. Ostend is a city that is alive 365 days a year. Discover the shops, the seawall where you can stroll, the wide beach, the culture, and the museums. You should also make time to visit some of the historic cities such as Bruges, Brussels, Antwerp and Ghent

Bring family and friends to the Goldcup 2022 and we will ensure that they discover all the gems in Ostend. The city will extend a big welcome to you.

RNSYC & 75th Anniversary – royal visit

The Royal North Sea Yacht Club was established in 1947. In the early years the club was closely linked with the Belgian Navy, the pennant of the yacht club was even inspired by the flag of the Belgian Navy.

The Royal North Sea Yacht Club will be celebrating its 75th anniversary in 2022 and is honoured to have been granted the organisation of the famous Dragon Gold Cup for the 4th time in its history. For this occasion, King Philippe of Belgium, currently the Honorary Commodore, is expected to visit the club during the Gold Cup 2022.

Accommodation & location

In the vicinity of the venue, you have a wide range of accommodation options, including hotels and apartments. Ostend's tourist office will be happy to assist you. All information can be found at www.visitoostende.be

The Yacht Club and the marina are located in the centre of the city, but will be accessible for cars and Dragon trailers. Parking facilities will be available for your car and trailer, a short walking distance from the racing venue and the city centre.

Event schedule

Fri 19th – Sat 20th August:	Registration and Measurement
Sat 21st August:	Opening ceremony
Sat 21st – Thu 26th August:	Racing days
Wed 25th August:	Gold Cup Dinner
Thu 26th August:	Prize giving

Dragon European Grand Prix Circuit Review 2021 / Preview 2022

The ongoing Covid-19 pandemic forced the cancellation of the French and Portuguese legs of the 2021 Dragon European Grand Prix Circuit, which had been due to take place in the spring, but fortunately restrictions had lifted sufficiently to allow the second half of the series and the Grand Finals to take place.

What the circuit might have lacked in quantity of events was more than made up for by the quality of those events that were able to take place and of the sailors competing.

Danish Grand Prix

The series eventually got underway in Dragør, Denmark where 27 teams completed six races in some challengingly windy conditions from 27 July to 1 August. The racing was exceptionally close with four different winners over the six races, including two race wins by the Corinthian team of Stig Lassen, Soren Hvalso and Carsten Hey. Anatoly Loginov and Andy Beadsworth won a race each, but it was Dmitry Samokin, crewed by Andrey Kirilyuk and Kasper Harsberg, who won the first and last races of the regatta to claim ultimate victory by a narrow margin. Andy Beadsworth, Simon Fry and Arda Baykal took second overall with Anatoly Loginov, Vadimm Statsenko, Alexander Shalagin and Mik Jensen third.

Italian Grand Prix

The fourth Grand Prix and the Finals both took place in San Remo. The Italian Grand Prix saw a real mix of conditions with both big breeze and tricky light airs, but Race Officer Nino Shmueli and his team nonetheless succeeded in running six excellent races. Andy Beadsworth, sailing with Arday Baykal and guest crew Pedro Andrade, put in an outstanding performance to win the regatta with confidence. In second place was Dmitry Samokhin with Anatoly Loginov third. In the Corinthian division Karl Gustaf-Lohr and Martin Pälsson were vying for the victor's laurels with Karl just pipping Martin to the post.

Grand Prix Series Overall Standings

In the overall Grand Prix Series standings Andy Beadsworth and the Provezza Team claimed the Standfast Trophy for the overall top performance in the series. In the Corinthian Division Martin Pälsson, Peter Lidh, Gustav Gärdebäck and Thomas Wallenfeldt just beat Karl Gustaf-Lohr to the overall series victory.

European Grand Prix Grand Final

With the regatta series completed the top 20 teams went forward into the Grand Final knockout regatta. In the quarter final five boats were eliminated leaving 15 to race in the semi-final. Britain's Klaus Diederichs won the semi-final from Nicola Friesen and Wolf Waschkuhn. Also making it through into the final winner takes all race off to decide the European Grand Prix Champion and the new holder of the Sami Saloma 'Flow' Trophy – a magnificent bronze Dragon sculpture – were Andy Beadsworth, Anatoly Loginov, Pieter Heerema, Martin Pälsson, Yevgen Braslavets, Viktor Fogelson and Wolfgang Bays.

And what a race it proved to be. Martin Pälsson established an early slender lead over Nicola Friesen and Wolf Waschkuhn. These three held their places until the final run when everything kicked off. Pälsson gybed early to keep clear of the chasing pack. Friesen was not so lucky and a strong challenge from Waschkuhn and Andy Beadsworth saw all three boats pushing hard. Meanwhile Pieter Heerema took full advantage of the situation to gybe early and come into the finish on starboard. On the Line Pälsson won in style with Waschkun second and Heerema third, meaning that Martin Pälsson, Peter Lidh, Gustav Gärdebäck and Thomas Wallenfeldt were declared both the overall and the Corinthian 2021 Dragon European Grand Prix Grand Final Champions.

2022

In 2022 the Grand Prix Circuit will once again comprise four regattas as follows:

2-5 March – Monaco Grand Prix
4-7 May – Douarnenez Grand Prix
12-15 October – Port Camargues Grand Prix
15-20 November – Puerto Portals Grand Prix and Finals

Further information about these events can be found at www.internationaldragonsailing.net.

Forthcoming major events 2022 – 2024

Planning for major International Dragon championships is a complex process that requires time, so the IDA makes its venue selections three years in advance. This allows host clubs and event organisers the time they need to generate sponsorship and pull together all the many elements required to create truly world class events. As of the IDA AGM in November 2021, venues are confirmed for the Dragon Gold Cup, European and World Championships until 2024 as follows.

2022

Dragon European Championship – 4 to 8 April. San Remo, Italy will once again play host to the Dragon fleet for a major championship. You can find out more about this event on page 13.

Dragon World Championship – 12 to 17 June. Having been delayed for a year due to the Covid restrictions, Kühlungsborn on Germany's Baltic Coast, will finally welcome the World Championship. You can find out more about this event on page 17.

Dragon Gold Cup – 21 to 26 August. Ostend in Belgium has long been a favoured venue with the Dragon fleet and they make a welcome return to this seaside Belgian resort in 2021. You can find out more about this event on page 21.

2023

Dragon World Championship – 29 May to 3 June. In 2023 Turkey will host a Dragon World Championship for the first time. The stunningly beautiful and historic resort of Bodrum will be the location for the event from 29 May to 3 June and already the Turkish organisers are well underway with their planning. You can find out more about their plans in the Turkish National Class report on page 35.

Dragon Gold Cup – 9 to 15 September. Torquay was the venue for the sailing regatta of the 1948 London Olympics, when the Dragon featured as an Olympic Class for the very first time. Since then, the venue has hosted many major Dragon events over the years and in 2023 the fleet will make a welcome return to this attractive seaside town on the English Riviera for the Gold Cup.

2024

Dragon European Championship – August TBC. Pärnu in Estonia will host the 2024 European Championship and already the Estonian fleet is increasing in size as teams are keen to be part of such a prestigious event.

Dragon Gold Cup – Dates TBC. Kinsale in Ireland was due to host the 2020 Gold Cup, but the Covid pandemic forced the event's cancellation. Always a hugely popular destination for Dragon sailors there was great disappointment that this event could not go ahead, and so the IDA have awarded the 2024 Gold Cup to Kinsale. You can find out more about their plans for the event in the Irish National Class Report on Page 43.

CHAMPIONSHIP PREPARATION

I will never forget winning my first gold medal at a European championship, or the work that had gone into achieving that victory. Experience has taught me that to become a champion at whatever level, club – national – European – World or Olympic, the plan is the same for any event, if you want to be a winner. Only the fittest will win both physically and mentally when you are involved in the most challenging sport in the world, more challenging than climbing mount Everest. Why? Because there are far more variables to achieve the ultimate aim in yacht racing than there are in any other sport.

The legendary Jim Saltonstall, who coached the British sailing team to extraordinary Olympic success and has continued to be part of the coaching team for reigning Dragon World Champion Andy Beadsworth, shares his top tips on winning in our sport.

It is clear that to win an event we need a plan, a training programme, so that on completion of it we can be confident that we can win. So the race training programme was born to produce gold medallists, and still applies to this very day, a 10 point training programme laid out logically in priority so that on completion of it you will be mentally confident that you can do well. The training programme flows as follows:

1. Self Preparation – Both Physically And Mentally
2. Boat Preparation – Hull – Rig – Fittings – Measurement
3. Boat Handling – Tacking – Gybing – Spinnaker Hoists/Drops – Mark Rounding
4. Boat Tuning – Across Both The Wind Range And Sea State
5. Race Strategy – Start – First And Subsequent Beats – Running Legs
6. Starting – Front Row – Where On The Line – Line Bias
7. Tactics – Boat To Boat – Boat To Group – Boat To Fleet
8. Racing Rules – Definitions – Fundamental – Part 4 – Protests
9. Compass Work – Line Bias – Course Leg Bearings – Windshifts
10. Meteorology – Wind Forecast – Understanding Clouds and Their Effects

To complete the programme obviously takes time, so you need to back date from the event that you wish to do well in, so that you can complete it and put yourself into a position where you are mentally confident that you can do well having competed your training programme. You must go into the event confident that you can do well, NEVER EXPECT TO WIN, if you do then there is a chance that you will not as you are now over confident and that is when mistakes start to creep in. When planning your training programme, identify the number of days to complete it, you can also include other events as part of the programme, events where the result does not matter but an increase in performance does. Evaluate and record everything so that progress is made each time you go on the water. Remember, that you are not going to win every event, focus on the one that you want to win. The toughest world championship I have ever witnessed, was the Dragon Worlds Weymouth 2013, when the team I was coaching of Klaus Diederichs, Andy Beadsworth and Jamie Lea won by 1 point, which included a photo finish between UKR and RUS in the last race. Our team won because we went ahead with a protest in race 3, winning it, gaining 1 point, had we not done that we would not have won, so there is another lesson to learn!!!

Self-Preparation – is at the top of the list for good reason, physical fitness breeds mental fitness. How long does it take to get fit? From a basic level a period of 12 weeks. How long does it take to become unfit? A split second!!! That is why we need to keep our top racing sailors in good condition, wrapped up in cotton wool in boxes, get them out, wind them up, put them in the boat push them off!!! The message here is when on the campaign trail, look after yourselves, do not do anything which is high risk, contact sports, mountain biking, skiing, squash, you cannot afford to pick up an injury, prior to or during the event. Diet, we need to be eating the right food for our energy levels, increasing, or decreasing bodyweight. Four days before the event we need to be carbohydrate loading, ready to burn them off, during the event having carbs between races and, as important, within one hour on completion of racing, if you don't your carb levels will drop rapidly, and you will not recover them for the following days. Liquid, how often do we see racing sailors not drinking enough whilst on the water, 2/3rds energy drinks 1/3rd water always used to work well for us. During the Olympic games in Atlanta 96, our sailors were drinking up to 15 ltrs per day, it was hot and humid!!! If whilst you are on the water, you are losing concentration, that is a sure sign that you are not drinking enough.

Boat Preparation – We spend hours preparing our ships to do battle and quite rightly so, gear failure is not acceptable at any time. How many times have we seen medals lost on this topic alone, too many. Measurement has always been an issue at many events, a hassle that top sailors do not need so make sure that your ship is legal before you even go to an event, having to move sail numbers because they are a few centimetres out of place springs to mind, you just do not need this when you would rather be socialising!!! Never go to an event with brand new untested equipment, now you are inviting problems!!! A boat with no built-in buoyancy straight from the builder springs to mind, we had to fill it with inflated beach balls, you won't get away with that anymore!!!

Boat Handling – Turning corners, hoisting/dropping spinnakers manoeuvring in the starting area, all needs to be worked on across both the wind and sea states, use of bodyweight fore and aft and athwartships, all helps boat speed, even in a heavier displacement boat like the Dragon especially in the light to medium wind range.

Boat Tuning – Too much time can be spent on this topic, know your settings for the conditions, be like an F1 racing driver, shifting gears as the conditions change. During your training programme calibrate and record everything so that you can always keep the boat up to speed. The class association guide is a good starting point. Once you are set up for the conditions get on with the race, stop fiddling with tuning controls, how many times have we seen boats going very fast in the wrong direction!!!

Race Strategy – With the weather forecast and tidal/current data firmly between your port and starboard ears, you will know which way to go round the racecourse before even leaving the dock. Stick to the plan always ready to modify if there is a change in the weather pattern.

Starting – Here is where our anxiety levels are at their highest as well as gybing in 30 knots of wind!!! We must have both the determination and controlled aggression to be in the right place at the right time. Having determined which third of the line you want to be in so that you can go the way you want to go up the first beat, in the front row creating space to leeward so that you can bear away to accelerate off the line.

Tactics – Boat to boat, boat to group and boat to fleet management, three areas to work on for the tactician. The golden rules not to forget: START – CONSOLIDATE – WIN. Always stay between the majority and the next mark and always take the tack that is taking you closest to the next mark, especially in shifty conditions both up and downwind. Concentrate on always being up at the front, how many times do we see events these days being won by someone who never wins a race, it is all about consistency, being in that top ten area.

Racing Rules – These are both your attacking and defensive weapons, all the top sailors should know them inside out and use them during the event to obtain the gold medal, it is all part of the big picture. The best way to learn them is to understand the fundamental rules followed by the definitions, if you do not understand the definitions, you cannot use the rules. Part 4 is the main part, those which apply around the course, Protests are a must so that you know what to do and what to expect in front of an international jury, here again how many times has a protest been lost because of lack of knowledge and procedure in the room when it should have been won.

Compass Work – It is important to know where you are for your course orientation, shallow and deeper water for stronger and weaker tide/current. Course leg bearings just in case you cannot see the next mark and if poor visibility closes in, starting line bias and wind shifts. Compass work is all part of winning events, so be happy with it in the training mode.

Meteorology – Weather systems, what they are how they are moving affecting both wind speed and direction and visibility during the racing time frame.

Please remember the '**Four C's**' during your campaign:

1. **Commitment** – to the end win or lose, you must be committed to the whole programme, if not you are going to let your colleagues down.
2. **Control** – Be in control of your emotions, control the controllable, if it is out of your control, don't worry about it.

(L to R) Jamie Lea, Klaus Diederichs, Jim Saltonstall and Andy Beadsworth – 2013 Dragon World Champions

3. **Concentration** – 100% at all times whilst on the racetrack, focus on your own job and not someone else's, otherwise your job points towards the skies!!!
4. **Confidence** – Having completed your training programme, be confident that you can do well.

To Summarise

The 'Five P's':

PERFECT– PLANNING – PRODUCES – PERFECT – PERFORMANCE

I would like to take this opportunity in wishing you all the very best of luck in the most challenging sport in the world in one of the best international classes in the world.

Jim Saltonstall

M.B.E. Q.P.

Bluebottle

Perhaps one of the most famous Dragons of all time is *Bluebottle*, which was presented to Her Majesty Queen Elizabeth of England and His Royal Highness the Duke of Edinburgh by the members of the Island Sailing Club, on the occasion of their wedding in 1947.

The Duke fell in love with Dragon sailing and raced *Bluebottle* regularly, both with family members and also with the famous Cowes yacht designer and racer Uffa Fox. He also lent the boat to others, including to the 1956 Olympic Bronze Medal winning team of Graham Mann, Ronald Backus and Jonathan Janson, after which she was used as a training boat at the Royal Naval College Dartmouth for many years.

She had been on display in the Maritime Museum for some time and had come under the care of the Royal Yacht Britannia Trust but was now in urgent need of attention and so Cowes based boat builder and Dragon sailor David Heritage was commissioned to undertake a full restoration.

The Duke of Edinburgh took a close personal interest in the restoration and the team kept him regularly updated with news and photographs of their progress. He was insistent that she be restored to race and so the restoration sympathetically incorporated a modern rig and systems whilst also maintaining her stunning classic looks.

With the restoration completed she was loaned to top British Dragon sailors Graham and Julia Bailey to race. Very sadly the Duke did not live to see her relaunch, but he would no doubt be very proud to know that in her first regatta, the British Open Championship for The Edinburgh Cup – which had been presented to the Class by the Duke in 1948, she won two races outright and finished the regatta third overall. The Baileys then went on to race her in Cowes Week, a regatta the Duke not only raced in regularly but also played an active role in developing and managing for many years, where she won the Dragon Class in style.

Bluebottle is now on display alongside the former Royal Yacht *Britannia* at Leith Docks in Edinburgh. For a more detailed insight into her restoration read Rupert Holmes' excellent article for Yachting World at www.yachtingworld.com/extraordinary-boats/extraordinary-boats-bluebottle-late-duke-of-edinburghs-boat-135413

The Lovely Aphrodite

USA219 was built by Kelvin Savell of San Diego for Lowell North for the 1964 Olympics in Tokyo, where Lowell won a Bronze medal. She was sold to Bob Mosbacher, an oilman from Houston, who was later Secretary of Commerce under George H W Bush. Bob and his brother were well-known sailors in the US (he and his brother Bus made the cover of Sports Illustrated in 1959). They were fiercely competitive but known for being gentlemen on the racecourse. Bob often raced in Europe and met then Crown Prince Juan Carlos of Spain at a Dragon regatta in Denmark in 1967.

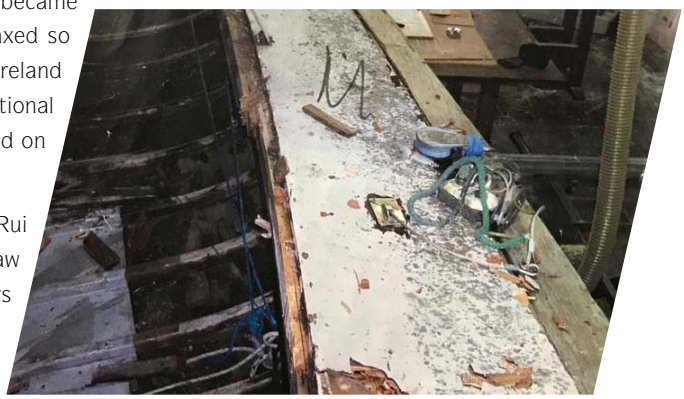
In Mosbacher's memoir, 'Going to Windward', he remembers how he hosted the prince at a sailing event in Houston... "which time I also introduced my visiting dignitary to a peculiar American invention unknown to many Europeans: the speed trap. I was racing the prince back from the Texas Corinthian Yacht Club forty-five minutes south of Houston to a speaking engagement at the Rice Hotel in downtown Houston, when a highway patrolman pulled me over and accused me of exceeding the speed limit by a considerable margin. Not knowing how else to get us out of this predicament, when the patrolman approached my window and asked for my driver's license, I blurted out: "Officer, I have Prince Juan Carlos, who will be the next King of Spain, in my car." The patrolman glared back at me and said, "Look buddy, I didn't ask you for a passenger list. Just show me your driver's license"

In 1969 Bob shipped *Aphrodite* to Palma for the Dragon Worlds, where he achieved a narrow one-point victory in a field of 38 other Dragons. *Aphrodite* was sold and stayed in Spain where she sailed as *Pandereta* (Tambourine) under sail number ESP25. Bob Mosbacher had given some of his sails to Juan Carlos and he sometimes used them on his Dragon, *Fortuna*, which is now in the Maritime Museum of Barcelona. Many people who have seen photos of the King sailing with US219 sails have also assumed that the King had purchased *Aphrodite*.

She was bought by Miguel Oliver in 2000 who has restored her to her former condition. When he bought her, Miki did not realise that she had a famous history. When she was being restored, he found US219 carved in the keelson. She races in Palma as USA219.

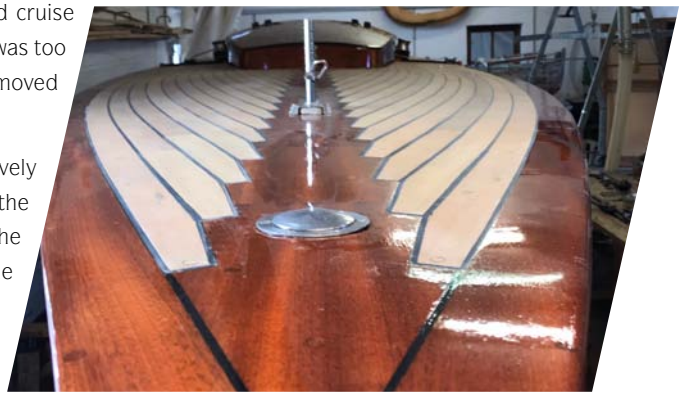
Titan

The Dragon may be a one design class but that doesn't mean the boats are all characterless clones. Just occasionally a Dragon comes along that becomes a personality in her own right. *Titan* was built in 1969 by Børresens as DK450. She won the 1974 Gold Cup in Le Harve in the hands of Nick Truman under the sail number K450. Gerry Owens brought her to Ireland in 1975 where she became IR45 - this was in the days when control of sail numbers was more relaxed so they simply dropped the 0 to save money! She raced regularly around Ireland and further afield for a quarter of a century, including winning the Irish National Championship in 1983. Over the years she became something of a legend on the Irish Dragon circuit and was a much-loved member of the fleet.



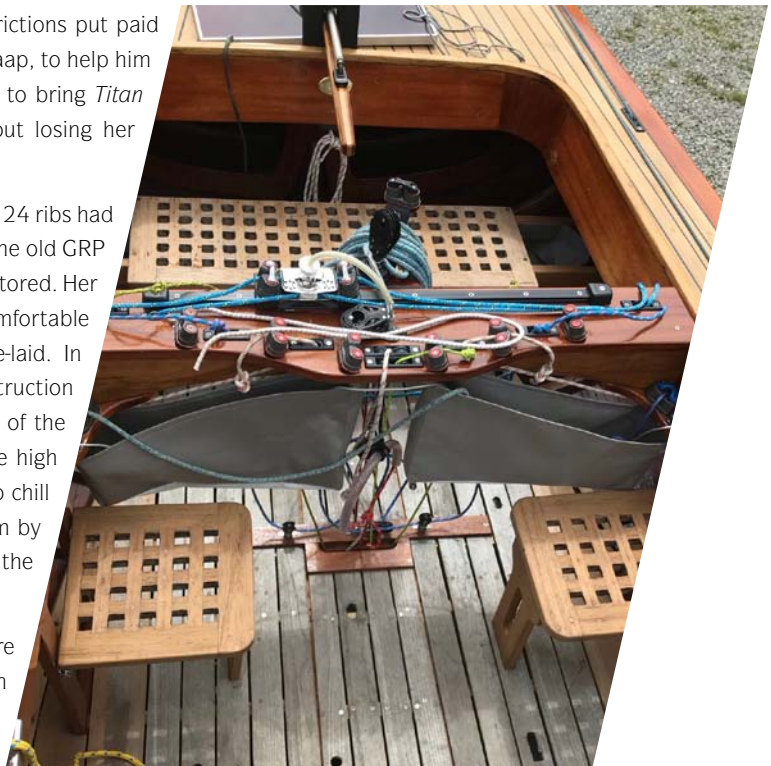
The boat was sold by Gerry around 2000 and then re-decked in cedar by Rui Ferreira of West Cork Boats in 2012 after being bought by Rui's father-in-law to use for cruising around West Cork. She was then laid up for several years until Ben Cooke purchased her in August 2020.

Ben's love affair with Dragons is longstanding and he was looking for a classic restoration project that he both could race seriously and cruise with his family. The opportunity to purchase the legendary *Titan* was too good to resist and in late August 2020 Ben took ownership and moved her once again to Rui Ferreira's yard for restoration to begin.



For Ben this project needed to be completed to a strict and relatively limited budget. Fortunately, he has good connections within the fleet and the sailing industry, so he put out feelers for help. The responses were extraordinarily generous with many people donating both expertise and equipment.

Ben's original plan to keep costs down had been to not only project manage the restoration himself, but to also work with Rui in the yard. Unfortunately, the Covid restrictions put paid to that plan and Rui brought in an assistant, Jaap, to help him while Ben supervised remotely. The goal was to bring *Titan* back to a competitive racing standard without losing her patina or history.



Rotten plank ends, the stem and transom, plus 24 ribs had to be replaced. Her deck was recoverable, so the old GRP spinnaker chute was removed, and the deck restored. Her cockpit floor was raised to make her more comfortable to sail, and the original teak floorboards re-laid. In raising the floor Ben had one very specific instruction for Rui – that the space between the bottom of the bilge and the underside of the floorboards be high enough to stand bottles of wine on the keel to chill them down while sailing! An idea given to him by the legendary Don Street who cools his beer the same way.

The outside of the hull was taken back to bare wood, epoxy sealed and faired. The late Simon

'Fumesy' Russell, who had restored and epoxied his own classic X-Boat, provided invaluable advice on the correct selection of resins for the different parts of the boat. Later Simon's sister Amanda, who owns Hamble based Pig Bags, made all the covers and fenders for the boat.

Ben wanted to re-rig *Titan* to a modern rig setup. For expert advice on relocating the shroud positions he turned to Tim Tavinor. Correctly positioning the shroud plates is entirely dependent on locating measurement station 4 – not an easy task in a Dragon of this age. Fortunately, Tim was able to help them identify the correct location, which is now marked with inlaid ash spots.

At this point in time Tim was in the process of selling Petticrows and closing the facility in Burnham. A trawl through the second-hand masts, rigging and equipment he had in stock, but which would not be making the transfer to Portugal, revealed a mast, boom and other equipment including a cover that was ideal and so a shipment to Ireland was organised.

Double Dragon World Champion Simon Fry was also roped into the project offering guidance on optimising the deck layout and systems. Whilst Ben wanted to be able to race *Titan* competitively, he also wanted to sail her with his partner Sarah and daughter Amy. One of the resulting compromises was that the boat would retain her winches and incorporate decent seats to ensure a comfy place to sit while drinking that now chilled wine! To create new seats Rui adapted some Burmah teak grating floorboards that had been left over from an earlier restoration project and were perfectly in keeping with *Titan*'s style and age.

The Irish Dragon sailors were watching the project with keen interest and as she neared completion many of them donated sails and equipment and provided advice, including the late Clare Hogan, Peter Bowring, Albie Millerick, Martin Byrne, Adam Winkelmann and other members of the Royal St George's Dragon fleet. A new logo for the boat was designed by close sailing friend and Grapefruit Graphics branding supremo Andy Yeomans, and by May 2021 she was ready for relaunch.

Titan hit the water and immediately took part in her first regatta in 20 years, the Irish East Coast Dragon Championship at the Royal St George Yacht Club, Dun Laoghaire on Dublin Bay, where Martin Byrne sailed with Ben and Rui to help get the boat up to speed. The team were thrilled when they won the first race in 8 to 10 knots by almost a minute! They continued to give the fleet a good run for their money as the wind built but then started rapidly taking on water. Initially they put it down to a pump failure, but it soon became clear something more serious was wrong and so they retired, got the boat out of the water and back to Rui's yard. Closer inspection revealed that the front keel bolts were failing, due possibly to being a little over exuberant with runner tension!

New ring frames and a new keelson were fitted to stiffen the bow section, and then it was off to Kinsale for the National Championship. Martin was helming with Ben and Rui crewing once again and although it took a while to get the rig set up correct, by the end of the regatta they were up to speed and leading races once again, if not all the way to the finish line – so that's next year's challenge!

Titan now spends her time between the Royal St George and West Cork, where Ben and his family enjoy cruising and taking part in local evening racing and where we are assured the space for chilling drinks is put to regular good use. In 2022 Ben plans to also compete in the Irish East Coast Championship and Nationals, plus some of the classic regattas, and we can expect to see *Titan* at the Kinsale Gold Cup in 2024.

Elska

In 2022, the Dragon *Elska* will celebrate her 75th birthday.

In 1947, Richard Hesketh had her built by Woodnutt & Co, based on the Isle of Wight. Hesketh, a Scot who spent World War II in Sweden, named her for the Old Norse word 'elska', meaning 'love', and brought her north to the River Clyde. *Elska* had several owners over the years until, in 1971, in poor condition, she was bought by three 24-year-old friends, Chris Shields, Alex Blair, and Ian Davidson, who like *Elska*, were born in 1947. The three young owners, low on cash, often slept aboard under a boom tent. They had some exciting moments racing as the genoa came free, shrouds loosened, bolts flew, and yet somehow, in the nick of time, rescue arrived. At some point thereafter she sunk at her mooring off Balmacara, on the Isle of Skye.

In 1983, Crispin Blyth, a chartered accountant and able shipwright, spied *Elska*, bow down and forlorn in a Skye field. Crispin bought the boat for £100, and trailered her to his mother's boatshed on Flamborough Head, East Yorkshire. Crispin's grandfather, then Honorary Commodore of the Royal Yorkshire Yacht Club, took one look at *Elska* and said, "I'll give you £400 to burn her." Instead, over seven years, Crispin lovingly restored *Elska*. The keel, planks, floors and main timbers are still original to the boat. The ribs, deck and fittings and a magnificent new curved ash and mahogany cockpit are new; the mast and boom were reclaimed originals of the same period, found in the roof of Lallows boatyard in Cowes. On August 4, 1990, Crispin relaunched *Elska* in Yorkshire, followed by a triumphant return to Cowes. The Royal Corinthian Yacht Club awarded Crispin the prestigious Dragonfly Trophy for saving *Elska* and for his gorgeous restoration. In 1994, Crispin decided to sell *Elska*. But before doing so, he sailed her one last time, taking 1st place on one day in Cowes Week in the Dragon Class competing with over 40 entries.

Marc Feigen, a sailor from New York (and later member of the New York Yacht Club and Vice Commodore of the Nantucket Yacht Club) saw an ad Crispin placed for *Elska* in Classic Yachting. He left work and took a train four hours north to Flamborough Head. "I bought *Elska* within 30 seconds of seeing her," recalled Marc. Navy Blue with a gold leaf cove stripe, *Elska* was shipped to Nantucket on the US East Coast where she is widely known as 'the prettiest boat in the harbor'. Marc races her in Nantucket and in 2000 and 2001, he won his class in the prestigious Opera House Cup race, the oldest and grandest wooden boat race in the United States. In 2008 Marc won the Opera House Cup itself. Before setting out to sail the 2008 Opera House Cup race, Marc's ten-year-old daughter Julia searched the beach for a lucky shell, which she gave him to take with him. Marc credits his victory against 60 boats, almost all larger, in force 6 winds, to the lucky shell (and to his able crew, Stephen Mead and Toby Smiles).

A year after *Elska* was launched, Prince Philip and Princess Elizabeth were given the Dragon *Bluebottle* as a wedding present. Ten years ago, Marc met the Duke of Edinburgh, and they discussed their love of Dragons. The Duke asked, "where do you sail yours?" "Nantucket," Marc replied. Prince Philip knew the waters, "beautiful sailing there," he said, "no rocks!"

But it has not always been all smooth sailing for *Elska*. This past summer, at rest on her mooring, she was hit and nearly sunk by the passenger ferry *Grey Lady IV*. When he learned this, her shipwright today, Woody Metzger nearly cried, as he had maintained *Elska* in near perfect condition. Luckily, she was not sunk, and Metzger and his partner Jim Donovan are confident in a complete restoration.

Elska has indeed overcome a few rocky moments, but with her original lucky hull, restored and rebuilt three times, *Elska* is ready to provide 75 more years of beautiful sailing to those who love her. For more information on *Elska*, please visit the Dragon Archive – www.dragonarchive.org

Sustainable guidelines and a recycling dream

Sustainability is the summation of a lot of small actions done by a lot of different actors.

Whilst all 17 UN Sustainable Development Goals (SDG's) are important and in many ways interconnected, one of them in particular relates very directly to our passion:

Goal number 14, the 'Life Below Water', which is about conserving and sustainably using the oceans, seas, and marine resources.

It's great to see the sailing communities working on guidelines to help sailors, events and venues reduce their impact on the environment and work towards ensuring our sailing areas remain environmentally sustainable. We are hoping to spread the message of how much we can all benefit from keeping our sport clean and sustainable for the future, by making a few simple changes to our habits and routines while on and off the water.

There are so many ways you can help to 'Turn the Tide on Plastic':

A. Here are a few ideas to get you started the next time you hit the water

- say no to straws
- avoid products with microbeads (e.g. toothpaste, beauty products,..)
- choose products with no or less packaging
- remembering reusable or bio-degradable bags
- use a refillable water bottle and having a water refill tap available
- avoiding pre-packed lunches in plastic bags for sailors on the water
- a "leave no waste" policy which includes penalties for competitors that are caught leaving waste (biodegradable or not) behind them.

B. Basic guidelines – examples for event organisers

- assign an **eco-officer/green team** and give this role to a prominent and influential member and create a team
- **waste**... provide clearly labelled set of waste recycling bins and place some on the pontoons as well
- **water**... label drinking water taps for refillable bottles
- **reduce or remove** ... decide on your policy for single use plastic drinks and announce it
- **NOR** ... mention your environmental policies in the NOR
- **'Sailors for the sea'**.. register your event and follow their guidelines
- **Reduce**... consider the amount of waste that ends up in the ecosystem during the event when giving out goody-bags
- **Share** ... your environmental message and guideline

C. Notice of Race

As mentioned above it certainly not a bad idea to have an **'environment sustainability notice'** in the NOR, an example could look like ....

- As part of the venue's commitment to reducing the environmental impact of the event, we request that competitors, team leaders, coaches, volunteers, race officers and all stakeholders follow the event sustainability guidelines. Link it to your own or your national sailing association sustainability event page url.
- As a best practice you can publish the guidelines on your event page

An example of guidelines for event participants and support crew

1. At venue boats should be cleaned with water or bio clean products, as many deck soaps contain phosphates and nitrates that can dramatically affect water quality and can harm sea life.
2. All coach or spectator boats must have spill kits (advice on this to follow soon).
3. No rubbish left on the pontoon/boat park which could blow into the water.
4. Each person is expected to bring their own personal reusable water bottle, as **no single-use plastic bottles** will be allowed in the venue (refill points will be available).
5. Bring own reusable bags and food containers as **no single use plastic bags** are allowed at the regatta venue.
6. Ensure correct use of the venues waste bins on site for recycling, composting and landfill.
7. All coaches must use fuel spill pads and follow best practices for reducing carbon emissions of motorboats.

100% sustainable and recyclable

Let's briefly dive into the world of recycling of GRP or composite boats.

Recycling is still a major issue in the marine industry. The EU is investing substantial resources to investigate alternative solutions to landfill and define new rules to foster a shift toward a more environmental responsible attitude.

The Mini650 class is trying with the help of many partners in the ecosystem to become a 100% recyclable sail-racing boat. The Mini650 is, as you are probable aware, a boat designed to race single handed across the Atlantic in a race known as the MiniTransat.

A sailing boat operates in one of the harshest environments for composite materials (e.g. exposure to UV and salt water), adding to that are the requirements of lightness and long-time structural integrity.

These special conditions make it a perfect showcase for something as innovative and disruptive as a composite sail-racing boat made entirely from a single fibre and a bio-based epoxy that is 100% sustainable and recyclable.

A first phase of scouting for sustainable technologies was followed by weaving tests and lamination testing. Suppliers were selected among the ones sharing the vision for sustainable development. The recycling process was verified at ENEA, Italy. The recovered fibre was sent to the fibre manufacturer to verify that it could eventually be re-entered into the production cycle.

Although is a bumpy road, the end goal is rather clear, making yet another step in making racing in all its aspects sustainable.

Given the tradition that the Dragon class has almost 100 years of evolution of innovative thinking in the sailing world, could it be a dream to see Dragons being produced in a similar sustainable way?

Enjoy your Dragon sailing and help the environment with a small but significant contribution to sustainable sailing.

Steven Vermeire

For almost a decade Russian photographer Elena Razina has been capturing the beauty of the Dragon fleet in action at events across Europe. We caught up with her to find out a little about the woman behind the lens.

Elena Razina – Dragon Photographer Extraordinaire

Photography has always been a fundamental part of my life. My dad was seriously fond of photography, and I got involved in his passion practically from my birth. When I turned 10, I got my own medium format camera. I took a lot of reportage sketches of my life, and then spent hours in the bathroom and printed photos in red light.

I do not have a sailing background, but I've been lucky to go out sailing a Dragon a couple of times over the years. Also, last June I participated as an onboard photographer in a 300-mile regatta on a cruising yacht with stops across the Crimea. It was a very unusual and interesting, sometimes scary experience. On the Dragon, I've even participated in races, shooting pictures at same time. Which was simultaneously exciting and a bit frightening!

Sailing appeared in my life in 2013, as it often happens, quite by accident. One friend suggested trying to capture a regatta. Dragons featured in the second regatta in my life that same summer of 2013. I was completely amazed by the beauty of the boat, its lines and spirit. Since 2013, I have been happy to often collaborate with the St. Petersburg Yacht Club, and this gives me the opportunity to photograph many children and youth sailing classes.

There are certainly some challenges in sailing photography, but I think you need to concentrate on the good, creative pleasure and joy from beautiful photographs where you can capture a mix of real human emotions, dynamics, the beauty of nature, and its variety of light and colours.

At a typical regatta my mornings usually start pretty early as I need to pack my cameras with all the lenses and other accessories, not to forget about clothes for myself. With this weighty load I arrive at the yacht club and board the media RIB. Having arrived at the racecourse, I follow the races hunting for the best pictures. You can take it for granted that I return home wet, tired, bruised but happy. You know, such blissful fatigue from a job well done. After the racing day, I edit the photos almost immediately if possible. Sometimes I get so tired that I have to sleep and finish the photos at five in the morning the next day.

Beautiful photos with Dragons can be taken almost everywhere. Each sailing area is unique and beautiful in its own way. My task is to see, feel, be focused and be ready. From the point of view of photography, it is the combination of everything together, including luck, that certainly gives a super result.

For me photography is a professional job and I earn my living as a freelance professional photographer. I have my website www.elrazina.com where clients can search for and order the shots they like, the standard way all we freelancers operate, you know.

I was asked to share my favourite Dragon photograph to accompany this piece, but you know, it is always very difficult to choose the best photographs, because they are almost like 'children'. Besides, I hope that the best photograph is always yet to come. So I am sharing one of my most recent photographs of the UAE58 boat shooting off the waves in the bay of San Remo in November 2021 (top left).

Thank you very much for this interview. It has been a true pleasure to share with you and the whole Dragon community my thoughts about my passion for photography.

In conclusion I would like to express my deep gratitude to all my clients and partner yacht clubs for the past years of collaboration and I am truly looking forward to shooting new beautiful photos of my beloved Dragons for all of them. Long live the Dragon! *www.elrazina.com*

Elena Razina
elrazina@gmail.com

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Turkish class flourishing as 2023 Bodrum Worlds approaches

The Turkish Dragon Class has been gaining strength in recent years and in recognition of this the IDA has awarded the 2023 Dragon World Championship to Turkey. The local fleet is already well underway with its planning for the event and the teams are training hard and excited to welcome the international visitors to their country.

Based in the historic seaside town of Bodrum, the championship will be sailed on the turquoise waters of the Mediterranean where the ever-reliable Meltemi winds blow from the North-West. These winds will still be moderate in late May to early June when the regatta is planned, making for perfect Dragon sailing conditions.

Situated on a peninsula, Bodrum is one of the most chic and European style resorts in Turkey, with its historical architecture, fantastic beaches, white coloured houses, secret coves, fishing villages and trendy nightclubs. It is even more spectacular in the summer as Bodrum bursts into colour with cascades of bright pink and purple bougainvillea flowing from the dazzling white houses that line its narrow streets, winding down towards the sea. Bodrum is also the yachting centre of Turkey, and its world class marina, guarded by the historic Bodrum Castle at the entrance, is a favourite destination for yachts that cruise the Aegean and the Mediterranean.

The Organising Authority appointed by the Turkish Dragon Association has appointed a very experienced Event Manager to run the regatta. Fatih Ozmen has a very long career in sailing, both as a sailor and Olympic campaign manager and as Sport Director of the Turkish Sailing Federation. In early 2022 a strong media campaign will begin to attract the maximum participation.

The OA plan to organise a warm-up regatta in the lead up to the Worlds - more details on this will follow in the coming months. The biggest question for European entrants will be - How do I get my boat to Bodrum? The OA will provide details very shortly of a package deal to ship the boats from an Italian port - probably Trieste, and to return them there after the regatta.

This is an exciting opportunity for Dragon sailors to enjoy the Turkish delights of Bodrum! Put the date in your diary now!

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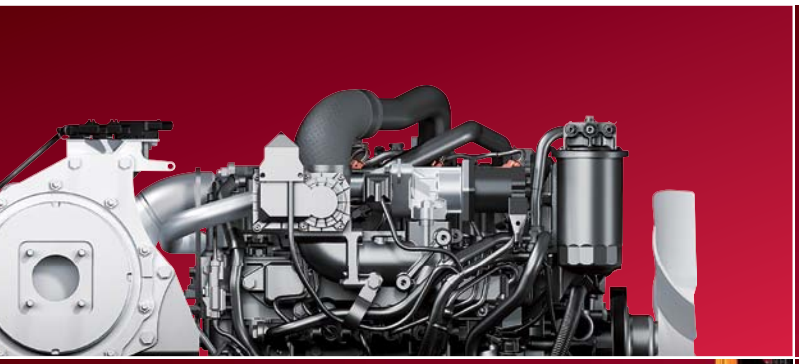

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National Classes

Dragons in Japan

The 1965 IDA Booklet lists 18 Dragons in Japan, with the oldest being from 1959. Many were built locally (Katagai, Lysekie and Okamoto) but there is one Abeking & Rasmussen, one Brites and four Børresen Dragons in the list. Many of the owners are companies or Yacht Clubs as well as the Japan Yachting Association. And one of the owners is listed as the US Navy! J15, *Miss Nippon V* competed in the 1964 Olympics in Tokyo.

Today the Japanese fleet consists of 20 registered Dragons. The all-Japan 48th Dragon Championship was postponed from 2021 and the plan is to hold the 48th and 49th Championship in 2022. The accompanying photos are of the Kansai Yacht Club Autumn Regatta 2021, which was won by Daisuke Yasuda. The Kansai YC has a fleet of 8 Dragons who race regularly in Osaka Bay.

For further information about the Japanese Dragon Fleet please contact Akira Sawada on sawadaakira@hakutaka.jp

National Classes

Australia

The Australians managed intermittent racing during 2021 with Tasmania and Western Australia (WA) completing their scheduled races and all States completing their State Championships. However, the Prince Philip Cup Australasian Championship had to be cancelled in 2021 and 2022 due to travel implications related to Covid-19. The Australian International Dragon Association (AIDA) is hopeful that sailing events will revert to usual fixtures in 2022-3.

Australia's international representation has been limited due to Covid-19 travel restrictions in/out of Australia. However, Torvar Mirsky, one of Australia's top match racers, represented Australia in the Dragon Gold Cup 2021. Torvar came 22nd in the 70-yacht fleet. David Gilmour, an Australian 49er sailor, with brother Sam as crew, helmed Japan's YRed Team to an impressive 3rd place.

Interest in Dragons has been growing with several newer regattas now becoming regular fixtures. The Victorian association has supported an Easter Regatta hosting visitors from other States and intend to co-host a Women's Helm Regatta in 2022.

Western Australia (WA) has trialled a Women's Helm Regatta over the past three years. This event has helped practiced yachtswomen to experience sailing a Dragon. The 2021 championship resulted in a new female helm joining the class. The Women's Sailing Program has also contributed new, experienced crew members for the Dragon fleet.

Fleet numbers continue to grow. WA added a refurbished Dragon to its fleet for the 2021-2 season and another will join the fleet in early 2022. WA also has three active racing 'woodies'. Tasmania welcomed two more Dragons to their fleet.

AIDA and its State affiliates paid warm tributes to Prince Philip, Duke of Edinburgh upon his passing in 2021. The Duke was a staunch supporter of Australia's Dragon fleet, having attended several Australian championships and with many of our champion sailors receiving personal notes from HRH on their successes. He was a true patron of the International Dragon class.

www.dragonclass.org.au

Austria

The Austrian fleet experienced a relatively smooth season in 2021. With 46 participants in the Austrian Championship, we are still recording high numbers and were proud to welcome many sailors from Germany, Belgium, Hungary and France. The fleet itself has a stable number of more than 90 boats, a third of them taking part in national and some also in international regattas.

For 2022 we will follow the traditional schedule offering the three legendary events on Lake Attersee – Litzlwurm in June, Entenpokal and the Austrian Championship in July, and last but not least the Drachenkristall on Lake Wolfgangsee in August.

www.dragonclass.at

Estonia

Spring 2021 was cold and a bit unlucky with weather during the events that we had planned, with fog and no wind during the days of the spring regattas. Our two planned events did not happen at all.

From early June and before our National Championship, which took place from 10 to 13 June 2021, the weather had a nice turn to warm temperatures and good wind. We had a good championship with four boats from Russia and a total of 18 boats, no boats could attend from Finland because of Covid.

There was a big gap in our Dragon calendar because of big sailing events in Estonia – the Folk Boat Gold Cup and the ORC World Championship.

We had one new Dragon team taking part in the Dragon Gold Cup in Sweden, they were very happy with the experience and are planning to go to the World Championship in 2022.

Towards the end of the season and summer, people took part in as many regattas as possible, four boats went to Finland for their championship and were happy with the traveling and racing experience.

The 2021 year was good with five new second-hand boats coming to Estonia for the start of the season. Quite a few new teams came out and tried Dragon sailing during the summer. By the end of the season two more second-hand boats had been added, making seven new boats to the fleet by end of the year.

Looking ahead to 2022, the Estonian Championship will be held in Pärnu, which is also the location for the European Championship 2024. The dates are not yet 100% confirmed, but we plan to hold both events during the first or second week of August, so the 2022 Estonian Championship will be an excellent familiarisation event for the Europeans two years later.

www.estdragon.ee

Great Britain

The UK season started as it did for many others, with the country locked down until late April and boats in storage and limited socialising possible. Understandably the early season events were cancelled and Covid restrictions further limited the shoreside activities until mid-year, which perhaps dented some people's drive to get boats out of the barns and ready for the season.

The Fleet at Aldeburgh held two key regattas in the Spring and August, both were won by Patrick Gifford and his crew on *Basilisk*, his form continued later in the year picking up the Corinthian trophy at the Edinburgh Cup.

In Abersoch, the key series winners were *Caramba* who took home the Captains Cup and *Tsunami* whose consistent speed was rewarded with the most series wins.

The hardy sailors of Burnham put on an al fresco Easter Regatta which was won by Mark Wade and team in *Avalanche*, and they maintained their early season form capturing the Karl Marx Trophy too. By Burnham Week, Peter Marchant's *Beauty and the Beast* team had got into their stride and sailed away with three out of the four trophies. The East Coast Championship fleet was

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National Classes

bolstered by a number of visitors and won convincingly by Jono Brown sailing *Pageboy XI*.

Stand out boat in the Medway fleet was *Whistle* owned by Wendy Howland and Quintin Strauss, who were comprehensive winners on events held on the Medway.

The Cowes fleet started the season with the combined South Coasts and Classic Championship in June. We then took advantage of the great initiative to allow modern Dragons to join in the fun of Cowes Classic week in July.

Cowes week then followed, a more subdued affair than usual with limited social events taking place and no fireworks but great racing was had by the Dragons. What a treat to see *Bluebottle* racing and so competitive winning the event on her first outing. Her restoration was made possible by the Royal Yacht Britannia Trust and David Heritage in following the Duke of Edinburgh's wish that she be fully restored to racing specifications.

The Edinburgh Cup returned to the Royal Forth Yacht Club for the postponed 2020 Edinburgh Cup. Cathy Ogden and the team at the RFYC had worked incredibly hard to make the event a great success under the most trying of circumstances and rapidly changing Covid advice from the Scottish government. Light winds prevailed but the race team lead by Rob Brown, a former Dragon sailor and Edinburgh Cup winner, managed to deliver a complete series for both the Scottish Championships and the Edinburgh Cup. Tom Vernon and his team showed mastery of the light conditions but were pushed hard by Gavia in *Jerboa*, Graham in *Bluebottle* and Gerry Trentasaux who joined us all the way from France.

And so, to next season, we are very excited that we are returning to Falmouth and the Royal Cornwall Yacht Club for the 2022 Edinburgh Cup, plans are well advanced and dates in early July of the 2nd to the 9th, will avoid the school holidays but should provide some excellent weather for a West Country trip.

Plans are also developing for 2023 with the 75th Edinburgh Cup being planned for Cowes and the Gold Cup to be held in Torquay.

www.britishdragons.org

National Classes

Germany

Hello world! Welcome to the Dragon Worlds 2022 in Kühlungsborn! 2021 was a season in which we learned again how valuable Dragon sailing is. Around the eagerly awaited late start, we conducted a German survey and are grateful to all clubs for their feedback, which has given us a little help and guidance on how to organise regattas at these times. Every local regatta we were able to run felt like the biggest event ever.

Now we can hardly wait for the 2022 season with a hopefully stable situation for a great Dragon World Championship Kühlungsborn in June.

From 06 to 11 August 2022 there will be a special event for all Classic enthusiasts, the International Dragon Classics in Flensburg. It is not too much to say that the organisers have been preparing for this with great commitment for several years.

Another highlight will be the anniversary regatta 'Olympic Games in Kiel 1972 | 2022' from 18 to 20 August. Many classes will be taking part and we are looking forward to a very interesting Dragon regatta as part of this exciting event in Kiel.

Regional events that are also interesting for international guests are certainly our North German Championship (dates to be confirmed) and our South German Championship on Lake Chiemsee at the traditional Silver Dragon in May 2022.

For all Dragon sailors interested in history we are working on the digitalisation of our historical German Dragon magazines, soon all magazines from 1986 to today will be available at https://www.drachenklasse.de/klassenvereinigung/drachenjahrbuch-2/

www.drachenklasse.de

National Classes

Ireland

The Irish Dragon Fleet continues to build interest as the 2024 Gold Cup in Kinsale looms closer. The Glandore and Kinsale's fleets particularly are experiencing strong growth in numbers and standard of sailors.

This year saw the addition of Colm Dunne and Colm Daly in Kinsale, two established Squib sailors who showed immediate pace finishing a superb second in the Irish Nationals. Glandore Harbour continues to foster many young talents in the Dragon class with Don Street still sailing competitively at over 90 years of age!

Despite pandemic restrictions the three major championships went ahead as planned along with two other reginal events. Results were dominated by *Little Fella* (Cameron Good, Henry Kingston & Simon Fourney/ Matthias Hellstern) winning three out of the five events with *Phantom* (Neil Hegarty, Peter Bowring & David Williams) winning the other two. The Irish National title once again went to *Phanton* who have now won this prestigious regatta nine time and the last four years in a row!

Irish Dragon sailors have once again begun to travel to European events. Seasoned International campaigner Martin Byrne and *Team Jaguar* have based themselves in Vilamoura for the winter whilst Brian Goggin & Daniel Murphy recently

borrowed Michael Cotters beautiful classic *Tarasque* to sail in the December winter series in Cannes. Interest is also building amongst the Irish fleet to travel to the likes of Douarnenez and Falmouth in 2022

Kinsale's plans for the Gold Cup 2024 are also well under way with title sponsorship already secured from yacht club member Stephen McCarthy and his company Astra Construction. The Irish Dragon Association are planning to hold a number of feeder events for the Gold Cup to make travelling more attractive. These will include application to the IDA for a Grand Prix event in the lead up to the GC.

Email: bowringp56@gmail.com

North America

It's been a quiet couple of years for Dragon sailing in North America. In 2020, most events, including Club Racing, were cancelled until late in the summer. But by 2021, a full set of local events were held. Because the US-Canada border was closed to non-essential travel, many big events were cancelled or had reduced attendance. With the border now open in both directions (with some restrictions), we expect 2022 to be better.

On the West Coast, the Vancouver Dragon Fleet held a full slate of events in 2021. Competition continues to be close, although one of the top boats was missing this year (her skipper lives in the US). The Wednesday night series, with six Dragons, was dominated by CAN118, *Mistral*, and the weekend series, with eight Dragons, was narrowly taken by CAN148 *Ayrborn2*. The fleet is keen to rejuvenate interest, especially with younger sailors, and is actively encouraging new crew members to come out.

On the East Coast, Chester Race Week, on Nova Scotia's South Shore, was run in 2021, but attendance was down because of the border closure. The Dragon Class was ably represented by CAN131 *Intrigue*, but with light winds, she placed mid-fleet in handicap racing. Still, some nice photos, and great to see a Dragon out there.

The Pacific Dragon Interport (Vancouver, Sydney, Hong Kong and Kansai) was postponed from spring 2021 until 2022. While there are still border restrictions, we are hoping that they will be relaxed enough that we can go ahead with this great trans-Pacific event next year.

www.nadragons.org

Sweden

2021 was again strongly marked by an ongoing pandemic that had effects on racing across Europe. However, the Swedish Dragon Association can still look back on an eventful season with activities for our members and visiting crews.

Our member base has increased by over 40% since 2020, which is very gratifying and a reward for our strong efforts in growing the fleet by numerous initiatives for everyone to feel welcome and stay loyal to the class.

As well as theory lessons on rules, sails and trim online, we managed to produce two sailing clinics on the water in Långedrag, ten days of racing in Wärdscupen during June and in July in Marstrand, followed by an international Swedish Championship and a Dragon Gold Cup in the same place.

The absolute highlight of the year was the Dragon Gold Cup that attracted 70 crews. To see these beauties on the piers and on the fjord was a tremendous joy under the circumstances. Despite difficult weather conditions at the beginning of the week, Principal Race Officer Mathias Dahlström, with crew

National Classes

from GKSS, MSS and IDA, managed to carry out six races on the remaining days in an exemplary manner. The icing on the cake was for the Swedish crew of SWE 401 (Martin Pålsson, Gustav Gärdebäck and Thomas Wallenfeldt) to win the trophy for best Corinthian. We are grateful for so many international crews and families to come to Sweden and feel confident in arranging more high-profile regattas in the future.

www.svenskdrakklubb.se

Charter boats from Stavros

Top-quality Petticrows Dragons are available for charter anywhere in Europe. The boats are based in Cannes, Palma and Imperia through the winter, then transported around the circuit.

• My boats win races • Pantaenius Insurance • Enjoy free training days (before events)

I also offer coaching, sailing clinics and tactical crewing expertise during the 2022 season

For more details contact me, Martin Payne now:

paynesailing@aol.com +44 (0)7788 587017

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	Tusse Tallberg	23	8
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		9	6
HKG	www.rhkyc.org,hk	Josephine Cheng	21	8
HUN	www.dragonclass.hu	Vilmos Naray	18	7
IRL	bowringpg6@gmail.com	Peter Bowring	17	7
ITA	www.assodragone.it	Umberto Zocca	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	www.facebook.com/Classe-Dragão-Portugal-Dragopor-1764363822883919	Pedro Andrade	23	8
RUS	www.russiandragon.ru	Boris Latkin (President)	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	yigittaban@gmail.com	Yigit Taban	12	7
UAE	jeroen.leenen@nctww.com	Jeroen Leenen	3	3
USA	www.nadragons.org	Anne Garrett	27	8
			1323	

ACTIVE INTERNATIONAL DRAGON BUILDERS

For a complete list of licensed builders please e-mail timothympearson@gmail.com

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www.bootswerft-glas.de

INTERNATIONAL DRAGON RULES & PLANS

Available from the IDA – timothympearson@gmail.com Plans 1-7 + Johan Anker Original Drawings via e-mail

REGATTA SCHEDULE 2022 & 2023

REGATTAS	RL_F	M	STARTS	ENDS	COUNTRY	VENUE	CONTACT
2022 CHAMPIONSHIPS							
Dragon European Championship	1.25		04/04/2022	08/04/2022	Italy	Sanremo	www.yachtclubsanremo.it
Dragon World Championship	1.3	2	12/06/2022	17/06/2022	Germay	Kuhlungsborn	www.dragon-kuehlungsborn.de
Dragon Gold Cup	1.3	2	21/08/2022	26/08/2022	Belgium	Ostend	www.goldcup2022.com
GRADE 1							
Monaco Grand Prix (1st European Grade 1)	1.2		02/03/2022	05/03/2022	Monaco	Monaco	www.yacht-club-monaco.mc
Douarnenez Grand Prix (2nd European Grade 1)	1.2		04/05/2022	07/05/2022	France	Douarnenez	www.sr-douarnenez.com
Port Camargues Grand Prix (3d European Grade 1)	1.2		12/10/2022	15/10/2022	France	Port Camargues	www.sngrpc.com/dragons
Puerto Portals Grand Prix and Finals	1.2		15/11/2022	20/11/2022	Spain	Puerto Portals	www.crpuertoportals.com
GRADE 2							
27th HM King Juan Carlos Trophy	1		17/03/2022	20/03/2022	Portugal	Cascais	www.cncascais.com
Vardraken	1		14/05/2022	15/05/2022	Sweden	Langedrag	www.gkss.se
Johan Anker Cup	1		20/05/2022	22/05/2022	Hungary	Csopak, Balaton	www.dragonclass.hu
Oresund mesterskab	1		21/05/2022	22/05/2022	Denmark	Skovshoved	www.dragonclass.dk
Derby National Open	1		26/05/2022	29/05/2022	France	La Baule	www.yclb.net
International Swiss Dragon Championship	1		26/05/2022	29/05/2022	Switzerland	Lake Constance	www.dragon-class.ch
Portuguese Open National Championship	1		27/05/2022	29/05/2022	Portugal	Cascais	www.cncascais.com
Irish East Coast Championship	1		27/05/2022	29/05/2022	Ireland	Dun Laoghaire	www.riyc.ie
Danish Nationals	1		27/05/2022	29/05/2022	Denmark	Hellerup	www.dragonclass.dk
Edinburgh Cup (British National Championship)	1		05/07/2022	08/07/2022	UK	Falmouth	www.royalcornwallyachtclub.org
Irish South Coast Championship	1		13/07/2022	15/07/2022	Ireland	Crosshaven	www.royalcork.com
Entenpokal	1		23/07/2022	24/07/2022	Austria	Attersee	www.sck.at
Austrian Championship	1		28/07/2022	31/07/2022	Austria	Attersee	www.uycas.at
Swedish Nationals	1		05/08/2022	07/08/2022	Sweden	Marstrand	www.gkss.se
Estonian National Championship	1		12/08/2022	14/08/2022	Estonia	Parnu	www.estdragon.ee
Belgian Open Championship	1		13/08/2022	16/08/2022	Belgium	Ostend	www.belgiandragons.be
Coupe de Bretagne	1		19/08/2022	21/08/2022	France	Douarnenez	www.sr-douarnenez.com
Irish National Championship	1		01/09/2022	04/09/2022	Ireland	Dun Laoghaire	www.rsgyc.ie
ONK Championship	1		15/09/2022	18/09/2022	Netherlands	Muiden	www.dragonsclass.nl
Hungarian National Championship (Sonnenschein Cup)	1		22/09/2022	25/09/2022	Hungary	Balatonföldvár	www.dragonclass.hu
German National Championship	1		29/09/2022	03/10/2022	Germany	Bodensee	www.dragonclass.de
Hans-Detmar Wagner Cup	1		06/10/2022	08/10/2022	Italy	Torbole	www.circolovelatorbole.com
Open Turkish Championship	1		24/11/2022	27/11/2022	Turkey	Bodrum	www.turkishdragons.net
2023 CHAMPIONSHIPS							
World Championship	1.3		TBC		Turkey	Bodrum	www.turkishdragons.net
Gold Cup	1.3		TBC		Torquay	England	www.britishdragons.org

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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