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10



2023 REVIEW • 2024 PREVIEW



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 WE TAKE DRAGONS SERIOUSLY



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Dear fellow Dragon sailors,



It gives me the greatest pleasure to tell you that at our recent Annual general Meeting we elected Poul-Richard Hoj-Jensen to be the International Dragon Association's new President to succeed King Constantine. Separately in this Yearbook you will read what this means for Poul but I want to say that we are honoured to have such an outstanding Dragon sailor

and ambassador for the Class as our President. We wish him many years of enjoyment in this role.

We look back on a very busy season in 2023 of regattas right across the 28 countries worldwide wherever Dragons are sailed. We had a World Championship in Bodrum, Turkey, a Gold Cup in Torquay, UK, and a full Grade 1 series in Sydney, Bodrum, Malcesine, Cowes and Vilamoura. In addition there have been many national championships and other high level regattas. Our listing for 2023 contained more than 80 events! This is an astonishing level of activity for any International Class and shows the interest there is at a local level to race Dragons.

We are all aware that world events have affected our ability to enjoy our sport. Attendances at regattas across the globe have been reduced since early 2020 when Covid struck. I believe that, apart from the rising costs of racing and travelling, the sheer volume of events has very likely had an impact on attendances especially at our top level regattas. The number of days of sailing per year has a limit for most of us, especially when sailing as Corinthians, and we have to pick carefully which regattas we will attend.

The conflict in Ukraine is another reason for reduced attendances. Not only do we miss the participation of our friends who sail Russian Dragons, but the continuing war creates uncertainties which prevent people from travelling. The IDA has continued consistently to follow the guidelines set down by our governing organisation World Sailing, and the International Olympic Committee, banning Russian and Belarusian sailors from competing in events as a gesture of support for everyone who rejects the actions of the Russian state in another sovereign country.

Last year we presented the results of our member survey and one of the issues it highlighted was the cost involved in taking part in international

competitions. This issue was raised again at the Owners' Meeting held in September 2023 at the Gold Cup in Torquay. A related concern is the number of days needed to take part in a Grand Prix (Grade 1) or championship when you add on measurement days. This is a real concern for younger sailors who probably have less cash and less time than older sailors and so we must be careful to keep entry fees at a reasonable level. A related concern is the cost of hosting regattas.

Last year we allowed a three-person jury at GP events to try to mitigate this cost.

We will be looking closely at how we can help to further minimise regatta

hosting costs while we continue to maintain the highest possible standards of racing.

The knock-on effect of low attendances at regattas is that fewer sails are sold and fewer new boats are built and the second-hand market becomes less active. Last year we had 8 registered new builds but there are encouraging signs of new orders in the pipeline.

We had a very successful Gold Cup in Torquay with 49 entries. The weather was beautiful and the organisation superb. Every sailor present would acknowledge the fantastic job done by Stuart Childerly and his team. We would like to say that we'd welcome him back at any time for our future events.

The Gold Cup (and our other championships) has generally been dominated in recent years by teams with professional sailors on board. The 2023 GC had 27 pro teams and 22 Corinthian. This is not a bad thing in itself; we all like to sail against the best and learn from them. The problem is that many of these boats are not raced at club level in local fleets. The Corinthian teams are in general the only ones who support their local fleets and we must support them and encourage them to participate not just at home but in the major regattas. The IDA actively encourages every regatta organiser to always have a Corinthian ranking apart from the overall ranking and make sure that the top Corinthians are recognised at the prize-giving. I also want to thank all the clubs and their volunteers who have organised, at all levels, regattas for our class and all the passionate Dragon sailors who keep our class alive and develop it at local level. Local sailing is the lifeblood of any class and we must support it.

Since last year we have appointed a new webmaster - Rick Perkins. I do believe that he has really improved the appearance and performance of

our website and social media accounts on Facebook and Instagram, and I want to thank our sponsor One Square for supporting his costs.

I want to thank Klaus Diederichs and the Technical Committee for their continued efforts, especially Bence Toronyi who has successfully established himself in the role of IDA Chief Measurer with generous support from Günter Ahlers. Our Chief Measurer has stepped up the number of on-the-water inspections to ensure compliance with class rules and we believe this is having a beneficial effect. We have one new face on the Technical Committee. Earlier in 2023 Yves Leglise requested that he be allowed to step down from the TC. We thank Yves most sincerely for his many years of service and his contributions to the TC; his experience as an IJ proved invaluable on many occasions in the past. Yves has been replaced by Pinar Coskuner Genc from Turkey. An experienced Dragon sailor, Pinar is a top international Judge, Umpire and Race Officer, who was on the Jury for the Bodrum Worlds, and you can learn more about her on page 15.

I do believe that we have a strong team on the IDA Board and I thank them all for their time and advice, all supported by the IDA Secretary Tim Pearson. Stavros continues his on-the-water role at events and his reports which are a big feature of our class communication via the website and Facebook.

I thank the editorial team of Anne Garrett, Nicky Wilton, Fiona Brown and Steven Vermeire, with editor Fiona Brown and designer Calvin Evans, for once again putting together the Annual Yearbook under the watchful eye of the Secretary.

I also want to thank our President and Vice Presidents and our senior and successful sailors for their interest in the Class and their willingness to help to keep the Dragon alive and thriving.

Thank you all for your support and I hope to see you on the water in 2024.

Good sailing!

Gérard

Chairman - International Dragon Association

CURRENT IDA CHAMPIONS

World Championship Bodrum, Turkey	<i>1 Quick1</i>	Wolf Waschkuhn Charles Nankin Gustav Gardaback
Masters Trophy (Sub-division of Worlds)	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri
European Championship (2022) San Remo, Italy	<i>1 Quick1</i>	Wolf Waschkuhn Charles Nankin Gustav Gardaback
Gold Cup Torquay, England	<i>Alfie</i>	Lawrie Smith Ruaridh Scott Concalo Ribeiro Richard Parslow
Børge Børresen Memorial Trophy (Winner of first race Gold Cup)	<i>Alfie</i>	Lawrie Smith Ruaridh Scott Concalo Ribeiro Richard Parslow
Nations Cup (Team Race within Gold Cup)	<i>UK</i>	<i>Alfie</i> <i>Louise Racing</i> <i>True Story</i>
Silver Cup (Sub-division of Gold Cup)	<i>Furious</i>	Owen Pay John Mortimer Chris Brittain
The Müller Trophy (2023) (Top placed sailor on the IRL)	<i>1 Quick1</i>	Wolf Waschkuhm Charles Nankin Joao Vidinha
Prince Philip Cup Sydney, Australia	<i>AUS209</i>	David Chapman Robert Wilmot Annie Wilmot Charlotte Griffunder
Italian Grand Prix Malcesine, Italy	<i>Easy</i>	Michael Zankel Diogo Pereira Joao Matos Rosa
Douarnenez Grand Prix Douarnenez, France	<i>Y-Red</i>	Peter Gilmour Sam Gilmour Yasuhiro Yaji
UK Grand Prix & Edinburgh Cup/British Nationals Cowes, UK	<i>Alfie</i>	Lawrie Smith Ruaridh Scott Concalo Ribeiro Richard Parslow

Turkish Grand Prix Bodrum, Turkey	<i>1 Quick1</i>	Wolf Waschkuhn Charles Nankin Joao Vidinha
Portuguese Grand Prix Vilamoura, Portugal	<i>Petti Portugal</i>	Pedro Andrade Tanit Cabau Alfonso Munhá Haydn Sewell
Sami Salomaa Flow Trophy European Grand Prix Overall Winner	<i>YeahNah</i>	Peter Cooke Torvar Mirsky Federico Melo
Standfast Trophy Overall European Grand Prix Series Winner	<i>Y-Red</i>	Peter Gilmour Sam Gilmour Yasuhiro Yaji
Marblehead Trophy Venice, Italy		Jens Christensen Andy Baggers Kim Anderson

CORINTHIAN TROPHIES

World Championship Bodrum, Turkey	<i>Felix Culpa</i>	Yigit Taban Yigit Eroglu Leon Sarfati Hakan Karakaplan
Gold Cup Torquay, UK	<i>True Story</i>	David Tabb Laerke Norgard Graham Latham
Lowell Phyllis Cup European Grand Prix Corinthian Winner	<i>Aimee</i>	Graham Bailey Julia Bailey David Ross

NATIONAL CHAMPIONS

Australia (Prince Philip Cup)	<i>Ascalon</i>	David Chapman Robert Wilmot Annie Wilmot Charlotte Griffunder
Belgium Oostend, Belgium	<i>Flat Out</i>	Ben Van Cauwenbergh Manu Hens Thibaud den Hartigh
Great Britain (Edinburgh Cup) Cowes, UK	<i>Alfie</i>	Lawrie Smith Ruaridh Scott Concalo Ribeiro Richard Parslow
Estonia Parnu, Estonia	<i>Heuschrecke</i>	Dmitry Bondarenko Aleksander Shalagin Aleksi Murashkin
Finland Helsinki, Finland	<i>Heuschrecke</i>	Dmitry Bondarenko Aleksander Shalagin Aleksi Murashkin
France	<i>Y-Red</i>	Peter Gilmour Sam Gilmour Yasuhiro Yaji
Germany	<i>GER1135</i>	Philip Ocker Florian Grosse Oliver Davies
Hong Kong	<i>Davinloong</i>	Simon Wong Lui Kam Wong Chap Pang Julie Tang
Italy	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri

Ireland	<i>Little Fella</i>	Cameron Good Simon Furney Henry Kingston
Netherlands	<i>NED438</i>	Jan Bakker Dominic Bakker Oliver Bakker
Norway	<i>Nono</i>	Martin Palsson Gøran Alm Berra Johansson
Portugal (King Juan Carlos Trophy) Cascais, Portugal	<i>Yeahnah</i>	Peter Cooke Torvar Mirsky Federico Melo
Sweden	<i>Nono</i>	Martin Palsson Gøran Alm Gustave Gardeback
Switzerland	<i>Blue Haze</i>	Ivan Bradbury Lars Hendricksen George Leonchuk
Turkey Bodrum, Turkey	<i>Bluebottle</i>	Graham Bailey Julia Bailey David Ross Gillian Hamilton

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Founded in 1998 in the Netherlands, a country well known for it's Dutch Design, innovative technology and water sports.



The man who needs no introduction

IDA Officers and Dragons Sailors, it is a great honour for me to follow my long time friend HM King Constantine as your President. We sailed against and with each other many times and he truly loved our class. He won an Olympic Gold medal in Italy, 1960, which was a remarkable achievement considering



'his' class at the time was the Flying Dutchman and he was persuaded, only one year prior to the Olympics, to change to Dragons (the Greek Olympic committee preferred another sailor to take the FD spot).

There were many ups and some downs during the 62 years His Majesty was President of the Dragon Class. The biggest change was the building of the boats in GRP instead of wood. Due to the complexities of the hull shape, this was a big challenge for Borge Borresen, the main builder at the time and the IDA Technical committee: 'The boat should be the same weight and have the same speed' was the brief. A tall order and looking back this goal was achieved; we still have old wooden and new GRP Dragons racing competitively on the same track.

My introduction to the Class, when as a young 'nipper', I was allowed to sail half wind, to 'break in' new sails (to get the right shape as it was important not to pull in the mainsheet too much or go too close to the wind). Closely watched to be sure the 'job' was done properly, by the Dragon 'Kings' at the time, Ole Berntsen (Gold medal winner in the 1964 Tokyo Olympics) and Axel Holme, from the terrace of the Hellerop Yacht Club. In those days, it was a

privilege to crew on a Dragon. Young sailors would do anything to be one of the chosen few! In 1966 I started to crew for Axel Holme on a regular basis and in 1972 was selected to represent Denmark with my brother Frank and Gunner Dalgaard as crew, in the last Olympics for the Dragon Class.

I would suggest there is much we can we learn from the past, to guide us for the future. If in 1972, (when the Dragon lost its Olympic status due to it being too expensive), had the boat not been allowed to be built in GRP with an aluminium mast instead of wood, the Dragon Class would not be 'alive' today. Will allowing a carbon mast or kevlar sails do anything to make our Class more popular today? No, I do not think so. We have to realise that the Dragon cannot be 'modernised' or have foils added to attract the young people; instead we should concentrate on what we do have to offer.

We need the Rock Stars in the Class to attract 'attention' and these people should be made welcome. At the same time we must not forget the backbone of the Dragon Class: the regular sailors! They should be encouraged not only to attend major events, but also local races. I do have some ideas as to how this can happen, and hope the IDA will allow me to share these in the near future. The biggest and by far the most important strength of the Dragon is the 'love for our Class' which binds us together like glue! You can be in most places in the World, stranded in need of help, and you will find a Dragon Sailor. The Dragon Class has very strong roots and I believe we need to look at how things used to be done, as well as taking advantage of the best of social media. I hope to be a positive influence in the Class and look forward to seeing you either on the race course or ashore.

Poul-Richard Hoj-Jensen



SAVE THE DATE

1st - 4th MAY 2024

DRAGON GRAND PRIX 2024



at **FRAGLIA VELA RIVA**
Riva del Garda, Italy



THE IDA TECHNICAL COMMITTEE SAYS FAREWELL YVES AND WELCOME PINAR

After many years of dedicated service as a member of the IDA's Technical Committee, Yves Leglise retired with effect from the 2023 IDA AGM. An International Judge (IJ) with many years of service to the International Dragon fleet, Yves was an invaluable asset to the class, both as a member of the Technical Committee and as an IJ at major championships. On behalf of all Dragon sailors, we wish him a very happy retirement and thank him for his outstanding contribution to our class.



Replacing Yves on the Technical Committee we are delighted to welcome IJ and International Race Officer (IRO) Pinar Coskuner Genc from Turkey. Based in Istanbul, Pinar grew up dinghy sailing in Cadet, Pirat and Dragon classes and later raced internationally in 470s. She is still racing with different types of keelboats. She has been an IRO since 2009 and an IJ since 2016. She is the first woman to hold the post of European Sailing Federation Vice-President, chairs World Sailing's Regions and Development Committee, is a member of the International 470 Class Association, officiated at the 2012 London Paralympics and the 2016 Rio Olympics as part of the Race Management team and was one of the Course Representatives at the 2020 Tokyo Olympics. She has been appointed as Principal Race Officer for the 2024 Paris Olympic Games.

Pinar is looking forward to her new role saying; "I have been officiating at International Dragon Class events since 2019 and after the Worlds on my home waters in Bodrum, I was honoured to be asked to join the Technical Committee, an offer I accepted promptly. I would like to work on documentation, formats and other race management and rules issues to help keep the Dragon class in a leading position amongst all other World Sailing classes, whilst also honouring the tradition of the world's most beautiful keelboat."





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1 - 3.august 2024 in Pärnu, Estonia

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3 - 10.august 2024 in Pärnu, Estonia

MORE INFORMATION:

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ESTONIA OFFERS A WARM WELCOME TO THE DRAGON EUROPEAN CHAMPIONSHIP 2024

The Dragon European Championship 2024 will be hosted by the Pärnu Yacht Club, Pärnu, Estonia, and both the club and the Estonian Dragon Fleet are looking forward to welcoming a host of overseas visitors, for what promises to be a most enjoyable sailing experience in beautiful Pärnu!

About the venue: Pärnu, the Summer Capital of Estonia, is the best place to host the most exciting one design sailing event of summer 2024. Pärnu Yacht Club has an excellent location close to the heart of this beautiful city. Whether you prefer the allure of beachfront luxury, the enchantment of historic charm, the serenity of spa retreats, or the cosiness of countryside cottages, Pärnu offers a diverse range of accommodations to make your stay truly memorable. The club's proximity to the town's essential amenities ensures convenience for participants and visitors and enhances the overall experience of those attending the sailing competition.

Pärnu has lots of experience and established infrastructure for hosting big events. It comes alive in summer with a vibrant array of events. From music festivals to cultural celebrations, the city offers something for everyone. Enjoy open-air concerts, art exhibitions, beach parties and lively street festivals. Pärnu's summer events showcase the town's dynamic spirit and provide memorable experiences for residents and visitors alike.

About Pärnu Yacht Club: Situated at the mouth of the Pärnu River, Pärnu Port is the largest marina in Southwest and South Estonia. Boasting an advantageous location, modern and extensive facilities, Pärnu Yacht Club warmly welcomes visitors by land and sea. Established in 1906, the club has overseen marina operations and hosted regattas for over a century, including major international events. Plans are already in place for daily après sailing events, with an exciting entertainment program in regatta village, pleasant company and, of course, a week full of great sailing experiences!

Well-Equipped Marina Facilities: Pärnu is equipped with marina facilities that cater to the specific needs of sailing competitions. Ample docking space, well-maintained infrastructure, and support services contribute to the professional organization of events. With enhanced protection from winds, the marina area has recently undergone updates, featuring additional concrete docks to further enhance its amenities.

Ideal Weather Conditions: Pärnu, being the summer capital of Estonia, boasts favourable weather conditions for sailing competitions. The summer months typically offer steady winds and mild temperatures of 21°C+, providing an ideal environment for sailing.

Scenic Coastal Landscape: The picturesque coastal landscape of Pärnu adds to the overall appeal of the sailing competition. Participants and spectators can enjoy breath-taking views while experiencing the thrill of the races.

Local Community Support: Pärnu's community is known for its enthusiasm and support for maritime events. Local residents and businesses are likely to actively engage and contribute to the success of the sailing competition, creating a vibrant and welcoming atmosphere.

Accessibility: Pärnu's accessibility by land and sea ensures that participants can reach the location conveniently. Pärnu, town is located between two capitals: Tallinn (capital of Estonia, 129km from Pärnu) and Riga (capital of Latvia, 189km from Pärnu), with well-connected transportation options to facilitate the smooth arrival and departure of sailing teams and equipment.

To find out more about the event, travelling to Pärnu and special accommodation offers please visit www.dragoneuro2024.com or email merilin@jahtklubi.ee



Navigating the Seas of Sustainability

A few pointers for Clubs and Class Associations paddling to ride the Green Wave

The yachting world, long associated with luxury and opulence, is setting sail towards a new horizon – one that champions sustainability and environmental consciousness. An entirely new industry has emerged in this field, spawning laws, rules, regulations and advice at every level to guide society down this green pathway plus industry itself is making rapid technological advances in the way in which it delivers its products and services. The purpose of this article is to provide some context and align our compasses to help us continue to make advances in our environmental impacts.

Individual behaviours are the low-hanging fruit when it comes to advancing sustainable practices. We know not to pollute the seas; we know to fill our reusable water bottles; we know numerous other obvious behaviours and whilst we don't always do the most 'green' thing if we consider it is not presently proportionate to do so (for example we still need to drive powerful cars to tow our Dragons), in general, we are on a vastly improved environmentally sensitive trajectory.

Moving up a level from individuals, we are all members of our own sailing / yacht clubs which have bodies of rules and governance processes to manage themselves. Clubs are forming sub-committees to advise on sustainability issues and having been drafted onto one such committee some time ago it might be useful to reflect on some experiences.

A basic strategy:

1 Sustainability Rules Audit

It is prudent to begin with a survey of the legal / regulatory matrix which already has direct or indirect implications for private members' clubs with premises and possibly marine facilities. In effect this is an audit looking through the new green lens. To this end, we maintain a Register of Environmental Legislation regulated by various bodies including the Secretary

of State at National Government level, Local Authorities, the Environment Agency, the Health and Safety Executive, the Marine Management Organisation, the Maritime and Coastguard Agency, local Harbour Authorities, the Department for Business, Energy and Industrial Strategy, Natural England. The Department for Environment, Food and Rural Affairs.

This is just a sample of the UK regulatory network and so of course other jurisdictions will have their own variations. Whatever the source of the legislation, it is a challenging task in the beginning but undoubtedly good practice to compile and update a register and to check for compliance on an annual basis.

2 Best Practice

At a level below the mandatory rules, World Sailing, various other sailing authorities and bodies such as Sailors for the Sea provide numerous tools and checklists to guide us as we improve our practices. This article won't attempt to trot out the vast tranches of material which is readily accessible online, but the aforementioned newly formed sub-committees can usefully go through the guidance and judge what might be both beneficial and proportionate to introduce at club or class level and how best that might be done.

3 Measuring environmental impacts to monitor progress

We make efforts to measure in some detail the amount of carbon it produces across three different categories:

Scope 1 Direct Emissions: These are emissions created on site such as burning gas to heat the building and burning fuel for launches etc.

Scope 2 Electricity Purchased: These are emissions created to generate electricity used by the club. They physically occur at the

facility where electricity is generated but as a user of the energy, the club is responsible for the greenhouse gas emissions.

Scope 3 Indirect Emissions: These are emissions from sources that are not owned or directly controlled by the club but are related to club activities. These include food and drink supply chains etc.

The idea is to measure Scope 1 and 2 emissions annually and then to see how they reduce as various measures are taken over a period of time such as improving insulation, turning down the thermostat, installing solar and heat pumps etc plus looking to buy electricity that is generated by green sources. Most such measures don't happen overnight, but House, Yachting and Finance Committees can work out what measures are proportionate in the short, medium and longer term. Scope 3 emissions are more difficult to measure but steps to mitigate them can be recorded. The aim is to keep making progress and record carbon reductions and environmentally beneficial upgrades (such as increasing biodiversity) along the way.

4 Increase Awareness and encourage initiatives / cooperation.

Commentary on environmental issues is widespread nowadays but it is still important for the class / club to point to its sustainability policies. With regattas for example, placing a link to sustainable policies on the online (paper-free) regatta site demonstrates an awareness so that members and visitors alike can see we are actively paying attention to the issues.

One of the purposes of the sustainability committee is to evolve and coordinate environmental thinking and actions across other committees and indeed outside bodies. Our own club hosts

a popular annual symposium where guest speakers are invited to talk about their various challenges and initiatives which is a great forum to include local clubs, port and harbour authorities plus other stakeholders in the locality. It is fascinating to learn from other bodies who are equally focussed on the challenges ahead from their own various perspectives.

Turning to our own class, we share issues with many other classes and can lean on the guidance offered by World Sailing and Sailors for the Sea etc but there are challenges over the horizon which we need to start thinking about sooner rather than later.

Steven Vermeire has helpfully raised the subject of recyclability of sails and GRP boats in his previous articles. The technology is not quite there yet but as progress is made, there will come a time when our own Technical Committee will need to address possible technical advances in materials, manufacturing and recycling process in order to make recommendations to the IDA. The commercial incentive of being the first movers in environmentally friendly full life-cycle materials will hopefully drive change before the we are told what we can and can't do by regulators.

Environmental challenges can look quite daunting, but the Dragon class has survived and flourished through many significant challenges in decades gone by. Imagine what it must have been like at the time GRP was first introduced! Perhaps one feature which sets our class apart from many others is that our boats have very long competitive lifespans. Dragons are to that extent yet again ahead of their time as our older boats are commonly 'upcycled' to continue giving pleasure to future generations of sailors. Long may this continue and in the parallel, we will surely continue to find new and innovative ways to improve the impacts of many other facets of our activities as we surf the green wave.

Graham Bailey

2024 ITALIAN GRAND PRIX 4TH LEG IMPERIA

28TH TO 31ST OCTOBER

IMPERIA GRAND PRIX 2024

01ST TO 02ND NOVEMBER

2024 EUROPEAN GRAND PRIX FINALS IMPERIA

YACHT CLUB IMPERIA

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Getting Round The Course - Tips From The Top

In this edition of the IDA Magazine, we ask some of the class's most experienced and successful sailors to give us a few ideas about how they approach marks on the course. What thoughts are in their heads?

We begin the article with two different but complimentary views on how to approach the start line. It is fair to say these gentlemen could have written a whole book on the subject!

The ever important Start Line with Graham Bailey

A successful sailor over several decades in many dinghy, keelboat, offshore and Olympic classes, Graham Bailey has served on the Technical Committee of the IDA as well as regularly competing on the international circuit with three Edinburgh Cup wins and most recently winning the Turkish Open Championship, plus third place at the 2023 World Championships.

"As a General once said: 'not many battle plans survive the first enemy encounter' so we keep it flexible, but we do have default procedures for standard 'vanilla' starts:

Double transits

If transits are available, we work very hard to get accurate ones. The most common scenario is taking a transit from the Committee Boat. We always get the start line transit from outside the line. (see transit to the house). We then sail directly downwind from the Committee Boat to get a lead-in transit from that position though the Pin to the shore (see tree). We usually do this around 2 to 4 lengths or so below the line and two or more times to be sure. If you are making a mid-line approach to the start but are still a few boat lengths behind it is often difficult to see the actual start line transit (ie to the house) as it can be obscured by boats lining up to the left of you, but, you can usually see the pin mark. So your lead in transit (Pin/tree) helps you identify how many boat lengths you are below the line. In the example diagram it is 2 boat lengths. In addition to guiding you about your distance to the start line, it can also serve as a trigger point in the acceleration process.

The main challenge is checking for any line movement up to the preparatory signal. Also, the Committee Boat or Pin end can swing at anchor so if it doesn't look absolutely rock solid, we build in some safety margin.

Learn the wind

We monitor the wind the whole time. Typically, when milling around pre-start I like to nod slowly upwind on starboard just under mainsail then run back down on port – you can sail at an angle pretty much the same as your upwind heading, so we constantly monitor the starboard numbers by this method and then know the port numbers and true wind direction by calculation. I try and do this to leeward of the Committee Boat as that way you never miss a sound signal and you get a good view of everything going on.

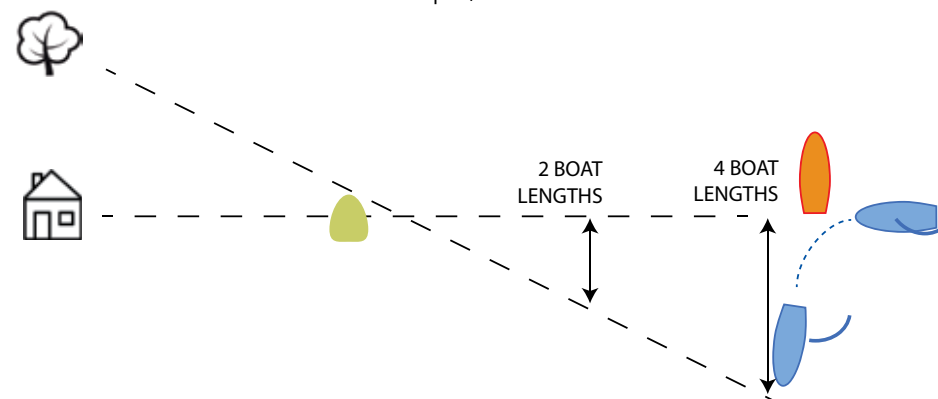
Line positioning

We judge the bias using visual clues including flags and looking at the line bearing relative to the race officer's course axis numbers and our own wind survey. Also, if there is a cross current, we don't trust the flags on the anchored vessels and look to other people's head to wind checks as best indicators. If the wind is relatively stable, I usually aim to be within 30% of the favoured end for a low risk start but we also monitor fleet density and will give away bias to get some space.

Example line up process

A typical approach would be from the Pin end at, say 4 minutes to go, sailing a deep course on port and watching how the fleet shapes up. Without any other boats present, we would tack at 1 min 50 to arrive back at the Pin with a bit of "burn time" to spare. So, if you converge with a bunch of starboard boats lining up considerably earlier than 1 minute 50 then they are early for the Pin and I would go beyond them looking for low density pockets.

When we find our spot, I tend not to tack close under boats to



make their life difficult as these little skirmishes distract from the main purpose which is to hit the line in space at full speed. Also, if you go around ruining other people's starts for no good reason then don't be surprised if they get their revenge at some point later in this regatta or the next.

Then it is all about timing. Depending on wind strength, we know we must sheet in and accelerate at least 25 seconds before the gun or almost as much as a minute in light airs. So, with a minute to go, we have identified the lead-in transit and sail high and slow under mainsail alone – this is a great defensive approach but easy to lose steerage at low speeds. The acceleration process begins, and I am totally dialled to the rate of approach on the transits. You can usually tell with more than a minute to go whether you have got the approach right – too early and you are a sitting duck. Too late and you are searching for escape routes. Having this standard approach method also enables you to detect whether the fleet around you has its timing right. Very occasionally and more likely in light airs and left shifts, the fleet can be late and if you have confidence in your procedures, the line is all yours!"

The ever important Start Line with Martin Payne AKA Stavros

Martin Payne the IDA Sailing coordinator, who has over 30 years experience of racing Dragons with 12 National Championship Titles under his belt to add to his 3rd place at the 2000 European Championship, kindly shares his approach before starting.

"On the way out to the start it's important to take regular wind readings to build up a picture of what's happening on the racecourse. After checking in at the Committee Boat we sail upwind and record our average wind bearings on each tack. We record the high and low bearings for each tack and so we have a good idea if the wind is oscillating or gradually moving to the right or left. The compass numbers will help decide the line bias so a plan can be made as to which end of the line to start. Over the years the outcome of previous races at certain venues also gives me a positive idea as to which way to go.

In general, I don't like starting in the middle of the line as transits can change and the risk of an OCS, UFD or BFD is too high, so I prefer to start at one end or the other. It is much easier to judge the line when you are close to the Committee Boat or the Pin end mark/boat.

Secondly, the size of the fleet and the length of the first leg is very important. If the beat is under 1.2 miles, unless there is a huge bias at the Pin end, I will start at the Committee Boat end. That way I hope to keep control of the fleet and can see what everyone else is doing. If you start at the Pin end with such a short upwind it is easy to get trapped out on the port side of the course, resulting in over standing the top mark or risk coming into the danger zone on port. So keeping to the right on a shorter first upwind is recommend.

If I am 100% sure that the right will pay and it is a big fleet, so a much longer course will be set, I will also start at the Committee Boat. I am willing to sacrifice boat speed by lining up early next to the Committee Boat but only if I am confident that I will win the start. If the Committee Boat option looks like it is going to be a little crowded and boats are going to push the line, I will either start 5 to 6 boats down, again looking to tack as soon as possible to get clear air and get over to the right. It can also pay to start in the second row at the Committee Boat and tack immediately, if things get messy. It's surprising how often a small gap can open up at the Committee Boat in the very last seconds, giving an opportunity to gain an advantage.

If I want to go left my view about a Pin end start will be influenced by who else is there. When there are several top international sailors fighting for the Pin they will be quite aggressive, so a more conservative approach is required. In that case, I will start 3 to 4 boats up from the Pin looking to approach the line at speed with some space below me. That way I can sail fast and free after the start and often sail over the guys who were all crowded fighting for the Pin. On the odd occasion where it's essential to go left on a long racecourse, it's even worth sailing low though some bad air, giving away ground but soon sailing out below the leading few boats. This allows you to continue all the way left in clear air. By the time you get to the lay line on the extreme left, your position in the fleet can still be very good if you have chosen the correct side."

The tricky Weather Mark with Pedro Andrade

Next up in our interview we have Pedro Andrade with around 30 years experience in Dragons and with Gold Cup, European Championship and Grand Prix wins in recent years.

"It is always good to think about your optimum approach to the windward mark well in advance. I like to understand which side of the course is favoured when approaching the mark and also how

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many boats are lining up on the port and starboard lay lines. It is not unusual for sailors to sail to the lay line early to ensure they have free air. However, if you go too early to one of the lay lines and the wind is shifting regularly then you won't be able to take advantage of any wind shift in the last part of the beat. On the other hand, approach the lay line too late and there might be no space for you.

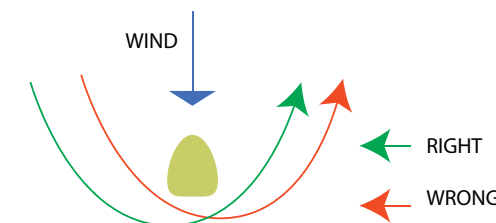
I usually prefer to approach the mark from the port side of the course, it is normally less busy. But I am very aware of any changes to the wind angle as I approach. If I am being lifted on port then it is probable that the guys approaching the mark on the starboard lay line will be headed and maybe will be pinching to make the mark and going slow, so I will look for a gap and sail a boat length or so beyond the lay line to ensure I will be approaching the mark at full speed and can sail over some of them. Similarly, if I am being headed as I approach the starboard tackers then it may be possible to tack under the fleet and make the mark, provided I won't be sailing dirty air for too long.

The third thing I consider is the wind direction for the downwind leg. Do I want to gybe immediately, or continue on starboard gybe? This will influence my thoughts on whether I want to be inside or outside a group as we head for the spreader mark.

I use this strategy about 95% of the time to avoid being a hostage to wind shifts. It is easier and less risky to keep to the same strategy. You may lose a couple of places but on average you gain. Of course, if I see the approach is not working out as normal; something unusual is happening, I am prepared to alter my plans and take a more extreme approach, but that doesn't happen often!"

downwind leg whilst still sailing in clear air, you don't want to be sailing in someone's wind shadow for long! If there are a lot of boats around, you may need to sail a little to one side or the other of the straight course to keep clear air and boat speed. This may influence which of the gate marks you choose, as one mark may now be significantly closer to you than the other.

As you get closer to the gate your decision it is often a judgment of risk versus reward, how crowded is the mark going to be, how can I position my boat to get a good mark rounding. You don't want to be on the outside of several boats going round a mark unless you have a very, very good reason. It is super important for us to be able to make a wide initial turn into the mark so that when we are close hauled and moving away from the mark it is really close to our windward side.



When there are going to be number of boats ahead of you going around the same mark, they will create turbulent air upwind. It is vital to leave the mark close hauled sailing as high and as fast as you can. In this situation I am often prepared to take the spinnaker down slightly early to prepare the boat for the windward leg, you may lose a couple of meters, but you will gain more distance being able to accelerate away from the mark at maximum speed.

Another method to help you prevent the bow falling off as you round the mark and to maintain your height is keep the genoa furled until you reach the perfect close-hauled angle and, at that point unfurl the genoa. This works well in most conditions, and we do it even if there are no other boats around. In stronger winds we do this less to minimise the risk of something going wrong.

Communication is very important, we divide the responsibilities up between us (and practice this a lot, to trust each other and keep to the information we give each other) bowman looking back reporting wind shifts and other boats aside and behind. Helmsman reporting boats in front and aside for overlap, direction of which mark to choose together with the bowman. Decision about when to take the spinnaker down between the helm and middleman.

In summary how we approach the leeward gate is a lot about risk versus reward and, super important, thinking ahead."

The Finish Line with Guy Celis

Guy is an experienced Corinthian sailor, successful in many classes and with 10 years Dragon experience on the international circuit.

"When I look at talking about the finish line naturally it is complicated by the fact that in the Dragon class we have a mixture of finishes, finishes as the windward mark, finishes at the leeward gate and finishes with a very short upwind leg. Each has its own particular requirements, but let's start with a standard upwind finish. On the last downwind leg, we will have assessed where the majority of the fleet will be going on the upwind and normally we will select that side of the course. How I approach the last windward leg and my approach to the finish line will be a case of whether I am attacking the boats in front of me or defending my

DRAGON GRAND PRIX 2024

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DURING TRAVEMÜNDE WEEK

Hotel SlowDown (beds with Dragon view)

Steg C (only Dragons)



The Leeward Gate with Martin Pålsson

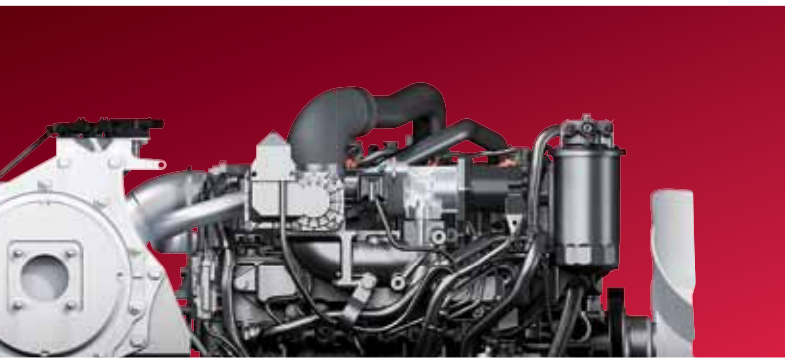
Martin is one the most consistent and successful Corinthian sailors of recent years as well being the IDA Treasurer. He is also well known for his strategic approach to sailing.

"For me one of the important things is to think ahead. What is important for the next leg and therefore what are our priorities. As a crew we often start discussing the approach to the leeward gate when we are 50% down the downwind leg and certainly, we have a strategy by the time we enter the last 20% of the leg. Do we want to go right or left up the beat? Has the wind shifted? Are we sailing in a header or lift at the moment? Do we anticipate a starboard or port lift once we start the windward leg etc.?"

Another priority for me is to sail the shortest distance on the



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position, often it is a mixture of both. I try to play the wind shifts as much as possible whilst keeping between the majority of my competitors (those behind) and the line.

I like to look up the course to see the angles of the leading boats ahead of me crossing the finish line. This will give me an idea of whether I can expect a wind shift and how that will impact my approach. When we get closer to the line, I look to see which end of the line is closer to me. In my experience finish lines are rarely square to the wind. Because of this, if my approach is on port I will be prepared to make a small duck for a starboard tack if the right hand end of the line is favoured. Observing the angle of the leading boats crossing the line ahead of me will indicate which end is favoured.

Another place gaining manoeuvre is to put the bow up at the last moment as you get to the line – this may gain you a vital meter and in a tight finish that could be the difference between places.

I usually do this if I am at one end of the line or the other as it is much easier to judge when you cross, in the middle it is not so easy! I will also look at how the finish line boats are positioned, if they are not pointing head to wind, I need to ask myself if there is any current or tide at the finish line.

My overall approach to downhill finishes is essentially the same, observe how the boats in front are finishing, which end, what angle etc.

The interesting one is the short upwind finish – here it is absolutely about positioning the boat to have a good mark rounding and get into clear air when close hauled, often easier said than done. Unless there is a good reason not to (ie. there is a major wind shift) I favour the mark that will take me to the right-hand side of the short upwind leg. It gives me more options on when I can tack for the line."





A year in pictures

6TH-13TH SEPTEMBER 2024



80th Anniversary

DRAGON GOLD CUP KINSALE YACHT CLUB www.dragongoldcup2024.com



Photo Credit - Giles Norman

Kinsale Yacht Club looks forward to welcoming you to the 2024 Cup which will take place from the 6th September to 13th September.

- Superb racing in open water
- Kinsale Yacht Club has a proven track record in successfully hosting large international sailing events
- Hosted in Kinsale, a picturesque harbour setting, rich in history, magnificent scenery and activities to enjoy for all ages
- Kinsale is the Gourmet Capital of Ireland
- A full and exciting social programme



CONTACT US

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Co.Cork, Ireland

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Email: goldcup24@kyc.ie
www.dragongoldcup2024.com



ABOUT THE EVENT

- The Dragon Gold Cup is one of the main pillar events of the International Sailing Season.
- It has been sailed annually since 1937, with the original intention of bringing together as many different International Competitors as possible in a friendly and competitive spirit.
- The host Country is selected by the International Dragon Association. The Boat is a former Olympic class boat and traditionally sailed by members of European royalty, high net worth individuals, professional and Corinthian sailor's. It regularly attracts entrants from over 20 countries worldwide.
- Kinsale Yacht Club hosted the Dragon Gold Cup on two previous occasions both in 1977 and 2012. Kinsale Yacht Club has been requested by the International Dragon Class Association to again host the 2024 event following requests by sailors wishing to return to Kinsale, Ireland.
- The attraction of Kinsale is due to the world renowned organisation of Kinsale Yacht Club, the excellent sailing waters off Kinsale as well as the attraction of the towns renowned gourmet restaurants and many bars.
- The Dragon Gold Cup is a very high profile event within the world sailing calendar and generally held outside the main peak summer season.
- International journalists regularly attend the Dragon Gold Cup venue to report on their individual countries sailors performance, attracting extensive worldwide media coverage.
- Members of European Royal families (such as the Crown Prince of Denmark) sail in the Dragon Class and often attend the Gold Cup regatta. This brings a lot of media publicity to the host venue.
- The regatta has a seven day racing programme, with three days measurement prior to the event.
- It attracts some of the highest profile sailor's worldwide including professionals/ Olympians/ round the world sailor's. This in turn attracts an audience and worldwide media coverage.
- The club will also host an extensive social programme including opening and closing ceremonies.



**Come to Kinsale in September 2024 to celebrate
the 80th Anniversary of the Gold Cup!**

goldcup24@kyc.ie



NORTIC ACT 1 GBR340

Nortic was built by Pedersen and Thuesen (P&T) in 1960 for Bill Citron of the Solent in the UK. P&T built almost 100 Dragons from 1950 to the early 1970s and the early 60s Dragons were known for their speed. *Nortic* was the Solent Class Champion in 1961 and



came 2nd at the Edinburgh Cup in 1962. In 1965 she was sold to L.H. Muir and C.H. Welsh at the Royal Canadian Yacht Club in Toronto and started her Second Act as *Tudo Azul*, KC108.

NORTIC ACT 2 KC108

Tudo Azul as she was known from 1965 to 2019, proudly flew the sail number KC and then CAN 108, and the burgee of the Royal Canadian Yacht Club in Toronto. She was owned for the majority of that time by Ted Welsh and then passed on to several other owners including Vlad Karan, Steve Bugler Keith Harradance, and Dave Caesar. She was always a special boat, much admired for her craftsmanship, and her fine teak deck. Knowing that she is a special boat, Dave Caesar reached out to Joop Doomernik to see if he would take on her restoration to give her a renewed life, as interest in Dragons, particularly wooden ones was waning in Toronto. Joop has excelled in his treatment of *Tudo*, and all who raced with her or against her in Toronto are so pleased to see that she is back in pristine condition, with a new, loving home.

NORTIC ACT 3 GER1250

Joop Doomernik takes up the story of *Nortic*'s most recent reincarnation. It was a great honor to be contacted by Dave with the question if I would be willing to purchase *Nortic* and save her. A great acknowledgement for more than three decades of restoration work on so many Dragons. I was also very pleased with the prospect of another Pedersen and Thuesen Dragon arriving to my yard. A few years ago, we had two P&T's from Essen Germany that needed complete replacement of the wooden keel over full length and floors and hull planking and dead woods. The build quality and detailing on these boats are inspiring!

Nortic, at that time still *Tudo Azul* CAN 108, arrived in a container and we could have a first inspection that was quite satisfying. She was reasonably solid and not a totally 'tired' boat. Of course, as with all these older wooden dragons, the deck was in a poor condition and her hull to deck bonding was basically gone. As a result, the boat is less stiff and forces on the old wooden hull with weakened glue connections will cause the hull



to start losing its stiffness rapidly with disconnecting hull planking and movement on the hull frames and so on. The forces of sailing, with the help of water, will always find the next weakest point of the hull and eventually every hull will give up at some point.

As said, *Tudo Azul* had some issues, but she was a very good basis for a full restoration that would bring her back to her full glory. A major problem was caused by the fact that both beamshelves (the long timbers under the deck that support the deck beams) were rotten and had to be replaced meaning that also all deck beams (some were rotten as well) had to be removed. Since she is a 1960 P&T and as such one of the so called 'magic twelve' and potentially superfast we decided to do a full digital scan of her hull so we could ensure her shape would not alter during the works and the necessary removal of her deck.

Without too much explaining this is the list of works we did.

- Setting up the boat horizontal and support her so she would stay in shape.
- Removal of the old teak deck and plywood deck.
- Removal of the cabin and cockpit including the carlings (pine beams supporting the deck beams to the cabin and cockpit sides).
- Removal of all deck beams and beamshelves.
- Removal of all old paint and varnish from the inside of her hull.
- Replacing several hull planks.
- Repairs to and some replacements of floors and parts of the wooden keel.
- Replacing several bent frames (some partially) by steam bending new ones in Ash wood.
- We then splined her hull on the outside using a two-millimeter sawing blade and glued in thin strips of wood.
- We placed wooden ring frames for her new chainplates and upgraded the position of the headstay to the modern trim.
- We made a reinforcement at the end of her stern for the backstay combined with her runners so they would be as far aft as possible and close to her center line.
- We were then able to varnish the inside of her hull eight times to high gloss. Please understand that this was not an 'epoxy restoration' for a good reason...
- We placed two new beamshelves in pine. We managed to get our hands on wood that was long enough for them to be at full length so nine meter long!
- We then replaced all deck beams and altered the camber to the maximum allowed in the rules for maximum hull stiffness.
- We laminated new carlings.
- The oak mast beam was replaced for a new one with a slightly altered trim in the front so she could have her mast stepped further forward.
- We made a new deck from solid wood instead of plywood. First of all, plywood is heavy and 50% of the grain of the veneers is then at 090 degrees to the centerline where the deck beams already provide strength, so it makes a lot more sense to have all wood in



the 0 degrees direction from bow to stern. More strength and less weight!

- On top of this solid wooden deck, we made a new teak deck to P&T standards with strips not exactly following the shape of her hull but with strokes also cut into her covering board.
- Her original cabin and cockpit and cockpit sides were beyond repair, so we copied the shapes and made new vacuum molds and build a complete new cabin only using her original cabin top with a new layer of vacuumed veneer.
- On the outside of her hull, we replaced her topside hull plank on both sides and had to cut out the original P&T decorations and cove stripe.
- The complete boat was then varnished ten times.
- Her cove stripe and name on the transom were finished in 22 carat gold leaf. Centimeter by centimeter!
- She was sanded and went into the spray shop for a complete coat of varnish.



- We installed a modern layout with winch-less system using most of my own, custom made, flush mounted fittings without screws.
- She was rigged with a new mast from PS rigging from Denmark (by far the best mast on the market).
- Below the waterline we did 3 coats of epoxy primer and Teflon anti fouling.

After all was finished, *Nortic* was fully measured, and swing tested. All went well and she now has a new owner and a new German sail number, GER1250.

An interesting point to make is that many restorations are done with loads of epoxy. This is not necessarily the best way to go! All these wooden boats were once solid, stiff, and fast boats! By replacing what is needed and really restoring all parts to their original condition the boat can be as new and to prove my point, most wooden dragons are too heavy. *Nortic* has 20kg corrector weight inside her hull!

Nortic could not have found a better new owner than Sven Kruse from Hamburg! He has great respect for her tradition and insisted on her original name. She now is mainly used on the Alster lake in Hamburg but will be seen at other venues in the years to come!



International Dragon sailing around the Pacific Rim



Canadian fleets are on the west coast, the Great Lakes and the East Coast, with the largest at the Royal Vancouver Yacht Club (12 Dragons).

Dragons have been in the Asia-Pacific region since 1932 and are raced actively from Australia to Japan and Vancouver to Hong Kong. The Hong Kong and Japanese fleets regularly hit 70-80% attendance for National Championships, something many European fleets would love to see.

The links between these far-flung fleets has been maintained by a shared need for competition and a team racing circuit that currently accommodates Australia, Canada, Hong Kong and Japan, and provides a relatively low-cost solution to the distances between venues. The last very successful event was hosted by the Kansai Yacht Club in Osaka Bay in September 2023 and won comprehensively by them under blue skies in 8-14kts on flat water.

Whilst Australia and North America are hampered by the vast distances between fleets, those of Hong Kong and Japan are

concentrated in smaller areas and it's readily apparent that an appetite exists for Dragon sailing, particularly in Hong Kong and Japan where both countries are bucking the global trend and getting more young people involved. That influx of sailors needs a quality outlet and the newly granted Grade 0 event to be hosted in the region will provide a springboard to fleet and sailor growth, but also to the bigger events in Europe where hopefully they will play a part in reinvigorating local fleets. The yet to be named event granted at the recent IDA AGM will be an annual regatta like the Gold Cup and hosted in turn by the major fleets and timed to synchronize with the Nationals or the Prince Philip Cup.

Whilst hard standing space constrains fleet expansion in Hong Kong, but not the upgrading of boats, Japan has recently started to expand its fleet and, with its relative proximity to Hong Kong (2,500km), will provide an interesting dual fleet option for future development and cooperation.



Australia has fleets scattered around the country, with the largest fleet of 24 Dragons in Fremantle, Western Australia.



The Hong Kong fleet of 20 Dragons is at the Royal HK Yacht Club. They race out of Shelter Cove.



The main Japanese Dragon fleet is at the Kansai Yacht Club on Osaka Bay.

SUNSHINE SAILING IN SPAIN AND PORTUGAL



A look at Spain and Portugal and why you should sail there.

There is no doubt about it, Spain and Portugal are growing in popularity as venues for Dragon winter sailing with the three principal centers of Palma, Cascais, Vilamoura, and new to the class, a growing fleet in Alicante.

Palma

Always a popular venue for Olympic classes the Dragon racing in Palma is now centered around the Marina Puerto Portals. The venue is excellent for winter sailing with very few days sailing lost to adverse weather conditions. Importantly for regular Dragon visitors, the main airport is only 20 minutes away from the marina. The growth of this fleet has been steady over the last 8 years, with 4 to 5 competitions held over the winter attracting between 15-17 competitors.

The successful 2007 Gold cup was held in the bay of Palma and the Spanish Association are bidding to repeat this with the 2026 Gold Cup.

Alicante

A small but extremely enthusiastic fleet is emerging in Alicante. So, we wish them well and look forward to sailing there some time in the future!

Vilamoura

With its mild weather conditions and ample marina space Vilamoura is a great venue for winter sailing. In more recent years it has been the base of Dragon Charter business 8th Dimension which gives sailors the option of chartering top boats rather than transporting their own. The venue regularly has 15 – 20 international teams for their winter events (with International Race Officer, Nino Schmueli) and has hosted the IDA Grand Prix twice. From 10 to 17 May 2025 it will be the venue for the Dragon Worlds and is anticipating having 30 or so boats in the winter series leading up to that event.

Cascais

Cascais is often described as the jewel of the Atlantic and is a renowned venue for prestigious international events, running events for many different classes under its excellent race

management structure. Since 1998, 2 Gold Cups, a Europeans and a Worlds have been run by the Clube Naval de Cascais for the Dragons. Sensibly the principal annual Portuguese regattas (King Juan Carlos Trophy and the Portuguese Nationals) are coordinated with the end of the Vilamoura winter series and ahead of the main IDA events, making the migration north more efficient for international sailors.

To find out more about racing with Iberian Peninsular fleets please contact

Portugal – Pedro Andrade - Pedro@8dsailing.com

Spain – Tanit Cabau Wolf - tanitcw@hotmail.com



AUSTRIA

In the Austrian Dragon Fleet, the successor to long-standing President Marcus Oppitz has been confirmed as Klaus Mittermayr, who, together with several colleagues, will look after the agenda of the Austrian Dragon sailors.

In 2023, a total of four regattas took place in Austria on Lake Attersee and Lake Wolfgangsee. A total of 37 boats took part in the state championship on Lake Attersee, including 21 foreign guests from Germany, Switzerland, Belgium and Hungary. Unfortunately, this time the wind was not strong enough, so in four days only two races could be sailed so the state championship title could not be awarded. After the two races the team of Hans Spitzauer, Moritz Spitzauer and Konstantin Kobale was in the lead.

Internationally, Austrian teams took part in a total of seven regattas in Germany, Italy and the UK. Most successful this year was again the AUT 204 team of Christoph Skolaut, Martin Lutz and Georg Skolaut. At the Gold Cup 2023 in Torquay, UK, the team was able to reach second place in the Corinthian ranking and 10th overall. This crew has thus clearly won the "International Dragon Challenge Austria 2023". Fortunately, the trend towards increasing participation of Austrian Dragon sailors in international regattas continues.

The Attersee Challenge, Wolfgangsee Challenge and Salzkammergut Challenge trophies, donated in 2022, were awarded for the first time as part of the 2023 state championship. These trophies are intended to motivate other crews to take part in regattas in Austria. A total of 72 crews took part in the awarding of the prizes. The winners were Michael Farthofer at Lake Attersee, Aksel Andresen at Lake Wolfgangsee and Dietmar Gfreiner for the Salzkammergut Challenge.



A major concern of the Austrian Dragon Fleet is the support of youth teams by paying entry fees. A youth team with Matteo Feichtenschlager, Lukas Eigenstuhler and Tobias Grasmann was able to achieve first place at the Drachenkristall on Lake Wolfgangsee.

There are currently almost one hundred boats registered in the Austrian Dragon Fleet. The trend is slightly increasing and with the participation and success of Austrian teams in national and international regattas and, above all, the support of young crews, we see ourselves well prepared for the coming years and will continue to look after the Dragon class with a lot of enthusiasm in the future.

dragonclass.at



CANADA

In Canada and at the Royal Vancouver YC, the Dragon fleet dates from the 1950s. The Worlds were held in Vancouver in 1983 and *Mistral* (a 1970 Borreson recently restored by

Norm Allyn) was the winner, then sailed by Bob Burgess. Dave Miller went on to sail *Mistral* and win the North Americans in Vancouver in 1984. The fleet is strong today even with a bunch of aging owners. Jim Burns sailing *Ayrborn II* with Glenn Jones won the Season Championship based on their superior performance in a series of weekend one-design regattas which included starts for Stars, 6 Metres and Martin 242s. The fleet looks forward to hosting an Interport with Royal Hong Kong Yacht Club, Kansai Yacht Club and Royal Sydney Yacht Squadron. Also, the proposed Asian Cup, a new Dragon regatta to be hosted in Australia, Japan, Hong Kong or Canada is in the gun-sight of the Royal Van fleet.

The picture below shows PC Jim Burns, and his crew – Glenn Jones to his right and Chuck Ramsey to his left receiving the trophy for their successful racing season in 2023. Bruce Reid (*Eagle*) and Trevor (*Rum n Monkey*) place a close second and third followed by David Dale-Johnson (*Blue*).

nadragons.org



ESTONIA

In a year the 2023 Estonian Dragon Association (EDA) fielded impressive fleets of 3 boats to 25 plus boats. Ranging from wooden classics dating back to the 1950s to modern V6 models.

We were pleased to note that most Dragons are very active and regularly participate in races. During our short sailing season, running from May to early October, a substantial proportion of Dragons took to the water every week, participating in 'Midweek' club events and the Friday regatta in Tallinn. The Estonian Cup, featuring three racing weekends in Tallinn and Pärnu during the summer, saw approximately 15 Dragons on the water, followed by enjoyable after sail gatherings.

In addition to the Estonian Cup regattas, Dragons also partook in three weekend regattas organised by the Kalev Yacht Club. Notably, the Estonian Championship, held in Pärnu in August, featured a line-up of 20 boats. It was a pleasure again to welcome strong Finnish teams, with third place secured by one of them. The first and second place was claimed by the Estonian team Heushrecke with helm Dmitri Bondarenko and team Tiamat, led by Kaarel Kruusmägi.

In total, Dragons had fourteen full racing days, approximately 20 'Midweek' evening regattas, and about 20 Friday Evening Practice Regattas. This resulted in an impressive total of around 50 on-the-water outings for dedicated Dragon enthusiasts.



DEAUVILLE YACHT CLUB

FRENCH DRAGON CHAMPIONSHIP

JUNE 21ST-24TH



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On the international front this season, Estonian Dragon sailors took part in four national championships. In March EST19 and EST 5 represented Estonia in Sanremo for the Italy Championship. In June, the Finnish Championship took place in Helsinki, with two Estonian participants (EST 19, EST 20), in July EST19 and EST55 went to Travemünde for the German Championship, and in August EST19 and EST32 were in Marstrand for the Swedish Championship.

Looking ahead to 2024, plans are underway for three Estonian Cup events and several regattas organised by the Kalev Yacht Club, and hopefully other clubs will start Dragon activity. Everyone is encouraged to experience the venue and hospitality of the Estonian Championships and the 2024 European Championship, hosted in Estonia's picturesque seaside town of Pärnu.

The Estonian Championships and the 2024 European Championship is scheduled for the first week of August in Pärnu, Estonia. Many Estonian teams are intensively training to become stronger than ever, and we hope to see a highly competitive fleet, featuring the best sailors from across Europe. All are welcome!

estdragon.ee



GREAT BRITAIN

2023 was a busy and high-profile year for the British Dragon Association with our first Grade 1 UK Grand Prix event held alongside the 75th Edinburgh Cup celebrations closely followed by the Gold Cup.

The regional championships began with the Northerns in May, Crispin Blyth took his P&T Ran to Abersoch and came away the narrow winner. Next came the Edinburgh Cup which proved to be a highly competitive and international event driven, no doubt, by the draw of the 75th anniversary, the Grade 1 status and as a warmup for the Gold Cup. Lawrie Smith and Peter Gilmour proved to be at the top of their game with Lawrie winning by one point. The Corinthian Trophy was also a 'one pointer' and claimed by Jono Brown and crew.



My thanks go to Gavia Wilkinson-Cox and team for organising such a splendid event and to Rob Brown and the Royal Yacht Squadron for the excellent race management.

Closely following the Edinburgh Cup was a trip west to Torquay for the Yanmar Gold Cup. The Royal Torbay Yacht Club under the excellent leadership of Bob Penfold and Phil Rumbleow staged a first-class event. The race management was superbly run by Stuart Childerley, and the shore side support through an army of cheerful volunteers was second to none. Lawrie Smith had really got into his stride by now and despite having to change masts was the clear victor adding to his success at the Edinburgh Cup. David Tabb in True Story secured a convincing win in the Corinthian Series and the UK came away with the Nations Trophy.

The last of the regional events was the Scottish and Vintage championships held over a very mixed weekend weather wise, plenty of wind on Saturday and too little on Sunday, Mike Hayles stepped in to lead the fleet home in Basilisk.

Looking ahead to 2024 we will be in Abersoch on 7 and 8 July for the Northern Championship, followed from 9 to 12 July by the Edinburgh Cup. As always there will be a strong contingent race in Cowes Week from 27 July to 2 August and from 21 to 23 September the East Coast Championship will be held at Medway. There will also be a strong British presence at the Gold Cup in Kinsale from 6 to 13 September.

britishdragons.org



GERMANY

2023 got off to an extremely active start - in times of declining registration numbers, the Dragons enjoyed the strongest fields in a long time - both at the North German Championship in the NRV and in the south at the Spring Prize in the ASC on Lake Ammersee. A good 70 teams took to the regatta course on the first major regatta weekend in Germany South and North: With almost 45 entries, the NRV recorded the largest national Dragon regatta since the German Championship in the anniversary year 2018, and at the same time, the ASC am Ammersee was delighted with the largest number of entries in 10 years for the Spring Prize with almost 30 boats.

"I'm thrilled that we can look forward to such large fields in times of declining registration numbers!" beamed Dragon Class Commodore Dirk Pramann: "The figures show that the Dragon enjoys great appeal in Germany and that the scene is still very lively and active! We are currently in the process of developing additional concepts to further strengthen the trend towards younger teams. I am convinced that tradition



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can remain attractive if it is developed further - the strong fields right at the start of the season are a great sign of this!"

Throughout the spring, sailing was spread across the individual fleets, which in turn organised training opportunities in collaboration with professionals or special regattas, such as a women-only regatta, to attract sailors.

The summer highlight was undoubtedly the German Nationals as part of the Travemünde Week, which served very positively as a kind of blueprint for the Grand Prix to be held at the same venue next year.

The wooden boat fleet is sometimes quite old and yet completely on trend with its own growing active fields. In glorious weather and crisp winds of up to 7 Bft, the 'Classics' were allowed to race for the first time in the renowned Robbe & Berking Sterling Cup together with the 12mR and the 5.5 mR. It was not only an incredible visual experience for everyone, but also a unique regatta experience due to the gracefulness of the wood and classic lines.

All in all, an incredibly successful year for the kite sailors, who can look forward to growth and newcomers in 2023.
drachenklasse.de



IRELAND

The Irish Fleet for 2024 is firmly focused on the Grade 1 Irish Grand Prix to be hosted in Dublin from 22 to 25 September, and the Dragon Gold Cup to be hosted in Kinsale from 8 to 13 September, which are helping to generate growing



interest in the Dragon in Ireland. Irish teams were active throughout 2023 attending international events and flying the flag to promote our two big forthcoming events.

The venue for the Gold Cup 2024 provided a challenging test for 17 competitors at the Irish Nationals in August. Race Officer Con Murphy (who will officiate at the Grade 1 in Dublin and the Gold Cup in Kinsale in 2024) completed

the scheduled 7 races in a variety of conditions from 5 to 25 knots. The Irish fleet was augmented by the presence of Dave Tabb in *True Story* GBR 818 who gave the local top boats a strong challenge. (Dave Tabb claims he taught Stavros to sail!).

The Championship was won by Irish Dragon Association Chairman Cameron Good, crewed by Simon Furney and Henry Kingston. Second were former champions Neil Hegarty, Peter Bowring and David Williams, with Anthony O'Neill, Arthur Mehigan and Eoghan O'Neill very popular winners of the bronze medal. Kinsale fleet captain Brian Goggin with Daniel and Sean Murphy were fourth with Dave Tabb, Laerke Norgaard and John Maddocks in fifth place.

Glandore Harbour Yacht Club's Dragon development programme continues to go from strength to strength with eight to thirteen boats regularly racing in the Saturday and Wednesday evening races, making them one of the largest active fleets in the country. The club's Junior Dragon Skipper Series also continues to be very successful with a terrific group of young sailors now participating and bringing fresh blood to the class.

We are excited for the 2024 season and very much look forward to welcoming our International Dragon friends for the Irish Grand Prix and the Dragon Gold Cup.

bowringp56@gmail.com



NETHERLANDS

The opening of the 2023 Dutch Dragon Class regatta season started traditionally with two Aalsmeer Westeinder Series. Entries from Belgium and Germany joined us, enjoying a nice Easter Brunch and Dinner during the Easter series.

A good example of a local successful regatta is the 'Kaagweek', which finds great attendance from the Dragons, and at which the 'after sailing socials' are superb. This was followed by our well known Muiden Dragon Class Series. This year after many years the Dutch Dragon Class Nationals ONK were organised once again in the historic city of Enkhuizen on the IJsselmeer, providing an open regatta water, good race management, available accomodation and a fun social program. We had foreign Dragon entries from Belgium and even Sweden!



Our vision and outlook for 2024 is to be a very pro-active Dragon class organisation: We shall organise get togethers/ socials, plus training, tactics, meteo, Racing Rules and Tuning sessions, etc). We will also be looking to strengthen co-operation with neighbouring Dragon Class countries. For example, with close neighbours Belgium and Germany to plan the national regatta calendars pro-actively so work together inviting teams to enter each other's national regattas, with help and support for logistics and crewing, etc.

dragonclass.nl



SPAIN

It has been a very active Dragon season in Spain during 2023. The year started off with the winter series held in Puerto Portals, which saw a high level of participation with over 30 Dragons on the starting line. The mild weather and



favorable sea conditions provided a delightful setting for these winter races.

The winter season in Puerto Portals culminated with the Copa del Mediterraneo in March which also had a strong turnout with over 20 dragons.

In April, the renowned Princessa Sofia Regatta took place at the Real Club Nautico Palma. Even if participation was slightly lower, the enthusiasm of the fleet is clear, and we are working to restore the regatta's prestige in the Dragon sailing circuit. The spring season ended in May with the Palmavela regatta held from the Real Club Nautico Palma.

During the summer months, a Dragon regatta was held in Alicante. An emerging Dragon fleet is growing in this location, which is keen to host a major championship in the future and hoping for increased participation in the Tabarca Vela regatta in July 2024.

The Dragon sailing season continued into autumn with the 2023/24 winter series starting in Puerto Portals in October and continuing through November and December at the same venue.

The Spanish Dragon Class has exciting news about the 2026 Gold Cup, as the class voted to host it in Puerto Portals,

Mallorca, during the IDA AGM 2023. This event is set to be a memorable one, and both the club and the association are eager to make it a great success.

The numerous events during the year and the growing fleet in Spain make it an exciting time for Dragon sailing enthusiasts in the country.

spanishdragonclass.com



USA

Things are static in the US Dragon Fleet. Each year we gain some members and also lose some. As usual, there are several restorations underway. It's good to see USA10 back in the water and racing in the Duck Dodge in Seattle. She was one of the first ten Dragons shipped to the West Coast in the early 1950s and has been completely restored by a local boatbuilder, Kris Henderson and his brother.

Some of our members continue to race overseas, primarily in Europe. We have one new member this year, Will Swigart who has bought a Dragon to keep and race over there. He and his crew of ex-Star sailors, Dave Caesar and Arthur Anosov did a trial run with a charter in the Edinburgh Cup in Cowes this year, and he subsequently bought his Dragon, USA325 Magic (ex GBR822). They came top of the Corinthians at the recent Portugal Grand Prix in Vilamoura. A team to watch.

Over the last two winters, the racers among us have kept their racing knowledge sharp by attending a series of Dave Dellenbaugh webinars on rules. We shall do the same again this winter and hopefully this will stand us in good stead for the 2024 season.

nadragons.org



National Classes

Irish Championship

August 22-25, 2024 Dun Laoghaire, Ireland

(incorporating GrandPrix / Grade 1)

The Event

- Grand Prix/Irish Championship/Grade 1
- 7 races (1 discard) over 4 days August 22-25 (Thursday to Sunday)
- International Race Officer and Jury
- On the water measurement checks

The Participants

- 30+ entries (90 sailors plus guests/support crew) expected from Ireland, UK, Europe, Asia and Australia
- Including multiple World, European and National title holders.

The Venue

- Dun Laoghaire, Co. Dublin – multiple ferry options from France & UK.
- Dublin Bay, host to the Gold Cup 1990 & 1997, World Championship 2007 and international events of many other classes.
- Short sail to race area.
- Situated on the south side of Dublin Bay (a featured venue in David Haughton's book 'Wind Strategy'), Dun Laoghaire is a vibrant coastal town and has been a centre of yachting since the 1800s, situated within 10km of Ireland's capital city.
- Storage/transportation is available for Kinsale Gold Cup boats.

The Host Club

Royal St. George Yacht Club, founded in 1838, is one of the most prestigious clubs in Ireland with extensive experience running major events and most recently host to the Dragon World Championship 2007, Laser Masters Worlds, 2016, Laser Youth Worlds 2020 and Dun Laoghaire regatta 2023 (combined classes of 400 boats). There are first class facilities for launching/recovery, on the water and ashore.



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NATIONAL CLASS CONTACTS

COUNTRY	WEBSITE/EMAIL	SECRETARY	REGISTERED BOATS	CHAMPIONSHIP QUOTA
ANT	E: sophia@hoj-jensen.com	Sophia Hoj-Jensen	8	6
AUS	www.dragonclass.org.au	Jeremy Nolan	50	10
AUT	www.dragonclass.at	Klaus Mittermayr	94	11
BEL	www.belgiandragons.be	Hendrik Panneel	14	7
CAN	www.nadragons.org	David Dale-Johnson	18	8
DEN	www.dragonclass.dk	Michael Posselt	40	9
EST	www.estdragon.ee	Mihkel Kosk	22	6
FIN	www.finnishdragon.fi	George Tallberg	23	8
FRA	www.france-dragon.org	Hervé Chauvin	86	11
GBR	www.britishdragons.org	Chris Brittain	97	11
GER	www.drachenklasse.de	Sina Wolf	417	17
GRE	www.hdca.gr	C/O Lars Stenfeld Hansen	9	6
HKG	www.rhkyc.org,hk	Andy Pidden	21	8
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RU	www.russiandragon.ru/	Boris Latkin	32	8
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USA	www.nadragons.org	Anne Garrett	17	8

REGATTA SCHEDULE 2025 ONWARDS

REGATTAS	RL_F	M	STARTS	ENDS	VENUE	COUNTRY	CONTACT
2024 CHAMPIONSHIPS							
European Championship	1.3	2	05/08/2024	09/08/2024	Parnu	Estonia	dragoneuro2024.com/en
Gold Cup	1.3	2	08/09/2024	13/09/2024	Kinsale	Ireland	kyc.ie
2024 GRADE 1 EVENTS							
Grade 1 2024 Prince Philip Cup	1.2	1	21/01/2024	29/01/2024	Metung Yacht Club	Australia	dragonclass.org.au
Grade 1 Italian Grand Prix no 1	1.2	1	02/05/2024	05/05/2024	Riva	Italy	
Grade 1 German Grand Prix no 2	1.2	1	20/07/2024	23/07/2024	Travemunde	Germany	
Grade 1 Irish Grand Prix no 3 (inc Irish Championship)	1.2	1	22/08/2024	25/08/2024	Dublin	Ireland	
Grade 1 Italian Grand Prix no 4	1.2	1	28/10/2024	31/10/2024	Imperia	Italy	
European Grade 1 Grand Prix Finals	1.2	1	01/11/2024	02/11/2024	Imperia	Italy	
SELECTED 2024 GRADE 2 EVENTS							
Portuguese Nationals inc 4th Winter Series	1	1	10/05/2024	12/05/2024	Cascais	Portugal	cncascais.com
Swedish Nationals	1	1	24/05/2024	26/05/2024	Marstrand	Sweden	svenskdrakklubb.se
Danish Championship	1	1	11/06/2024	12/06/2024	Sonderborg	Denmark	
Championnat de France Open Linkers	1	1	21/06/2024	24/06/2024	Deauville	France	
Edinburgh Cup (British Nationals)	1	1	09/07/2024	12/07/2024	Abersoch	Wales	britishdragons.org
Austrian Championship	1	1	25/07/2024	28/07/2024	Wolfgangsee	Austria	dragonclass.at
Swiss Championship	1	1	18/09/2024	22/09/2024	Estavayer	Switzerland	Dragon-Class.Ch
2025 CHAMPIONSHIPS							
Dragon World Championship	1.3	2	10/05/2025	17/05/2025	Vilamoura	Portugal	Internationaldragonsailing.Net
Dragon Gold Cup	1.3	2	06/08/2025	11/09/2025	Douarnenez	France	Internationaldragonsailing.Net

Dates correct at time of publication. Only selected major events are listed. A full listing is available at www.Internationaldragonsailing.net

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

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

EAGLE 38



EAGLE 44



EAGLE 54

