DRAGON
ONE DESIGN RACING YEARBOOK

2025 REVIEW 2026 PREVIEW

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IDA OFFICERS & OFFICIALS

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Poul Richard Høj-Jensen

VICE PRESIDENTS
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Christopher Dicker

CHAIRMAN
Bram Van Olphen (HKG)

VICE CHAIRMEN
Martin Lutz (AUT)
Nick Bilcliffe (HKG)
Christian Zinkler (GER)

TREASURER
Martin Pålsson (SWE)

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

IDA SAILING CO-ORDINATOR
Martin Payne (GBR)
Mob +44 7788 587017
E: paynesailing@aol.com

CLASSIC BOAT COORDINATOR
Patrick Gifford (GBR)

DESIGN GUIDELINES OFFICER
Robert Alpe (AUS)

IDA TECHNICAL COMMITTEE

CHAIRMAN
Klaus Diederichs (GBR)

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Bence Toronyi (HUN) Chief Measurer
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Pinar Coskuner Genc (TUR)
Ian Malley (AUS)

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Dear Dragon Sailors

As we look ahead to 2026, I can't help but feel a surge of excitement and pride in what lies before us. This coming year promises to be one of the most dynamic and memorable in the long and storied history of our beloved Dragon Class. From top-tier international regattas to growth in new regions and from technological innovation to celebrating a centenary of elegance and competition, there has never been a better time to be a Dragon sailor!

The racing calendar for 2026 is nothing short of spectacular. With the Gold Cup, European Championship, and World Championship all on the calendar, we are set for a thrilling season of high-level competition. Add to that a series of four Grade 1 events, and it becomes clear that 2026 will offer exceptional opportunities for sailors of all levels to engage, compete, and connect.

Whether you're a seasoned skipper or a new Corinthian team joining your first international regatta, I hope to see many of you on the water this year. The IDA is committed to supporting our hosts and national associations to ensure the highest quality racing and warm camaraderie ashore. Let's make every event an opportunity to strengthen the bonds that define our global Dragon family.

One of the most significant milestones in our Class's history is just around the corner: the 100th birthday of the Dragon, which we will celebrate in Marstrand in 2029. It will be a once-in-a-lifetime moment to honour a boat that has brought people together across generations, continents, and cultures. We encourage every national fleet, large or small, to begin imagining how they would like to celebrate this momentous occasion. Whether it's a local regatta, a heritage showcase, or a social event bringing together past and present sailors, every contribution will be part of a global tapestry of celebration. The IDA, in collaboration with our hosts in Marstrand, is developing an official centenary logo that fleets can use in their communications and events to build momentum and unity in the lead-up to 2029.

While we celebrate our elite regattas and international prestige, it's vital to remember that the Dragon Class is only as strong as its local and national fleets. The IDA is committed to supporting growth at the local level, especially in regions where sailing is growing rapidly, such as Japan and China. These emerging fleets bring fresh energy, new perspectives, and exciting potential to our community. Participation at this level is essential, not just for numbers, but for the spirit and sustainability of the class. I encourage all national associations to continue investing in local training, Corinthian engagement, and youth development. If you have ideas or need support, the IDA is here to help.

As we look to the future, we must also be thoughtful stewards of our class. In 2026, we will see the implementation of some important technical developments, including the GPS-based starting system. This is a big step for the class and reflects our commitment to maintaining the integrity, fairness, and enjoyment of Dragon racing.

Innovation should not come at the cost of tradition but rather enhance the experience for all sailors. We are confident these changes will bring clarity and consistency to the starting process, and we look forward to hearing your feedback as we refine the system together.

It's also wonderful to see growing interest in Classic Dragons, the beautifully maintained wooden boats that remind us of the Dragon's elegant origins. These boats are more than just heritage; they are living history, and they continue to race competitively and inspire admiration wherever they go. The IDA encourages more events and recognition for Classic Dragons, whether through vintage regattas, special prizes, or public showcases. Let's keep these treasures on the water and part of our shared story.

I would like to express my deep gratitude to my predecessor, Gerard Blanc, whose leadership and commitment to the class continue to inspire us all. I also want to thank the past Vice Chairman, Gregor Berz, for his dedication and service to the Dragon community.

Last, but certainly not least, I thank my fellow officers and the entire IDA team, Vice Chairmen Christian Zinkler, Nick Bilcliffe, and Martin Lutz, as well as Treasurer Martin Pålsson and our Technical Committee for their dedication, wisdom, and camaraderie.

It is a privilege to serve as your Chairman, and I look forward to continuing to meet many of you on the docks, on the water, and at events around the world. Here's to a fantastic 2026 season, to building momentum toward our 100th anniversary and to the bright future of the Dragon Class.

Fair winds,

Bram van Olphen
Chairman International Dragon Association

CURRENT IDA CHAMPIONS

World Championship Vilamoura, Portugal	*Provezza* *Dragon*	Andy Beadsworth Simon Fry Enes Caylak
Masters Trophy (Sub-division of Worlds)	*Fever*	Klaus Diederichs Diego Negri Jamie Lea
European Championship (2024) Parnu, Estonia	*Blue Haze*	Ivan Bradbury Lars Henriksen George Leonchuk
Gold Cup Douarnenez, France	*Ingrid*	Dirk Pramann Michael Koch Kilian Weise
Børge Børresen Memorial Trophy (Winner of first race Gold Cup)	*SWE800*	Jan Secher Richard Sydenham Gerry Mitchell Harry Durcan
Nations Cup (Team Race within Gold Cup)	*GBR*	Bluebottle Fit Chick Louise Racing
Silver Cup (Sub-division of Gold Cup)	*Faline*	Bram de Wilde George Etty Pimm Van Der Beck
The Müller Trophy (Top placed sailor on the IRL)	*Ginkgo Racing*	Jan Eckert Torvar Mirsky Frederico Melo
Prince Philip Cup Freshwater Bay, Australia	*Gordon*	Richard Lynn Ethan Prieto-Low Adam Brenz-Verca
Portuguese Grand Prix Cascais, Portugal	*Saturn*	Pedro Andrade Charles Nankin Jose Leitmann
Austrian Grand Prix Attersee, Austria	*BEL82*	Xavier Vanneste Dries Van den Abbeele Gustavo Lima
Swedish Grand Prix Skanor, Sweden	*GER1221*	Jan Woortman Diego Negri Markus Koy
French Grand Prix Cannes, France	*Ginkgo Racing*	Jan Eckert Torvar Mirsky Frederico Melo
European Dragon Grand Prix Grand Final Cannes, France	*Aurora*	Christoph Toepfer Markus Koy Ruairidh Scott
Sami Salomaa Flow Trophy European Grand Prix Grand Final Winner	*Aurora*	Christoph Toepfer Markus Koy Ruairidh Scott
Standfast Trophy Overall European Grand Prix Series Winner	*Ginkgo Racing*	Jan Eckert Torvar Mirsky Frederico Melo
Marblehead Trophy Venice, Italy	*Bluebottle*	Graham Bailey Julia Bailey Killian Boag Will Bedford

CORINTHIAN TROPHIES

World Championship Vilamoura, Portugal	*Nono*	Martin Palsson Vikton Langstrom Thomas Wallenfeldt
European Championship (2024) Parnu, Estonia	*Nono*	Martin Palsson Gustav Gardeback Leif Moller
Gold Cup Douarnenez, France	*Puck*	Philip Dohse Nicolas Dohse Volker Kramer Marc Hess
Lowell Phyllis Cup European Grand Prix Corinthian Winner	*Nono*	Martin Palsson Viktor Langstrom Christian Videbaek

CLASSIC DRAGON TROPHIES

Wooden Dragon World Cup Sanremo, Italy	*Meteor*	Peter Cooke Torvar Mirsky Frederico Melo
Classic Dragon World Championship Flensburg, Germany	*Nortic*	Niklas Ganssauge Florian Spalteholz Sven Kruse Marcus Baur

NATIONAL CHAMPIONS

Austria	*Easy*	Peter Resch Justin Kurz Willibald Hauer
Belgium	*Friendship*	Alex Helsen Floris Mortelmans Richard Van Rij
Great Britain (Edinburgh Cup)	*Meteor*	Peter Cooke Torvar Mirsky Frederico Melo
Estonia	*Tamm Ha Tamm*	Sergey Parfenenko Igor Orlov Nikolai Korjashkin Vadim Statsenko
France	*Bluebottle*	Graham Bailey Julia Bailey Killian Boag Will Bedford
Germany	*Vinci*	Christoph Toepfer Michael Koch Markus Koy
Hong Kong	*Zephyr*	Tam Nguyen *Gordon Gregor* *Michele Valente* *Dai Lin*
Hungary	*Hanni*	Ferenc Kis-Szolgyemi Tamas Kiss Karol Vezer
Ireland	*TBD*	James Matthews David Good Fergal O'Hanlon
Italy	*Transbunker*	Yevgen Braslavets Andrea Zaoli Vittorio Zaoli
Netherlands	*Douzement*	Jan Bakker Dominic Bakker Olivier Bakker
Portugal	*Saturn*	Pedro Andrade Charles Nankin Jose Leitmann
Sweden	*Miss Behaviour*	Jan Secher Richard Sydenham Gerrard Mithcell
Switzerland	*Blue Haze*	Ivan Bradbury Lars Hendriksen George Leonchuk

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TNG SWISS WATCHES

Introducing our new IDA Officers

Bram Van Olphen
Chairman

An avid fan of the Dragon, and former Fleet Captain of the Hong Kong fleet, Bram brings huge enthusiasm to his role as Chairman of the IDA. In addition to his racing passion, he has considerable experience in race management both locally and internationally. The HKYC prides itself on excellence in race management, and the involvement and training of its members, especially youth. Bram has also guided HKYC programmes to better connect the club with families with children.

As the CEO of an international project logistics company, he has travelled extensively and has been involved in various international yachting events (Musto Skiff Worlds, Volvo Ocean Race, etc.) working with a multitude of cultures. He has direct experience in sponsoring at several events and in working with sponsor requests on shaping sponsor packages.

Being self-employed allows him the flexibility to combine his work with attending international events of the IDA and meeting the various fleets, something he hopes to be able to do in the coming years.

Christian Zinkler
Vice Chairman

Christian was born in Duesseldorf and now lives in Duisburg, North Rhine-Westphalia. He has spent his career in the international steel and oil & gas industries, both as a metallurgical engineer and as an HR professional. He is fluent in German, French and English. He is a member of the Yachtclub Ruhrland in Essen, and has sailed in many classes including the 420, Kielzugvogel, Flying Dutchman, Yngling and Finn Dinghy.

Since 2007 he has owned a Dragon (GER 975) and races actively in national and international events. He has held various offices in the German Dragon Association (DDG) including 10 years as fleet captain Rheinland, of which 6 years has been as a board member of DDG, northern region. In 2025 he was elected Treasurer of the DDG.

He is committed to ensuring that the Dragon remains one of the most attractive one-designs in the world, allowing high level competitive international racing as well as shared enjoyment at national and club level.

2027 HONG KONG DRAGON WORLD CHAMPIONSHIP

At long last the Dragons are coming to the Pearl of the Orient, their spiritual home in Asia where they've sliced through the waves since 1932!

www.dragonworld2027.com

THE DRAGON WORLDS ARRIVE IN ASIA: HONG KONG'S PIVOTAL ROLE

2027 HONG KONG DRAGON WORLD CHAMPIONSHIP

A Rich Maritime Heritage

The Dragon class has a distinguished history in Hong Kong, with the first boats built locally in 1932. This makes Hong Kong home to the world's third oldest Dragon fleet. Apart from a brief interruption during the 1940s, the Dragon class has been a cornerstone of one-design keelboat racing at the Royal Hong Kong Yacht Club and across the city ever since. In 2022, the Hong Kong fleet celebrated its ninetieth anniversary, marking nearly a century of continuous sailing tradition.

Recognition and Opportunity

In recognition of its longstanding contribution, Hong Kong was provisionally awarded the opportunity to host the first Asian World Championship. This decision was formally ratified in 2024, acknowledging the vital role of non-European fleets in upholding the 'World' status of the Dragon class.

Hong Kong: A Sailing Hub

Known as the Pearl of the Orient, Hong Kong has long been a major centre for maritime trade and finance, serving as a gateway between East and West. Beyond its commercial significance, Hong Kong is also a regional hub for recreational sailing. While many Asian countries have focused primarily on Olympic classes such as dinghies and skiffs, Hong Kong has embraced keelboat racing. The city's Etchells fleet has twice hosted the World Championships, in 1997 and 2015, on the eastern race areas—venues well-tested for international competition, with marinas adjacent to the courses and clubs experienced in hosting major events.

The 2025 Hong Kong Dragon Championship

The 2025 Hong Kong Dragon Championship took place on these renowned waters, featuring eighteen of the twenty-one-boat fleet in an eight-race series. Competitors faced challenging conditions, with rolling swells from the northeast, variable breezes, and unpredictable wind shifts as the wind gradually eased. Three races were completed on each of the first two days, with two more on the final day as the wind faded. The competition was intense, with the two Doomernik teams—both featuring professional sailors—separated by just two points at the finish. The next four boats were only five points apart, highlighting the close racing. With winds of ten to fifteen knots and temperatures ranging from eighteen to twenty-four degrees Celsius, sailors enjoyed Mediterranean-style "champagne sailing" in November—a time when even southern Europe is often cool and damp.

Looking Ahead: The 2027 Hong Kong Dragon World Championship

Hong Kong is set to host the 2027 Dragon World Championship in November 2026, marking the largest one-design keelboat championship ever held in the region. The event is endorsed by the Hong Kong Tourism Board, the Hong Kong Sailing Federation, and the International Dragon Association. Organisers are actively securing government, local, and international sponsorship, with confirmed partners including Yanmar, the Royal Hong Kong Yacht Club, Clearwater Bay Golf & Country Club, the Hopewell Hotel, Code Zero, Central Oceans, and Sailors for the Sea.

Preceding the World Championship will be the inaugural Asia-Pacific Cup, designed to capture the spirit of the Gold Cup. Perhaps the most significant legacy of the 2027 event will be the ongoing negotiations with other Asian nations to establish new National Associations and fleets in the region.

Conclusion

The arrival of the Dragon Worlds in Asia, and particularly in Hong Kong, is a testament to the city's enduring maritime tradition and its growing influence in international sailing. These events not only celebrate past achievements but also promise to inspire the next generation of sailors across Asia.

Dirk Pramann
The m an who didn't give up!

From a hospital prognosis that would have confined him to 'feeding birds in the park' to standing atop one of the most renowned International Dragon podiums, Dirk Pramann's 2025 season was a powerful reminder of what never giving up can truly mean.

What is it about Dragon racing that keeps you coming back?

"It is the daily challenge of every race against nature. Nature presents me with ever-changing conditions. No two races are alike. You constantly have to adapt to new conditions and different situations, including those with your competitors. It is the fascination of being able to feel the boat and knowing when to power it and when to simply let her run. I love the challenge of having to improve every single day. In life, business and racing. But above all, the fascination of a One Design Class, like the Dragons."

Dirk, could you take us back to the moment of your diagnosis? What did the doctors tell you, and what were your first thoughts when you heard the news?

"The diagnosis hit me hard because it brutally showed me that my life might only last a few days. The complexity of the diagnosis, because it was truly a combination of many serious defects, really affected me. In the first few hours in the hospital, I had to sort out what decisions I still had to make. I blocked out the thought of death, thinking that I knew I would get through this situation with the doctors. I never doubted that I would not survive. Then they put me into a twelve-hour coma, and the doctors did an extraordinary job."

You've spoken about leaving the hospital and being told you would 'only be able to feed the birds in the park.' How did that comment land with you, and what made you decide, 'No – that is not the goal of my life'?

"My health after the operation in May 2023, and all my blood and vital signs, were so far from normal status, that any competent doctor could give me no other prognosis than that I should be content just to manage daily life without any handicaps. I believe that a doctor cannot make any other diagnosis than this prognosis, because the probability does not allow for any other conclusion. However, I was convinced that there must be doctors in this world who could help me overcome the odds and, with a lot of discipline and great confidence, return to a reasonably normal state of health. I found these people, and they developed a program for me that I then followed with great discipline."

"Never give up" has become your guiding motto. How did that mindset shape your recovery journey, both physically and mentally, and in what ways has it changed how you approach life and sailing today?

"During that time, I learned that it is important to find people who are among the best in their field. Then, using your logic, you have to assess whether you can trust them and their competence.

Once you have found these people, you must trust them unconditionally. And at the same time, you have to work with all your might to improve your current situation. That is the motto I lived by in Dragon racing. It is important to note that the starting point is irrelevant. What I have achieved in terms of health and sailing performance, anyone can achieve. Truly anyone, regardless of their starting point.

If it is as difficult as mine, then it might take a little longer. But it always depends on how much energy you invest in the process and that you always believe in yourself and your team and never give up."

This season with Ingrid has been remarkable – from winning the 2025 Gold Cup and stepping onto many podiums. Which moments from this year stand out most for you?

"The Gold Cup is truly the event that has stayed with me the most. We were not doing well at all in the pre-regatta one week before the Gold Cup and I seriously doubted whether we do even make it into the top 30 participants. We were quite frustrated, measured the boat multiple times every day, and the principle of 'never give up' was key. Focus on your strengths, do what you do best every day, and do it consistently, and success will follow. That is what has stayed with me from that event, and it perfectly reflects what I experienced in terms of my health and recovery before the Gold Cup."

Sailing a Dragon at the top international level demands precision, teamwork, and resilience. How has your experience influenced the way you sail and lead your team on board Ingrid

"With Michael Koch and Kilian Weise, I have an excellent team whom I trust unconditionally. Two keys have led us to success. First, intensive communication with honest and clear words on board, without losing respect for one another. Also, pointing out what is being done right or wrong.

And second, confidence in our own strengths. Consistency! Doing the same thing over and over again, every single day. That has shaped us, and the ability to rely on each other so completely that everyone does their best for the team and for the result every second. That is how we will continue to sail, and I believe that consistency is the key how we have reached the podium in all following regattas."

Looking ahead, what are your goals and dreams, both on and off the water? What message would you like to share with sailors and readers around the world who may be facing their own challenges?

"My wish is to react calmly to all new challenges in regatta sailing and in my life. My message to the readers is: never let anything deter you from your goals, no matter your starting point and circumstances. Never give up!"

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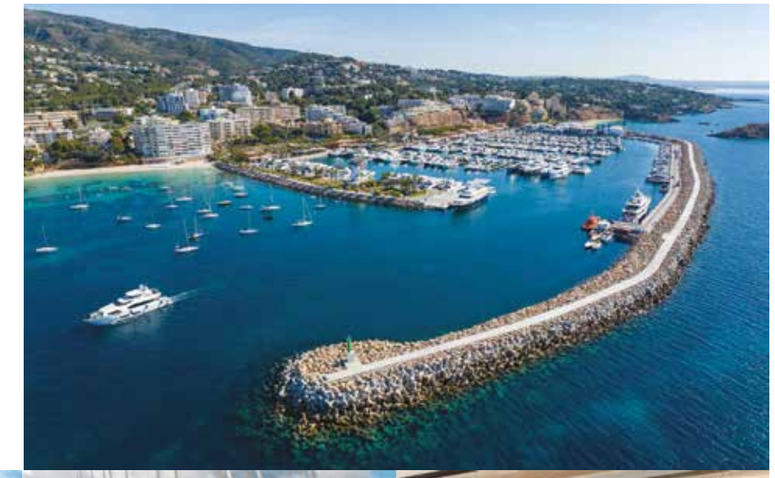
PUERTO PORTALS, MALLORCA HOSTS 2026 DRAGON GOLD CUP



The Dragon Gold Cup 2026, to be held in Puerto Portals in Mallorca from March 14th to 21st, will mark a historic milestone for the Dragon Class: it will be the first time this prestigious event is hosted in Puerto Portals.

The island, renowned for its long-standing tradition in organising international sailing competitions, is ready to welcome the world's top Dragon teams in an event that promises elite sport, top-tier facilities, and a complete social experience.

The relationship between Puerto Portals and the Dragon Class dates back to 2017, when the venue hosted its first 'Copa del Mediterraneo' and the inaugural Dragon Winter Series. Both competitions have steadily grown year after year, consolidating their reputation and attracting an increasingly large fleet. This shared history has strengthened the bond between the Dragon community and Puerto Portals, ultimately leading to its selection as the host of the Dragon Gold Cup, one of the most prestigious events on the Dragon Class international calendar.

The Bay of Palma offers an exceptional racing area for a championship of this magnitude. Its wide sailing area, reliable wind patterns, and high-quality waters make it one of the most admired sailing locations in the Mediterranean. In March, a mix of thermal breezes and prevailing winds creates dynamic and demanding conditions, ideal for testing the technique and strategic skills of Dragon teams. It is a privileged nautical environment, appreciated by sailors from multiple disciplines.

From a logistical point of view, Puerto Portals provides all the necessary facilities for a fleet as specialised as the Dragon Class. Competitors will benefit from an efficient crane service, dry-dock areas, ample space for boat preparation, and the convenience of keeping their boats moored on the same pontoon. These facilities, combined with professional organisation and the proximity of all services, will ensure smooth operations and enhance the daily workflow for every team.

The event's social agenda will be another highlight of the week. Puerto Portals will host a lively village, offering a daily meeting point for participants, guests, and visitors. Scheduled activities include social gatherings and meals, live music, relaxed team get-togethers, and the much-anticipated Crew Party, already a hallmark of the regattas organised at Puerto Portals. The prize-giving ceremony will bring the event to a close, celebrating a week of high-level racing, international camaraderie, and vibrant atmosphere.

Adding to its appeal, Puerto Portals boasts an excellent gastronomic offering, with a variety of high-quality restaurants and cafés, as well as close proximity to numerous hotel accommodations, providing comfort and convenience for all competitors. Its comprehensive berthing services, shops, and leisure options turn the marina into a genuine hub of activity throughout the entire event.

The Dragon Gold Cup in Puerto Portals is set to become an unforgettable edition— the result of a relationship that began in 2017 and now reaches its pinnacle. Mallorca is ready to welcome a truly outstanding regatta in one of the Mediterranean's most iconic sailing destinations.

Further details can be found at www.puertoportals.com.

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IDA Approves use of GPS & Electronic Starting Systems

At the AGM in October 2025 the International Dragon Association delegates voted by a large majority to support allowing use of both full GPS devices and, separately, the use of an electronic 'Starting System'.

No specific system was endorsed at that time, and it is the intention of the IDA to allow organising authorities to trial the different systems that are available. We are also waiting for World Sailing to ratify our proposed change to the Class Rules to allow these devices, and this is expected in early January 2026.

It is the IDA's current intention to purchase a start system controller (hardware and software) when adequate opportunities have been used to evaluate the available systems. The market is in rapid development and products (and prices) are changing rapidly. All the competing systems are currently available to rent, and we regard this as a prudent approach to find the best system for longer term use by the IDA.

Assuming World Sailing approves our proposed Class Rule changes, the Organising Authorities for our major championships in 2026 (Gold Cup, Europeans, Worlds and Grade 1 events) will then be in a position to announce, in conjunction with the IDA, which system (if any) will be available to rent at each event.

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Alsóörs, Hungary

DRAGON ELEGANCE IN THE NORTH: THE 2026 EUROPEAN CHAMPIONSHIP

When the International Dragon Class fleet gathers in **Helsinki**, Finland, from **25 June to 3 July 2026**, it won't just be another regatta—it will be a celebration of tradition, technology, and the timeless allure of competitive sailing.

A Historic Venue

The championship will be hosted by **Nyländska Jaktklubben (NJK)**, Finland's oldest yacht club, founded in 1861. Nestled on the islands of Valkosaari and Blekholmen, NJK offers panoramic views of the Baltic Sea and Helsinki's iconic waterfront. Its reputation for world-class race management ensures that competitors and spectators alike will experience sailing at its finest.

The Championship Format

- Registration closes: 24 June 2026
- Racing dates: 27 June to 3 July

The event will feature a series of fleet races, testing tactical brilliance and teamwork. With Helsinki's long summer days and steady winds, conditions promise exhilarating competition.

Why Helsinki?

Helsinki is a sailor's dream: a labyrinth of islands, reliable summer breezes, and a vibrant maritime culture. Beyond the racecourse, the city offers Nordic design, culinary delights, and cultural experiences—from the historic Market Square to the cutting-edge architecture of Oodi Library.

The Competitors

Expect a stellar lineup of Europe's finest Dragon sailors, including past champions and rising stars. The competition is fierce, but camaraderie is equally important. Social events at NJK on Valkosaari Island and throughout the city centre will provide opportunities for networking, storytelling, and celebrating the shared passion for competitive sailing.

The 20+ Finnish Dragons includes many people who have been sailing the Dragon for decades, but the fleet has also attracted many ex-Olympic competitors and sailors who have been very successful in other classes and are now seeking to sail locally and internationally in one of the most competitive keelboats, the Dragon.

Beyond the Regatta

Visitors can explore Helsinki's design district, enjoy sauna culture, and take day trips to the serene Finnish archipelago. For sailors, the experience extends beyond racing—it's about immersion in Nordic life.

The regatta venue is in the city centre with hotels, bars, shops and restaurants off all flavours and prices within walking distance. You will also find easy access to buses, trams, bikes, scooters, the underground and the central railway station.

A must do activity for sailors is to experience a Finnish sauna – an activity enjoyed by many sailors after racing with a refreshing beverage. Larger public saunas and pools are just across from the club.

Closing Thought:

The 2026 Dragon European Championship in Helsinki is more than a competition; it's a convergence of history, innovation, and community. As the Dragons slice through the Baltic waters under the midnight sun, they'll remind us why this class continues to captivate sailors worldwide.

Welcome to Helsinki!
https://helsinkidragon2026.com/

2025 Dragon European Grand Prix Review

The 2025 Dragon European Grand Prix Series encompassed four regattas in Cascias, Lake Attersea, Skanor and Cannes and once again competition was fierce. Across the four regattas there were four different Overall and Corinthian winners and it all came down to the finals in Cannes.

Pedro Andrade claimed overall victory in Cascais, Xavier Vanneste in Attersee and Jan Woortman in Skanor, but utimately it was Jan Eckert, Torvar Mirsky and Federico Melo who won the Cannes Grand Prix and also became the winners of the 2025 European Dragon Grand Prix Series and the Standfast Trophy.

In the Corinthian Division, the individual grand prix winners were Christoph Skolaut, Peter Fröschl and Albin Boman with Martin Pålsson crewed by Victor Langström and Christian Videbaek winning the Cannes Grand Prix and taking the overall Corinthian Series to win the Lowell Phyllis Cup.

The knockout European Grand Prix Grand Final also took place in Cannes where the winners, claiming the Sami Salomaa Flow Trophy, were Christoph Toepfer, Markus Koy and Ruairidh Scott.

2026 Dragon European Grand Prix Preview

The 2026 Grand Prix Series will start in Sanremo, Italy (April 15-18) before moving onto Lake Balaton, Hungary (May 13-16) for the second of the European Series. Our third Grand Prix will be combined with the British Edinburgh Cup in Cowes, Isle of Wight during (August 18-21), then finally the fourth Grand Prix and Dutch Nationals will take place in Medemblik, Netherlands (September 3-6).

It is important to note that the Finals for 2026 will be held before the opening Grand Prix in 2027 (Venue to be decided). This new initiative will give qualifying teams the opportunity to plan ahead. It also means the successful 2025 team of Christoph, Ruairidh and Markus will keep the beautiful Flow Trophy for a little longer…

A YEAR IN PICTURES

Asia Pacific Championship

At the 2023 IDA AGM, the proposal to launch an annual Asia Pacific Championship to promote the Dragon Class in the region was officially approved. In early 2024, we established a working committee, comprising representatives from Hong Kong, Australia, Japan, Canada, and the USA, to shape the event format and move the concept forward.

A core objective of the initiative was to develop a fleet racing event that reduces the need for costly and complex boat transportation across the vast Pacific region. Many Dragon sailors in Asia Pacific already participate in events like the AP Interport, which successfully use borrowed boats. Building on this model, we saw an opportunity to create an event that is more accessible, collaborative, and scalable.

To better understand how to structure such events, we consulted with the IOD Class, which has successfully run major regattas using a full borrowed-boat format. The model we're adopting is a round-robin fleet racing format, where competitors rotate through different boats each day, or half-day, depending on the venue. The host club is responsible for preparing all boats to a common standard (rigging, sails, etc.), removing the need for measurement and encouraging local fleets to raise their game.

While insurance and logistics remain real challenges, the advantages of this model are compelling. It offers a cost-effective, environmentally conscious, and community-building alternative to traditional regattas. To help more clubs gain familiarity with the borrowed-boat format, we hosted a pilot invitational event between Hong Kong and Perth, bringing together one fleet with Interport experience and another new to the concept. The event gave both organizers and sailors a valuable opportunity to experience the format in action, identify best practices, and build confidence in this collaborative approach.

The Perth team came away from the event highly enthusiastic, impressed by both the racing and the camaraderie. They are now eagerly looking forward to hosting the return leg of the exchange, welcoming the Hong Kong team to Perth, further strengthening ties between the two fleets and continuing to build momentum for the borrowed-boat concept.

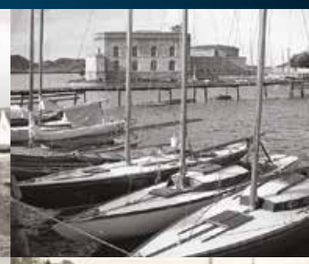
A Model with Broader Impact

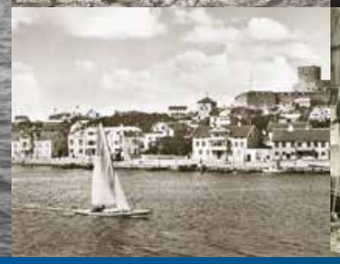
With the 2027 Dragon World Championship scheduled for November 2026 in Hong Kong, we've decided to host the inaugural Asia Pacific Championship as a warm-up event. Since many competitors will already be shipping or chartering Dragons locally for the Worlds, this first edition will not follow the borrowed-boat format. However, it will serve as a crucial stepping stone, building visibility and laying the foundation for future editions.

Importantly, we see this initiative as more than just a regional solution. The borrowed-boat model has the potential to transform how Dragon events are run globally. Fleets in Europe, where clubs are spread across large distances, and in North and South America, where travel and logistics can limit participation, could benefit enormously from adopting similar formats. The Asia Pacific Championship can serve as a test case for a more inclusive, connected, and sustainable future for Dragon racing worldwide.

We're excited by the possibilities and invite Dragon sailors and clubs around the globe to stay tuned and consider how this model might work in your own region.

The Asia Pacific Committee





Dragon To Celebrate 100th Anniversary

In early 1928, the Royal Gothenburg Yacht Club (GKSS) announced a design competition for a new cruising keelboat — one that should be relatively fast, externally attractive, and seaworthy. Out of this call for beauty and performance emerged a legend. On December 25, 1928, the eminent Norwegian yachtsman and designer Johan Anker was awarded the prize for what would become the Dragon class.

The first three Dragons, commissioned by GKSS, were built in Gothenburg by Hjalmar Johansson and raffled among club members in July 1929. That same summer, the inaugural regattas were sailed in Långedrag and Marstrand, marking the beginning of a story that would carry the Dragon across oceans and generations.

As we approach the Centenary Jubilee in 2029, the Dragons will return to these native waters — to celebrate not only a century of racing but a century of shared spirit. The event will be a Scandinavian collaboration, bringing together major yacht clubs and national Dragon associations to honor the legacy of this timeless design.

The Centenary Dragon Jubilee will embody the values that have defined the class since its inception: sportsmanship, elegance, and friendship. It will serve as a tribute to the Dragon's enduring ability to connect people across borders — through wars, revolutions, and technological leaps — while remaining faithful to its original ideals.

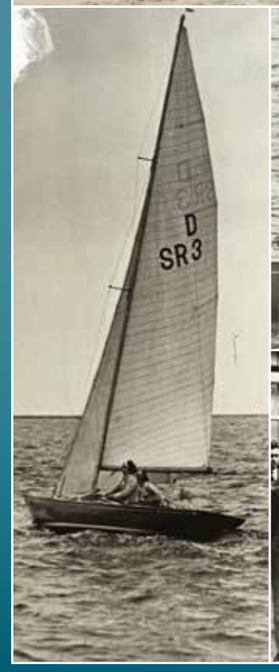
By joining forces across Scandinavia, we pool resources, knowledge, and expertise to create a world-class regatta that both honors the past and sets a new standard for the future.

Marstrand, with its unique maritime heritage and natural charm, offers an exceptional stage for this celebration. The island has long been a gathering place for sailors and enthusiasts from around the world — most recently hosting the Dragon Gold Cup in 2021 with outstanding success. With first-rate organization on water and on shore, and ample accommodation for crews and guests, Marstrand provides everything needed for an unforgettable event.

The Centenary Jubilee will not only commemorate a century of Dragon sailing — it will celebrate the friendships, the craftsmanship, and the enduring beauty of a class that continues to unite sailors in a spirit of grace and camaraderie. Marstrand 2029 will be more than a regatta; it will be a living tribute to 100 years of shared passion for the sea.

GLOBAL DRAGON CENTURY CELEBRATIONS

Dragon National Classes and local fleets are encouraged to plan their own 100th Anniversary celebrations and to send details to IDA Secretary Tim Pearson on timothympearson@gmail.com so that they can be included in the calendar and our special Centenary edition of the IDA Magazine.



ESTONIA AND THE DRAGON

In recent years, Tallinn Bay has seen a rising fleet of Dragons and each season, more Dragons find their way to Estonia. The Class is enjoying a renaissance after decades of obscurity when it was dropped from the Olympic programme in 1972.

A 1949 decree required that all Olympic-class yachts in the Soviet Union be built at the Tallinn Experimental Sports Boat Factory. Located in Pirita until the mid-1970s, this factory was the largest builder of sports boats in Europe, producing nearly 3,000 vessels a year. Most were dinghies, but a significant number of keelboats were completed as well. Among them were no fewer than 989 Dragons, built between 1952 and 1972, with the first launched in the summer of 1952.

Dragon production at the Tallinn Experimental Sports Boat Factory ceased immediately after the class lost its Olympic status. Under Soviet sports policy, only Olympic classes received funding. The result was unfortunate: of nearly a thousand Dragons built in Estonia, only one has survived here under sail – a 1964 mahogany hull, number 435, originally named Dnepr and sailed by Mihhail Bobritski, then head of the Navy Yacht Club based in Tallinn. After Estonia regained independence, the boat received the sail number EST 1 in 1997. Restored at the Kalev Yacht Club by Jevgeni Kazakov, this historic Dragon continues to sail today under the name My Dream. A few more Tallinn-built Dragons may still survive somewhere in Russia, but their fate is unknown.

Estonia produced several top-level Dragon sailors within the Soviet Union, including Endel Kirsipuu, Uno Poola, Uno Sibul, and Jevgeni Kazakov. Less widely known is that between 1953 and 1963, the Soviet Union held a separate Dragon class for women. Around twenty all-female teams competed, nearly half of them from Estonia. Ester Käpa Luiga and Urve Jürjo became multiple-time Soviet champions, while Astrid Tamre also frequently fought her way onto the podium. The final women's event took place in 1963 in Mariupol, then known as Zhdanov. In summer, training and regattas were held on the Baltic Sea; in autumn and winter the sailors relocated to the Black Sea, with the yachts transported either by rail or on open lorries.

I recently sat down with Jevgeni Kazakov, Estonia's "grand old man" of the Dragon class, eleven-time Estonian champion and still racing at 88.

Kalev Vapper

"When I started sailing in 1963, I dreamed of a Flying Dutchman, but at the time Kalev Yacht Club had none available and instead they offered me a Dragon sitting abandoned in the 'graveyard' behind the workshop. Luckily, the skilled workshop crew Kiil, Raun, and Toppi helped me bring her back to life. By the end of the summer, we had her seaworthy again. The boat was named Aegna, sail number SR7.

I only sailed her briefly that autumn, because the following spring I received an even better boat – Asta Veldre's former Dragon. She was a Norwegian-built Dragon named *Kräsuli*, sail number 3, and I sailed her for three seasons.

In my third year, Endel Kirsipuu, the top Dragon sailor in Estonia, invited me to join his team for the Soviet Championships. I was surprised, but I went and we won bronze. Our second place in the Cup races earned me the title of Master of Sport. Crew needed to achieve the norm twice; helmsmen only once.

We agreed that in local regattas I would helm my own Dragon, but internationally I would serve as his spinnaker man. Kirsipuu retired from sailing in 1969, and I inherited all his gear along with his mahogany Dragon *Iil*, by then carrying the number SR634. With her I began helming at the Soviet Championships. That year an impressive sixty-nine Dragons lined up at the start.

CONT

The top eighteen advanced to the final and I scraped in as the last qualifier, finishing just ahead of ten-time Soviet championViktor Poppel. Ultimately, I placed seventh in my first major event.

The Estonian Championships were major affairs in those days – thirty-one Dragons competed for the national title in 1970. When the 5.5R class was removed from the Olympics, many of its top sailors migrated to the Dragon, among them Mihhail Bobritski, Aleksander Tšutšelov, and Vello Räime. Räime won the title that year and I placed second.

1972 was the Dragon's final Olympic year. I had just been accepted into the Soviet trade unions' national team reserve and received permission to build a new yacht at the Tallinn Sports Boat Factory. I worked on that boat from morning til night, and when the hull was finished, the renowned measurer Heino Kuivjõgi came to inspect it. After completing the measurement, he wanted to measure it again. Once he finished the second round, he just nodded and said: "Well, well, when they try, they really do know how to build boats."

With that yacht, I finished second at the 1972 Soviet Championships, third at the Baltic Regatta, and won the Soviet Cup. And then, suddenly, came the announcement the Dragon was no longer Olympic Class. Dragons were scrapped or sold, many of them to Russia. Within a couple of years almost all Dragons vanished from Estonia. I switched to the Soling.

The revival began in 1997. I was offered a neglected Dragon at the Kalev Yacht Club workshop. Restoration would cost 10,000 dollars. We shook hands, and just like that, I was a Dragon sailor once again.

In 1998 I approached the Finns with the idea of participating in Estonian Championships. After all, one cannot race alone. The ever-enthusiastic Timo Nurmilaukas embraced the idea and promised to bring not only Finnish teams but other strong Dragon crews as well. He persuaded Paul Richard Høj Jensen, Denmark's multiple-time Dragon world champion and winner of the Soling class at the 1980 Olympic regatta in Tallinn. And to universal astonishment, Denmark's Prince Henrik joined Jensen's crew. Jensen's Dragon arrived in Tallinn aboard the prince's royal yacht.

That year next to my Dragon eight Finnish boats and the Danish team lined up in Tallinn. A small mishap struck when my crew, Nikolai Poljakov and Sven Kochberg, discovered at the top mark that the spinnaker had been left ashore, forcing us to sail the first two races without one. Even so, we finished 5th and 4th, and 3rd overall. This marked the beginning of a new era. Soon we were travelling to regattas across Finland and Europe.

At one-point Jaak Unnuk convinced me to sell my beautifully restored wooden Dragon to him and order a new one from Petticrows in England. But fate is kind: later I reacquired my Tallinn-built mahogany *My Dream* and have restored her to her former glory now. She's very dear to me and I've known her since 1964, back when Mihhail Bobritski sailed her.

In 2001 I began pitching the idea of hosting the European Championships in Tallinn to the Finns and Danes we regularly raced with at international regattas. Thanks to Prince Henrik of Denmark, who stated at the decisive meeting, where Denmark and Estonia were the two candidates, "We've raced in Denmark many times and will do so again, but for Estonia it would be the very first time," the decision was made in our favour. And that is how the 2004 European Championship came to Tallinn.

The most recent championship event held for Dragons in Estonia was the 2024 European Championship regatta in Pärnu, where 60 teams from 15 countries competed for the title. The participants were unanimous in their praise for the event's organisation, and with any luck we will soon see the international fleet gracing our waters again."

JEVGENI KAZAKOV

Meteor Six decades in action and still shining bright

With more than six decades of competitive racing under her keel, GBR402 Meteor *is something of a legend and she continues to shine, including winning the 2025 Dragon Edinburgh Cup for the British Open Championship 62 years after her first Edinburgh Cup competition. We asked current owner Peter Cooke for the secret of her longevity and success:*

"I believe that *Meteor* has probably always been a competitive boat and the evidence is that she has been well looked after by her various owners over the years. Hence there wasn't the need for a radical restoration at any point.

It is probably helpful to consider two main elements, her hull and basic structure, and her rigging/systems. Her hull seems very original - the planking and structure show no signs of any obvious replacement or major repair. That points to owners maintaining her in a good condition over the years with regular varnish refreshes and smaller repairs as needed. She also retains her windows in the cuddy and her very useful drawers in the stern, ideal for gin and tonic! Since I purchased her in 2014, we have done two full hull re-varnishings as well as keeping on top of the more minor jobs and, of course, anti-fouling every year. In recent years Katie Cole has continued that maintenance role.

On the rigging/systems side *Meteor* was already 'modernised' to a large extent when I bought her. A previous owner had retrofitted her in a Petticrows layout. We replaced wire runners with Dyneema, strengthened the anchor points for the runners (after pulling the previous anchor point out!), added a single pull furling system, and more recently adopted the modern deck level mast chock cartridge and mast step system - in part to ensure we satisfy the measurement requirements and can demonstrate that compliance easily in the top level competitions. We've fitted adjustable jumpers rather than fixed which helps compensate a slightly bent mast top!

The other significant, and possibly the most important, factor is approaching these regattas as we do with a modern boat. We keep the boat, systems, and sails in the best condition possible. And as a crew, we debrief after races and try to improve and learn from any mistakes.

In summary, she's been competitive over the years, well looked after and updated appropriately"

Classics Review 2025

2025 saw two major Classic regattas take place. The first was the Robbe and Berking Sterling Cup sailed in Flensburg in July and the second was the Wooden Dragon World Cup in Sanremo in September.

The Robbe and Berking Sterling Cup attracted 28 competitors from six countries. Although the event was dominated by home country German entries, and Germany has the largest fleet of Classic Dragons, sailors from three different countries occupied the first three places. First was *Nortic*, a much-travelled boat, now GER1250, but originally British (K340) and then Canadian (KC108). Her owner, Sven Kruse, bought her from the Doomernik yard after a thorough restoration documented in the IDA magazine of 2023-24. She was helmed in Flensburg by Niklaus Ganssauge. Behind her were NED185 helmed by Rob Dekeukeleire and DEN266 helmed by Frank Berg.

In Sanremo there were eleven competitors from five countries. *Meteor* (GBR402), sailed by Pete Cooke, claimed victory. Behind her were *Galatea II* (ITA12), sailed by Giuseppe La Scala and *Fei Lin's Flirtation* (GBR633) sailed by Ron James. The latter is a cold-moulded hull which qualifies for this event by being wooden, even if not carvel-planked.

Classic Dragons featured in many other events, proving that, if they have been well maintained or restored, they are fully capable of competing at the highest level. The most notable results were achieved by *Bluebottle*, sailed by Graham Bailey, which won the French Championship in Port Camargue and Cowes Week. She also finished fourth in the Gold Cup and would have won the event had there been a discard. *Bluebottle* went on to win the Marblehead Trophy in San Tropez.

Meteor won the Edinburgh Cup, the British Championship, as well as the Wooden Dragon World Cup. Otherwise, the lakes in Germany and Austria tend to see the greatest participation by Classics. There is also a significant population in the Netherlands, many of which are used as day sailors.

Most, if not all, the boats competing in the two Classic events have either been lovingly cared for through their lives or very fully restored more recently. It is, however, interesting to note that the average age at Sanremo was significantly higher than in Flensburg, suggesting that this is not a bar to success if the boat's condition has been maintained. There are two restorations ongoing in Great Britain of *Chime* (K380) a 1959 Borresen boat and of *Penguin* (K301) a 1958 boat built by Lallows in Cowes. Both should be in the water in 2026. They were both in poor condition, especially *Chime*, before being taken in hand. It isn't quite clear how much of Borresen's work is now extant in *Chime* after the work done by Demon Yachts, but she does look very lovely. *Penguin* is not as advanced but looks very promising. *Nereus* (K398) is now being restored in the Netherlands after languishing in England for several years.

For anyone seeking to own a genuine Classic racing boat in good condition opportunities do exist. In Britain alone there are three boats, one Pedersen and Thuesen and two Borresen, which have been substantially renovated and are now for sale after that work. I know of some other similar boats in Continental Europe. Otherwise, there are plenty of boats for sale in varying states of repair, but none of them in top racing condition. Most of them, as with *Bluebottle*, can be brought back to competitive racing but only after considerable work. Easier perhaps to get them to a level where they can partake of club racing.

The market in Classic Dragons is very opaque, and value is utterly dependent on condition. It should be possible to make comparisons with the bigger market for GRP boats. Thus, the fully competitive boats can be compared to recent GRP boats plus or minus something for the attraction of wood as a positive and the higher maintenance costs as a negative. Older GRP boats in usable condition seem to be priced at £6,000 to £10,000 depending on equipment. For a wooden boat in need of any significant work this implies that the hull has no value and the only value lies in any equipment that can be re-used. This rather brutal analysis doesn't take any account of sentiment attached to a boat.

The fashion at the top end of the Classic Dragon world is very much for Pedersen and Thuesen boats and they very definitely command a premium. There is no doubt that they were the best built Dragons of their day, probably followed by those from Abeking and Rasmussen. However, the success of *Bluebottle*, a 1948 Camper and Nicholson boat, strongly suggests that boats built by other yards can do well if renovated by a capable yard. This is also borne out by the results from the 1960s which show that boats from other yards were certainly capable of winning. The most revolutionary boat from that era was probably *Aphrodite*, built by Kelvin Savell and sailed by Lowell North, and she is still racing in Palma. The Classic world remains intriguing and complex, partly because of the very long history.

GBR

Honouring the past, racing into the future

Celebrating the BDA's 70th Anniversary

In 2026 the British Dragon Association will celebrate a remarkable milestone: seventy years since the Association was founded in 1956, in compliance with a British Dragon entry at the 1956 Summer Olympics in Melbourne, Australia.

What began as a way to support and organise British Dragon sailors has grown into a vibrant, nationwide community that continues to race, socialise, and champion this iconic keelboat.

Seven decades on, the British Dragon class showcases classic wooden boats lining up alongside modern GRP builds, new owners, restoration journeys and younger crews discovering the class for the first time. The boats may have evolved, but the appeal is unchanged: close, tactical racing, welcoming fleets, and a shared passion for Dragons.

The 2026 season promises to be a stand-out celebratory year for the class with headline regattas combined with regional championships and local yacht club events.

Highlight Events

• **Cowes Week 200** will see British Dragons join the 200th anniversary of one of the world's most famous regattas. 2026 also marks 90 years of Dragons taking part in this historic annual event.

• The **Edinburgh Cup** and **UK Grand Prix** returns once again to Cowes, the true home of the Edinburgh Cup. This event brings together top British and visiting international teams to compete for the class's premier national title, and competitors can expect superb race management and an active social programme.

• The prestigious **Marblehead Trophy** will complete this exceptional Cowes trilogy, adding another world-class event to an already packed programme. 2026 marks the 75th Marblehead Trophy since it passed to the Dragon Class in 1952!

From long-established fleets to newer Dragon hubs, every club series, open meeting and regional championship will play its part in marking the BDA's seventh decade.

The anniversary is also a moment to look back with pride and forward with ambition. Over seventy years, British Dragons have raced at Olympic level, World and European championships, national championships and club series at every corner of the country from Scotland to the East of England. Generations of sailors have learned their craft in Dragons, forged lifelong friendships and kept this classic one-design thriving.

As the celebrations of seventy years begin, the BDA's focus remains clear: supporting active, competitive fleets across the UK and inspiring the next generation of Dragon sailors.

SWE

Season Overview

Few one-design classes can rival the Dragon's unique blend of heritage, performance, and community. In Sweden, the class is experiencing a vibrant renewal. Across both the west and east coasts, new boats are joining the fleet, while long-standing owners are mentoring and encouraging newcomers to take part in regattas. The Dragon's inclusive culture – a balance of professionalism and genuine camaraderie – continues to draw sailors from diverse backgrounds who value both competition and connection.

This resurgence is no accident. The Swedish Dragon Association has been deliberate in fostering an open, inspiring environment where Corinthian sailors practice and compete alongside seasoned champions, and where the Young Dragons initiative gives the next generation a clear path into the fleet. With mentorship, shared boats and crews, and active support from experienced teams, the handover between generations is already taking shape. Today, the Swedish fleet stands stronger and more diverse than it has in years - a living reflection of how the Dragon spirit combines top-level racing with an enduring sense of community.

That spirit was on full display at the Swedish Grand Prix and Swedish Championship - the defining event of the season. With its newly renovated harbour, a tight race area just outside the marina, and an entire village rallying behind the competition, Skanör embodied what happens when a passionate sailing community meets a legendary class. Thirty-eight teams from eleven nations gathered at Sweden's southern tip for four days of racing in shifting, demanding conditions that rewarded sharp tactics, calm focus, and steady hands at the helm.

From the outset it was clear that GER 1221 *Sapphire IV*, sailed by Jan Woortman with Markus Koy and Diego Negri, had the pace and consistency to control the fleet. They went on to secure overall victory in the Grand Prix with a performance that set the benchmark throughout the week.

Behind them, the battle for the Swedish Championship added an extra edge. SWE 800, Jan Secher with Richard Sydenham and Gerard Mitchell, sailed with composure and speed to take the national title and secure second place in the Grand Prix. Third overall went to SUI 355, Jan Eckert and crew, completing the international podium.

The Corinthian fleet also left their mark. SWE 330, Team Young Dragons – Albin Boman, Ellen Boman, AnnTherese Johansson and Dennis Fonseca Karlsson – delivered a remarkable week, winning gold in the Corinthian division and bronze in the Swedish Championship. Their energy and results confirmed the strength of the next generation coming through. Corinthian silver went to SWE 416, Martin Pålsson's team, with GER 1256, Tanja Jacobsohn and crew, taking bronze.

Onshore, the hospitality matched the racing. With an entry fee deliberately kept low, daily breakfasts, after-sailing gatherings and a memorable regatta dinner, Skanörs Båtklubb once again showed how a small club with just 350 members can deliver a world-class regatta. The Harbour Committee's support in moving boats and adjusting harbour logistics at the height of summer was crucial and deserves the highest praise.

The verdict from the fleet was unanimous: Skanör 2025 set a new standard for how Grand Prix events can be run – competitive racing on the water, warm camaraderie ashore, and a reminder that the Dragon spirit thrives as much in small harbours as on the biggest international stages.

Final results

Grand Prix

1st GER 1221 – Jan Woortman
2nd SWE 800 – Jan Secher
3rd SUI 355 – Jan Eckert

Swedish Championship 2025

1st SWE 800 – Jan Secher
2nd SWE 369 – Patrik Salén
3rd SWE 330 – Albin Boman

Corinthian

1st SWE 330 – Albin Boman
2nd SWE 416 – Martin Pålsson
3rd GER 1256 – Tanja Jacobsohn

National Classes

FIN

Season Overview

The Finnish Dragon fleet had an active and successful 2025 season, marked by strong participation in national and international regattas, steady fleet growth, and preparations for major upcoming events. The Dragon class continues to thrive in Finland, combining tradition with modern competitive sailing.

Fleet Size & Activity

The Finnish Dragon fleet currently consists of approximately 25 active boats, with regular racing concentrated in Helsinki and Hanko. The fleet remains one of the most vibrant classic keelboat communities in Finland, attracting both seasoned sailors and newcomers.

Key Events in 2025

National Ranking Series included regattas in Helsinki & Hanko, Highlights were the Champagne Regatta, and Drumsö Regatta, as well as Finnish and Estonian Championships. Finnish sailors also participated in major international events including the World Championship, Gold Cup and European Grade 1 events across Europe. Jouko Lindgren and team finished the Grand Prix events as top Corinthian team. Preparations are well underway for the Dragon European Championship 2026, which will be hosted in Helsinki from 26 June to 3 July 2026.

Top Finnish Performances

Rank	Boat	Skipper
1	*Joyride*	Carolus Reincke
2	*Lizard of Oz*	Heikki Pulsa
3	*Margaret*	Peter v. Koskull
4	*Kipinä*	Mikko Jaatinen
5	*Bouboulina II*	Petri Vuorjoki

Highlights & Developments

Growing interest in classic wooden Dragons and restoration projects reflects the class's commitment to heritage. The fleet is actively promoting youth involvement with several owners bringing new talent onboard from other classes or loaning boats out.

Looking Ahead

The 2026 European Championship in Helsinki will be a landmark event for the Finnish Dragon community, expected to attract a large international fleet and showcase Finnish hospitality.

Continued efforts will focus on expanding the fleet size, enhancing training and race management

AUS

Last year, our season started with a spectacularly successful Prince Philip Cup (the Australian National Championship). It was held in January in Perth, Western Australia, hosted by the Royal Freshwater Bay YC. The fleet of 26 boats included two entries from the UK in addition to entries from the other States where we have Dragon Fleets (New South Wales, Tasmania and Victoria). The Regatta was held in lively SW winds, (the famous Fremantle Doctor) and the full programme was completed on schedule including the prior introductory regatta, the Ted Albert Trophy.

Australia is indeed blessed with good winds and blue skies, a great place to race Dragons – we know we are a long way away but can assure potential visiting competitors that it is well worth the trip! The Prince Philip Cup this year was won by Richard Lynn, crewed by Ethan Prieto-Low

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and Adam Brenz-Verca in Gordon. Gordon is named after probably our most well-known Dragon sailor of recent years, Gordon Ingate, who celebrates his 100th birthday in 2026! The Corinthian Prince Philip Cup was won by Willy Packer sailing *Scoundrel*.

Distances in Australia are large, resulting in each of our four fleets organising its own programme which in each case includes their own State Championships.

The 2025 Tasmanian Championship hosted by the Royal YC of Tasmania, in Hobart, was won by Nick Rogers in *Karabos IX* from Hugh Wardrop sailing *Riga* and Rob Campbell, who travelled the 3,000kms to compete, in *Mirage*. A healthy fleet of twelve contested the championship.

The 2025 WA State Championship was a very competitive affair with thirteen entries.

Richard Lynn again excelled in Gordon. However, the contest was hot with former world Flying Fifteen champion Grant Alderson helming *French Connection* into second place.

In June, a team from Royal Freshwater Bay YC visited the Royal Hong Kong YC for a highly enjoyable and successful weekend of team racing. There is a return match planned for 2026. The Australian Fleet welcomes Bram van Olphen, from Hong Kong, as the new IDA Chairman. The Asia/Pacific can be a major growth area for the worldwide Dragon fraternity, and it is good to see this fact being recognised.

The Prince Philip Cup will be held January 2026 in Hobart, Tasmania and in February 2027 it will be in Lake Macquarie, a couple of hundred kilometers north of Sydney. This is a stunning venue and the first time our Dragon fleet has been hosted by the Lake Macquarie YC. It could be a great opportunity for any of our Northern Hemisphere Dragon sailors to combine a highly competitive regatta with a beautiful February sunshine holiday. So, get planning!!

www.dragonclass.org.au

FRITZ-Segel GmbH · ERNSDORFER STRASSE 66 · D-83209 PRIEN AM CHIEMSEE
PHONE + 49(0) 80 51/43 27 · FAX + 49(0) 80 51/6 22 02 · E-Mail: info@fritz-segel.com

CAN USA

The North American Dragon Class continues to have several owners and crew who travel overseas for racing, as well as those who race locally, either in small fleets or handicap. Congrats to USA325 *Magic* on an excellent overseas season and some additions to the hardware collection. CAN118 *Mistral*, a beautifully restored 1970 Børresen was shipped over to Europe for the Wooden World Cup in Sanremo, but various storms in the Atlantic delayed her arrival although

not much was missed, as there was very little wind at the event.

Most Dragons in North America are on the coasts (east and west) as well as around the Great Lakes area. On the east coast, CAN131 *Intrigue* races in beautiful Mahone Bay. In the middle we have small fleets in Toronto and Cleveland, who do a little back and forth across the border for local regattas, as well as USA314 *Spitfire* who races competitively in Niagara-on-the-Lake, Ontario.

And out here in the west, we have a small but fiercely competitive fleet at the Royal Vancouver YC, with the fleet championships won by CAN148 *Ayrborn2* in a closely fought season. A bit down the road (and over the border), USA10 Somerfugl continues to race the Duck Dodge in Seattle, and this year came away with the Golden Duck for winning her series. She is one of the original Dragons shipped over here in the early 50s and is sporting a new aluminum mast this year.

We expect several US flagged Dragon at the Worlds in Hong Kong in late 2026.

www.nadragons.org

ESP

It will be a very active Dragon racing winter this year in Palma. The line-up is promising and participation numbers are high, so far there are 40 boats registered for the winter racing. The schedule is for three winter series to take place in Puerto Portals, followed by the Copa Mediterraneo in February and ending with the Gold Cup in March. The preparations are intense and it is set that Puerto Portals will deliver a one-of-a-kind racing venue and schedule. The winter racing will not end in March though, as the Princess Sofia regatta will take place on the last weekend of March at the Real Club Nautico Palma and the Palmavela early in May.

In terms of the fleet, numbers have stayed steady with no big additions or losses. Due to the big events being hosted on Mallorca, the interest for the Dragon has re-surfaced. There are some wooden Dragons that have been restored on the island and sail regularly from RCNP. The interest remains and it is great to see how the class is consolidated on Mallorca.

www. spanishdragonclass.com

FRA

The past- year confirms the international influence of the Dragon class events in France. On the sporting front, foreign participation remains strong and of a very high level, largely occupying the podiums of the French Championship and the Atlantic Trophy. The Gold Cup in Douarnenez confirmed this attraction: 75 crews from 18 nations came to this major annual meeting of the Class.

Our objectives for 2026 will be to maintain and if possible, strengthen this attractiveness, which is very important for the organising clubs of these regattas. In addition, the help provided by the France Dragon Association in recent years to the organisation of training and events outside the regatta calendar is bearing fruit: in three years, the number of participants has increased by 50%. We are going to strengthen this effort to mobilise the clubs, their resources on the water, their coaches, in order to continue this dynamic. The challenge now remains to convert this increase in the number of sailors into an increase in the number of boats on starting lines, and to encourage more French crews to take part in events outside their home waters, in France and abroad.

www.france-dragon.org

GER

Germany's Dragon scene came out of 2025 in a good place: more boats across the country, strong regatta turnouts, and a top end that keeps raising the bar. The international ranking underlines that depth—seven German helms are currently in the Top 20: Christoph Toepfer, Dirk Neukirchen, Michael Zankel, Dirk Pramann, Jan Woortmann, Nicola Friesen and Stefan Link.

The growth story did not start this year. In 2024, 58 boats at the German Championship on Chiemsee set a statement in sheer participation. In 2025, the class stayed just as sharp where it mattered most: Niendorf delivered a championship that went right to the wire, with Toepfer / Koch / Koy taking the title by one point.

Germany also made itself felt on the international stage. Dirk Pramann claimed the Dragon Gold Cup, and the Corinthian Trophy went to Germany as well—quietly confirming what many competitors already

sense: the standard is high, the field is deep, and nothing comes for free.

Just as important is the atmosphere within the fleets. The Dragon has always been about more than the next shift on the beat, and in 2025 that part felt especially alive again—seen most clearly at the Drachenhumpen on Ammersee, which put 50 boats on the line and reminded everyone why this event is considered legendary.

Next season brings a highlight at home: in 2026, the German Championship heads to Bayerischer YC on Lake Starnberg. Beyond that, the Hong Kong Worlds are already a focus point for many German teams. With strong interest at home, places are decided through a national selection process based on ranking. And in the background, preparations continue for an even bigger marker on the calendar: the Dragon Gold Cup 2027 in Travemünde.

www.drachenklasse.de

IRL

After a hectic year in 2024 with the Dublin Grand Prix and the Gold Cup in Kinsale, it was time to concentrate on promoting local fleet racing (visitors always welcome) in 2025.

What better way to start the year than to have a South Coast Championship in a venue that would be hosting the Dragons for the very first time. The picturesque Baltimore in West Cork lived up to all that was expected… and more.

The sight of the fleet sailing out through "The Sound" was something to behold and the race area in Roaring Water Bay provided first class racing in champagne conditions. The eventual winners were local man Neil Hegarty with Owen Pay (Cowes local knowledge!) and Peter Bowring sailing *Phantom*.

Next up was the East Coast Championship hosted by the Royal Irish YC in Dunlaoghaire. It was nip and tuck going into last race, and in breezy conditions, it was Kinsale's Cameron Good in *Little Fella* with Henry Kingston and Matthias Hellstern who came out on top.

The Volvo Dunlaoghaire Regatta, the biggest sailing event in Ireland (400 boats in all classes) was won by recent additions to the Dublin fleet, Serafina (Ronan Murphy, Ali Kissane & Peter O'Reilly Jnr.).

It was back to Kinsale for the Irish Championship. The weather unfortunately played a big part with two days lost due to too much and too little wind!

We were delighted to welcome BDA chairman Simon Barter back to Kinsale after his unfortunate absence from the previous year's Gold Cup.

Deserving winners and for the first time were Kinsale's James Matthew's in TBD with David Good and Fergal O'Hanlon who emotionally dedicated their win to the late Rob Jacob, former crew member and a larger-than-life Kinsale sailing legend.

Abroad, Marin Byrne's *Jaguar*, Ben Cooke's *Titan*, Rui Ferreira's *Leia*, Iain Woolward's *Wid Iris*, Daniel Murphy's *Fortitude*, Denis Bergin's *Sir Osis* and Colm Duune's *Ghost* kept the Irish flag flying at the Worlds, Gold Cup, La Baule, Deauville, Cannes and St.Tropez

As has become the norm the last event of the domestic season was the Freshwater Keelboat Regatta (appropriately named for washing down!) with Shawn Kingston's *Grey Hare* with his brother Tony and Donal Small retaining the title for the third time.

Footnote:

The Irish Dragon Association is delighted to be hosting the 2026 IDA AGM in Dunlaoghaire next October and looks forward to welcoming all our international friends and colleagues.

E-mail bowringp56@gmail.com

ITA

The 2025 season of the Dragon in Italy has been intense, and the whole season was concentrated in the waters of Sanremo with the entry of some new shipowners.

The fleet engaged in the Winter Series that has always seen about fifteen boats in the water and in the Italian Championship with about thirty boats.

In September the Wooden World Cup was a beautiful meeting place of beautiful boats and friendship.

The Italian fleet in recent years is experiencing a moment of great fervour with the entry of new crews and a nice group of young people. Our aim is to foster this development through 2026 and beyond with a continued programme of excellent race offerings, strong competition and friendly camaraderie.

From 15 to 18 April the YC Sanremo will welcome the IDA Grade 1 Italian Grand Prix and from 9 to 13 September it will host the third edition of the Wooden Dragon World Cup. We look forward to welcoming international visitors to events throughout the year.

www.assodragone.it

NOR

As the 2025 Norwegian Dragon season has come to an end, we conclude that that the revival of the class located in the Oslofjord, home of the Dragon's designer, Johan Anker, holds strong progress!

Activities during 2025 have been focussed in the Oslo Fjord, mainly in Son and at Hankø, both destinations in the central area of the Fjord, easily accessible both from the Oslo region and from abroad through Sweden's West Coast. Among the highlights of 2025 was the return as a National Championship Class, the Championship held in Son middle of August 2025.

For the upcoming season of 2026 the activities will again consist of utilising Son as the primary hub for Dragons in Norway. We expect the season to kick off in the middle of April with at least 15 Dragons sailing on weekly basis, in what will be part of the Seasons Cup for the National Class. This Cup will run throughout the season and conclude at the end of

the season in September. We would love to include international sailors visiting or passing through Son with the ability to take part in our sailing. Boats will be made available.

As summer reaches its peak in Norway in late in June the big One Design regatta Hankø Race Week is a highlight from June 24 to 28. The event unfortunately collides the European Championship 2026. Then in early August, part of the Norwegian fleet will take part in the Nordic Championship/Swedish Championship in Marstrand, before returning back to the Oslofjord for the Open Norwegian Championship, August 15 -16.

Again, we would very much like to present the central race area for international visitors. Do not hesitate to get in touch.

www.nordragon.no

SUI

While some Dragon crews started their season in warmer regions with winter trainings, we opened ours in January with a cultural event, an aperitif riche in a wine bistro and a concert by the West Side Big Band, where our SDF cashier Peter Schüpbach was playing the lead saxophone.

The action then moved to the water at Easter on Lake Thun. Unfortunately, Swiss participation in the subsequent Lake Constance regattas in Staad, Überlingen, and Steckborn was very low. The Alpencup, a tune-up race for the following Swiss Championship on Lake Thun, was better attended. The TYC youth group, under expert guidance, completed eight races across three classes in two days under fantastic conditions, earning high praise from the participants and corresponding applause at the awards ceremony. The international team, sailing under the British flag, Ivan Bradbury's GBR 375 with crew Lars Hendriksen and George Leonchuck, won convincingly.

It used to be said that the winner of the Alpencup would never win the Swiss Championship. Far from it, this time too, GBR 375 won the International Swiss Championship after seven races in three days and fantastic conditions, ahead of SUI 297 Martin Knapp (TYC), Marc Jost (TYC), Andreas Keller (TYC) and BEL 80 Ben van Cauwenbergh (RYCB), Nadia Deferm (RYCB), Tim Vanroelen (RNSYC).

For the first time this year, the title 'Swiss Champion' was awarded to the best Swiss boat. Swiss Sailing's decision came rather last-minute and sparked considerable discussion among sailors. Many believe the best boat should win and hold the title.

Therefore, the title went to SUI 297 Martin Knapp (TYC), Marc Jost (TYC), Andreas Keller (TYC) ahead of SUI 2 Francois Bopp (SNG), Simon Fry (SNG), Ivo Todorov (SNG) and SUI 320 Garlef Baum (TYC), Markus Bohren (YCZ), Hannes Eugster (YCZ).

The season concluded, as always, with the Herbstpreis. The weather was decidedly autumnal, with fog and a mirror-like lake. Soon, however, a light breeze began to ripple the water, and the first rays of sunshine broke through the fog. With winds of 8-10 knots, three races were sailed on Saturday. Due to the picturesque sunset behind the Stockhorn mountain, shrouded in mist, the final race was shortened, so the return to the harbour for a well-deserved after race beer and the following fondue wasn't too long. A light-wind race was held on Sunday.

Note: The 2026 Swiss Championship will take place from September 2nd to 6th at the RVB Regatta Club in Brunnen on Lake Lucerne. This part of Urnersee is known for its excellent wind conditions and is conveniently located on the way to the subsequent regattas further south. We hope to welcome many crews!

www.dragon-class.ch

A message from the Chief Measurer

Dragon sailors - please check your mast collar, especially if you have the type you can see in the photo. During the past year's equipment inspections, I found several occasions when this type of mast collar was not in the correct position, so there was an infringement of the CR 6.103, which in some cases resulted in a protest. The rule reads:

"**CR 6.103** – A durable mark of optional material, of 50mm longitudinal and 20mm athwartships dimension, in colour clearly contrasting with the surrounding area, shall be fixed on deck on each side of the mast opening in such position, that the foreside of the mast shall not be capable of being moved outside the limits of these marks. See Diagram on Page 22 (of the class rules).

Movement of the mast within these limits shall be restricted by filling pieces or bolts fixed in such a way that they cannot be removed while racing."

On the above picture you see the mast collar with which I had the problem more often. On that solution there is a screw only on the front of the collar and that one is not in contact with the mast spar so if it loosens or the gluing is too old it can move from the original position up or downward. If that happens you can be faced with some rectification work before the first race, or in worst case a protest after a successful race.

NATIONAL CLASS CONTACTS

	WEBSITE/EMAIL	SECRETARY/ PRINCIPAL CONTACT	REG BOATS
ANT	sophia@hoj-jensen.com	Poul & Sophia Hoj-Jensen	8
AUS	dragonclass.org.au	Jeremy Nolan	50
AUT	dragonclass.at	Bernd Doll	89
BEL	belgiandragons.be	Tim Vanroelen	14
CAN	nadragons.org	David Dale-Johnson	16
DEN	larshendriksen@gmail.com	Lars Hendriksen	40
EST	estdragon.ee	Rene Treifeldt	29
ESP	spanishdragonclass.com	Tanit Cabau Wolf	5
FIN	finnishdragon.fi	Georg Tallberg	23
FRA	france-dragon.org	Yves Leglise	58
GBR	britishdragons.org	Chris Brittain	97
GER	drachenklasse.de	Sina Wolf	417
GRE	christopher.stratos@gmail.com	Christopher Stratos	9
HKG	rhkyc.org.hk	Ken Wong	21
HUN	dragonclass.hu	Vilmos Naray	15
IRL	bowringp56@gmail.com	Peter Bowring	25
ITA	assodragone.it	Umberto Di Montelupo	26
JPN	sawadaakira@hakutaka.jp	Akira Sawada	29
NED	dragonclass.nl	George Etty	54
NOR	nordragon.no	Iver Waalen	20
POR	sebastiao.osorio @cncascais.com	Sebastiao Osorio de Castro	14
SRI	info@slyg.global	Margaux Detry	4
SWE	svenskdrakklubb.se	Mattias Jonsson	52
SUI	dragon-class.ch	Lotti Schmid	52
TUR	canpolat2010@gmail.com	Can Polat	12
UAE	jeroen.leenen@nctww.com	Jeroen Leenen	6
USA	nadragons.org	Anne Garrett	19
			1204

REGATTA SCHEDULE 2026 ONWARDS

	DATE START	DATE END	VENUE	COUNTRY	CONTACT
2026 CHAMPIONSHIPS					
Gold Cup	16/03/2026	21/03/2026	Puerto Portals	Spain	puertoportals.com
European Championship	27/06/2026	03/07/2026	Helsinki	Finland	helsinkidragon2026.com
Asia Pacific Cup	17/11/2026	21/11/2026	RHKYC	Hong Kong	rhkyc.org.hk
2027 Hong Kong Dragon World Championship	24/11/2026	30/11/2026	RHKYC	Hong Kong	dragonworld2027.com
2026 GRADE 1 EVENTS					
Italian Grand Prix	15/04/2026	18/04/2026	Sanremo	Italy	yachtclubsanremo.it
Hungarian Grand Prix	13/05/2026	16/05/2026	Balaton	Hungary	dragonclass.hu
Edinburgh Cup and British Grand Prix	18/08/2026	21/08/2026	RYS Cowes	UK	britishdragons.org
Dutch Grand Prix (Finals in 2027)	03/09/2026	06/09/2026	Medemblik	Netherlands	dragonclass.nl
2026 SELECTED GRADE 2 EVENTS					
Prince Philip Cup / Australasian Championship	21/01/2026	28/01/2026	Tasmania	Australia	RYCT
Portuguese National Championship	08/05/2026	10/05/2026	Cascais	Portugal	cncascais.com
Irish National Championship	16/07/2026	19/07/2026	Dunlaoghaire	Ireland	riyc.ie
Belgian Open Championship	13/08/2026	16/08/2026	Ostend	Belgium	rnsyc.be
Swiss National Championship	02/09/2026	06/09/2026	Lake Uri	Switzerland	dragon-class.ch
Championnat de France / Drags Cup	27/10/2026	31/10/2026	Cazaux	France	cvcl.fr
2027 CHAMPIONSHIPS					
European Championship	05/04/2027	10/04/2027	Cannes	France	internationaldragonsailing.net
Gold Cup	23/07/2027	01/08/2027	Travemunde	Germany	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

Petticrows
R. Pé de Mouro 33,
2710-297 Sintra,
Portugal
T: +351 915 453 863
E: petticrows@petticrows.com
www.petticrows.com

Ridgeway Dragons
57 B South Arm Road, Rokeby 7019,
Tasmania, Australia
Contact: Zane Ridgeway
T: +61 (03)62729946
E: info@r1dmarine.com
www.r1dmarine.com/dragon-class-1

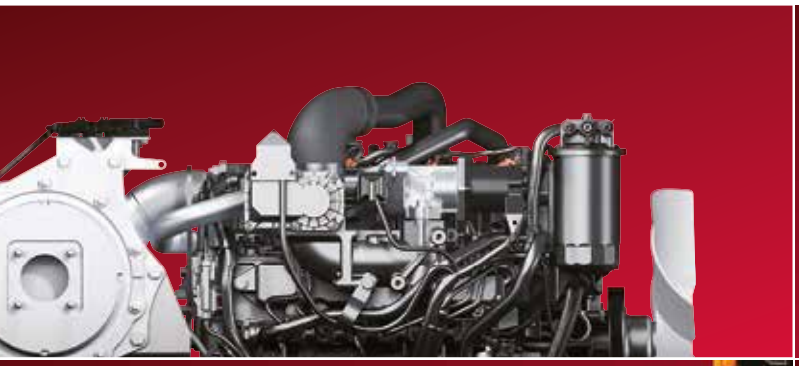
Joop Doomernik
Havendijk 22, 5017 AM-tilburg
The Netherlands
T: +31 (0)13 - 58 00 306
Mbl: +31 (0)655 80 66 66
E: joop@doomernik.nl
www.doomernik.nl

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

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

INTERNATIONAL DRAGON RULES available on the website internationaldragonsailing.net **PLANS** available from the secretary – timothympearson@gmail.com

YANMAR



A SUSTAINABLE FUTURE

Sustainable prosperity for all and,
A Sustainable natural environment.
YANMAR will pursue these two “sustainables” to the next level,
towards a new era of prosperity in the coming century.

yanmar.com/global