



2024 REVIEW  
2025 PREVIEW









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## IDA Officers & Officials

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Poul Richard Høj-Jensen

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Christopher Dicker

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Gérard Blanc (FRA)

### Vice Chairmen

Gregor Berz (GER)  
Martin Lutz (AUT)  
Nick Bilcliffe (HKG)

### Treasurer

Martin Pålsson (SWE)

### Photography & Production

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### Secretary

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

### IDA Sailing Co-ordinator

Martin Payne (GBR)  
Mob +44 7788 587017  
E: [paynesailing@aol.com](mailto:paynesailing@aol.com)

### Classic Boat Coordinator

Patrick Gifford (GBR)

### Design Guidelines Officer

Robert Alpe (AUS)

### IDA Technical Committee Chairman

Klaus Diederichs (GBR)

### Members

Bence Toronyi (HUN) Chief Measurer  
Graham Bailey (GBR)  
Lars Hendriksen (DEN)  
Ron James (GBR)  
Pinar Coskuner Genc (TUR)  
Ian Malley (AUS)



## Dear fellow Dragon sailors,



2024 was another very busy season of regattas in 28 countries around the world.

We held a European Championship in Parnu, Estonia, a Gold Cup in Kinsale, Ireland, and a full Grade 1 (Grand Prix) series which visited Sydney, Riva, Travemunde, Dublin and Imperia. All these regattas were well attended. Occasionally when the weather is not kind we can get challenges in race management, but we are very proud of the race officials

in every country who give their time voluntarily to run our races, and we do our utmost to support them. Great efforts are made to ensure that regattas are well run and we encourage all organising authorities to study our very detailed Championship Regulations, which shows exactly the standards that the Dragon Class expects.

Our calendar is still one of the biggest of any international class and I believe this is a sign that our fleets are still healthy at a local level. Of course we are not blind to problems that affect many classes around the world, and our President Poul-Richard Hoj-Jensen sent a letter to the 2024 AGM expressing his concerns over the rising costs of equipment and participation, which affect attendances at regattas. We share his concerns and your Board are actively discussing ways to address this. It is easy to get worried about the numbers of new boats being built, compared with 30 years ago. However, we should not forget that we have a very large stock of high quality competitive Dragons that allow new crews to enter the fleet at reasonable cost.

Nevertheless, as Poul said, we have faced worse problems before and survived – for nearly 100 years. Poul has highlighted the importance of key enthusiastic volunteers in growing our fleets. Evidence of that enthusiasm is very visible when we look at the plans being prepared by several nations for the 100th anniversary celebrations in 2029.

We are all aware of the effects of climate change on our weather patterns and we have all been forced to adjust. We are not ignoring the impact of our sport on our environment. We aim to arrange regattas in a logical sequence to minimise travel. We have initiated discussions with sailmakers and boat builders to find more sustainable manufacturing options. We have insisted on biodegradable materials for hull stickers, and in some jurisdictions hull stickers are banned.

Since the GPS proposal was defeated a year ago we have had many discussions about the advantages of introducing controlled GPS devices to our class. There are some questions to be resolved about cost, and the practicalities of their use, but we expect this proposal to be successful when brought again to the AGM in 2025.

It is very encouraging that attendances at our major events are returning to pre-pandemic levels although it is a fact that, in common with other classes, purchases of new sails have not yet returned to previous levels.

Last year concerns were raised about the cost involved in taking part in international competitions. A related concern is the number of days needed to take part in a 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. We are not going to reduce measurement but we are actively trying to ensure that local measurers are available to help speed up the measurement process.

I want to thank Klaus 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 his predecessor 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 positive effect.

Our current group of officers are all committed to serving the best interests of our class and I know that I am very lucky to work with them. This year we say farewell to Bram Van Olphen who has been a huge asset to our Board over the past 4 years and welcome Nick Bilcliffe to the team. I also want to mention the special responsibilities of our two Martins – Palsson and Lutz. Martin Palsson, as Treasurer, has responsibility for our financial health and he has done a great job in keeping the IDA's finances in good order. Martin Lutz volunteered to take on the onerous job of selecting and organising our Grade 1 Circuit venues and has brought an order and a logic to this which has seen participation increase again.

We know that some do not like the Grade 1 format, and prefer to sail in national and regional events. But there are others for whom the Grade 1s are the pinnacle of Dragon racing outside of our Championships and is the reason they are in the class. We have to cater for both groups and everyone in between.

We continue to work hard to improve our communication within the constraints of our budget. Our

webmaster Rick Perkins has really improved the appearance and performance of our website and social media accounts.

I thank Stavros for 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, Fiona Brown and Emma York and designer Calvin Evans for putting together the Annual Yearbook under the watchful eye of the Secretary, Tim Pearson.

I also want to thank our President and Vice Presidents for their continued interest and concern about the future of our wonderful class. Their advice is always welcome.

Finally and most importantly I want to thank my fellow officers for their continued support. This is very much a team effort and we value each other's opinions.

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 alive our class and develop it at local level. Local sailing is the lifeblood of any class and we must support it.

Thank you all for your support and good sailing in 2025.

*Gérard*

Chairman, International Dragon Class



## CURRENT I D A C H A M P I O N S

<b>World Championship (2023)</b> Bodrum, Turkey	<i>1Quick1</i>	Wolf Waschkuhn Charles Nankin Joao Vidinha
<b>Masters Trophy 2023</b> (Sub-division of Worlds)	<i>Fever</i>	Klaus Diederichs Jamie Lea Diego Negri
<b>European Championship</b> Parnu, Estonia	<i>Blue Haze</i>	Ivan Bradbury Lars Henriksen George Leonchuk
<b>Gold Cup</b> Kinsale, Ireland	<i>Capable Planet</i>	Pedro Andrade Jose Leitmann Jamie Lea
<b>Børge Børresen Memorial Trophy</b> (Winner of first race Gold Cup)	<i>Meteor</i>	Peter Cooke Torvar Mirsky Peter Nicholas Harry Durcan
<b>Nations Cup</b> (Team Race within Gold Cup)	<i>GER</i>	Easy Desert Holly Grace
<b>Silver Cup</b> (Sub-division of Gold Cup)	<i>Sir Osis of the River</i>	Denis Bergin Joseph Bergin Rory Byrne
<b>Gold Cup Classic Boat Trophy</b> (Sub-division of Gold Cup)	<i>Bluebottle</i>	Graham Bailey Julia Bailey Will Bedford Killian Boag
<b>The Müller Trophy</b> (Top placed sailor on the IRL)	<i>Y-Red</i>	Peter Gilmour Sam Gilmour Yasuhiro Yaji
<b>Prince Philip Cup</b> Sydney, Australia	<i>Karabos IX</i>	Nick Rogers Leigh Behrens Lucas Upton Charlotte Griffunder
<b>Italian Grand Prix Riva</b> Riva, Italy	<i>1Quick1</i>	Wolf Waschkuhn Charles Nankin Joao Vidinha
<b>German Grand Prix</b> Travemunde, Germany	<i>Pilsner</i>	Jesper Stalheim Leif Moller Jens Moller

<b>Irish Grand Prix</b> Dublin, Ireland	<i>Alfie</i>	Lawrie Smith Ruairidh Scott Martin Wrigley James Taylor
<b>Italian Grand Prix Imperia</b> Imperia, Italy	<i>Aurora</i>	Christoph Toepfer Markus Koy Michael Koch
<b>European Dragon Grand Prix Grand Final</b> Imperia, Italy	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Enes Caylak
<b>Sami Salomaa Flow Trophy</b> European Grand Prix Overall Winner	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Enes Caylak
<b>Standfast Trophy</b> Overall European Grand Prix Series Winner	<i>Aurora</i>	Christoph Toepfer Markus Koy Michael Koch
<b>Marblehead Trophy</b> Venice, Italy	<i>Free</i>	Dirk Oldenburg Ian Ainslie Dominik Zycki

## CORINTHIAN TROPHIES

<b>World Championship 2023</b> Bodrum, Turkey	<i>Felix Culpa</i>	Yigit Taban Yigit Eroglu Leon Sarfati Hakan Karakaplan
<b>European Championship</b> Parnu, Estonia	<i>Nono</i>	Martin Palsson Gustav Gardeback Leif Moller
<b>Gold Cup</b> Kinsale, Ireland	<i>Little Fella</i>	Cameron Good Henry Kingston Sam Hunt
<b>Lowell Phyllis Cup</b> European Grand Prix Corinthian Winner	<i>Nono</i>	Martin Palsson Melker Lundberg Viktor Langstrom

## NATIONAL CHAMPIONS

<b>Austria</b>	<i>Diavel III</i>	Christoph Skolaut Martin Lutz Georg Skolaut
<b>Belgium</b>	<i>Team Friendship</i>	Alex Helsen Floris Mortelmans Dries Van den Abbeele
<b>Denmark</b>	<i>POR90</i>	Michael Zankel Diogo Pereira Pedro Andrade
<b>Great Britain (Edinburgh Cup)</b>	<i>Alfie</i>	Lawrie Smith Goncalo Ribeiro Ruairidh Scott Martin Wrigley
<b>Estonia</b>	<i>1Quick1</i>	Wolf Waschkuhn Charles Nankin Joao Vidinha
<b>France</b>	<i>Bluebottle</i>	Graham Bailey Julia Bailey Will Bedford Gillian Hamilton
<b>Germany</b>	<i>Diavel III</i>	Christoph Skolaut Martin Lutz Georg Skolaut
<b>Hong Kong</b>	<i>Elfje</i>	Martin Cresswell Mihkel Kosk Andreas Brechbuhl Matteo Toso

<b>Hungary</b>	<i>Johanna</i>	Ferenc Kis Szolgyemi Karoly Vezer Arthur de Jonge
<b>Ireland</b>	<i>Alfie</i>	Lawrie Smith Ruairidh Scott Martin Wrigley James Taylor
<b>Netherlands</b>	<i>EST21</i>	Vasily Grigoriev Aleksander Shalagin Alekssei Murashkin
<b>Portugal</b>		Pedro Andrade Charles Nankin Jose Leitmann
<b>Sweden</b>	<i>Pilsner</i>	Jesper Stalheim Leif Moller Jens Moller
<b>Switzerland</b>	<i>Blue Haze</i>	Ivan Bradbury Lars Henriksen George Leonchuk
<b>Turkish National Championship</b>	<i>Borga</i>	Nejat Arda Baykal Charles Nankin Y Doga Aribas
<b>Turkish Open Championship</b>	<i>Provezza Dragon</i>	Andy Beadsworth Simon Fry Enes Caylak



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## INTRODUCING NEW IDA VICE CHAIRMAN NICK BILCLIFFE



Despite growing up close to the Solent, sailing and rowing both took a backseat to rugby in my youth, although I participated in all three. I sailed occasionally during my world travels, but really embraced the sport in the early 1990s after arriving in Hong Kong, initially on both cruisers and Dragons, but it was the Dragon and its big sisters in the Metre family I fell in love with. Close competitive sailing in highly technical boats with elegant lines that harked back to the glamour of the early America's Cup and the classic yachts of the early 1900s.

The eclectic mix of sailors in Hong Kong and the drive to bridge the distances between Asia-Pacific fleets has led to firm friendships across the region that continue to this day. Similarly, the effort to compete in Europe has reinforced bonds and

brokered new relationships often initiated by Hong Kong's multinational community that remarkably is very representative of the global fleet.

Perhaps the most important thing I hope to bring to the IDA is a resolute belief that the fantastic boat we all share is an important link that binds us together despite personal, national or political agendas and that we are custodians for its future.

Engagement is important to me and reaching boat owners who aren't registered to find out how we can serve them to make the class more open and welcoming is part of that.

As someone who crews rather than helms, I perhaps bring a slightly different perspective to my roles in the Hong Kong Dragon Association and now at the IDA that complements our objectives.

## Presentation to former IDA Chief Measurer Günter Ahlers



At the 2024 IDA AGM a special presentation was made to former IDA Chief Measurer Günter Ahlers, who played a pivotal role in managing the technical aspects of the class for many

years. Günter (*centre*) was presented with a spectacular Dragon half model to thank him for his exceptional contribution and to remind him of his Dragon sailing friends.

## Dragon women's helm regatta reaches new heights with international competitors



The Australian Dragon Association's Women's Helm Regatta has proven to be a popular initiative, encouraging a greater diversity in Dragon sailing participation.

The 2024 Women's Helm Regatta for the Saracen Plate, hosted by the Royal Freshwater Bay YC, Western Australia, soared to new heights, with the addition of two international yachswomen to the competition. A fleet of twelve yachts made this the largest regatta yet in its six-year history, drawing a fantastic mix of seasoned local sailors and international talent.

Beyond the competitive spirit, the regatta serves a practical purpose. It allows yacht owners to give their boats a 'shake-down' ahead of the summer season and provides a rare opportunity for owners to take on new roles aboard their boats. Many found themselves in unfamiliar territory, hoisting sails,

trimming, and calling shifts—a change from their usual positions at the back of the cockpit. After this regatta, a few might be eager to return to their regular spots, but it's undeniable that the generosity of these twelve yacht owners made the event possible and enjoyable for everyone involved.

The standout performance came from 29er State Champion 17-year-old Alice Travlos, who helmed *French Connection* to a commanding victory. Alice, with owner Emma Shand, club coach Grant Alderson, and Max Maxted as her crew, claimed three wins and a second-place finish, showcasing undeniable skill and poise.

The visiting helms brought an extra level of competition to the regatta. British Sailing Team member Kate Robertson, currently studying at Edith Cowan University, secured second place overall in *Seajoy*, while Fiona Young, a

sailing instructor from the Royal Cork Yacht Club, took third in *Scoundrel*.

The awards ceremony was a fun Dragon-family affair. Alice Travlos received the Saracen Plate, while Chelsea Hall was awarded the Endeavour Award. The regatta's warm, inclusive atmosphere was infectious as owners, crew, and friends gathered in the Roland Smith Room to celebrate and look forward to the 2024-25 season.

This regatta has grown significantly since its inception, thanks in no small part to key figures who have nurtured its development. The event was conceived by Sandy Anderson, and the Saracen Plate, donated by the Parker family, honours Ruth Reinhart, the first woman to own and helm a Dragon in Western Australia.

*Susie Parker*

## Swedish young Dragons: a blueprint for the future of the Dragon class



The Dragon class is not just a sailing tradition; it is a legacy, embodying nearly a century of maritime heritage and camaraderie on the water. As we approach the Dragon class's 100th anniversary in 2029, the Swedish Dragon Association is embracing the future with a new initiative: Young Dragons. This program is designed to ensure the structured succession of the class by empowering the next generation of sailors through direct support and participation in regattas.

The Young Dragons initiative goes beyond words, putting action into motion by lending a complete Dragon boat to a young and rotating crew, composed of both women and men. The goal is to not only introduce new talent to the class but to foster an inclusive environment that breaks down barriers, allowing sailors from diverse

backgrounds to experience the beauty and competitiveness of Dragon sailing.

This year, the Young Dragons crew made waves, quite literally, by competing in several regattas in Sweden. Their impressive performance reached a pinnacle when they narrowly missed the podium at the Swedish Nationals, finishing just off the top three. This accomplishment demonstrates that youth, when given the right support and access, can rise to the challenge in a competitive and prestigious class like the Dragon.

The success of Young Dragons isn't just measured in race results; it's also reflected in the ripple effect it has created within the community. Young sailors, once distant from the Dragon class due to financial or logistical hurdles, now have a tangible pathway into the

sport. This model of support can be, and should be, replicated in other regions to ensure the future of the class not only in Sweden but globally.

As we look ahead to 2029 and beyond, the Swedish Dragon Association believes that the Young Dragons initiative is a winning concept that will inspire new sailors, rejuvenate the class, and help carry the Dragon into its next century. Structured succession, inclusivity, and community support are the cornerstones of this program, and we are confident it will lay the groundwork for future champions, all while preserving the tradition and prestige of Dragon sailing.

Let us chart the course for the next 100 years of Dragon sailing together.

*Christoffer Meyer*



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# Dragon World Championship 2025



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www.vilamourasailing.com/dragon2025

# Vilamoura welcomes the 2025 Dragon World Championship



Vilamoura, located in the stunning Algarve region of southern Portugal, is a premier destination for sailing events. It's beautiful venue, combined with a delightful climate, make it an ideal location for both participants and spectators alike. With an average water temperature of 22°C, the sailing conditions here are consistently favourable. The sailing area is just 10 minutes from the venue, offering easy access to pristine waters for competitive events.

The Algarve is well-known for its pleasant Mediterranean climate, with sunshine almost year-round. This makes it a perfect destination for sailing, as the weather is generally mild and inviting. Vilamoura enjoys an average wind speed ranging from 7 to 18 knots, providing ideal conditions for a variety of sailing disciplines. The region boasts an impressive 212 days of fair wind, ensuring that sailors experience optimal conditions throughout their stay. The average wave height of 0.5 to 1.5 meters also contributes to the

favourable conditions, making it a perfect location for both seasoned and novice sailors.

Beyond sailing, the Algarve offers a range of activities to explore. Known for its stunning coastline, visitors can enjoy breathtaking beaches, picturesque cliffs, and charming fishing villages. The region is also home to vibrant towns and cities, offering delicious cuisine, rich history, and a wide range of cultural experiences. From hiking in the hills to enjoying the local gastronomy, there's something for everyone in the Algarve.

For those planning to attend, Vilamoura is easily accessible. Faro International Airport is just a 20-minute drive away, with direct flights from major European cities. Seville International Airport is a 2-hour drive, while Lisbon International Airport is a 2.5-hour drive, making Vilamoura convenient for international travellers. The modern highway system ensures a smooth and safe journey, whether you're driving from the airport or exploring the surrounding area.

For accommodation, Vilamoura offers a wide range of options to suit every need. Vila Galé Ampalius, a 4-star hotel, ensures a comfortable stay with excellent facilities. Those seeking a more luxurious experience can choose Tivoli Marina, a 5-star hotel, renowned for its stunning views and top-tier amenities. Both hotels are just a short distance from the sailing venue, providing the perfect base for your event experience. In addition to these, there are many more accommodation choices available, catering to various preferences and budgets, ensuring a perfect stay for every guest.

With its perfect climate, world-class sailing conditions, and excellent accommodations, Vilamoura is the ideal location for sailing events and looks forward to welcoming the Dragon World Championship from 10 to 17 May 2025.

[vilamourasailing.com/events](http://vilamourasailing.com/events)



# 2025 Grade 1 and Swedish Championships

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## The Search for Sustainable Sails

Sails are predominantly made from new plastics, chemicals and virgin fibres, but some sail makers are working on using sustainably sourced products which can be recycled again to make raw materials. One of the biggest environmental impacts of yacht racing comes from the use of Dacron sails; these woven polyester sails have several benefits – durability, good UV resistance and an ability to cope with flex fatigue – however they are not effectively recyclable and at the top end of the fleet the sail turnover is high, resulting in landfill or incineration as solutions (although some sails re-appear as sailing bags or jackets).

Members of the Hong Kong Dragon Association (and supporters of the RHKYC's Plastic Free Seas programme) reached out to Wilf Chaplin of OneSails, a leader in producing recyclable sails.

The initial response was cautious because they typically deal with larger yachts, and they doubted the conservative Dragon fleet would consider such a radical shift from the status quo. We discussed the benefits of the 4T Forte sails, the UV resistance, structural stability, weight, durability and therefore longevity and their claim of increased effective lifespan of four to six times the Dacron equivalent. We also reviewed their claims of recyclability, which largely seem viable. Wilf then provided us with a single 'development' mainsail to test in racing conditions. We were advised the sail would need refinement, but it would be suitable for basic testing. As a class association we agreed to allow its use for testing purposes in class regattas without penalty and that, over a twelve-month period, has resulted in well over half the fleet trialling it on at least one occasion.

The first impressions are that the sail is lighter than the standard Dacron and cut with less depth at the foot, a hallmark of the composite fabric and design. Through a wind range from 5-18 knots the sail consistently performed at the same level as official Dacron sails,

with neither speed nor height appearing to have been compromised. Throughout the testing period there appears to have been no degradation in performance or sail condition and whilst this isn't conclusive it does perhaps support the assertion that these sails have a greater longevity than Dacron.

In discussion with OneSails they indicated the likely production cost would be higher than that for Dacron but factoring in the longevity would probably work out cheaper for most sailors (the exception being boats that use new sails every regatta or two).

We have probably exhausted our initial investigation into the viability of composite sails as a viable and cost-effective alternative to Dacron in a market dominated by major sail lofts. The next logical step is for the technical committee to undertake a review to confirm our initial findings and thereafter advise the IDA whether this is a viable course to pursue.

*Nick Bilcliffe*



### Comments from Wilf Chaplin at OneSails

*“As you know the Dragon is a fantastically refined and developed one design class, where regattas are won and lost by fractions of a boat length. The sails in the class are as developed as every other aspect of the boats, but the limitations on the material choices mean that the competitive life of the sails is frighteningly short, and the end-of-life options for the sails are limited. Some find second lives at the less competitive end of the class, but most end up as 'loft fill' or 'garage fill', sat gathering dust until they are eventually just thrown away. We believe that by liberalising the material choices to allow 4T, and any other recyclable, polyethylene-based sails, the class can help increase the sail life, reduce the overall cost and reduce the environmental impact of our sport. With such a well-developed class there will be a learning curve to get the sails up to speed, so existing suits won't become obsolete overnight, but once the sail design is refined and the speed is found each sail will be able to deliver it for longer.*

*As well as our unique one-piece 4T FORTE membranes, for smaller sails we are also developing 4T WARP - a more conventional sail cloth, but built with the 4T technology. The new 4T WARP will be the right choice for the genoas.*

*Both the one-piece membranes, and the 4T WARP material are manufactured in our ISO14001 certified plant in Florence, have lower embodied energy than other materials with comparable performance and, at the end of their lives, once the finishing details are removed the base membranes are recyclable with in the conventional industrial PE recycling chain.”*





## DOUARNENEZ THE PLACE TO BE IN 2025

For more than 40 years Douarnenez has been warmly welcoming Dragon sailors to race on the stunning Bay of Douarnenez, and from 23 to 30 August the International Dragon Fleet will assemble there once again for the Dragon Gold Cup 2025.

The Gold Cup will be preceded by the Brittany Dragon Gold Cup from 19 to 21 August, which provides the perfect warm up event. And for those who simply can't get enough of this very special corner of France there's also

the 25th Douarnenez Grand Prix taking place from 28 April to 3 May 2025.

The famous regatta village will be open on the quayside for each event to welcome the sailors and their friends and families. Afloat competitors can expect the usual outstanding race conditions that you have come to know and love. Ashore the hospitality welcome will be as warm and generous as ever, and this very special area of Brittany offers a host of wonderful attractions for non-sailing companions.

We invite all our Dragon sailing friends to make Douarnenez their second home in 2025. Full details of all events can be found at [srdouarnenez.com](http://srdouarnenez.com).



2025

# dragon gold cup douarnenez france

23>30 august



Brittany Dragon Cup 19>21 August  
Douarnenez Grand Prix 28 April>3 May



credit photo : Jacques Veyrillon



EVENT DATES: 22-29 NOVEMBER 2026

[WWW.DRAGONWORLD2027.COM](http://WWW.DRAGONWORLD2027.COM)



www.srdouarnenez.com

## DRAGON SAIL TRIMMING WITH JAMIE LEA



*Jamie Lea, 2024 Dragon Gold Cup Champion, double World Champion and sail expert at North Sails shares some essential top tips on sail trimming to make your Dragon fast.*

When aiming for maximum speed in a Dragon there is not one set of fundamentals. You must consider the conditions; wind speed, sea state and what mode you're looking for at a given time.

In light winds and flat water, you are looking at flattening the sail shape in both the genoa and mainsail, as you're not looking for depth in the sails to help power through choppy waves. If sea state is flat, you might be able to sail a higher mode up wind with slightly tighter leeches without fear of hitting a bad set of waves and losing boat speed.

Don't over trim the leech tension in both sails, and if you feel the speed coming off just give a little ease of the sheets, press the bow down a little and build speed again. A fuller sail set up can generate more drag in the lighter wind speed, so by easing the barber hauler to flatten the base of the genoa, easing genoa halyard tension to ensure the entry off the luff is not too deep, tensioning the outhaul on the mainsail and possibly easing the mast ram (you might need to tighten the elastic to get the ram to push bend into the mast) you can achieve a flatter sail set up. Runner

tension would also be quite soft in these conditions with just enough tension to keep the headstay under control and a fair bit of headstay sag.

When sailing in medium wind with a choppy sea state you would be looking for maximum power in the sail plan.

**GENOA** To help achieve this, the genoa barber hauler can be pulled on and in-board to generate more depth in the base of the genoa. Increase halyard tension but just enough so you can still see tiny wrinkles, ensuring there is a more rounded entry off the luff of the genoa. The leech telltale needs to be flying all the time, but because of the steeper sheet angle careful trimming is needed so as not to let the telltail start to stall if the wind speed drops. Be ready to give both main and genoa sheets a little ease if you encounter some big choppy waves too.

**MAINSAIL** Maximum ram pulled on keeps the mast straight and helps deepen the mainsail. Outhaul eased slightly gives a bit of depth to the base and traveler pulled to windward, so that the boom is on the centreline of the boat for the given mainsheet tension. The top telltail on should be flying 80% of the time with a bit of stalling every now and again but ease the mainsheet to get the telltail flying again if you encounter excessive choppy waves.

When I first started sailing Dragons, someone once gave me some great advice if we ever encountered the go slows, they said..."If in doubt ease it

out". This has helped a lot and can be adopted for virtually any class of boat. If you can't seem to get the boat going and you feel slow and a bit bound up, give the sheets a little ease, press the bow down a couple of degrees and your speed will start building again. It's a kind of reset button!

One of the most important things in making and keeping a Dragon going fast, is getting the right balance and feel on the helm. Good communication and feedback from the driver is key in letting the trimmers know if the helm feels too heavy (weather helm with too much drag being created by the rudder) or they feel like they need more power to put more load on the helm if the wind eases.

From this feedback, the trimmers can make alterations to the trim of the sails to achieve the desired effect. You should have a very good idea what you'd be looking to adjust automatically, if for instance the breeze increases and you're starting to get overpowered.

Things like genoa lead eased to flatten the base of the genoa, maybe a bit of ease on the genoa sheet if the traveler has been eased down the track, so as not to choke the slot between the leech of the genoa and leeward side of the main. More runner tension which tightens the headstay and will open the leeches in both the genoa and mainsail. After these alterations from the trimmers, a quick "That's better" from the driver or "Still a bit heavy" will help keep the dialogue moving in the right direction.

Every team will be different in how they approach this type of communication, but it's important to have this in place, so choose a way which best suits your crews style of working together.

**MAINSAIL** When trimming the mainsail there are some small adjustments that can make a positive difference in terms of boat speed.

Adjustment of runner tension would have the greatest effect to boat speed as it has such a big influence on so many other things for such a relatively small and easy change. It can have a big impact on headstay tension which in turn can drastically alter the setup of the genoa and also effects mast bend and mainsail set up too.

It's nothing new but I think a nice thing you can have on the boat is an inclinometer which shows you the angle of heel you are sailing at. The more you use it you can get a feel for the optimum amount of heel that is best for your set up and style of sailing when it's windy. It's good for light winds too, when the crew are having to sit/hike to leeward as it can show the amount of heel you need to keep a bit of feel on the helm.

The biggest things that impact boat speed negatively is not changing gears quickly and effectively enough. We all know that there are many variables in our sport with ever-changing wind conditions, sea states etc and so being on top of all

these factors and trimming the sails accordingly is a must.

A top tip for maintaining consistent boat speed throughout a race is keeping a line of concise and efficient communication between the driver, trimmers and tactician as to how the setup of the boat feels. Whether it needs to be in a fast mode or a high pointing mode to hold a tight line and trimming accordingly. Choose a way to do this that is right for your team as something that works for one team might not work well for another's dynamics and personalities.



# 2024 IN PICTURES



# Rule changes that may affect a Dragon sailor's life



The racing rules of sailing change every four years, regularly in the year after the Olympics. World Sailing adopted in November 2024 a new rule book that contains several minor and some more important changes compared the 2020-2024 edition. The new rules apply from January 1st 2025, and no more changes are planned until 2029.

There are subtle changes that will give pleasure to some judges, rule-fanatics and, of course, lawyers among us, as they analyse them and look for new meanings between the lines. However, most of them have only been re-phrased or, in some cases re-numbered, to help sailors to understand and apply them to real situations.

For those who are fond of protesting it is worth re-reading Part 5 which is the part of the rule book about the procedures of protesting, requesting redress and appealing. The rules here were re-numbered, re-ordered and in some parts changed in a way that can be important when we have a claim that must be brought into the protest room.

As a practicing International Judge and Dragon sailor myself, I would like to brief you on some changes that might have an impact on the most common situations.

## 1. Finish and sail the course

The definitions of 'finish' and 'sail the course' have been changed to eliminate some ambiguities. As of the new rules, a boat is 'sailing the course' when

*"(a) she starts*

*(b) a string, representing her track until she finishes, when drawn taut (1) passes each mark of the course on the required side and in the correct order (including the starting marks), (2) touches each mark designated in the sailing instructions to be a rounding mark, and (3) passes between the marks of a gate from the direction of the course of the previous mark, and then*

*(c) she finishes.*

*A mark that does not begin, bound or end the leg the boat is sailing does not have a required side."*

The problem with the previous rules was that according to the Racing Rules edition 2020-24 a boat that did not start was not allowed to finish. According to that interpretation, however, a black-flagged boat (that per definition has not started) was still racing even the day after she crossed the finish line. That might have led to some awkward rules interpretations when, for example, between two subsequent races she had an incident with a boat that sailed the first race correctly. With the change, it is clear now that a boat which has not (correctly) started was not 'sailing the course', just like a boat that failed to round a mark. There is a distinction, however, in the scoring abbreviations: starting penalties will be scored as OCS, BFD or UFD, missed starts as DNS, but failing to round a mark will be called NSC.

The definition of 'finish' has been amended accordingly and it reads now: "A boat finishes, when after her starting signal any part of her hull crosses the finishing line from the course side..." This makes clear that 'finishing' is not linked to 'starting' any longer, so the race officials at the finish vessel shall take the finish time for any boat that has crossed the line. If she 'sailed the course', that is another question.

Another amendment in the definition 'finish' says that "The sailing instructions may change the direction in which boats are required to cross the finishing line to finish." This might be of little interest for us Dragoners on a regular windward-leeward course where it is always clear which is the 'course side' of the finishing line. But at some awkwardly positioned finishing lines at a shortened course or at long-distance races it has so far been possible to finish from exactly the opposite side than all the others and then get the whole race abandoned by claiming the only legitimate direction to finish was this way. This possibility has just been eliminated.

## 2. Mark-room at the leeward mark

The intention of World Sailing rules experts was mainly to re-phrase the rules that govern the issues at a mark in a way that they are now written as most of the sailors comprehend and apply them. In their efforts they changed the definition of mark-room and amended Rule 18.

One of the most volatile issues in the last editions of the rules was how long a boat with 'mark-room' has the right for that room. Or you can formulate it like this: When does 'mark-room' cease to apply?

The re-written definition of mark-room gives us good hints what it means to give 'mark-room'.

The definition now reads:

*"Mark room (is) room for a boat*

*(a) to sail to the mark when her proper course is to sail close to it,*

*(b) to round or pass the mark on the required side, and*

*(c) to leave it astern."*

This is now a sequence of requirements in a chronological order. That may have importance e.g. in adverse current when boats have to sail well past a leeward mark to be able to round it. In this situation they will leave the mark astern before they have rounded it, which means they have

still right to mark-room until position 5 of Yellow (see diagram). As rule 18.1(b) says "Rule 18 no longer applies between boats when mark-room has been given", in this situation it is clear that Blue shall still go on giving mark-room until her position 5 where it is clear that all requirements of the definition of 'mark-room' have been met. If Blue luffed at her position 4 saying she was the right-of-way (as leeward boat) she might have been DQ'd in a protest.

## 3. Approaching an obstruction

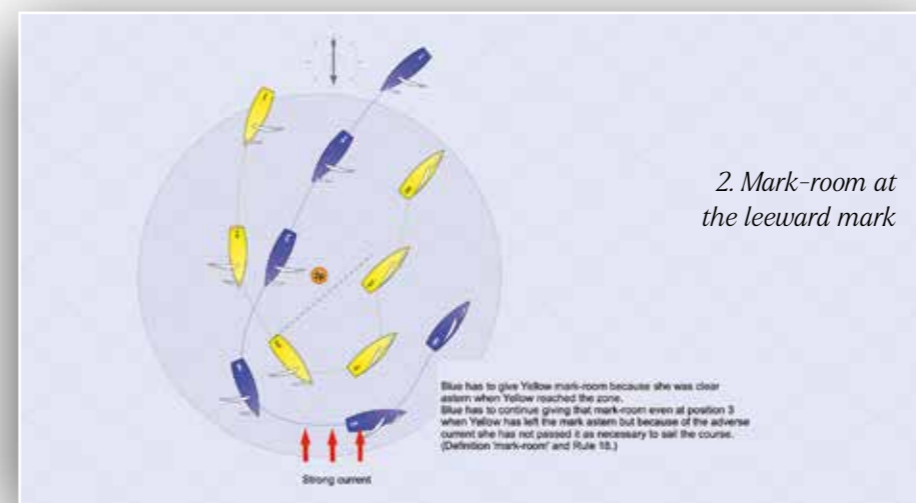
Rule 19 and Rule 20 have also been amended to make some clarifications what to do when boats are approaching an obstruction. A typical case for that is when two port-tack boats are approaching a right-of-way boat on starboard on a beat. In this situation the right-of-way boat (in our case the leeward one of the two port-tack boats) may choose the side where she wants to pass the obstruction, and if they are

overlapped, the outside boat shall give room between her and the obstruction to let the inside boat pass.

What is new here, Rule 19.2(c) has been amended by the sentence: "If the right-of-way boat changes course when choosing on which side to pass the obstruction, she shall give the other boat room to keep clear." It means, if the leeward boat decides just at the last moment to change course to avoid the starboard-tacker and the windward boat has no time to keep clear, she will be exonerated for her breach, and the right-of-way boat will be not.

Rule 20 is the rule for approaching the cliffs on Lake Garda (or, of course, any other obstructions) typically on a beat, where a boat has to tack to avoid the obstruction, but cannot do it without interfering with another boat in her windward quarter. In these situations the boat approaching the obstruction is allowed to ask for room to tack. What is new here, is that Rule 20.1 now specifies what to hail in these situations.

The hail shall be 'Room to tack' (or the same in the local language when you can assume that the other boat will understand it). The response of the hailed boat shall be either immediately tacking (and in this case the hailing boat must tack as soon as possible) or hailing back: 'You tack' and in this case she has to give room to tack and avoid her.



Vilmos Naray

## MEASUREMENT ISSUES TO CONSIDER WHEN RESTORING A WOODEN DRAGON

It's always a good feeling to see a wooden boat, especially if it's a Dragon. It's heartwarming when an older wooden Dragon is being restored. These boats always have a story that comes back to life and continues. These stories are known either locally or all over the world, as in the case of Bluebottle.

It has been proven many times that old wooden Dragons, after professional restoration, are competitive with modern ones. Since the Dragon will celebrate its 100th anniversary in 2029, we hope this will give new impetus to the restorations.

If someone takes on such a job, it is valuable and worthy of appreciation. Fortunately, we have come across more and more of these in recent years, so we want to help so that in the end there is no disappointment, and the boat remains a Dragon.



There is a well-known saying among Dragon Sailors that 'if a boat was once a Dragon, it will remain one', unfortunately the second half of the saying is often left out, 'if it complies with the current (after renovation, re-certification) class rules'. The relevant part of the Class Rules (CR) is as follows:

**1.61 Spars, rigging, sails and weight shall comply with the current rules at all times. Subject to the foregoing sentence, the hull including deck, cabin, internal moulding and all other components, the keel and rudder shall comply either with the current Class Rules or those in force when the yacht was originally measured.**

**1.62 Re-measurement may be carried out on the instructions of World Sailing, a National Authority, IDA or a race committee except that re-measurement of the hull shall only be permitted if there is reason to think that the yacht has been measured incorrectly before the measurement certificate was issued or that the yacht was not re-measured after a major repair, a major renovation or an alteration.**

**1.63 Before a yacht is subject to a major repair, a major renovation or an alteration the IDA Technical Committee shall be consulted prior to any work being undertaken. In all these cases the yacht shall be considered to have been altered**

**unless the owner or builder is able to establish that the yacht has not been altered in the course of the work undertaken.**

**1.64 In all cases subject to rule 1.63 the yacht shall be fully re-measured in accordance with the rules as stated in rule 1.61 except that the yacht shall be re-measured in accordance with the current rules if it has been altered.**

Based on the CR, I recommend contacting the Technical Committee (TC) and consulting with them before starting any renovation. The TC can then determine whether the extent

of the renovation requires a re-measurement and will help you find a Dragon full measurer who will monitor the renovation process and participate in the documentation. The updated list of full measurers can be found on the [internationaldragonsailing.net](http://internationaldragonsailing.net).

I also find it useful to use Patrick Gifford's work 'Rules for Classic Dragons' which you can find in the Rules & Regs/Class Rules & Plans section of the website, along with the Class Rules 1997 appendix which deals with carvel planked construction.

In the course of renovation and restoration, all proof is basically the

responsibility of the owner and the workshop carrying out the renovation, for example, if another type of wood is used instead of teak, then proof is needed that the hardness and density exceed teak.

If a new measurement is required due to renovation, the template and swing gear required for that can be found in the locations shown below.

We hope that the above will make it easier to properly renovate wooden boats. If you have any questions, the class TC will be happy to help.

*Bence Toronyi*



Country	Company
Denmark	Veje Yacht Services
Portugal	Petticrows Portugal Co
Netherland	Doomernik Yacht
Germany	Premier Composites Technology
Germany	Markus Glas GmbH
Australia	Ridgeway Dragons
Russia (St Petersburg)	



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# The Dragon Class History Archive

*The Dragon Class has over 90 years of history, but until now, most of this was kept in 'digital shoe boxes' in various countries in various formats. As the Dragon Class approaches its 100th Anniversary at the end of this decade, we decided we could do better. So this is the start of a publicly-accessible, easily-searchable archive of the history of the boats, the builders, and stories of the people who made the Class what it is today.*

We started thinking about how to update our digital shoe box late in 2020. After looking at what other Classes have done, as well as what has already been done by the Dragon Class in some countries, we decided to model ourselves on the International Six Meter Class Archive. They were very helpful in advising us on their experience – thanks! ISMA had funding from a generous donor, which allowed them to implement their archive for the entire Class at once. We have taken a different tack, by developing a prototype for North America that can be extended to other countries, once we have proven the concept and the design. It has a good search engine (which can search within linked documents) as well as translation and we have populated it with samples of boats, builders and stories.

Please visit [www.dragonarchive.org](http://www.dragonarchive.org) (click on the QR code) then let us know if you have content to contribute or if you want to help in any way.



*This is an excerpt from an article published in the German Dragon Magazine in 2021. In a year without much racing, the authors dug into the history of Dragon builders. Thanks to Marcus Oppitz, Gregor Berz, Garlef Baum for their efforts and to Mikko Jaatinen for his comprehensive list of builders. For a full version of the article visit [www.dragonarchive.org](http://www.dragonarchive.org)*

## DRAGON BUILDERS

When we discussed the content of the DRAGON JOURNAL 2021 in the fall of 2020, it was already clear that current sailing events would take up little space. The idea of using the space for larger topics from class history was obvious and the suggestion to portray classic Dragon shipyards was immediately approved.

After initial research, we came across a list of Dragon shipyards that Mikko Jaatinen from Finland had compiled a few years ago. We could hardly believe

our eyes when we realised that the list contained about 300 entries from over 20 countries. There we sat in front of this list and had to decide how to approach the matter. Do we want to give preference to the oldest shipyards or focus on the most well-known? Where can I find detailed information about boat builders who no longer exist? Is the number of boats built

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

a selection criterion? The decision we then made is a compromise: we selected shipyards from each of the three countries (Germany, Switzerland, Austria) and added some well-known international names to this list. So if the esteemed reader does not find 'his' boatyard portrayed, this is not a sign of disrespect, but solely due to the limit of space and time.

## MIKKO'S LIST

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

## HOW MANY DRAGONS HAVE BEEN BUILT SINCE 1929?

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



Above clockwise from top left:  
Johan Anker;  
The Johann Ratz works – 1962;  
The cover of 'Seglerbladet', 1928;  
Another view of the Ratz works, 1962;  
Wirz winter camp – Picture Wirz Boatyard

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

## THE BEGINNING – WHO WERE THE FIRST DRAGON BUILDERS?

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

The first boats based on Johan Anker's 1928 design were built in Sweden and Norway in 1929. It was not

Johan Anker's shipyard Anker & Jensen that laid the first keel, but the Swedish shipyard Hjalmar Johanssons Båtvarv in Gothenburg. In 1929, Hjalmar Johansson was commissioned by the Gothenburg Royal Sailing Society (Göteborgs Kungliga Segelsällskap – GKSS) to build the first three Dragons. In Gothenburg in 1929, the first three examples were launched in at the GKSS.

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

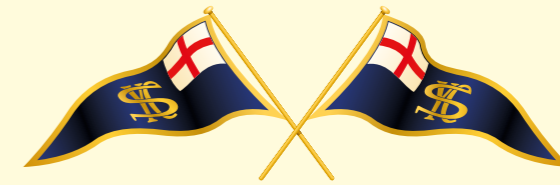
The list of the first shipyards from 1929 to 1930 therefore contains half a dozen names:

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

## CONSTRUCTION

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

Dragons were built until 1946 according to the original Anker design (A Dragon). After a reform of the Dragon rig, with the mast moved further forward, the A Dragon became the B Dragon and from 1948 was an Olympic Class. In 1972, GRP Dragons were finally approved by the IDA. Borge Børresen was behind this major reform to the Class.



YACHT CLUB SANREMO

# WOODEN DRAGON WORLD CUP

## COUNTRIES

### Germany - 1930

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

### Denmark 1931

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

### Switzerland - 1935

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

yard on Lake Constance were added.

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

### Netherlands -1935

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

### Great Britain 1936

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

### Belgium - 1937

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

Top Row: The Haitzinger works;  
Above left to right: Anker & Jensen 1930;  
The first 3 Dragons, 1929;  
Builder Johann Ratz

### USA and Canada- 1949

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

### Finland - 1947

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

### France - 1950

In France, the Atlantic coast around Arcachon and La Rochelle is developing into a Dragon stronghold. The first French Dragon was built in 1950 by Chantier G. Bonnin frères in Arcachon.

### Australia - 1950

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

### Austria - 1963

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



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# HAVE DRAGON WILL TRAVEL



A number of years ago, during Star boat regattas where Dave Caesar was sailing with Arthur Anosov and competing against me, Dave planted the seed of 'chartering a Dragon for a regatta in Europe'. It was easy to nod approvingly and buy another round of drinks. In early 2023, when for all practical purposes I was relieved of the day-to-day pressure of running a business, Dave repeated this refrain but with the specific hook of the 75th Anniversary of the Edinburgh Cup to be held at Cowes on the Solent that coming August. I thought 'why not, indeed.'

We chartered *Full Speed* from Stavros, showed up a few days early to practice, finished above the fold and had an absolutely spectacular time in a variety of conditions on a very finicky body of water. So we thought 'this is great; let's do some more'. Poul-Richard Hoj-Jensen's Petticrow *Danish Blue* GBR 822 was for sale, and we knew that would be a competitive platform, so she became *Magic* USA 325.

At Cowes, the Irish sailor Martin Byrne remarked that a great thing about the Dragon class is the string of wonderful sailing venues. So we

*American sailor Will Swigart updates us on his team's season representing the USA in Europe aboard USA325 Magic*

studied the schedule and this indeed has proved to be the case. With the logistical assistance of Will Bedford and his colleagues at MCL Logistics, and some cheerleading from Pedro Andrade, we kept the boat in Vilamoura for the winter. We started with the Portuguese Grand Prix (14th out of 18 boats; 1st Corinthian) and European Grand Prix (13th of 16). The three of us were sidetracked by Star sailing in Florida, but we managed a couple of winter events in Portugal with very middling performances. This past summer we competed in the Danish Championships (9th out of 24) followed by the Marblehead Trophy in Sonderborg (18th of 30), the Estonian (5th of 33) and

European Championships in Parnu (21st of 45), and the Regattes Royales in Cannes (12th of 34; 1st Corinthian). We returned for the Italian and European Grand Prix at end October (28th of 38), and for a winter event at San Remo in December (4th out of 15) before moving on to Portugal for the genuine winter season leading up to the Worlds.

Personally, I am thrilled with the boat. It's a good deal more lively and responsive in light air and chop than I ever expected, which is fun, and it's an easy boat to sail in boisterous conditions, so as a practical matter the range of racing conditions is broader than the Star. Gybing in 20+ knots, which in a Star can be a heart-pounding experience, I find to be quite relaxed in these boats. We plan to continue with a European program while Dave tries to drum up renewed interest in North America. His first step was acquiring and importing the Bailey's Petticrow *Aimee*, GBR 782, now *FUN*, CAN 150, so the seeds for this revival are being sown. Our first Dragon North American target regatta is Cleveland Race week in late June.

*Will Swigart*

# National Classes



*Limburg Dragon Cup 2024: suspense until the last race and launch of the first Three Nations Trophy season*

On 11, 12 and 13 October, in Kinrooi Belgium, the fifth edition of the Limburg Dragon Cup took place with 20 dragons present from three countries, Belgium, Germany and The Netherlands.

2024 was a lustrum year given it was the fifth time the Noord Limburg Maas club organised this regatta that was born from the mind of Michel van Cauwelaert, a long time Dragon adept. In his honour, the Belgian Dragon Association (BDA) created the 'Michel van Cauwelaert Rotating Trophy' that will be in Michel's possession during the coming 12 months. He, jointly with the BDA, will decide every year which team the trophy will go to. Since its start, this regatta has continuously increased its participation with this yearly a nearly

doubling from 11 to 20 dragons present.

This 2024 edition of the Limburg Dragon Cup was also special because it was the final leg of the new Three Nations Trophy organisation. Ben van Cauwenbergh, President of the BDA, and an active international top Dragon sailor for many years, based in Essen, Germany, initiated the idea to organise a trophy to get more 'local' Dragons participating with a focus on Belgium, Germany and The Netherlands. A triangle with regatta destinations with travelling distances of max 300 km was born: two regattas organised in each country (for 2024: in Oostende and Kinrooi for Belgium, twice in Essen for Germany and in Aalsmeer & Enkhuizen for The Netherlands).

Ten Dragons were eligible for the trophy by having participated at least once in each of the three countries. The Belgians and the Germans had nine participations each in the two

other countries, while The Netherlands accumulated 13 participations. This is next year's target to beat.

There was suspense until the last race for the number one spot. Ben van Cauwenbergh with BEL80 *Flat Out* finished in second place with only one point difference to Jan Bakker with NED438 *Douzement*. Congratulations to Jan who was very surprised to be proclaimed the winner.

Regarding the results of the 2024 Limburg Dragon Cup, *Flat Out* also finished in second place, just one point behind *Corso* BEL79. The fleet will have to watch out during the coming seasons because this new Belgian dragon team only raced its first regatta this weekend.

In light of this successful Three Nations Trophy cooperation between the Belgian, Dutch and Nord-Rhein-Westphalen Dragon Associations, the three presidents are preparing a 2025 regatta calendar that will be aligned

# The Inaugural Asia Pacific Championship



- A brand-new IDA Grade 0 event – the first exclusively based outside Europe
- Modelled on the Dragon Gold Cup it will bring together competitors of different nationalities to race in the Asia Pacific region in a friendly spirit.
- Inaugural event to be held in Hong Kong prior to the Dragon World Championship in November 2026
- The Royal Hong Kong Yacht Club and the Hong Kong Dragon Association invite Dragon sailors from all corners of the globe to join them for this very special new event.





# National Classes

crossborder to stimulate maximum international participation with limited travel time again next year.

[www.belgiandragons.be](http://www.belgiandragons.be)



Another fine year for the Dragon fleet in Canada. The Dragons at Royal Vancouver Yacht Club continued their fleet races starting

in May and ending in September. Jim Burns, Glenn Jones and Chuck Ramsay in *Ayrborn2* continued to dominate the fleet due to their long-time experience and stellar preparation, even though Chuck was occasionally AWOL. They received the Stromboli Trophy for the Season Championship. Most often in second place was *Eagle*, CAN 122 now skippered and owned by Bruce Reid. Bruce's father Ken skippered *Eagle* for many years with lots of success.

Unfortunately, we lost Ken on May 31st at the age of 93. He had been crewing on *Eagle* up until 2017. Trevor Gibbons skippering CAN 120, *Rum* &

*Monkey* won the Chisholm Trophy for the Wednesday Night Series. In Toronto, David Caesar acquired *Fun*, CAN 150 a 2012 Petticrows, previously *Aimee*, GBR782. David caught the bug, having sailed a Dragon years ago but recently participating in the Edinburgh Cup at Cowes. David's father owned *Panacea*, CAN 136.

We are in the midst of planning the 2025 Interport Regatta which includes the Royal Vancouver Yacht Club, the Kansai Yacht Club, the Royal Sydney Yacht Squadron and the Royal Hong Kong Yacht Club. An overriding goal for the fleet is to attract more young sailors.

[www.nadragons.org](http://www.nadragons.org)



First, we all have an emotional thought for our friend Christian Charée who passed away in January. He was the instigator and creator of

the Languedoc fleet, of its integration into the Société Nautique du Grau du Roi Port Camargue. Rest in peace!

This year, the France Dragon Association has seen the number of its members rise again. In 2024, we were 69 active members compared to 59 in 2023, and 17 supporters compared to 1 in 2023!

The 2024 National Dragon Championship was masterfully organised by the Deauville Yacht Club and saw the crowning of our English friends Graham Bailey, Gillian Hamilton and Julia Bailey in front of the *Bande à Part* crew led by Géry Trentesaux, Jean Queveau, Morgan Riou and Sofiane Bouvet.

It should be noted that for the third time the Coupe de France was won by Gery Trentesaux! In 2nd position, we find Alain Lathioor followed by Jean Breger.

For the Atlantic Trophy, the same crews are on the podium : *Bande à Part*, *Révolte* and *Ulysse* respectively.

Unfortunately, participation in regattas is down, with a high number of foreign competitors entering our events, proving the attractiveness of our national circuit.

Fortunately, some initiatives are showing great dynamism:

- The Deauville Yacht Club organised two weekends of training for a new member of France Dragon, with its financial support.
- The Brittany fleet has organised the travel of five Douarnenez crews to take part in the Kinsale Gold Cup. Géry Trentesaux went there also. Without the pooling of resources, far fewer crews would have been able to make this trip. France Dragon participated by financing a large part of the coaching for this event.
- The Languedoc fleet has launched three days per month of sailing over

the period from November 2023 to April 2024: the Winter Series. A mix of training and regattas. A ranking per session and a general one are established. This action allowed the eight crews to improve and therefore to have more fun. This action was also financially supported by France Dragon.

This operation is renewed for 2024/2025 for eight registered crews, all members of France Dragon. These operations could not have been carried out without the financial support of our Association and the logistics of the SNGRPC.

Next year, the two flagship events will be the Gold Cup in Douarnenez, end of August, and the France Dragon Championship in Port Camargue in October. Let's support their organisers ardently and help them to gather as many competitors as possible.

[www.france-dragon.org](http://www.france-dragon.org)



In spite of the increasing unpredictability of our weather, we have been fortunate to have enjoyed another season of

Dragon events, from club regattas across our six UK fleets to the Edinburgh Cup held in Abersoch, North Wales. Whilst there has been competitive fleet racing at these events, we are alert to the many challenges our sport and the Dragon class face.

We recognize the importance of participation in regular club racing which maintains the visibility of the class at a grassroots level. Several of our clubs, either have, or are planning to have, a Dragon available to sailors with good sailing experience, who are wary about racing a boat they see as having a high level of technical complexity. With the right support at club level, sailors new to the class can access a boat at low cost and without commitment, which may grow as they experience the excitement of sailing the Dragon.



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# National Classes



We are keen to offer strong regional regattas that attract sailors who want to take a step to competing beyond their club fleet. The addition of two or three boats to a club regatta can often enhance the enjoyment of the racecourse and improve the visibility of the class at club level. Building on this theme, 2025 will see a tripartite race series across three of our East coast clubs: Alburgh, Burnham and Medway. The ease of travel between these clubs, means sailors who enjoy club events will benefit from racing in a larger fleet at a relaxed and friendly club level.

2026 is the 200th anniversary of Cowes Week and so it is fitting that in 2026 we are planning our Edinburgh Cup event in Cowes. This event will be a perfect celebration of this anniversary at one of the UK's most iconic sailing venues. Before we think about 2026, we turn our attention to the 2025 Edinburgh Cup to be held at the Royal Torbay Yacht Club, who ran a very successful Gold Cup in 2023. The UK Dragon Class would welcome our Dragon friends from Europe and beyond to join us to compete at this legendary venue.

The UK Dragon Class wishes all Dragon sailors a happy and successful 2025, both on and off the water.

[www.britishdragons.org](http://www.britishdragons.org)



The build up to the Gold Cup and preceding Grand Prix started early for the crews who participated in the winter

series in Cannes. Martin Byrne's *Jaguar*, Daniel Murphy's *Fortitude* and Denis Bergin's *Sir Osis* enjoyed the French and Italian Rivas before making their way back home (*Jaguar* stopping off in La Baule where they were joined by Ben Cooke's beautifully restored *Titan* and Rui Ferreira's *Leah*).

The Irish season kicked off in Kinsale with the East Coast Championship which, after some close racing, was retained by *Phantom* (Neil Hegarty, David Williams and Conor Byrne).

It was back to club racing for June in Glandore, Kinsale and Dun Laoghaire before a good travelling contingent of five boats - *Phantom*, *Sir Osis*, *Jaguar*, Cameron Good's *Little Fella* and Joey Mason's *Decision* made the trip to Abersoch for the Edinburgh Cup, with *Little Fella* finishing a very creditable sixth and taking the Corinthian Trophy.

Next up was the South Coast Championship in Glandore, where the

passing of the late Don Street who had done so much for all things sailing and in particular bringing the younger generation into Dragons and promoting the 'classics' was still being acutely felt. After three days of racing in what has to be one of the finest venues on the Dragon circuit *Jaguar* emerged victorious.

The fleets focus then moved to Dun Laoghaire for the upcoming Irish Championship/Grand Prix. The fleet in Dun Laoghaire was having a good year in terms of numbers with two more boats (*Dax* and *Green*) joining Ronan Murphy's *Serafina* from the previous



year. In an effort to grow the class the Dublin Bay Fleet had purchased a boat and set up a mutually beneficial ownership arrangement which proved to be very successful as the new 'part owners' bought the boat outright after year one - an idea that might be beneficial to other fleets? We were delighted to welcome the international fleet to the Royal St. George Yacht Club for what turned out to be a superb event in challenging conditions with Laurie Smith's *Alfie* taking the honours ahead of Peter Gilmour's *Yanmar Racing Y Red* and Pete Cooke's *Yea Nah*.

The highlight of the year was, without doubt the Gold Cup hosted by Kinsale Yacht Club. Again, the conditions were challenging but, combined with a first class shoreside offering, the event was an outstanding success and testament to the local hospitality.

*Little Fella* emulated their 2012 success by winning the Corinthian

division. Perhaps the week was best summed up by the eventual winner Pedro de Andrade who said that he loved the venue, the sailing and the people in Kinsale, but would somebody please turn the heating on!

The final event of the season was the Freshwater (rinse off) Keelboat Regatta on Lough Derg with Sean Kingston's *Grey Hare* completing a hat trick of victories.

After all of that most of us are resting up in readiness for 2025 but as is now the norm there are a few adventurous souls warm weather training in Cannes and Vilamoura and who would argue with that!

[bowringp56@gmail.com](mailto:bowringp56@gmail.com)



We are happy to say our Dutch Dragon Class is in a positive position thanks to initiatives set last year:

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# National Classes

To stimulate Dragon Class sailing by enabling young Dutch regatta sailors to experience and enrol with our class boat NED 275 *Bluesette*.

Travelling cross border to participate in other country's nearby Dragon regattas, offering the possibility for international co-operation, as a result of which we noticed our Dutch Nationals with growing entries from abroad.

And last but not least Dragon camaraderie and socials. Our 2025 regatta calendar will include the well established Aalsmeer and Muiden events and the newly launched Pentecost Dragon Class event in Zeeland (South of Holland Bruinisse) organised by the Belgian Dragon Association with support of the Dutch Dragon Association.

## Triple Nations Cup

Last year's 'Triple Nations Cup (TNT) initiative' proved very successful and will be taken forward for the 2025 Dragon Regatta calendar. Dragon Class Associations from Netherlands, Belgium and North Rhein Westfalen Dragon Class (hosted by YCRE Yachtclub Essen) are working closely together in organising and planning Dragon regatta events within a logistic distance reach. The aim is to stimulate cross border attendance to enrol in each country's organized TNT nominated regatta which qualifies for the overall TNT Cup.

## Dutch Nationals 2025 Enkhuiszen

Our Dutch Dragon Nationals ONK 2025 will be sailed again in mid-September (after the Gold Cup in France) on the IJsselmeer, a great Dragon regatta location. Last year's Nationals were attended by teams from Great Britain, Ireland, Estonia, Germany, Belgium and Finland (Crew) alongside the home teams. The venue is organised from the historic city of Enkhuiszen, which has a Gold Cup (1980/1986) history and offers great after sailing Dragon camaraderie socials - the teams



from last year will certainly remember our famous Dragon Dinner night!

[www.dragonclass.nl](http://www.dragonclass.nl)



In 2025, the Portuguese Dragon fleet shall be very active in Cascais and Vilamoura.

Cascais is set to host an exhilarating series of events that promise to captivate the global sailing community. Highlighting the charm of this picturesque town, we invite teams from around the world to join us for a year of thrilling competition and camaraderie on the water.

The Cascais Dragon Winter Series in 2025 will feature four exciting events, from January to April, each offering sailors the opportunity to test their skills against a backdrop of rolling Atlantic waves and vibrant coastal scenery. Known for its consistent winds, mild climate, and a great success rate in the number of completed regattas, Cascais provides the perfect setting for intense, yet enjoyable racing experiences. The series aims to foster both fierce competition and lasting friendships among participants, bringing together seasoned sailors and enthusiastic newcomers alike.

The events in Cascais will culminate in a grand celebration of tradition and excellence with the 30th anniversary of the HM King Juan Carlos Trophy. As an International Dragon Association (IDA) Grade 1 event, this prestigious regatta will attract elite Dragon teams from across the globe. Sailors will compete in a fleet expected to exceed 30 boats, showcasing the pinnacle of tactical prowess and teamwork. By competing in the Cascais Dragon

Winter Series and the HM King Juan Carlos Trophy, you will be part of a vibrant sailing tradition that celebrates the spirit of competition and the beauty of the sea.

Vilamoura will hold the Dragon World Championship in May 2025 and several events prior this major event of the Dragon Class. In the Dragon Worlds 2025 sailors will compete in a fleet expected to exceed 50 boats, in the flat waters and smooth winds of the Algarve to challenge for the prestigious honor of World Champion.

Participating in these events is not only about the thrill of the race but also about embracing the unique blend of history, culture, and hospitality that Cascais offers as well as the summer spirit of Vilamoura, both places boasting an array of attractions, bars, and exquisite cuisine, where sailors can share stories and experiences.

Join us in Cascais and Vilamoura for an unforgettable year of sailing excellence and forge connections that will last long after the final race. Come sail with us in Portugal and notably discover why Cascais is truly a sailor's dream destination.

[www.facebook.com/Classe-Dragao](http://www.facebook.com/Classe-Dragao)



The 2024 season was a regular one. We sailed several regattas on Lake Thun and organised a Tournee on Lake Constance with

the German fleet in Ueberlingen, Staad and Steckborn. The International Swiss Championship took place in Estavayer-le-Lac (a beautiful small town on the southern shore of Lake Neuchâtel). Unfortunately, the westerly wind, which is famous for this region,

let us down so we sailed only two races. Nevertheless, the participants were very satisfied with the weather and the local Yacht Club Cercle de Voile d'Estavayer. They made every effort to make the sailors stay enjoyable. The season ended



mid October on lake Thun with the classic Herbstpreis regatta.

In 2025 the Thunersee-Yachtclub, one of the largest Clubs in Switzerland, will host the International Swiss Championship 2025 from 28 May to 1 June and its tune up race, the Alpencup, the weekend before on Lake Thun. We want to make this regatta the most attractive event and cordially invite you to participate. Of course, our weekend regattas are also very enjoyable. Please check our website.

See you in Switzerland!  
[www.dragon-class.ch](http://www.dragon-class.ch)



The North American Dragon Class has always had a few owners and crew who travel to Europe for racing, and sometimes to Asia Pacific. Some charter and some keep a boat overseas. USA325 *Magic*, owned by Will Swigart made her debut last year and had a good season, including 1st Corinthian at

By the way, the Swiss Dragon Association wants to be your host for the European Championships in 2028 and is aiming for approval by the IDA at the next AGM in London.

the Régattes Royale in Cannes. Expect to see more of Will next year on the European circuit.

Meanwhile back Stateside, USA10 *Sommerfugl* had a busy season sailing in Seattle, including the Duck Dodge and a passage race to Port Townsend. We're hoping to see her up in Vancouver next year for the Pacific Northwest Championship.

Last year we had a new new Dragon imported to Toronto, CAN150 *FUN*, with plans to do several regional events. We expect to see a couple of Toronto Dragons at Cleveland Race Week next year, reviving an old Great Lakes tradition. It's always tight racing at CRW, so it will be good to see some new boats in the mix.

[www.nadragons.org](http://www.nadragons.org)



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DRAGON CLASS CALENDAR / 2025

1ST CASCAIS DRAGON WINTER SERIES	2ND CASCAIS DRAGON WINTER SERIES	3RD CASCAIS DRAGON WINTER SERIES (Portuguese National Championship)
24/26 JAN	14/16 FEB	14/16 MAR
<b>30TH HM KING JUAN CARLOS TROPHY (IDA Grade 1)</b>		
10/13 APR		

[www.cncascais.com](http://www.cncascais.com)

## NATIONAL CLASS CONTACTS

COUNTRY	WEBSITE/EMAIL	SECRETARY/PRINCIPAL CONTACT	REGISTERED BOATS
ANT	E: sophia@hoj-jensen.com	Sophia Hoj-Jensen	8
AUS	www.dragonclass.org.au	Jeremy Nolan	50
AUT	www.dragonclass.at	Klaus Mittermayr	89
BEL	www.belgiandragons.be	Hendrik Panneel	14
CAN	www.nadragons.org	David Dale-Johnson	16
DEN	E: larshendriksen@gmail.com	Lars Hendriksen	40
ESP	www.spanishdragonclass.com	Tanit Cabau Wolf	5
EST	www.estdragon.ee	Mihkel Kosk	22
FIN	www.finnishdragon.fi	George Tallberg	23
FRA	E: yves.leglise@gmail.com	Yves Léglise	58
GBR	www.britishdragons.org	Chris Brittain	97
GER	www.drachenklasse.de	Sina Wolf	417
GRE	E: christopher.stratos@gmail.com	Christopher Stratos	9
HKG	www.rhkyc.org,hk	Ken Wong	21
HUN	www.dragonclass.hu	Vilmos Naray	15
IRL	E: bowringpg6@gmail.com	Peter Bowring	25
ITA	www.assodragone.it	Umberto Di Montelupo	26
JPN	E: sawadaakira@hakutaka.jp	Akira Sawada	20
NED	www.dragonclass.nl	George Etty	54
NOR	E: hmogensen@mil.no	Hans Peder Morgensen	15
POR	dragopor@yahoo.com	Pedro Andrade	23
RUS	www.russiandragon.ru	Boris Latkin	32
SRI	E: margaux@slyg.global	Margaux Detry	4
SWE	www.svenskdrakklubb.se	Christoffer Meyer	52
SUI	E: info@dragon-class.ch	Lotti Schmid	52
TUR	E: canpolat2010@gmail.com	Can Polat	12
UAE	E: jeroen.leenen@nctww.com	Jeroen Leenen	6
USA	www.nadragons.org	Anne Garrett	19

## REGATTA SCHEDULE 2025 ONWARDS

### 2025 CHAMPIONSHIPS

	DATE START	DATE END	VENUE	COUNTRY	CONTACT
Dragon World Championship	10/05/2025	17/05/2025	Vilamoura	Portugal	vilamourasailing.com
Dragon Gold Cup (Registration from 23/08)	25/08/2025	30/08/2025	Douarnenez	France	srduarnenez.com
Asia Pacific Championship (Inaugural event at RFBYC)	22/09/2025	26/09/2025	Perth	Australia	rfbyc.asn.au

### 2025 GRADE 1 EVENTS

Prince Phillip Cup & Ted Albert Memorial Trophy	04/01/2025	10/01/2025	Perth	Australia	dragonclass.org.au
Portuguese Grade 1 Grand Prix	10/04/2025	13/04/2025	Cascais	Portugal	cncascais.com
Austrian Grade 1 Grand Prix	11/06/2025	14/06/2025	Attersee	Austria	dragonclass.at
Swedish Grade 1 Grand Prix	30/07/2025	02/08/2025	Skonor	Sweden	skanorsbatklubb.se
French Grade 1 Grand Prix (Inc European GP Finals)	03/11/2025	08/11/2025	Cannes	France	yachtclubdecannes.org

### 2025 SELECTED GRADE 2 EVENTS

Western Australian State Championship	01/02/2025	01/03/2025	Perth	Australia	dragonclass.org.au
International Swiss Championship 2025	28/05/2025	01/06/2025	Thun	Switzerland	dragon-class.ch
Edinburgh Cup Royal Torbay YC	08/07/2025	11/07/2025	Torbay	UK	britishdragons.org
International German Championship	10/07/2025	13/07/2025	Neustädter Bucht	Germany	drachenklasse.de
Hungarian Championship - Sonnenschein Cup	04/09/2025	07/09/2025	Alsoors - Balaton	Hungary	dragonclass.hu
French Championship	15/10/2025	18/10/2025	Port Camargue	France	sngrpc.com

### 2026 CHAMPIONSHIPS

Dragon Gold Cup	15/03/2026	21/03/2026	Puerto Portals	Spain	
Dragon European Championship	01/08/2026	08/08/2026	Helsinki	Finland	
Dragon World Championship 2027	22/11/2026	29/11/2026	Hong Kong	Hong Kong	

Dates correct at time of publication. Only selected major events are listed. A full listing is available at [www.internationaldragonsailing.net](http://www.internationaldragonsailing.net)



### ACTIVE INTERNATIONAL DRAGON BUILDERS

For a complete list of licensed builders please e-mail [timothypearson@gmail.com](mailto:timothypearson@gmail.com)

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R. Pé de Mouro 33,  
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Portugal  
T: +351 915 453 863  
E: [petticrows@petticrows.com](mailto:petticrows@petticrows.com)  
[www.petticrows.com](http://www.petticrows.com)

#### Ridgeway Dragons

57 B South Arm Road,  
Rokeyby 7019, Tasmania.  
Contact: Zane Ridgeway  
T: (03)62729946  
E: [info@r1dmarine.com](mailto:info@r1dmarine.com)  
[www.r1dmarine.com/dragon-class-1](http://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](mailto:joop@doomernik.nl)  
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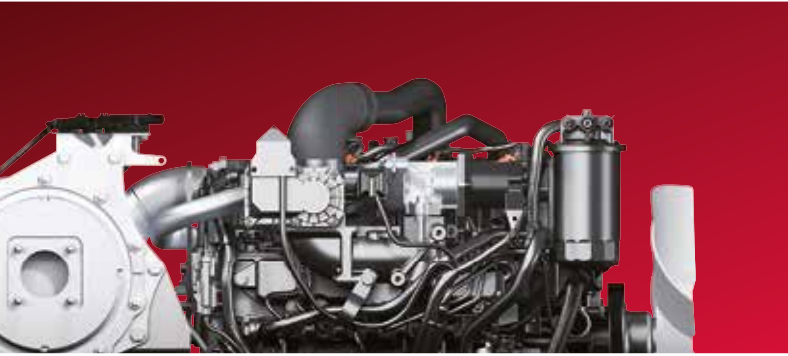
#### Markus Glas GMBH

Seeweg 1-3 82343  
Possenhofen Bavaria  
Germany  
T: +49 (0) 8157 - 9395 0  
E: [info@bootswerft-glas.de](mailto:info@bootswerft-glas.de)  
[www.bootswerft-glas.de](http://www.bootswerft-glas.de)

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