

DRAGON BOAT INTERNATIONAL

The Newsletter of the International Dragon Boat Federation

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This Issue: Updates on Macau and Amsterdam - Looking at IDBF Members: Hong Kong - Members News

The World Governing Authority for Dragon Boat Sport

國際龍舟聯合會

INTERNATIONAL DRAGON BOAT FEDERATION

Member of SPORTACCORD - the General Association of International Sports Federations

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PATRON'S CLUB – RAISING MONEY TO SEND BOATS TO AFRICA

The IDBF Patron's Club has got off to a good start with over USD 4000.00 raised towards sending Dragon Boats to IDBF Members in Africa – but we need much, much more if we are to introduce and develop our great sport in new countries and areas of the World. And that is why we want you to join the Patron's Club and help your sport to grow !

The **IDBF Patrons' Club** is open to people and business based organisations (Corporate) who wish to support the IDBF by raising money specifically to help new and developing Countries enter the sport of Dragon Boat Racing and take part in IDBF International competitions. All surplus funds from Membership or sponsors, after the deduction of running costs, will go to the IDBF Development Fund specifically for the provision of Dragon Boats and Equipment.

The IDBF Council is keen to develop the sport in Africa, particularly in Uganda, Senegal and Ghana where Dragon Boat Associations have already been established but, at the moment, none of these Countries have Dragon Boats.

All of these Countries have heavy wooden boats used for fishing, which they also race competitively between the different communities, so they already have a good base of potential Dragon Boaters and local organisations that the IDBF can work with but the paddlers are having to use their Traditional Boats to train and race in.

Similar in size and paddling style to the Dragon Boat these trad boats will do until IDBF Racing Dragon Boats can be sent to these Countries to develop the sport seriously and bring African paddlers on to the International Races circuit and into the World Championships.

The IDBF has promised to send the Ghana, Senegal and Uganda DB Federations four boats each from the IDBF Development pool, boats kindly donated by IDBF Boat Manufacturers - BuK, Champion, Plastex and Swift, to get the sport going in Africa.

What the IDBF does not have, at the moment, is the finance to send the boats to these Countries nor the paddles to go with the boats, so the present priority for the Patron's Club is to cover the cost of shipping boats to the IDBF Members in East and West Africa

So help those boats to arrive sooner, rather than later by joining The IDBF Patron's Club and be confident that your money is going to help a very good cause – the development of your sport !

YOUR SPORT NEEDS YOU !!!

- THE IDBF PATRONS CLUB -

Being an IDBF Patron makes you a Very Important Person in helping to develop Dragon Boating in new countries and helping their paddlers to take part in IDBF World Championship Regattas.

The IDBF PATRONS CLUB is open to people (Individual) and business based organisations (Corporate).

Members receive multiple worthwhile benefits:

- **A hard copy of the IDBF-Newsletter mailed 4x a year**
- **Free accreditation at IDBF World Championships**
- **VIP Status & treatment at IDBF World Championships**
- **Free copy of DRAGON BOAT WORLD INTERNATIONAL**
- **Discounts offered on services by or through the IDBF**
- **A Certificate of Patronage**

JOIN NOW & SUPPORT YOUR SPORT

Further detail and Membership Application form can be obtained from the IDBF Treasurer:

Mr David Cogswell,
13 The Prebend, North End,
Southam, CV47 2TR,
England. UK

Email: DACogswell@aol.com
Fax: + 44 1295 770734

or online from:
<http://www.idbf.org/patronsclub.php>





DATELINE MACAU - 7th WORLD CLUB CREW CHAMPIONSHIPS - 28 JULY to 1 AUGUST 2010

Confirmed Entries have been received for the 7th Club Crew World Championships (CCWC) from nearly 200 Crews from 90 Clubs, in Australia, Canada, Czech Republic, China, Germany, Guam, Hong Kong, Iran, Macau, the Philippines, Russia, Singapore, Trinidad, UAE, and the USA. With over 3500 participants already confirmed and another possible 600 more to come from the outstanding provisional entries, **Macau 2010 looks set to break all records for attendance at a World Championship Regatta.**

This CCWC will see the introduction of a new Cancer Survivors Division. BCS Crews and All Cancer Survivors Crews (ACS) will race in the Cancer Survivors Division, with Championship Medals.

This year too both Standard and Small Boat Championship Races are on offer with the Small Boat Races not just aimed at new Clubs on the international stage but also at older Clubs with a small number of available paddlers in a particular Racing Class.

A Club can enter the **Standard Boat** (22 Racers - Mixed Crews a minimum of 8 and a max of 12 female paddlers) or the **Small Boat Races** (12 Racers - Mixed Crews a minimum of 4 and a max of 6 female paddlers) or both but the Small Boat paddlers all have to be different paddlers from those in any of the Standard boat crews, with the exception of the Mixed Racing Classes.

A Club cannot enter a Standard and Small Boat crew in the same Championship Division Racing Class, e.g. Open but could enter an Open Premier Crew in the Standard Boat and a Premier Women's crew in the Small Boat Races. (Championship Divisions are Premier, Senior, Junior and U23s) and in any event double rostering of paddlers between any Divisions is discouraged.

Each Country or Territory may enter 5 different crews (one per Club), per Competition class. Note: There are 200m and 500m races for the Small Boats but no 2000m competitions, as there is in the Standard Boat.

Age Regulations: (1) Seniors: A - Over 40; Senior B (Grand Dragons): over 50 on 31 May 2010.
(2) Junior: A - Under 18 but 12 or over; Junior B Under 16 but 12 or over on 31 December 2009.
(3) Under 23s - Under 23 but 18 or over on 31 December 2009. 6 crew members may be U18 and for the Small Boat 3.

Dragon Boat & Paddles – IDBF Specification dragon boats will be provided for the Championships. Crews are informed that only IDBF Spec 202a Racing paddles will be permitted in the CCWC.

Macau 2010, is supported by the Macau Sports Development Board and will be held at the Nam Van Lake Nautical Centre, Macao S.A.R. China from Wednesday, 28 July through Sunday, 1 August, 2010. The Opening ceremony will take place on the evening of 28 July.

To see the course go to www.macau2010ccwc.com. Crews are advised to arrive in Macao no later than Tues 27 July 10 but crews arriving earlier will be catered for.

All entries are to be sent to IDBF directly at ccwcentry@idbf.org with all administrative information and returns going to the Macao 2010 Organizing Committee at abdmc2000@gmail.com

Official Hotels and Transport. A list of Official Hotels are shown in the CCWC Web sites at www.idbfworldchamps.com as are the transport arrangements and costs for accommodation, lunches and transport during the Championships. All bookings for the Official Hotels is to be done through the **Macau 2010 Official Travel Agent accomodationccwc@grayline.com.mo or fax to + 853 - 28331155.**

The Package includes Accommodation on a twin sharing basis unless otherwise stated, with daily breakfast and Bus transportation from Macau Airport, Terminal and Macau-China Border Gate to Official Hotels on the day of arrival and from Official Hotels to Airport, Terminal, and Border Gate on the day of departure for crews and their guests.

The Celebration Dinner is free for competing crews and there is no Administration Fee for this CCWC but all participants will be required to pay an IDBF Registration Fee of USD 10.00, per, person, payable with a crews Named Entry at the end of June 2010. The Official package does not include transport to and from the Regatta Course or transport to the Celebration Dinner

DEADLINES FOR ENTRIES AND FEES

Named Entry and IDBF Registration Fees (USD10.00, per participant)	28 June 2010
Balance of accommodation costs – for the relevant Hotel	14 June 2010

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EDITORIAL- IN OUR MODERN WORLD, IS IT THE WINNING OR THE TAKING PART - by Mike Haslam.

HALLO and WELCOME, to the Summer issue of DBI, the Official newsletter of the IDBF brought to you in PDF format. IDBF Patron's Club members also receive DBI as a hard copy, plus a copy of Dragon Boat World International, so why not 'join the Club', so to speak and enjoy reading your personal copy of both publications at your leisure !!

The 16th June 2010 is the traditional Dragon Boat Festival day this year – the Double Fifth, when literally millions of people in China and around the world will take to the water in their Dragon Boats to celebrate and remember Qu Yuan and the sacrifice he made for the love of his fellow citizens, over 2300 years ago.

Within the sport this year we have the World Club Crews, the European Nations and the 1st Commonwealth Club Championships, as well as many International Festival Races, including the Mother of our modern sport, the Hong Kong International Races, to race in or just enjoy as a spectator.

But in many ways the highlight of the Dragon Boat year has already taken place in Peterborough, Canada, when around 2000 of our Pink Ladies took to the water in their very special Breast Cancer Survivors Dragon Boat Festival Races, over the weekend of 12/13 June.

Take a look at the article in this DBI on the Peterborough event and see what it really meant to the 'pinkies' who were there – not the "Winning but the Taking Part", an Olympic idealism which sadly seems to be missing in many if not most sports these days, where the 'winning' is the only thing that seems to matter and if your coach thinks you will not make the grade then you don't even get the chance to take part !!

Long may our sport get its strength and depth from those who find the most joy and satisfaction from taking part and being part of a team that does its best, even if it does not win. I close this longer than usual Editorial by highlighting a quote Kim Bonomo, from the Miami based Save Our Sisters BCS Crew, who said during the Peterborough Festival **"If I went back in time and was given the choice to avoid being diagnosed with breast cancer, I'm not sure that I would take it. Because it led me to this. It led me to these women - my dragon boat team"**.

That is what taking part means. Winning, well that is just a bonus that many aspire to but few achieve.

WHY DRAGON BOATS? WHY DRUMS?

Although dragon boats have been around for about 5000 years or even longer, the legend of Qu Yuan spread the tradition as we know it today. For us, the dragon boat races symbolize the events surrounding Qu Yuan and the attempts to rescue him from the Milo river. The question is, what is the connection between Qu Yuan and the dragons?

Qu Yuan wrote a poem called Li Sao (The Lament). The poem is still regarded today as a model for classical Chinese poetry. Some legends say the new Chin Emperor was angered by the poem and ordered Qu Yuan into exile. Unwilling to leave and heartsick, Qu Yuan decided to drown himself.

Other legends describe Qu Yuan as a former adviser to the Chu who was sent into exile and then wrote the Li Sao as a kind of farewell letter before he drowned himself full of agony because of all the betrayal.

There are also different versions about the reaction of the fishermen and people with boats when they heard about Qu Yuan's drowning. In one way or another, all versions include fishermen and people with boats rushing out into the river to rescue Qu Yuan or at least save his corpse.

If someone is drowning and needs rescuing, you wouldn't think about what kind of boat you were going to use, you would just take the first one available! Boats being used on a daily basis, like fishing boats, for example. So why are these boats now called dragon boats and where do the Drums fit in?

There are two possibilities, and in combination they might explain why the boats are regarded as dragons.

In his poem Li Sao, Qu Yuan describes his journey from earth to heaven as riding on a dragon. It may be a mark of respect to conduct the annual races on dragons. In addition, the dragon is the highest and strongest being people in China can imagine. In the past, Chinese emperors were the highest and strongest men, keeping law and order in the country as well as defending it from attackers. This made them a dragon of the people.

More widely, dragons are associated with good spirits that strive always to win. Turning boats into symbolic dragons may have been a tactic to stimulate a winning mentality in the paddlers.

Combining the above with the fact that in China people revere Qu Yuan as much as Confucius and both perhaps even more than their emperors, will give you the idea as to why the boats turned into dragon boats.

As for the drums, well in the search for Qu Yuan the legend tells us that to prevent the fish from biting him or eating his corpse, the people in the boats hit drums and made other noises to scare the fish away. It appears therefore, that the drums were simply there to make a noise, and that's all!

The reality of history would tell us that turning normal fishing boats into dragon boats must have developed later, together with the tradition of competitive racing and that the Drums on the boats were probably used for communication purposes by the crews in the heat of a race.

What-ever the truth or myth of the Dragon Boat and its Drum, we simply have to say a big and heartfelt THANK YOU to the Chinese people for giving us the wonderful sport of dragon boat racing.



Amsterdam 2010 - 9th European Nations Championships on track

Organizing the European Nations Championship means a great deal for Dragon Boat Racing in the Netherlands and the Netherlands Dragon Boat Federation hopes to give the sport a boost by organizing this prestigious event. The Amsterdam 2010 Organising Committee's plans are right on track for the event and they look forward to welcoming lots of paddlers from all over Europe to a very successful 9th European Nations Championship starting on the 13th August 2010.

About Amsterdam

Amsterdam is the capital and the largest city of the Netherlands and situated in the Centre of Europe. The city, which had a population (including suburbs) of 1.36 million, comprises the northern part of the Dutch Randstad, the sixth largest metropolitan area in Europe with a population of around 6.7 million. Amsterdam's many attractions including the historic canals, the many museums, the Anne Frank House and the red light District, draw more than 3.66 million international visitors annually. The center of Amsterdam is well known for excellent bars and restaurants and famous for its vibrant and diverse nightlife. The city is easy accessible by car, train or airplane.

To give competitors the chance to see Amsterdam in a different view, the Org Com have arranged Dragon Boat tours through the historic canals on Wednesday the 11th and Thursday the 12th of August – see the ENC2010 website for details and how to sign up for this unique experience.

The Regatta Course

The regatta course is called 'De Bosbaan' and can be easily reached by bike, car or public transport from the city of Amsterdam as well as surrounding cities like Amstelveen and Aalsmeer. De Bosbaan lies in the middle of the nature area 'Amsterdamse Bos' which spans almost 1000 hectares (about 2 by 5 kilometers) and is owned by the city of Amsterdam.

It is a FISA approved rowing regatta course featuring six lanes with a width of at least 13,5 meters per lane. The Bosbaan is usually the domain of rowers, canoeists and fishermen but on August 13, 14 and 15 it will be the domain of the dragon boats. The beautiful location of the race site ensures a great tournament for both paddlers and spectators alike.

The Races

The ENC will be conducted under the IDBF Competition Regulations and the IDBF Rules of Racing. The planned racing classes are Premier, Senior A and B (Grand Dragons), Junior A/B/C and under 23. So far 14 Countries have entered the Championships, namely, Austria, Czech Republic, Germany, France, Great Britain, Hungary, Italy, The Netherlands, Poland, Russia, Ukraine, Switzerland, Norway and Slovakia, with 76 crews and a total of They are around 2000 participants! It all promises to be a spectacular tournament.

The Paddlers' Party

The closing party on Sunday August 15 is planned to take place in a huge tent on the race site, the beautiful Bosbaan in the Amsterdam city forest. The price of the tickets will be around ? 30 and will include transport from the official team accommodation, the entry fee, a full buffet and entertainment by a live band and a DJ.

Tickets will be sold at the race site during the tournament. But be aware, there will be a limited number of tickets available. If you don't want to miss this spectacular Paddlers for Paddlers closing party, secure your tickets by sending an email to: info@enc2010.com with the number of tickets you want to reserve. If you do so, you will receive an email about the payments and distribution of the tickets.

Outline of the Championship Week:

Monday 9th August to Wednesday 11th August 2010

Crews arriving, practice sessions and canal tours by dragon boat possible (if sufficient interest).

Thursday 12th August

9.00 – 10.00 Race officials meeting
9.00 – 18.00 Practice sessions for crews

Friday 13th August

14.00 – 15.00 Opening ceremony
15.30 – 19.00 2000 meter all classes

Saturday 14th August

8.00 – 19.00 200 meter all classes

Sunday 15th August

8.00 – 17.00 500 meter all classes
18.30 – 01.00 Paddlers for Paddlers party



Please check out the ENC website: www.enc2010.com for more information about Amsterdam 2010 and contact information for the organizing committee.

Mariken Rijpert
Organising Committee

DRAGON BOAT FOCUS – a look at the IDBF Members.**HONG KONG – MOTHER OF THE MODERN ERA**

Hong Kong is truly the Mother of Dragon Boat Sport ! It was here in 1976 that an ancient tradition started on its journey towards becoming the modern sport that we practice around the world today. The standard racing dragon boats developed by the IDBF for Sport Racing and now used in competitions worldwide, originated from the HK style of traditional dragon boat.

Dragon boating is Hong Kong's national sport and when most people think about dragon boats, Hong Kong pops into their minds as being synonymous with the sport. But why ? and with the 2012 Club Crew World Championships, scheduled for Hong Kong, marking the 21st Anniversary of the founding of the IDBF, how did this all come about ?

Well the answer to that is later in this article but first let us look at Dragon Boating in Hong Kong today, where there is a very active paddling scene with at least 300 crews in the region and during the week of the traditional Dragon Boat Festival day, on the fifth day of the fifth lunar moon (the double 5th), more than 250,000 people take to the water in the many dragon boat races that abound during the Festival week in Hong Kong.

Outside of the Festival week there are many other races throughout the spring and summer and developing the modern sport comes under the umbrella of the very active Hong Kong Dragon Boat Association (HKDBA) the IDBF Member for the sport in Hong Kong..

The archeological record shows that Dragon Boats were raced in China over 5000 years or more ago. They were always used for ceremonial purposes until the events surrounding the famous poet and statesman Qu Yuan, who lived during China's Warring States Period – see this month's Culture Corner for the full story.

Although Hong Kong was developed by the British, geographically it has always been a part of China and about 95% of its population are Chinese of whom many came to the territory decades ago bringing with them their traditions from the numerous provinces of China, thus making the "Fragrant Harbor" a melting pot of cultures and traditions, one of which – the Dragon Boat Festival, ensured that Hong Kong became the catalyst for the development of our modern Dragon Boat Sport.

Triggered by a very successful marketing campaign started in the mid 1970's by the Hong Kong Tourist Association (now the HK Tourism Board), Dragon Boat Racing rapidly spread across the world and has become a true sport for all, with Olympic recognition and inclusion in the Olympic Games as its ultimate aim.

But the roots of our sport are to be found in the fishing communities of Southern China and Hong Kong. 'Racing the Dragon is their thing; it's part of their social life and the skills and traditions of Dragon Boat Racing have been passed on from one generation to the next over hundreds of years.

But the Fishermen don't just race on the fifth day of the fifth month, in memory of Qu Yuan. – they also hold many races within their family groups spread over spring, summer and autumn and they race almost anywhere that you find water !

The Fishermen Races also generate a most exciting racing atmosphere, full of tradition, joy and friendship. These races are family battles and each one is different to the other regarding the boats used. While one competition uses the big dragons with 56 Racers in a crew, the next event is organized using the small dragon boats with just 12 Racers.

The most well known events are those in Cheung Chau, Po Toi, Lamma, Shau Kei Wan, Tai Tam, Aberdeen, Chai Wan, Sai Kung, Stanley Bay and so on. Crews bring their own boats to many of the races, which are often transported by sea from one island to another either loaded onto or towed behind a Fishing Trawler.

It is simply amazing and a very special, unforgettable experience to take part in one of those races, which normally the tourists and travellers to Hong Kong never see

Looking at the crews and clubs in Hong Kong today, we see a variety of different paddler profiles and crew compositions. There are obviously the Fisherman and other local community crews, for example the Firemen and the Hong Kong Police crews and then there are the more serious, let us say the regular club crews, which are normally a mix of local and expat paddlers. These club crews tend to meet and train on a fairly regular basis. The third group is made up of Corporate Crews from the business sector, some of which have existed for a long time and others come and go.

The Fishermen's crews are among the strongest in the territory and for the Non-Fishermen's crews it is regarded as a great honor to be invited to a Fishermen's race. But competing in their races is not easy, as they do not necessarily race to any standard rules. Known differences are at the starts, which are normally 'free' with seldom any ropes to hold to keep your boat aligned.

Racing on the sea towards the beach with a swell coming in from the side or behind the boat demands special skills to hold the boat in position on the start line and whilst the Helm is busy doing this, the start signal might be given with no warning words of "Are You Ready"

Once a race has started and depending on which race you are in, you might also find that the competitors in the other crews suddenly standing up, mid race, to try and boost their speed. Fishermen races definitely have their own rules but the best feature of their races is the meals after the race - seafood, seafood, and more seafood!!!

There are, of course also other races held in Hong Kong and the two with worldwide reputations are the Hong Kong International Races, now organized by the Hong Kong Dragon Boat Association (HKDBA) and the Stanley International Races organized by the Stanley Residents Association. The HKDBA as the official governing body for the sport also holds a number of other events, including the University Championships and the Stanley Residents Association hold numerous smaller events too.



Traditionally, after the Dragon Boat Festival the boats are buried in sand ready for the next years racing but in the modern era of the sport, where do all the boats in Hong Kong spend their rest time ?

Well, when in Stanley go to the beach and take look at this huge boat rack holding some 30 or 40 teak wood dragon boats. Another impressive boat storage is with the HKDBA in Sha Tin. In Aberdeen, rent Sampan and make a one-hour zigzag tour between all the Fishing Trawlers and keep your eyes open for dragon boats, especially when you come to one of the many Typhoon Shelters.

A very nice place is also the Island of Cheung Chau to whereby taking a walk from the ferry terminal along the waterfront for some 1000 to 1500 metres, you may get a chance to see some of the 56 paddler boats which are often stored between the bushes.

Finally it must be said that given Hong Kong's small land area, which includes about 235 islands, there are an estimated 300 Dragon Boat crews and around 50 or more races over the year, which probably means that Hong Kong - the Mother of modern Dragon Boat Sport, is the most densely dragon boat populated region in the world.

How an Ancient Tradition Became a Modern Sport.

With Dragon Boating being almost part of daily life in Hong Kong and also one, if not the oldest Chinese traditions it is not surprising that in 1975 the then Executive Director of the Hong Kong Tourist Association, Mr. John Paine and the Chairman of the Hong Kong's Fishermen Association, Mr. Philip Lai should discuss Dragon Boat Racing as a way to promote Hong Kong as a tourist venue, with the attraction of a traditional sport and associated festival of Chinese culture.

They decided to hold the first International Dragon Boat Race in Hong Kong, in 1976 with a crew from the Japanese City of Nagasaki invited to race. Thus it was that Dragon Boat Sport was born as this race marks the beginning of the modern era of Dragon Boat Racing. Since then until today the "Hong Kong International Festival Races - HKIR for short, have been held annually on the first weekend after the traditional Festival Races (Tuen Ng).

Following the regional success of the HKIR, the Tourist Association decided to go a big step further by starting a world-wide campaign of promoting Dragon Boat Racing in their overseas markets as a way of attracting more and more tourists to the city and with the intention of making the dragon boat a symbol of Hong Kong

Starting with the UK, USA and Canada, considerable efforts were made to promote Hong Kong by inviting crews to compete in the HKIR and wooden dragon boats were sent to England; Germany and other Countries for the invited crews to train in and for them to publicize their trips and promote Hong Kong thorough the media in their Home Countries.

And where were did these boats come from? That's right, from the Fishermen in Hong Kong, mainly from Chai Wan, a district on Hong Kong Island and from Cheung Chau, a small outlying island within Hong Kong's territory.

There was not an unlimited stock of boats available and given the time and expense involved in building a 2 ton solid teak boat, only a very few wooden boats were actually ever sent to Western countries. However, of these boats three were sent to London in 1980 for a Chinese Festival event and as part of the Festival activities these boats were raced on the River Thames.

A British guy, Mike Haslam by name, then took the boats to Nottingham, where he raced them with crews drawn from the local community, as part of the supporting programme of events associated with the 1981 World Canoe & Kayak Racing Championships – of which he was the Championships Director.

After the World Championships Mike wrote a report for the International Canoe Federation (ICF) suggesting that they adopt Dragon Boat Racing as a new discipline. The ICF Board decided that Dragon Boating was not a Canoe Sport and encouraged him to develop it as an independent paddle sport, which over the next few years, with the support of the Hong Kong Tourist Association, is exactly what Mike did.

In 1985, with sponsorship from Hong Kong, one of the wooden boats was used as a Plug from which a Mould for producing fibreglass boats was made. This boat has recently been re-furbished in Germany – see separate article in this issue of DBI.

The first Hong Kong style fibreglass Dragon Boat was showcased on BBC Television as part of Mike's marathon dragon boat paddle from London to Nottingham (some 150 miles by canal) to raise money for Charity as part of the Sport Aid programme.

From here on the sport started growing across Europe with fibreglass boats from the UK being sent with HKTA support, to Italy, Germany, Denmark and the Netherlands. In North America the HKTA also supported the development of Dragon Boat Festivals in Toronto and New York, as well as Festivals in Auckland, New Zealand and Sydney in Australia.

This dragon boat activity, emerging out of the Hong Kong International Races led to the foundation of Dragon Boat Associations around the world in the late 1980s, of which the British and Hong Kong Associations were among the first.

These national organizations then came together and founded the European Dragon Boat Federation (EDBF) in 1990, followed in 1991 by the International Dragon Boat Federation (IDBF) and finally the Asian Dragon Boat Federation (ADBF) in 1992.

Throughout this development of a tradition into a modern sport, the Fishermen of Hong Kong were highly involved in bringing Dragon Boat Sport to the wider world. It wasn't their idea but they did it with pride to help the HKTA in promoting their home city and culture.

When talking to them about it today, somehow you get the feeling that they are really glad about having had their part in bringing so much fun and joy to so many people around the world.

Henning Wiekhorst
IDBF Marketing &
Media Commission



2010 HONG KONG INTERNATIONAL RACES - BACK TO THE FUTURE ON VICTORIA HARBOUR 24-25 JULY 2010

The Hong Kong International Dragon Boat Regatta will be celebrating its 35th anniversary this year and will be re-launched in the Victoria Harbour, with a big carnival in Tsim Sha Tsui East. The HKIR this year are the start of the build up to staging the 8th World Club Crew Championships in 2012.

Hong Kong is the birthplace of modern dragon boat sport with International Dragon Boat Racing first being held there back in 1976. The International Dragon Boat Federation (IDBF) was also formed in Hong Kong in 1991 as the world governing body for the sport. One of the key missions of the IDBF is to make dragon boat racing, which is now practiced in nearly 70 countries and territories world-wide an Olympic sport.

The HKIR were originally organised by the Hong Kong Tourist Association (now the Tourism Board) who had long wanted to make the races a major event in the annual tourism and sporting calendar. The organization of the HKIR was handed over to the Hong Kong Dragon Boat Association (HKDBA) in 2000 but financial problems nearly saw the annual event called off in 2004. In 2005, the races came back to the Tsim Sha Tsui East waterfront after almost a decade at Sha Tin's Shing Mun River.



At the recent Press Launch for the 2010 HKIR, the HKDBA Chairman Dr Raymond Ma Siu-wing said, "for 2010 and leading up to the 2012 Club World Championships the races will be back in Victoria Harbour". So far, 24 overseas and 50 local teams have signed up for the races. The Tourism Board sent invitations to about 2300 organisations in 70 countries around the world and conservatively estimate that this year's event will attract around 40,000 spectators.

For the HKIR the Tsim Sha Tsui East will be turned into a carnival ground with racing off the waterfront, a spectator area along the promenade and supporting activities in the UC Centenary Garden, as well as the adjoining areas. The races will take place in six of eight lanes along the Tsim Sha Tsui East waterfront, over the traditional HKIR racing distance of 640 metres.

As well as races for local Hong Kong based crews, from the Business, Public and Community sectors, there will International Races in the Premier Open, Women and Mixed Divisions, as well as for Junior (under 18) and Senior (over 40) crews.

A liaison officer during the event and complimentary transfer between ports of entry and hotel will be offered to the International Crews who have been invited to come to the HKIR before going on to compete in the 2010 Club Crew World Championships, which will be held in Macau the following week.

International Crews are expected to stay for a period of 6 days/ 5 nights arriving in Hong Kong on Wednesday 21 July and depart from Hong Kong on Monday 26 July, with training sessions on 22 July 10 and racing from 23 – 25 July 2010. Crews will be invited to a Celebration dinner in a Chinese banquet format with entertainment on the evening of the final race day (Sunday, 25 July).

But that's not all as the HKDBA are planning to enhance the festive ambience of the races by staging a side programme of events and entertainment at the sea venue on racing days, for example, a boat parade, bath tub racing and a large dragon boat race (50 paddlers) plus a Water-ski demonstration.

Not to be outdone the Hong Kong Tourism Board (HKTb) will explore the possibility of inviting other organizations to stage and present a festive programme which will contribute to the Races. According to Board Chairman James Tien Pei-chun, the Hong Kong event's carnival format will feature a fancy T-shirt contest, a bier garden with beer-drinking competitions, food stalls and music performances as well as a new charity race benefitting recovered cancer patients

Such activities as well as food and drinks for locals and visitors to enjoy will take place in the Biergarten at UC Centenary Garden and at the Cultural Plaza during the event, supported by a dragon boat exhibition, with International Crews' being invited to promote their cultures and the development of dragon boat racing in their own Countries at the Cultural Plaza.

So it looks like this year's Hong Kong International Dragon Boat Regatta promises to be bigger, better and louder than ever before.

Last year the financial crisis took its toll on the regatta, which was held in Sha Tin's Shing Mun River, where some corporate participants were forced to reduce team sizes. But the HKIR organizers in moving this summer's races back to their traditional location in Victoria Harbour, are looking to attract more spectators this year, particularly tourists.

Dragon Boat Races are traditionally held to commemorate the death of Qu Yuan, a Zhou dynasty poet who committed suicide by drowning to protest against corruption. People would beat drums in the belief that it would ward off evil spirits. And with the world's economy starting to recover, perhaps there'll be more boom to those drum beats this coming July!!



There is still time to be there on 23-25 July 2010, so email the HKDBA at hkdba@hkolympic.org - for an Entry Form and more details.

CULTURE CORNER:

This month's DBI Culture Corner starts with an article from the web site of the Golden Lion Circle Dragon & Lion Dancer Group, from the island of Mauritius in the Indian Ocean – visit www.goldenlioncircle.com. Many thanks to them for this interesting article.

**The Dragon Dance**

The Dragon is an amphibian, able to move on land, able to fly in the sky and able to swim in the sea. As the dragon gives people a feeling of great respect, it is often called the Sacred Dragon. The emperors of ancient China considered themselves as the dragon.

The Dragon is also the emblem of Imperial Authority. The appearance of dragon is frightening but it has a benevolent disposition. It symbolizes supernatural power, goodness, fertility, vigilance and dignity. Although the dragon looks so fierce, it resembles various animals such as the horns of a stag, the head of a camel, the ears of a cow, the eyes of a rabbit and the scales of a carp.

The dragon dance was started by the Chinese who had shown great belief and respect towards the dragon. It is an important item of the Chinese Culture and tradition.

Dragon Dance has spread throughout China and to the whole world. It becomes a special performance of arts in the Chinese physical activities. It symbolizes the bringing of good luck and prosperity in the year to come for all the human beings on earth. According to ancient history, during the period of Chun Chiu, the learning of Chinese Martial Arts was very popular and in the spare time, dragon dance was also being taught to students to provide more encouragement.

The size and length of a dragon depends on the human power available, financial power, materials, skills and size of the field. Its length ranges from 7 sections to 13 sections long. Some dragons are as long as 46 sections. A small organisation cannot afford to run a very long dragon because it consumes great human power, great expenses and special skills which are difficult to manage. The normal length and size of the body recommended for the dragon is 112 feet and is divided into 9 sections.

The distance of each section is 14 inches apart therefore, the body has 81 rings. History tells us that the performances of dragon dance are in various different ways, types and colours. Green is selected as the main colour of the dragon which symbolizes great harvest. Other colours include: yellow symbolizing the solemn empire, golden or silver colours symbolising prosperity, red colour representing excitement while its scales and tail are mostly beautiful silver colours and glittering at all times which provides a feeling of joyous atmosphere. As the Dragon dance is not performed everyday, the cloth of the dragon are to be removed and to have a new touch of ultra-paint before the next performance.

The correct combination and proper timing of the different parts of the dragon are very important to make a successful dance. Any mistakes made by some of the performer of the dragon dance team would spoil the whole performance. To be very successful in the dance, the Pearl of the Dragon must be able to co-operate with the body of the dragon in good timing with very high skill in combination with the timing of the drum.

The Dragon head is quite heavy and the performer must be one who is energetic and full of stamina. The dragon tail also has an important role to play as it will have to keep in time with head movements. The fourth and fifth sections are considered to be the middle portion and the performers must be very alert as the body movements changes from time to time.

The patterns of the dragon dance are changed according to the skills and experiences acquired by the performers. Some of the patterns of the dragon dance are "Cloud Cave", "Whirlpool"; Tai-Chi pattern, Threading the money, Looking for pearl, dragon vomiting the pearl, dragon encircle the pillar, etc. The movement "dragon chasing the pearl" shows that the dragon is continually in the pursuit of wisdom.

To perform an outstanding dragon dance, the performers of a dragon dance team must be able to run in the correct foot-steps which should neither be too quick nor too slow, be able to leap and crouch at the same time when the signals are given. The step to practice the dragon dance is to be able to change the position of the hands as the movements of the dance depends very much on the hands. The lowest position to hold the stick of the dragon will be at the waistline.

Dragon dance is a team-work comprising of over 68 persons and each section of the dragon must have at least 4 persons to take charge. All the successful movements of the dances depend on the co-operation of the performers of the whole team and strict discipline. Every performer must play his role well in good timing and good combination with the other members' actions.

The Dragon dance is always a grand performance which attracts great crowds.

The Dragon Boat Festival

Officially on falling on the fifth day of the fifth lunar month, the Dragon Boat Festival is also known as Double Fifth Day. While many stories regarding its origin abound, the most popular and widely accepted version regards Qu Yuan, a minister during the Warring States Period (475 - 221 BC).

At the end of the Zhou Dynasty, China had fallen into a state of fragmentation and conflict. While the Zhou dynasty had ruled for several centuries, several other states, originally feudal domains, tried to carve out their own kingdoms. The state of Qin would eventually emerge the victor and unify all of China under one rule for the first time in history.

Qu Yuan served as minister to the Zhou Emperor. A wise and articulate man, he was loved by the common people. He did much to fight against the rampant corruption that plagued the court thereby earning the envy and fear of other officials. Therefore, when he urged the emperor to avoid conflict with the Qin Kingdom, the officials pressured the Emperor to have him removed from service. In exile, he traveled, taught and wrote for several years. Hearing that the Zhou had been defeated by the Qin, he fell into despair and threw himself into the Milou River. As he was so loved by the people, fishermen rushed out in long boats, beating drums to scare the fish away, and throwing zongzi into the water to feed braver fish so that they would not eat Qu Yuan's body.



Starting from that time to this day, people commemorate Qu Yuan through Dragon Boat Races, eating zongzi, and several other activities, on the anniversary of his death, the fifth day of the fifth lunar month. Zongzi, the traditional food for the Dragon Boat Festival is a glutinous rice ball, with a filling, wrapped in corn leaves.

The fillings can be egg, beans, dates, fruits, sweet potato, walnuts, mushrooms, meat, or a combination of them. They are generally steamed.

The Dragon Boat races are the most exciting part of the festival, drawing crowds of spectators. Annual races take place all over China, Hong Kong, Macao, Taiwan, and other overseas Chinese communities.

In Mauritius the Dragon and Lion Dance Federation has been organizing the race since 2005. The Golden Lion Circle were the runners-up in 2005 but have won the race ever since and they are quietly confident of becoming the Champions in 2010 too.

The Chinese Government donated traditional wooden dragon boats to Mauritius Government and these are used during the annual dragon boat festival. At the moment there is not a formalized Dragon Boat Association in Mauritius but with neighbouring Reunion Island an IDBF Member, surely it is only a matter of time before Mauritius joins the world dragon boat family.



IDBF NEWS – NOW CONTINENTAL FEDERATIONS FOR AFRICA & AMERICAS

Continuing the tremendous world-wide growth of dragon boating under the governance of the IDBF, the latest news from the IDBF Executive Committee is that steering groups have now been set up to develop new Continental Federations for the sport in Africa and the Americas.

The Dragon Boat Federation for Africa Steering Committee (DBFA SC) has as its President Abdul Edross (South African DBA), with Vice-President Ady Fall (Senegal), Secretary General Morrison Olaf (Ghana), Treasurer & Womens Rep Annatu Oseini (Ghana) and Information Officer Robert Kanusu (Uganda). Other IDBF Members in Africa, in the Camerouns, Somalia and Reunion Island will be consulted on the development of a constitution for the DBFA and steering committee appointments and it is to be hoped that Kenya and Namibia, both of whom have IDBF Spec Dragon Boats, will join the party too. The objectives of the DBFA SC set by the IDBF are to:-

- Unify all African countries involved in dragon boating as a Continental Federation within the IDBF.
- Draft a Continental Constitution based on the IDBF model constitution.
- Establish a Headquarters and Secretariat for the DBFA.
- Establish Dragon Boat Associations in all Zones of the Association of National Olympic Committees of Africa
- Establish an all African Championships.
- Maintain and enhance the use of Traditional African Long Boats.

For the Americas a Pan American Dragon Boat Federation Steering Committee (PADBF SC) has been set up under the Chairmanship of Mike Kerkmann the founder of Great White North in Canada, who now lives in Florida, USA. Mike is joined on the PADBF SC by IDBF invited representatives Ginny O'Hare (Usa), Matt Smith (Canada), as the North American Representatives, plus Franco Siuchong (Trinidad) as the Caribbean Rep; Rafael Gallo (Costa Rica) as the Central American Rep and Ricardo Faro (Brazil) as the South American Rep.

The objectives of the PADBF SC are similar to those of the African Federation with the added task of lobbying for Dragon Boat Sport to be included in the 2015 Pan American Games, recently awarded to Toronto, where following the success of the 2006 CCWC, there is a known interest from the Toronto City Council to have Dragon Boating included as a demonstration sport in 2015.

The establishment of the DBFA and PADBF will mean that Dragon Boat Sport will have its own Continental Federations on five Continents, Africa and the Americas following, Asia, Europe and Oceania.

Other news from the IDBF Executive, on the development front, is the setting up of an Adaptive Paddling Steering Group in Hong Kong, China, under the Chairmanship of Dr Raymond Ma, Chairman of the Hong Kong DBA, who is a member of the IDBF Development Panel. The main task of the steering group will be to develop an Adaptive Paddling programme for the IDBF.

The IDBF have been asked to consider staging a demonstration race at the African Youth Games in Morocco in July 2010 and an interest had been shown from Chengdu to organise the 1st University & Students World DB Champs in 2011, date to be agreed but probably in late October.

Looking further ahead, the IDBF have been contacted by the organisers of the 2013 World Games in Cali, Columbia, to have Dragon Boating included as an invitational sport.



DO YOU WANT A NEW CHALLENGE?

FORGET CLIMBING MOUNT KILAMANJARO IN EAST AFRICA OR TREKKING IN NEPAL

Come, instead to M'bao, in Senegal, West Africa, a fishing village 21 kms from Dakar, the capital and participate in their first ever international dragon boat event during the 2011 Chinese New Year Celebrations. The event will be an important stepping stone in the launch of a new organisation, called Dragon Boats Sans Frontiere and will be run by them in partnership with the Club Nautique M'bao and Esprit Kayak Sans Frontieres (EKSF), France.

It will give you the opportunity to explore with like minded people how dragon boating can make a significant contribution to improving the quality of life of both a local community and the local environment, particularly the rivers and the sea.

The idea for Dragon Boats Sans Frontieres sprang from a visit to Senegal and Ghana earlier this year by Mike Haslam, Executive President of IDBF and Bryan Hartley, a member of the Competition and Technical Commission of IDBF. In Senegal they saw the work which has been done by local volunteers and volunteers from EKSF in helping to clean up the river Marigot which flows from the village of M'bao to the sea.

Visiting this project inspired Mike and Bryan into thinking about how the established dragon boat world might make a contribution towards projects like this throughout the world. It was this visit which led to the creation of Dragon Boat Sans Frontieres (DBSF).

Senegal seemed a particularly good choice from which to launch DBSF because there is already a strong commitment within IDBF to developing dragon boat racing in Africa. Representatives from Ghana, Senegal, South Africa and Uganda attended the IDBF Executive in Dubai in April this year at which it was agreed that 12 dragon boats from the IDBF Development Pool should go to Africa – four each to Ghana, Uganda and Senegal. A steering committee was also established to set up the Dragon Boat Federation of Africa with of Abdul Edross Chairman of the South African Dragon Boat Association, as its President.

Establishing this structure will take time but the enthusiasm to start dragon boat racing is already there in some local communities throughout Africa but they will need particularly financial help to get started.

Dragon Boat Sans Frontieres is seen as the best way to channel this help. DBSF has chosen M'bao in Senegal as its launching pad. M'bao already has a tradition of long boat racing in locally made wooden boats and a good track record in organising local regattas. It has the added advantage that Esprit Kayak Sans Frontieres, France, is already established there. They are involved in promoting dragon boat racing too in Annecy, France and are keen to establish it in M'bao.

It was from discussions between Guirane Diene, Club Nautique, M'bao, Richard Sawhney Sylvain Munier from EKSF and Mike and Bryan from IDBF that Dragon Boat Sans Frontieres was born. Its immediate priorities are:

- 1) To help IDBF raise the money to transport dragon boats to Africa
- 2) To help the local people in cleaning up and replanting the River side area and improve their recreational environment
- 3) To help Club Nautique, M'bao and EKSF successfully launch their first international dragon boat event in March 2011
- 4) To help to develop the skills of local coaches and race officials.

HOW YOU CAN HELP US

Come as an individual paddler or as a team to M'bao in March 2011

Come and work side by side with the local people there to run the event

Work with the local people in cleaning up the river Marigot .

But there are also other ways to help launch Dragon Boat Sans Frontieres. These include Fundraising to help DBSF promote the sport in developing countries of the world. M'bao is the first in a series of local initiatives we would like to support.

Sponsoring through DBSF either local, national or international events in developing countries.

Sponsoring a team from a developing nation to take part in an international event overseas.

Twinning your team with a team from a developing country.

Donating boats, trailers, paddles and/or paying for their shipping costs

More details about M'bao 2011 can be found on the EKSF website.

The programme of events will include racing in traditional wooden boats (pirogues) as well as dragon boats, helping to clean up the River Marigot, an evening of Senegal music and dance and visits to various community projects.

Interested or want to know more, then please email Bryan Hartley at bryanhartley@tiscali.co.uk

**PENANG INTERNATIONAL DRAGON BOAT FESTIVAL (PIDBF)
IDBF CREW HELM COURSE
22 & 23 JULY 2010**



Introduction

Penang International Dragon Boat Festival (PIDBF) Organising Committee with the assistance from International Dragon Boat Federation (IDBF) Top Officials from overseas; will be conducting an IDBF Crew Helm Course.

The IDBF Crew Helm Award is for those wishing to develop their helming skills and to become involved in coaching within the sport of Dragon Boat racing.

The course is essentially practical and planned to cover the basic techniques necessary to take control of a Dragon Boat and to teach new comers to Dragon Boating the skills necessary to paddle a dragon boat in a recreational environment. The training course is therefore designed to develop personal confidence and assess competence to helm a Novice Crew.

Candidates would go through the training in the classroom as well as a controlled capsiz routine as a helm and must pass all the 5 modules that comprise the award syllabus to qualify as an IDBF Crew Helm.

Please register early to avoid disappointment.

Date : 22 July 2010 (Thursday) & 23 July 2010 (Friday)
Time : 7.00 pm to 11.00 pm & 9.00 am to 6.00 pm
Venue : Holiday Inn Hotel, Batu Ferringhi
Course Fee : US\$20 / RM70 (inclusive of 3 teas, 1 meal & certificate)
Closing Date : 30 June 2010

Payment Method

Bank: Malayan Banking Berhad
Account No.: 557054501765
Account Name: PENANG INTERNATIONAL DRAGON BOAT FESTIVAL
Course Fee: US\$20 / RM70

Email Bank Slip to and Registration Form from : secretary@penangdragonboat.gov.my



**IDBF 10th WORLD CHAMPIONSHIP TEST EVENT – TAMPA ,
23 OCTOBER 2010**

DATELINE TAMPA, FLORIDA, USA. The Tampa Bay Dragon Boat Institute and 2011 World Championship LLC are proud to announce the hosting of the International Dragon Boat Federation (IDBF) Pre-World Championship Test Event on Saturday 23rd October 2010.



The test event will be held on the Seddon Channel Race Course, between Harbour Island and Davis Islands near downtown Tampa, and officials from the IDBF will attend the test event to evaluate the host committee's progress in preparation for the 10th IDBF World Championships, scheduled for the 1-7th August 2011.

The Seddon Channel Race Course and has been used for many rowing regattas, including the prestigious University of Tampa President's Cup. The Tampa Bay Dragon Boat Institute has also been running an annual dragon boat race since 2004, making Tampa one of the most successful dragon boat cities in North America. The October IDBF Test Event will now serve as the ultimate testing ground!

"We are really excited to get the ball rolling for the 2011 World Championships and are eager to get the local community engaged in a number of ways. The IDBF Championship has the ability to bring in close to 4000 athletes, more than any individual sport in the Olympic Games and it will be such great exposure for Tampa," said Christine Canevari, executive director of the Tampa Bay Dragon Boat Institute.

2011 World Championship LLC and the Tampa Bay Dragon Boat Institute are inviting all corporate, club and community teams, along with the greater paddling community, to be part of this event. Additionally, members of Team USA and Team Canada are expected to attend!

There will be 500m and 200m racing to display the use of the race course and held start docks at different distances. The team entry fee is \$500 and discounted hotel rates will be available.

Additionally, the United States Dragon Boat Federation's Annual General Meeting will be hosted on Friday, Oct. 22 and Sunday, Oct. 24 in conjunction with the test event.

For more information, visit <http://tampa2011.idbfworldchamps.com> or www.tampabaydragonboats.com, or contact Christine Canevari at ccanevari@tampabaydragonboats.com; or at 813-471-1548 or 813-600-9100.

Media contact is Travis Claytor, communications manager for Tampa Bay & Company, at 813-342-4052 or TClaytor@VisitTampaBay.com.

INTERNATIONAL DRAGON BOAT NEWS

NEWS AND VIEWS FROM THE WORLD DRAGON BOAT FAMILY

AUSTRALIA - DATELINE OZ - Great Grand Dragons Make History!



The exhilaration of being part of the inaugural Great Grand Dragon (GDD) races at the 2010 Australian National Championships in Adelaide is hard to get over. Paddlers aged 60+ were thrilled to be the first GGDs in the world to compete at a national dragon boat championships. Canada is soon to follow later this year and hopefully the USA is not too far behind.

Mixed GGD teams from four Australian states (Victoria, Queensland, South Australia and Western Australia) competed at the Australian National Championships along with a women's GGD team from Queensland. The women's team also raced in the GD division. South Australia won the mixed event in an excellent time of 2 minutes 20.64 seconds, demonstrating that GGDs are competitive at the national level.

As Mike Haslam, Executive President of the International Dragon Boat Federation (IDBF), pointed out some time ago, the 60+ age category has been in the Competition Regulations for many years as part of the Senior Racing Class, that is the over 40s, over 50s, over 60s, etc. The over

60s class, officially named Great Grand Dragons, can be introduced at any time when there is a demand for it, into national and international competitions. In Australia there is most certainly a demand for it and so GGD racing was made part of this year's National Championships.

With regard to the rest of the world there is demand for GGD racing in Canada and the USA is rumoured to be contemplating GGD racing also. Hopefully other countries with senior paddlers will follow suit in the not too distant future GGD racing will become part of the IDBF World Championships. For any Racing Class to count as a "World Championship" there must be at least six countries (not crews) competing in the event. If the number is below six then it is counted as an "IDBF Championship" with a different medal than that for a World Championship.

There are two reasons for developing the 60+ age division of dragon boat racing. The first is to bring in non-sporting people from this age group for the health benefits of regular exercise and social interaction. The second is to provide a competitive category for paddlers aged 60+ who want to compete at the highest level – national and world championships.

A community and nation where older adults are physically active and involved in a social sport, is a healthy community and healthy nation. Dragon boating is a uniquely social sport and very special. There is no other sport that has more individuals working together for a united outcome than the 22 people on board a dragon boat racing to win. The psychological benefits of belonging to a group in which a large number of individuals work together are numerous. From a health promotion aspect, dragon boat racing is an ideal community sport.

The health benefits of regular intensive exercise are clearly shown by medical research. People who engage in regular intensive exercise are fitter, healthier and psychologically better adjusted than non-participants. The benefits of intensive exercise are especially evident for older participants.

With many governments all over the world keen to get older citizens off the couch and into healthy activities, you would think that they would jump on dragon boating as the ideal activity to promote physical fitness and reduce their health budgets. If governments only knew how effective dragon boating could be as a community sport, this state of affairs would emerge. Savvy dragon boat federations worldwide should figure out how to take advantage of this situation. Governments are desperate for ideas on how to head off the huge health bills that are looming as our populations get older and more obese. By approaching governments and promoting dragon boating as a community sport with significant health benefits, our sport could be made to grow at a faster rate and receive government funding to help it spread.

Dragon boat racing is a sport for life – well suited to all age groups, being non-impact and less injury prone, from teens to GGD paddlers aged 60+. Dragon boating is an activity that people can enjoy throughout their lives. When multi-generational families become involved, dragon boating reaps the benefits of increased junior participation as well as greater availability of volunteers to help at events. It leads to growth of the sport by both attracting and retaining more participants.

Some IDBF member countries oppose GGD and other senior racing on the grounds that it gives dragon boating a poor image – a sport for older people and not for the young and virile. Such an outlook is just not acceptable in our modern world where people are living longer and keep fit too and it is not a view shared by the IDBF Council. The more people who are involved in dragon boating the better. Successful, mature, sophisticated sports like sailing, rowing and swimming cater for all age groups and so thankfully, does dragon boating.

Some may ask, "Why isn't the Grand Dragons (50+ class) enough for older paddlers? Why is there a need for a 60+ class?" If you check out the age-related sports physiology literature you'll see that between the ages of 20 and 40, paddlers are arguably in their absolute prime, but after 50 it becomes harder to build up muscle, quicker to lose it and more difficult to build up cardiac fitness. Look further and you will see that what was merely a more uphill battle to build and retain fitness at 50 very rapidly becomes an even steeper challenge by 60 (old age is not for the faint-hearted!). In specifying the GGD class in its Competition

Regulations the IDBF has acknowledged that a more level playing field is appropriate for paddlers aged 60+.

For the over 60s paddler, GGD racing is pure joy. After all, what other adrenalin sport is available for the likes of ex-footy players and net ballers with knackered knees? The adrenalin rush from dragon boat racing is not just for the exclusive purview of young paddlers. With GGD racing on the agenda our sport will flourish by retaining more of our keen, experienced paddlers for longer.

Many thanks to AusDBF for making GGD racing possible. Sexagenarians - plus who knows how many paddlers aged 70+, enjoyed the thrill of the racing at the Nationals. Just being there was fantastic. All participants went home with a determination to make it back to next year's event with a stronger and bigger contingent of GGD teams - train hard, buy a new paddle, do more gym work, recruit others, and do whatever it takes to make next year's GGD races even more successful.

Who knows – in a few years time we may be competing at the IDBF World Championships!

DBI Note: The GGD's prayers have been answered – with World Champs from 2013 !

The IDBF Executive Committee, at its meeting in Dubai on 29 April 2010, recommended that Great Grand Dragons (GGD) be introduced as a World Championship Racing Class in 2013, at the IDBF World Championships, in Tehran, Iran.

The committee felt that the 2011 Worlds in Tampa, USA, was too soon as there are not enough countries yet developing the GGD class. By making the decision now, it will give IDBF Members time to target and develop GGD racing in their own countries in the lead up to the 2013 Worlds.

The recommendation is due for ratification by the IDBF Council in Macau on 27 July 2010, during the Club Crew World Championship week.



REUNION ISLAND – INDIAN OCEAN

This year 12 crews took part in the Dragon Boat Festival with nearly one thousand spectators watching the races just after the eye dotting follow by the lion dance and waiting for the first Heat.

The races were honoured by the presence of the Chinese Consul General who took part in the Eye Dotting Ceremony. The town council representatives were very happy with the success of the festival and promised logistical support next year for the third annual Reunion Island Dragon Boat Festival, which is good news for the Dragon Boat family on Reunion Island. Follow the links below to TV reports on the 2010 Dragon Boat Festival.

http://www.run-sport.tv/Un-final-epoustouflant-pour-le-2eme-festival-de-DRAGON-BOAT-Victoire-de-SBTPC-devant-AQUAYAK-Resultat-brut-avant-les-4_a6135.html

http://www.run-sport.tv/Gros-plan-avec-les-acteurs-du-DRAGON-BOAT-made-in-Reunion-La-legende-s-ecrit-sous-nos-yeux_a6166.html

For 2011 there will be a limit of 24 crews due to the water space in the little Dragon Boat "playground" of Reunion Island. Why not join the local crews and make the races 'international'!

JC Kwong – President Reunion Island Dragon Boat Association. Email: jckwong@wanadoo.fr

CHINA - NINGBO FESTIVAL IS INTERNATIONAL

The annual China Dongqian Lake International Dragon Boat competition takes place in Ningbo every year. The event has become increasingly popular attracting international teams from South Korea and France in the past few years. This year's event will be from 22-25 October 2010. Participating teams will race on October 24 plus they can tour Ningbo or the Shanghai Universal Exposition on the other days.

During the Festival, the cost of local accommodation and transportation in Ningbo will be covered by the Organising Committee.

If you are interested in joining this event, please contact Bernard at yekejun@msn.com



UNITED STATES - NEW USDBF REGION

The USDBF is excited to announce that our nation of dragon boat paddlers is growing so significantly that we are ready to create a new region! The ERDBA is bursting at the seams and has been preparing for the day when it would be able to split into two to better support the dragon boaters in the east coast. This split also will address the two very different paddling seasons of the northern and southern parts of the existing eastern region while creating two regional championships structures to cover what is now all one spread out from Maine to Florida. The time has come to have both a northeast and southeast region and we want to make sure that we do it right. We are currently putting together a transition team to develop structures.

The northeast region will include ME, NH, VT, MA, RI, CT, NJ, NY, PA, OH, WV, VA, DC, MD, DE.

The southeast region will include KY, TN, NC, SC, MS, AL, GA, FL.

The USDBF and ERDBA are looking for people who would like to be a part of the planning and transition of this exciting new development and are hoping to have the new region ready for its debut on 1st January 2011. So, if you are interested in being involved in the process, please contact Paula Humphries, President of ERDBA (president@erdba.org), for more information.

US NATIONAL CHAMPIONSHIPS - CHATTANOOGA, TN, JULY 23-25TH 2010

There is a great buzz of excitement being created around the USDBF Nationals this year to be held in Chattanooga, TN, July 23-25th. Seems there are many of you out there who tend to be last minute folks-well don't leave it too late! There is a whole bunch of teams out there who are just registering, so make sure that you do the same and don't miss the boat! Don't forget.

This year the USDBF is bringing the emphasis of the Club Crew Championships back to Nationals and want to see new competitors on the water and that's not all, the top winning crews in each division will qualify for a berth to the IDBF Club Crew World Championships being held in Hong Kong in 2012.

There will also be a \$10,000 purse pool for cash prizes to be awarded to the winners of various divisions. In addition, USDBF will be awarding the 2010 BCS Club National Champion with the Dana Nelson Memorial Trophy.

For those junior paddlers who believe they have a crew that can take on the best paddlers internationally, there will be TEAM USA Qualifiers as a separate event attached to Club Crew National Championships in Chattanooga July 23-25th.

Crews interested in participating in this exciting event or if you would like more information, please go to www.usdbf.org under DOCUMENTS to see the Bulletins for the USDBF 7th US Club Crew National Championship. Looking forward to seeing you in Chattanooga!

Ginny O'Hare, President, USDBF

INDONESIA – BATAM INTERNATIONAL SEA EAGLE BOAT RACE 2010

Date: 2nd – 4th, July 2010
Races: 2. Venue : Elang – Belakang Padang – Batam, Indonesia
Distance: There will be 2 events - International Events (Open to All) - Batam Events (for Local Teams)
Racing Format: 600 metres (300 metres return)
Rules & Regulations: Heats, Repechages / Semi final and Final. Racing Style: Sitting.
Entry Fees: International Dragon Boat Federation (IDBF) & Batam Int Sea Eagle Boat
Teams: Free of Charge
Competition Classes: 3 officials (team leader, manager & coach) 13 crew members (12 paddlers & boat helm)
Closing Date: Open can be mixed teams
Enquiries: 30th June 2010
Secretariat Batam Tourism & Cultural Office - Email: seaeagle_batam@yahoo.com
or Reynaldhie@gmail.com Phone: +62 (778) 462164 ext.5312 (Sya'ban Al Buchari)
Mobile : +6285658000688 (Ms. Dila) / +6281536076038 (Mr. Sya'ban)
Website : www.visit-batam.com

Batam is one of the islands located between the Malaka and Singapore straits.

It is not known where the name of Batam was derived from but clearly Batam is a big island among the 329 islands located in the Batam City territory. The one and only source, at this present time, which clearly mentioned the name of Batam is the London Tractate(1824). It is estimated that the indigenous inhabitants of Batam are Melayu people, which are well known as straits or sea people.

The Melayu have occupied this territory since the period of the Temasek Kingdom (now Singapore) at the end of the 13th or early 14th century. From the other sources it is possible that Batam island has been inhabited by sea people since 231 AD and was previously called Ujung Island.



GREAT BRITAIN - BRITISH NATIONAL LEAGUE UPDATE

Stunning conditions greeted competitors in the first National League Race of the 2010 season held at the London Regatta Centre. A light refreshing breeze and flat water, rather than the normal choppy white caps towards the top end of the course, provided ideal sprint conditions. The City Airport was spookily silent due to the volcanic ash cloud over Northern Europe but the event made up for it with a festival atmosphere and booming music throughout the day.

Kingston Royals continued their domination of the short distance in the Premier Division with Raging Bulls top dogs for the Standard Division. Batchworth surprised with a strong entry to take the 500m premier points and ExCalibre showed ahead of premier opposition and Notts Anaconda.

Round 2 of the National League took place in Liverpool with all the main players taking part and the emphasis on quality! The third round of the National League, held on the River Trent in Nottingham was capped with a 5 boat race of ladies crews and the first round of the U18 race series with crews based on Worcester's Severn Spiritz and The Crusaders.

British National League and National Cup Dates for 2010

17th April (Saturday):	Royal Albert Dock, London
2nd May:	Queens Dock, Liverpool
16th May:	Trent Bridge, County Hall, Nottingham
13th June:	Riversway, Preston
11th July:	The Quay, Exeter
25th July:	Caldecotte
22nd August:	Worcester Race Course, Worcester
4th September (Saturday):	Victoria Dock, London
25th-26th September:	NWSC, Nottingham (National Cup Final)



CZECH & SLOVAK REPUBLICS' - DRAGON BOAT EVENTS

JULY 2010

Sat 3rd July:	Grand Prix, Purkarec - 5th year on Hn?vkovice Dam near Hluboká Castle on the Vltava River.
Sat 10th & Sun 11th:	Sprint World Cup & Czech DB Cup - new location, new international race in Samorin, Slovak Republic.
Sat 17th. & Sun 18th:	Pálava DB Festival - Famous DB event in beautiful wine area in South Moravia. Great atmosphere, sunny weather, Moravian wine and a Grand Prix Race!
Sat 24th:	Grand Prix, ?eské Bud?jovice GP Race in the home of Budweiser beer !!

AUGUST 2010

Sat 7th & Sun 8th:	Moravian DB Championships, with Czech Dragon Boat Cup Races.
Sat 21st:	Grand Prix, Velké Dá?ko - Biggest lake in Vyso?ina area and the 4th year of DB GP race.
Sat 21st & Sun 22nd:	Dragons on Haná - experience the Magic atmosphere of Kojetin City and enjoy the 4th year of racing on the Morava River.

Further information and race dates from www.dragonboat.cz

Training Log Book by Tyrone Shum

Have you ever wondered how top athletes can continually improve and make it look so easy as though they are not trying? Well, they are training very hard but no one would know except for their coaches and closest people around them. One of their secrets to their success is having a training log to record and monitor their progress. That way they continually review and improve. Isn't that how it works back at school? We are given report cards every semester and it tells us if we achieved a high or low score. We can achieve similar results with this little secret and start recording our training... let me show you how.

THE TRAINING LOG: Many competitive Dragon Boat paddlers keep a training log to record their training activities and race times. They record in their log the sessions about on-water training, pool, weight training and other aspects important to their success in Dragon Boating.

You can also include body vitals, such as: body weight, body fat %, resting heart rate, girth measurements of waist, chest, legs and arms. These are usually recorded initially at the start of a training programme / season and not at each session. Then at the end of the season, a paddler can look back at their improvements, not just in race times, but in their overall body conditioning. If you are interested in putting a training programme together, visit: www.dragonglobe.com/2008/12/mesocycle-for-dragon-boating/

HOW TO RECORD YOUR DATA? A simple way to make sure your data is recorded accurately is to buy an exercise book with lines and draw some columns with headings (you can also type it into a computer on an excel spreadsheet and print it out as well, or even more advanced is to store it on a PDA, whichever way you choose just make sure you can access it easily after every training session). Here's an example of what I do:

Date:	1/12/2008
Description of training:	Water Training
How long did I train for?	1.5 hours
Exercises Performed:	3 sets x 1.5km paddling @ 60%, 2 min rest between 3 sets x 500m paddling @ 90%, 1 min rest between
How I felt?	It was an intensive session, though I felt I struggled at the end with the power sets. I did feel the boat lag today as most people were tired from the race on the weekend.

WRITE DOWN YOUR FEELINGS: Also a crucial aspect is to be honest with what you do on the water and off the water. Write a brief summary of how you felt after the training session and make sure it's dated.

Training logs will help you in the long term. If you have a bad racing year, you can look back at previous years logs and find out how hard you trained and felt in previous years. Good paddling years are usually a result of how well you have trained. If you are like me and would prefer to keep everything electronic on the Internet, here's a website called iLog that can keep track of your training sessions and results. The website for iLog is: <http://www.ilog.ca/>

STEERING TIP – FROM MATT ROBERT

Never tie the steering oar down

It surprises me every time I see a steering oar being tied down to the outrigger and u-bolt. I've asked some of the steers who do this why it is they do it. Most of them claim that they don't want the steering oar to slip during a race, or that it gives them a greater feeling of stability. In my opinion the steering oar needs to be free to move around the u-bolt and most importantly it needs to be free to rotate. With the oar tied down you limit yourself to pushing or pulling on the oar. Quicker reaction and tighter moves can be made by rotating the oar while you push or pull. Having a free moving oar also allows you to play with depth of the oar more freely. Untie the oar and experiment with different oar angles and oar depths in practice.

22 Dragons DBC, Montreal - Winter training- paddling tank and gym – all right for some !!



'TECHIES' CORNER - JEFF CAMPBELL REPORTS

202a PADDLE SPECIFICATION MODIFICATION

You may have heard the hype. More concavity, sharper edges to the Spec 202a paddle! The truth is that the IDBF have done the right thing and brought their paddle specification into line with what most of you already have, so whatever the hype it's still a 202a !!

The IDBF are allowing a sharper blade tip (we've all seen you scraping your blade on the cement to sharpen the tip) and they are allowing composite paddles to have the same blade configuration as the wooden blades. Wooden blades need a thicker transition between shaft and blade so the shaft sort of morphs into the blade. Composite paddles don't need this transition so the blade face is flatter. Want to see the real difference? Just compare your wood paddle to your carbon fibre. That's it, that's the change. All the manufacturers will be adopting it, but most of you won't even notice the difference.

KEEPING YOUR BOAT CLEAN AND WAXED

George Paul from the Oshkosh Dragon Boat Club asked - What products are people using to clean their boats, inside and out. Also what waxes are used and if it matters that we are in fresh water and the boat is pulled out of the water after every use.

I would recommend a gentle product for cleaning boats used in fresh water. We use Simple Green, commercial grade. It's purple and it does a good job. The inside is usually the worst so it's going to take some scrub brushes. We use hard bristled brushes because our boats have built in non skid deck. As far as wax goes, any car grade wax is fine. If it has UV protection that is a plus. The only difference between marine grade wax and car wax is the packaging and the price. Boats in salt water need an acid based cleaner to remove marine growth. It is best to do this maintenance about once a month. Once a year you should sand down all the wood surfaces and re-varnish them (this should be done more often in harsh climates like Florida).

I would suggest five coats of Helmsman Spar varnish to get deep protection. It's a pain to put on five coats, but it will extend the life of the wood. Try another product we call gunwale guard. We have been testing it on some boats that are used year round and it is performing great. It's a heavy, clear plastic product with UV protection that keeps the wood from getting scratched up. Just give me a call at 877-872-3211 if you are interested in learning more. One other thing, and you probably already know this, but the someone else in the group may not, if the boat is stored out of the water it MUST be covered or stored upside down. If the boat fills up with water it will break.

SPOTLIGHT ON IDBF MEMBER - DRAGON BOAT CANADA COACHING TIPS FROM BRAD HOWIE.

With acknowledgement to Dragon Boat Canada's Coaching Newsletter.



Motivate your athletes to dig a little deeper

When incorporating drills into my daily coach plan one of my goals is to inspire the crew. Some of the most effective of these exercises are not new and many coaches include them already in their plans. They may, however, have different plans for their inclusion.

There are many tools that a coach can use, two that I have found to have great impact are:
The first exercise is not specifically built around building the "yes we can" attitude but I have found it works in building confidence in each paddler so that this positive outcome is achieved.

Start the exercise with the entire boat going at 70% (or your equivalent language i.e. somewhat hard). Starting with the last seat, have them increase their output to 100% (maximal) effort. They remain at 100% until the front half of the boat feels the power. When the first few seats feel the increase in power they indicate to the person running practice they feel it. The coach will then bring them back down to 70% effort. The next seat will then be brought up 100%. Once the exercise moves to the front of the boat then it is up to the back seats to indicate when they feel the effort.

At anytime the coach can bring the seat down to 70%; to make the drill valuable it is important for the athlete's to feel successful that they are never held at 100% for an inappropriate length of time.
One other exercise that I do to inspire the "Yes I can" attitude is to give a workout and then lengthen or increase one of the pieces.

For example, I will be doing a number of 2 or 3 minute pieces at (95%) near maximal exertion. During one of these pieces I will, double the time without telling them. The team is geared for a certain time and when they see they are going past that time, each paddler digs a little bit deeper and finds that extra effort to get through the drill.

When I have done this, the team members will start talking to their seat partners to encourage them. Typically I will do this drill when the initial workout is at least 2 minutes long. At the end, the team members are tired and are surprised at the depth of effort they are able to find when asked. Through approaches such as these, racers then start to believe and understand that they can find that little bit more when it is required.

Most of the drills a coach does can be modified to show a paddler that they are the barrier to reaching the next level. You need to get the paddler to the point of saying "I cannot do anymore" and then force them to do that little bit more. Most coaches do this in their plans, start small and extend the time component or effort component of a workout as the season goes on.

For me I push it a bit further faster and then provide positive feedback.

Brad Howie Brad is from Vancouver and got involved with Dragon Boat in 1993. In 2009 Brad coached Dragonhearts Magnum and How Wet Can You Get

SPOTLIGHT ON THE BCS PINK PADDLERS

BCS CREWS INTERNATIONAL 'PINK GATHERING' – PETERBOROUGH, CANADA

An international gathering of BCS Crews – the Pink Ladies of the Dragon Boat World, took place over the weekend of 12/13 June 2010, in Peterborough, Canada. Over 2000 'pinkies' took part in the BCS Races organised more for the 'taking part' than the 'winning' and for the social interaction and new friendships too, that come from being together with other women (and some men) who are suffering or have suffered from Breast Cancer. Of course everyone likes to win a race, but as any BCS will tell you, these festivals are about so much more than who arrives at the finish line first.

The Peterborough BCS Festival was the third such event, in the series, with the others being held in Singapore (2006) and Caloundra, Australia in 2007. This year's festival was hosted by Peterborough's own Breast Cancer Survivors Dragon Boat Crew - Survivors Abreast and the rain during the races, didn't dampen the spirits of the women, their friends and family or the scattering of spectators that braved the weather to watch the races.

Kim Bonomo, President and Captain of the "Save Our Sisters" (SOS) Dragon Boat Team from Miami, who took part in the event reports that some 75 BCS crews from 7 countries, namely South Africa, Italy, Great Britain, New Zealand, the USA, Australia and of course Canada, who converged on this small town of Peterborough, some 90 miles outside of Toronto, where the entire community turned out to receive the Pink Ladies.

"It was the most exciting experience of my all ready wonderful life" Kim said, "We were truly living the dream. I am proud to say that our team came in 18 out of the 75 teams there. Of the fifteen teams from the USA three were from Florida – SOS, plus Tampa who finished in tenth place and Orlando. What BCS team would now, not be interested in travelling to Florida, knowing that they can paddle with at least these three great teams"

The Canadian local newspapers and T.V channel covered the event and interviewed many of the participants. Nancy Bennett, with Avalon Dragons from Newfoundland & Labrador, explained to Lauren Gilchrist from one of the local papers "There's a real feeling of sisterhood and fellowship between all of the competitors here. Although we would like to win, we're very proud that



Redcliffe Pink Snapdragons from Brisbane, Australia
Photo: Lance Anderson

all the people here are survivors of breast cancer and they are all winners on that level, so it's a great experience."

Danna Santangelo, with team Florence Dragon Lady from Florence Italy, calls the festival marvellous. "There are so many beautiful women, so much excitement and so much energy everywhere", she said, whilst Suzanne Ziegler, in the Paddlers for Life crew, from Lake Windermere in England, said "The festival is not only about making new friends, but also about becoming friends with your teammates".

"It kind of goes unspoken, but everybody knows where everybody's at and it's just really special," Suzanne concluded. "It's really an indescribable feeling to be at an international festival with 2000 women who have gone through the exact same thing as you have" added Margie Kron, who was with the Dragon Divas from Saint Paul, Minnesota.

Kim featured in both the newspaper and TV coverage where she candidly says "If I went back in time and was given the choice to avoid being diagnosed with breast cancer, I'm not sure that I would take it. Because it led me to this. It led me to these women - my dragon boat team".

Now those really are profound and thought provoking words to finish with, that show the affect that Dragon Boating has on so many lives and not just in a competitive way but in a life changing way too.

For more about the event and to watch the video, take a look at this link:

<http://www.mykawartha.com/news/article/832900--girl-power>

POOL OF LIFE & AMATHUS ON BBC SPORT RELIEF

Congratulations to the Breast Cancer Survivors and their supporters racing as Pool of Life along with their parent club Amathus who were joined by celebrities from TV and radio to complete a Sport Relief Mile. The event was featured in the 'Sport Relief Mile Show' on BBC1.

The celebrities in the Pool of Life boat were Justin Moorhouse (Key 103 radio presenter), Graham Liver (radio presenter Lancashire), Diane Oxbury (BBC weather presenter), Jeremy Edwards (soapstar from Hollyoaks) and James Anderson (Lancashire/England cricketer).

On the Amathus boat were Stephen Parry (Olympic swimmer), Annabel Tiffin (BBC news presenter), Tony Livesey (BBC news presenter), Nick Hancock (comedy shows) and Sue Smith (England and Leeds Ladies football captain). Steve Rawling from the BBC did all the arrangements for the media coverage of this high profile showcase for the sport.

DRAGON BOATING MAKES A BIG PINKSPLASH IN IRELAND

With fantastic media coverage dragon boating makes a big splash in Ireland.

Fiona Tiernan, a double cancer survivor is setting up the first women's dragon boat team in Ireland – Plurabelle Paddlers – specifically for women having or recovering from treatment for breast cancer. Since her second diagnosis, Fiona has developed lymphoedema, a swelling of the arm that can occur when lymph nodes are removed. She wears a compression sleeve to keep the swelling under control. In doing some research, Fiona found out about Dr. McKenzie's Canadian dragon boat team, Abreast in a Boat, who had proven that lymphoedema symptoms can be eased by repetitive upper body exercise. Among the paddlers no new cases of lymphoedema had occurred and none of the existing cases had worsened.

It was these findings that inspired Fiona to look into the sport of dragon boating a bit more. By a stroke of luck, Julie Doyle, a seasoned dragon boater and former executive committee member of the British Dragon Boat Racing Association had moved to Ireland and has been assisting Fiona in her work.

Following an Open Day in April, Plurabelle Paddlers now have over 100 women signed up to the group of which 60 have said they want to start paddling dragon boats. The team are now busily raising funds to purchase two dragon boats for the Dublin area; all things going well the boats will be in Ireland by the end of the summer.

In the long term Fiona wishes to raise awareness of cancer through schools with children and parents competing against each other in boats.

For further information, please visit www.plurabellepaddlers.com.

Julie Doyle
Director of Coaching
Irish Dragon Boat Association



PICTURE - Pink Ladies starting out – coach Julie Doyle end right of the line



DRUM BEAT

Where You Have Your Say About Your Dragon Boat Sport



CANOEING INCURSION INTO DRAGON BOATING DAMAGES RELATIONSHIPS IN HUNGARY

Hungary has been traditionally strong in water sports. This strength, unfortunately, does not always benefit all the water sports concerned as demonstrated by the present relationship between the Hungarian Canoe Federation (HCF) and the Hungarian Dragon Boat Federation (HDBF).

The history of dragon boating in Hungary clearly shows that the HCF only started to focus on dragon boating in the last few years and as a direct consequence of the success of the HDBF in developing the sport.

Prior to the HDBF's efforts to bring dragon boating to Hungary, the HCF did not want to take on the difficulties of introducing the new sport. In contrast, the HDBF has worked tirelessly since its foundation in 1998 to introduce and expand the sport into the country and to gain both national and international recognition.

In 2008, the HDBF became both the official governing federation of this sport discipline and a member of the National Sport Federation. As dragon boating's legally recognized sports federation in Hungary, the HDBF possesses special rights and obligations.

In 2009, the HDBF organized one of Europe's most prestigious dragon boat events, the 13th European Club Crew Championships in Budapest. The AGFIS (SportAccord) membership of the IDBF in 2008 should have strengthened the position of the HDBF in Hungary too. But in spite of this legal standing, recognition of the HDBF by the Hungarian national sports authorities unfortunately did not occur.

Meanwhile the HCF started its own very small dragon boating programme in 2008, despite the fact that the Hungarian Sports Act specifically mandates that a sport can only be governed by its own legal Federation – which in Hungary is the HDBF.

The HCF is apparently ignoring this fact and organizes its own national and international tournaments, which both confuses people and dilutes the efforts to develop a single, strong dragon boat paddling programme. A Hungarian dragon boat team from the HCF attended the World Games in 2009. Unfortunately for the HDBF, this actually enhanced the position of the HCF but did nothing for dragon boating in Hungary.

This paddling season has seen more action by the HCF, as this summer they will stage the ICF Dragon Boat Championships in Hungary. The original plan was to hold the event in Budapest where better promotion and sponsorship are available. But the Hungarian sport authorities, following correspondence from the HDBF and the IDBF, withdrew their support from Budapest and the HCF was forced to move the event to the traditional kayak-canoe city of Szeged.

So the struggle for control of dragon boating goes on in Hungary. The HDBF looks to SportAccord to make it clear to all sports authorities around the world that canoeing and dragon boating are two different sports so that the Hungarian Dragon Boat Federation can just get on with developing the sport in Hungary without having to fend off the uninvited and unwanted attentions of the Hungarian Canoe Federation.

Peter Járosi
General Secretary
Hungarian Dragon Boat Federation (HDBF)

For more information about the Hungarian Dragon Boat Federation and links to Hungarian festivals and member organizations, please visit www.dragonboat.hu



LICENSED MANUFACTURERS - IDBF SPEC RACING DRAGON BOATS & PADDLES
as at 19 June 2010

BOAT BUILDER	Model	Country of Origin	Email or Fax Contact
Bizzon Dragon Boats	1222	Czech Republic	krlkzsk@yahoo.co.uk
Boat & Home	1222	Canada	boatandhome@hotmail.com
BuK Boats	1222/ 912	Germany	Buk-Gmbh@t-online.de
Champion Boats	1222/ 912	China	cd@dragonboat.cn
Donoratico	1222	Italy	Fax + 39 056 577 4290
Flying Eagle	1222/912	China	denise@stellarkayaks.com
Gemini	1222	Poland	dragonboats@gemini.gda.pl
Get Together Services Ltd	912	New Zealand	omandbc@gmail.com
KTH Seagull Boats	1222	Singapore	sales@seagull.com.sg
Olym Elite Boats	1222/912	China	info@olym-sports.com
Pei Sheng Boats	1222	China	psfrp@163.com
Plastex Composite	1222/912	Poland	plastex@home.pl
Regata 2000	1222	Hungary	regata.bt@chello.hu
Simon River Sports	1222	Canada	lou@simonriversports.com
Swift International	1222/912	China	timyang@swiftinternational.biz
Tedi Sport	1222	Poland	tedisport@wp.pl

202a PADDLE	Licence Number	Country of Origin	Email or Fax Contact
Apex Composites	3021/22/23	Canada	apex@bellnet.ca
Braca Sport	3061	Lithuania	braca-hu@bracasport.com
Burnwater	3011/12	USA	arinchang@burnwater.com
Champion Paddles	3191	China	cd@dragonboat.cn
Chinook Paddles	3131	Canada	info@chinookpaddles.com
Dutch Composites	3241	the Netherlands	info@doubledutch.eu
Dynamo Paddles	3341	Lithuania	dynamo@sugardas.lt
ES Dragon Paddles	3101	Germany	Brigitte.Schmidt@beiersdorf.com
Far East FRP Boat Co	3331	China	wendell.zhou@fareastboats.com
Flying Eagle	3281	China	denise@stellarkayaks.com
Grey Owl Paddles	3081/82/83	Canada	info@greyowlpaddles.com
G' Power	3121	Poland	info@gpower.pl
Kajner Sport	3301	Hungary	info@kajner.hu
Kanoe Sports	3291	Singapore	Patrick@kanoesports.com
Kialoa Paddles	3251/52	USA	kialoa@bendcable.com
Kober Moll	3221	Germany	info@kober-moll.com
Land & Ocean Comps	3111	China	lando@land-ocean.net
Ocky Oars	3071	Australia	edmcilwain@bigpond.com
Olym Elite Paddles	3211/12	China	info@olym-sports.com
Seatec Paddles	3242/43	Singapore	info@seatecpaddle.com
RAAB Paddles	3141	Czech Rep	raab@cmail.cz
RK Company	3311	Czech Rep	rkcompany@centrum.cz
Simon River Sports	3091/92/93	Canada	lou@simonriversports.com
Stanley Residents Assoc	3271	Hong Kong	stanleydragonboat@ymail.com
Swift International	3151	China	timyang@swiftinternational.biz
Talon Technology	3201/02/03	Australia	geoff@talon.com.au
Trivium Paddles	3051	Lithuania	info@triviumpaddles.com
Typhoon 8	3041/42	Hong Kong	lister@typhoon8.com
Yarn-Way Enterprise Co Ltd	3321	China	sarah@yarnway.cn
Zijie Sports Oars	3261	China	zijiesports@yahoo.cn
ZRE Racing	3031	USA	zaveralb@mkl.com



A Fisherman And A Boat – His Boat !

Since the start of modern dragon boat racing in the 1970's, our sport has surged forward with the widespread use of lightweight 250 kg fibre-glass boats now propelled by high tech carbon fibre paddles. A growing number of crews talk within their boats using state of the art on-board communication systems. No event takes place without highly sophisticated timing systems and computerized logistics. Water Safety and Anti-doping rules apply, coaching systems have been developed and dragon boating is now heading towards Olympic recognition.

And within these modern times there is a great story to tell. A story about a Hong Kong fisherman and his heart felt bond to a special 1000 kg teak wood dragon built over 30 years ago, before the modern sport truly developed but let us start at the beginning.

In 1980, four traditional teak dragon boats from Hong Kong were sent to London to promote and publicize Hong Kong. These boats were given to the British Dragon Boat Racing Association (BDA) and used to introduce Dragon Boating to the UK and then used for many years in local Dragon Boat Festivals and by experienced crews for training. **But one of these boats played a very special role in the development of our sport.**

In mid-2009, Dr. Michael Hegemann from the German ZAUG gGmbH, a non-profit, governmental, education company in the city of Giessen, contacted Henning Wiekhorst of the IDBF Marketing & Media Commission and told him that an educational project was planned to build a wooden dragon boat. The question was were there any technical drawings and specifications available from which to build such a boat.

Traditionally, building wooden dragon boats in China is passed on verbally from father to son, there are no drawings or written specifications available. So Wiekhorst approached Mike Haslam, the IDBF Executive President about this project and he suggested that ZAUG restore one of the original wooden boats sent to the UK in the 1980's. The only thing they would need to do would be to pick up the boat from Henley on Thames, near London and get it over to Germany !!



No sooner said than done, and in the Autumn of 2009 a teak dragon boat was shipped from the Henley Dragon Boat Club to Germany. Over 30 years old, this dragon was in fact **the** ancestral boat from which the BDA took the measurements and made the first moulds for today's IDBF fibre-glass international standard racing boat.

The boat was not in the best condition and after removing a layer of fibre-glass laminate and various layers of old paint things looked even worse. Doubts arose about being able to successfully restore the boat. Fortunately, Wiekhorst knew that one of his fishermen friends in Hong Kong, Lai Kam Fuk, was a family member of the original boat maker, Mr. Lau Hin - owner of the Tung Yee Hing Shipyard in Shau Kei Wan, Hong Kong. Lai's uncle had taught him how to make dragon boats and the shipyard is still run today by Lai's cousin, Mr. Lau Siu Wah. The question was if Dr. Michael Hegemann could raise the money to pay for a flight and accommodation costs if Lai was willing to come to Germany.

Hegemann was now looking at investing even more money into a potentially hopeless project. With great faith and a willingness to take a risk, he obtained a sponsorship from the bank "Sparkasse Giessen" to pay for the fisherman's travel.

The next step was to convince the fisherman to travel to Europe. Lai had never been out of Asia. His wife felt the trip posed too much risk and wanted him to stay at home. But the call of a dragon in need that had been built by his family was strong. And coupled with assurances from his trusted friend Wiekhorst, Lai boarded an airplane bound for Germany.

Lai arrived on April 12th, 2010 in Frankfurt. Wiekhorst picked him up at the airport and the pair immediately drove to Giessen to see the dragon. Upon laying eyes on the dragon, they both felt a spiritual connection to the dragon's suffering. It was as if he spoke directly to them and expressed his unhappiness. The dragon was sick!

It also was amazing how Lai in an instant recognized this dragon as one that had been made by his own uncle. While many parts of the dragon weren't original any longer due to repairs made during his lifetime, it was the way in which the copper rivets holding together the keel planks worked. Only one shipyard in Hong Kong makes dragons in this way - the Tung Yee Hing Shipyard.

With Hegemann and Wiekhorst standing nearby, Lai took a closer look and touched the dragon with loving hands. He examined him like a doctor would. When he pronounced a diagnosis that the dragon could indeed be healed and that the boat could most certainly be repaired, the magic atmosphere turned from skeptical suffering into hopeful delight. This was especially true for Hegemann, who felt the burden of the risk he had taken falling off his shoulders.

Lai felt his bond to this dragon, his family's dragon. He took Wiekhorst aside and told him that from the bottom of his heart and soul he had no other choice than to repair this boat - A Fisherman And A Boat!

For a wooden dragon boat the keel plank construction is the most critical element. According to Lai, as long the bottom of the boat is in good shape, the boat can be renovated. To ensure a strong foundation for this work he wanted to carefully re-check the keel then seal it where necessary and refurbish it.

It was obvious that some wooden parts would have to be replaced but teak wood is quite expensive in Germany so Lai chose less costly mahogany. He was confident in this choice of materials because he also planned to laminate the entire boat with a layer of fibre-glass once all the wood work was finished.

When he started the actual work, it took more than a week just to work the bottom hull. Once this important part was completed he turned his attention to the hull's double walled sides. First he removed all pieces of former repair work. Then all of the bad wooden spots were cut out and replaced with mahogany inserts. Lai's aim was to retain the maximum amount of original teak wood. Wherever possible he tried to simply close cracks and holes by screwing them together.

The head- and nose-cones had to be rebuilt completely, as did the drum platform and the drummer's seat. The only change made was to fix both the nose and tail cones to the hull so they can't be taken off – or lost !

But it's not a dragon without a head and tail, so prior to leaving Hong Kong, Lai arranged for a brand new tail and a 45 year old dragon head that matched those in use at the time the boat was built. The head needed a little re-carving and new paint but now looks magnificent.

After four weeks spent repairing the hull in the Marburg Shipyard, it was time for Lai to return to Hong Kong. And while Lai was certainly looking forward to seeing his family again, he also had some tears in his eyes. Standing next to the dragon there was another magical experience. This time the dragon was happy and healthy and Lai could feel its joy. He truly would have loved to stay with the dragon until it was completely restored with the lamination and final paint work done.

Saying farewell to Mr. Maurer, the workshop manager, and to all the apprentices who assisted him was not easy for Lai. They had become good friends and had developed mutual respect for both the German quality of work and the simplicity of the fisherman's traditional ways.

All the people involved sensed that the ancient tradition of dragon boating was actually being strengthened by this newly renovated, old dragon – Lai was confident the dragon was in good hands.

All the tradition, history, emotion and love this boat carries were finally expressed in the name Lai chose: **EXCELLENT DRAGON** A Fisherman And His Boat!

With acknowledgement to Henning Wiekhorst – DBWI Magazine.



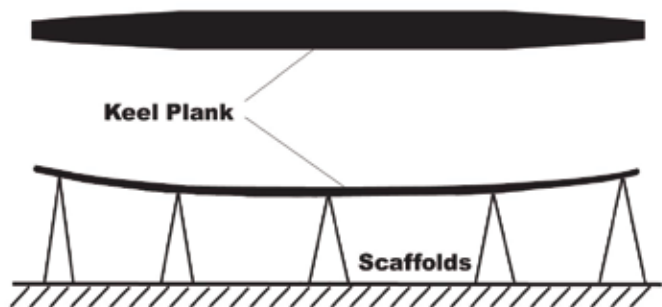
That is the story of one very special and important boat – a VIB, in the history of modern IDBF Sport Racing. But for more technically minded among you here are some words and pictures covering the basic principles of building a wooden dragon boat.

The following description of building a wooden dragon boat is not sufficient to enable anybody to build his own dragon boat, no dimensions or angles are included. However, it will provide you an understanding of a boat's structure and therefore might be useful for those who own a wooden boat and want to renovate it.

When making a traditional dragon boat, each boat builder starts with the keel. This is actually no different than with any other boat! But unlike other boats, the keel of a dragon boat is not the lowest part of the hull and there is no rib construction.

In a classical wooden boat structure the keel is a solid bar. With a dragon boat it is just a plank, which combined with other planks is part of a keel structure.

First, the keel plank is cut to shape, sometimes conical like towards the bow and stern of the boat but not always. Then it is placed on scaffolds where it is put under tension to bend it, a bit like a banana. (See picture 1).



Picture 1: Start with the keel plank



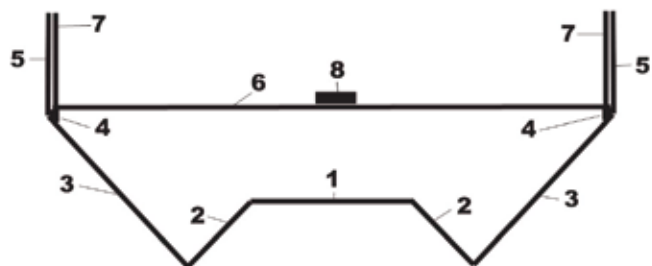
Picture 2: With this boat the keel plank itself has no conical shape therefore the shape is made with the inner bottom planks (see Picture 4)



Picture 3: Joining two parts

Usually the keel plank, as well as the other planks, is one piece of wood. Sometimes such long pieces of teak wood are not available. Certainly this is the case when building the bigger boats, that is, boats for 56 or even 120 paddlers. Then there is no choice but to join two or more pieces together. When renovating a boat it is useful to know that it is done as shown in picture 2. When you see any bolts, rivets or screws at bottom of a dragon boat you are strongly advised not to remove them, unless you know exactly what you are doing!

Picture 4 shows the middle square section of a dragon boat. The different parts are numbered according to sequence of the working steps when a boat is built. Note that depending on the boat maker, additional parts might be included for better stability. Again, this article only wants to provide a basic understanding of the principle of dragon boat building.



Picture 4: 1 = Keel Plank; 2 = Inner Bottom Plank; 3 = Outer Bottom Plank; 4 = Support Wedge; 5 = Outer Hull Plank; 6 = Seat; 7 = Inner Hull Plank; 8 = Spine Bar



Picture 5: Bottom of a dragon boat

When making the keel plank, careful attention must be paid to making chamfers at the planks' long side edges where the inner bottom planks will be fixed on with screws. The same applies to chamfering the inner bottom plank to the outer bottom plank, which is then mounted in the third step. The whole keel construction is finished off with a support wedge along both inner sides of the boat. This wedge holds the seats for the paddlers and gives a great deal of stability to the outer hull planks which come on in step 5.

If you are the proud owner of one of these wonderful teak wood boats or you want to buy one and refurbish it, then please note that a renovation is possible as long as the keel construction in steps 1 to 3 above are not broken.

Final stability to the keel construction is provided through the seats, which come in at step 6. Under a few seats additional bulkheads are also inserted. These bulkheads not only give additional structural stability but later, when the boat is paddled on water, they will help limit the amount of water that could swamp through the entire boat. Also important with the bulkheads are small holes at the lowest point of the inside bottom at each side. These holes allow in board water to slowly flow to the boat's middle. This is a safety feature regarding on water stability.

In step 7, the inner hull planks are cut to shape and screwed from the boat's inside onto the outer hull plank. The inner hull plank holds the seats down and functions as supporting strength to the outer hull in case of boat collisions during races.

The last step involves the spine bar. This one plays quite an important role especially for the Hong Kong boat style. It provides the ability to change the stiffness of the boat by increasing or decreasing the keels banana-like bending tension. In Hong Kong dragon boats are paddled on the sea. According to the sea conditions the fishermen can adjust the boat's stiffness.

The spine bar is fixed with ropes to the seats and bulkheads as shown in the following pictures:



Picture 6: Tightened ropes connect the spine to seats and bulkheads



Picture 7: The mechanism to stiffen the hull, located in the boat's middle. The pressure is applied directly to the keel plank



Picture 8: The inside of a boat clearly shows the supporting wedge, fixtures of seats and spine as well as a bulk head with small water-through-let-holes can be seen. This boat also carries additional holding bars for the outer bottom planks. The bars are fixed on the keel plank



Picture 9: An old 50 man dragon put to honorable rest!

These are the very basics of dragon boat building. Of course there are more things to do like making the head- and tail-cone, the drum fixture or the drummer's seat, for example

Finally an important note for those who own a very old dragon, which cannot be renovated anymore: Never cut the dragon apart! Find a nice, quiet storage place and put the dragon to rest, so nature can take him. If you don't have such a long term storage place then burn the dragon rather than cut him up!

by Henning Wiekhorst

IDBF CALENDAR OF AFFILIATE FESTIVALS AND MEMBERS DATES JULY – DECEMBER 2010

www.idbf.org

Date	Regatta Details	Race Venue	Country	Contact Details
3-4 Jul 2010	Italian National Championships	Standiana (Ravenna)	Italy	www.dragonboat.it
3-4 Jul 2010	Polish National Championships	Ostroda	Poland	www.dragonboat.pl
3-4 Jul 2010	Zurich Festival Cup Races	River Limmat, Zurich	Switzerland	www.dragonboatcup.ch
3-4 Jul 2010	Canadian National Championships	Whistler, British Columbia	Canada	www.dragonboat.ca
04-Jul-2010	Milton Keynes Dragon Boat Festival	Willen Lake, Milton Keynes	England	www.dragonbpatfestivals.co.uk
10-Jul-2010	Austrian Dragon Boat Race Series	Rabbs	Austria	www.drachenbootverband.at
10-11 Jul 2010	Finger Lakes Dragon Boat Festival	Ithaca, NY	USA	www.ithacadragonboat.org
10-11 Jul 2010	Dragon Boat Sprint Cup	Samorin	Slovakia	www.dragonboat.cz
10-11 Jul 2010	Singapore DB Festival - 800m	Marina / Bedok Reservoirs	Singapore	www.sdba.org.sg
11-Jul-2010	British National League Race 5	The Quay, Exeter	England	www.dragonboat.org.uk
17-Jul-2010	Bedford River Festival DB Challenge	River Ouse, Bedford	England	www.dragonbpatfestivals.co.uk
17-Jul-2010	Austrian Dragon Boat Race Series	Thurnberg	Austria	www.drachenbootverband.at
17-Jul-2010	GWN Sport Regatta	Toronto	Canada	www.gwndragonboat.com
18-Jul-2010	Japan International DB Races	Mid city Osaka	Japan	lilyshobu@gmail.com
23-25 Jul 2010	Commonwealth Club Championships	Penang	Malaysia	
23-25 Jul 2010	Hong Kong Int DB Festival Races	Tsim Sha Tsui, Hong Kong	China	www.hkdba.com
23-25 Jul 2010	USA National Championships	Chattanooga	USA	www.usdbf.com
23-25 Jul 2010	Chattanooga Dragon Boat Festival	Chattanooga	USA	www.usdbf.com
24-Jul-2010	Darsser Dragon Boat Races	Darsser	Germany	www.drachenboot.de
25-Jul-2010	British National League Race 6	Caldicote, Milton Keynes	England	www.dragonboat.org.uk
29 Jul -1 Aug 2010	7th Club Crew World Championships	Nam Van Lake, Macau SAR	China	www.idbfworldchamps.com
31-Jul-2010	Austrian Dragon Boat Race Series	Litschau	Austria	www.drachenbootverband.at
31 Jul-1 Aug 2010	Long Beach Dragon Boat Festival	Marine Stadium, Long Beach	USA	www.lbdragonboat.com
7-8 Aug 2010	Czech Cup & Moravian Champs	Palava, Moravia	Czech Republic	www.dragonboat.cz
7-8 Aug 2010	New York Hong Kong Int DB Festival	Flushing Meadows	USA	www.hkdbf-ny.org
13-15 Aug 2010	9th European Nations Championships	Bosbann Regatta Course	Netherlands	www.edbf.org
13-15 Aug 2010	Canada Dry Victoria DB Festival	Victoria BC	Canada	www.victoriadragonboat.com
14-Aug-2010	Emder Sparkassen DB Races	Age River, Emden	Germany	www.drachenboot.de
14-Aug-2010	Dover Regatta DB Races	Dover Harbour, Dover	England	www.dragonbpatfestivals.co.uk
21-Aug-2010	Gateway Dragon Boat Festival	St Louis, Missouri	USA	www.gwndragonboat.com
22-Aug-2010	British National League Race 7	Worcester	England	www.dragonboat.org.uk
27-29 Aug 2010	ICF Members DB Championship	Budapest	Hungary	Closed Regatta for ICF Members only
28-Aug-2010	Muggelsee Beach Cup	Berlin	Germany	www.drachenboot.de
28-Aug-2010	SDBA-AUSTCHAM 10k DB Challenge	Marina Reservoir	Singapore	www.sdba.org.sg
29-Aug-2010	Austrian Dragon Boat Race Series	River Danube, Weitenegg	Austria	www.drachenboot-event.at
3-5 Sep 2010	German National Championships	Mainz, Mombach	Germany	www.drachenboot.de
4-Sep-2010	British National League Race 8	London, Victoria Docks	England	www.dragonboat.org.uk
4-Sep-2010	More Valkenburg	Valkenburg	Netherlands	www.ndbf.nl/kalender
4-5 Sep 2010	Czech Rep National Championships	Racice	Czech Republic	www.dragonboat.cz
10-12 Sep 2010	Dubuque Dragon Boat Festival	Dubuque	USA	www.dubuquedragonboat.org
11-Sep-2010	Cambridge Dragon Boat Festival	River Cam, Fen Ditton	England	www.dragonboatfestivals.co.uk
11-12 Sep 2010	GWN Dragon Boat Challenge	Toronto	Canada	www.gwndragonboat.com
11-12 Sep 2010	Biwako Dragon Boat Race	Lake Biwa, Kyoto	Japan	lilyshobu@gmail.com
11-12 Sep 2010	Portland Dragon Boat Races	Portland, Oregon	USA	www.dragonsports.org
18-Sep-2010	EHDC Bosbaan Dragon Boat Cup	Amsterdam	Netherlands	www.ndbf.nl/kalender
18-Sep-2010	Mercer County DB Festival	West Windsor, New York	USA	www.gwndragonboat.com
18-19 Sep 2010	Quebec Cup	Olympic Basin, Montreal	Canada	www.22dragons.com
19-Sep-2010	French Dragon Boat Cup - Race 3	Sedan	France	Rsawhney@forrester.co.uk
24-26 Sep 2010	Golden Dragon Int Festival Races	Kiev	Ukraine	www.dragonbato.org.ua
25-Sep-2010	Polish Long Distance Championship	Malbork	Poland	www.dragonboat.pl
25-Sep-2010	The Great River Race	River Thames, London	England	www.greatriverrace.com
25-Sep-2010	Czech Long Distance Championship	Morava River, Kojetin	Czech Republic	www.dragonboat.cz
25-26 Sep 2010	San Francisco Int DB Festival	San Francisco	USA	www.sfdragonboat.com
25-26 Sep 2010	British National Championships	NWSC Course, Nottingham	England	www.dragonboat.org.uk
1-Oct-2010	Shau Kei Wan DB Championship	Hong Kong, SAR	China	www.hkdba.com.hk
2-Oct-2010	Philadelphia Dragon Boat Festival	Philadelphia, Pennsylvania	USA	www.philadragonboatfestival.com
2-3 Oct 2010	SAVA Sprints International	Singapore River	Singapore	www.sava.com.sg
8-9 Oct 2010 (P)	Abu Dhabi DB Festival	Shangri-la Hotel, Abu Dhabi	UAE	www.dubaidragonboat.com
9-10 Oct 2010	National 5-Crew DB Championship	Jurong Lake - 300m	Singapore	www.sdba.org.sg
10-Oct-2010	Italian Dragon Boat Cup - 200, 500m	Florence	Italy	www.dragonboat.it
10-12 Oct 2010	Ukraine Nat Junior Championship	Kiev	Ukraine	www.dragonboat.org.ua
10 Oct 2010 (P)	Chinese Arrival Int Festival Races	Port of Spain	Trinidad	www.chinesearrivaltt.org
16-Oct-2010	Orlando International DB Festival	Walt Disney World Orlando	USA	www.gwndragonboat.com
16-17 Oct 2010	French Dragon Boat Cup - Finals	Gerardmer	France	Rsawhney@forrester.co.uk
16-17 Oct 2010	Gulf Coast International DB Regatta	Brook's Lake, Sugar Land Texas	USA	www.texasdragonboat.com
16-17 Oct 2010	Cyprus International Races	Limassol	Cyprus	aermogenous@hotmail.com
30-Oct-2010	Police Charity DB Races	Hong Kong, SAR	China	www.hkdba.com.hk
31-Oct-2010	HK 10km Dragon Boat Relay	Hong Kong, SAR	China	www.hkdba.com.hk
18-20 Nov 2010	16th Asian Games DB Regatta	Zengchen Lake, Guangzhou	China	adbdfdragon@126.com
20-21 Nov 2010	Singapore River Regatta - 300m	Singapore River	Singapore	www.sdba.org.sg
4-Dec-2010	Dresden Dragon Boat Striezel Cup	River Elbe, Dresden	Germany	www.drachenboot.de

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Date	Regatta Details	Race Venue	Country	Contact Details
30 Apr/ 02 May '10	9th Asian Nations Champs	Wujin City, Jiangsu Province,	China	adbfdragon@126.com
23 – 25 July 2010	1st Commonwealth Club Crew Champs,	Penang,	Malaysia	secretary@penangdragonboat.gov.my
29 Jul -1 Aug 2010	7th Club Crew World Championships	Nam Van Lake, Macau SAR	China	www.idbfworldchamps.com
13-15 Aug 2010	9th European Nations Championships	Bosbann Regatta Course	Netherlands	www.edbf.org secretary@edbf.org
18-20 Nov 2010	16th Asian Games DB Regatta	Zengchen Lake, Guangzhou	China	adbfdragon@126.com

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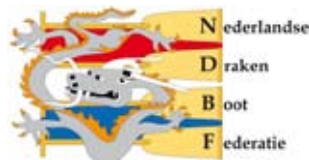
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