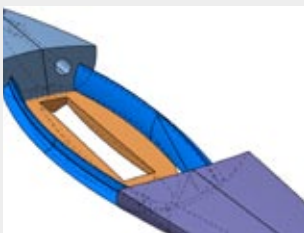


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## *Another year has passed and what a turbulent year it was.*

While preparing the boats in the storage for the new season I also had to build a new “Heritage Racer” to go to Norway. This boat was also used to do the buoyancy test. The 2860 liters did what we had expected and the boat passed the test easily.

For me it was a very stressful evening. I was sure the boat would pass but to pull a brand new, beautiful boat on it's side like that, and that 1,5 days before delivery, is a scary thing to do. The whole thing was finished by 00:30 hours and then I took her back to the yard and spend all night cleaning her from bow to stern.

Yestein Kleven picked her up a day later and took her to Norway where she now has found a berth in that small harbour where Johan Anker put his first Dragon into the water in 1929. It's amazing that one of mine is in that holy water! I must admit I had to get used to the Ivory colour when the hull was empty but with the mahogany/teak finish it looks fantastic! >>>



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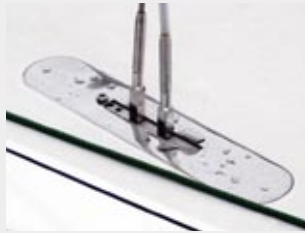


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Meanwhile we had Mark Neeleman preparing for the worlds in his 2007 Thoroughbred racer NED 373 named "My Trust". I told you in my previous newsletter that he had just started in the Dragon during the 2008 Dutch open and won the event hands down. He then went to Douarnenez to sail the "Coup de Bretagne" his first encounter with a big, strong fleet and all the "good guys". He finished second overall. An amazing achievement.

I took NED 381 to lake Starnberg south of Munich where I was warmly welcomed by my respected colleagues, Markus and Max Glass and the local Dragonists. They do not often see a Dutch flag on the transom of a Dragon over there but still made us feel at home immediately. They also know how to party down there. I think I even had a half litre of beer and a big white, lovely sausage for breakfast Great sailing I must say and I am especially proud of the amazing bullet and that with great distance, we sailed in the last race. I promised to come back and can only advise you to join me.

More German hospitality was shown again in Strande during the Childhood Grand Prix. I asked Ronald Pfeiffer to helm NED 381. We normally sail his 2002 NED 1 and I had hoped, being on a new boat would make him to trade in but being on the helm he expressed he felt no difference. Lasting quality does have it's disadvantages. >>>



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Now that we have lost Harro Knifka as the initiator of the event it is gratifying to see Justus Knifka take over and continue in his father's footsteps. With the great help of Manuela and Ulli Libor the event was stunning again. We arrived at 18:20 hours in the rain with a fully packed boat and Ulli came running explaining we had to be measured and ready to sail in the water before 19:00 hours. Ronald and I unpacked, rigged, craned and paddled to the mooring and were ready for inspection at 18:55. I believe that to be a record Stavros!

Then came the worlds! Medemblik hosted a great and beautifully organized event. I had high hopes for NED 373 but had to wait for that to happen. With their coach, Mark and his crew were changing the mast trim and had difficulty with the new A9 main-sail. During the lay day Mark finally changed everything back and switched back to the good old and proven A8 main. Then came Thursday with about 5 bft and that difficult IJsselmeer chop. Here Mark and his fine team of Pieter and Gerry did an amazing thing winning both races! They simply had more speed!

Unfortunately too late in the event they came in 7<sup>th</sup> overall in this highly competitive fleet, with Ulli Libor in 8<sup>th</sup>. Not bad after his silver medal in 2007! >>>



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2009 was a busy year for us in terms of used boats. We found new owners for them and it is pleasing to see that there is a growing international interest in them. Some went to Germany and the first Doomernik will leave for Italy in January. Keep an eye to the "used boats" section on the site because there may be more interesting boats coming.

The windy conditions at the worlds caused several damages. The biggest collision was a Russian boat crashing into GBR 633 "Fai Lin's Flirtation", a famous cold moulded Borresen. She is now "Doomernized" with a new mahogany cabin and wider side decks and went straight to Cannes for the winter series.

It will be a very busy winter all together. We are now taking care of all the maintenance of the boats in our storage and preparing the building of two new boats. I expect the first hull to come out of the mould around the middle of January. This will be a "Vintage Day Sailor" with the stiff "racer" hull. Right after that the hull for a "Heritage Racer" will be laminated.

We are already preparing all the wooden parts for these two boats. Delivery will be in spring. >>>



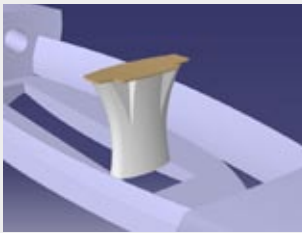
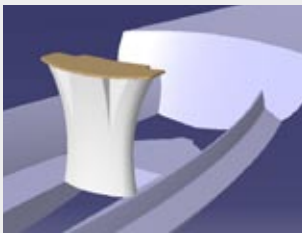
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These two boats will be the first to have our new “Barney Post” traveller. The CAD design is nearing completion and I will have the models cut out by a robot.

I recently changed the host for my website and can say it will be even more dynamic so do check it every now and then.

So, all together it appears I will be busy in the coming months but I will do some sailing as well. With NED 1 I will be in Cannes to enjoy the Mediterranean winter. It will be a welcome diversion from all the work ahead of me in the yard.

With increasing interest in new and used boats it appears the crisis is ending. It looks as if more and more people are fed up with it and allow themselves something beautiful to enjoy. Understandable because ...

... life is too short to sail slow!

Wishing you a merry Christmas and a spectacular 2010, I remain as ever your

**Joop Doomernik**  
Doomernik Dragons



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## *Service and distribution*

**Northern Germany** · Alexander Bruhn  
The Friendship Racing Division GmbH  
Phone **+49 (0)173 2440274**  
[ab@racingdivision.de](mailto:ab@racingdivision.de)

**Switzerland and Southern Germany**  
Bootbau Dominik Schenk  
Phone **+49 (0)71 6643288**  
[info@schenk-boote.ch](mailto:info@schenk-boote.ch)

**Russia** · КУЗОВОВ СЕРГЕЙ.  
МОБ. **+7 903 7383347**  
ДОМ. **+7 495 576 25 25**  
[skuzovov@gmail.com](mailto:skuzovov@gmail.com)



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