

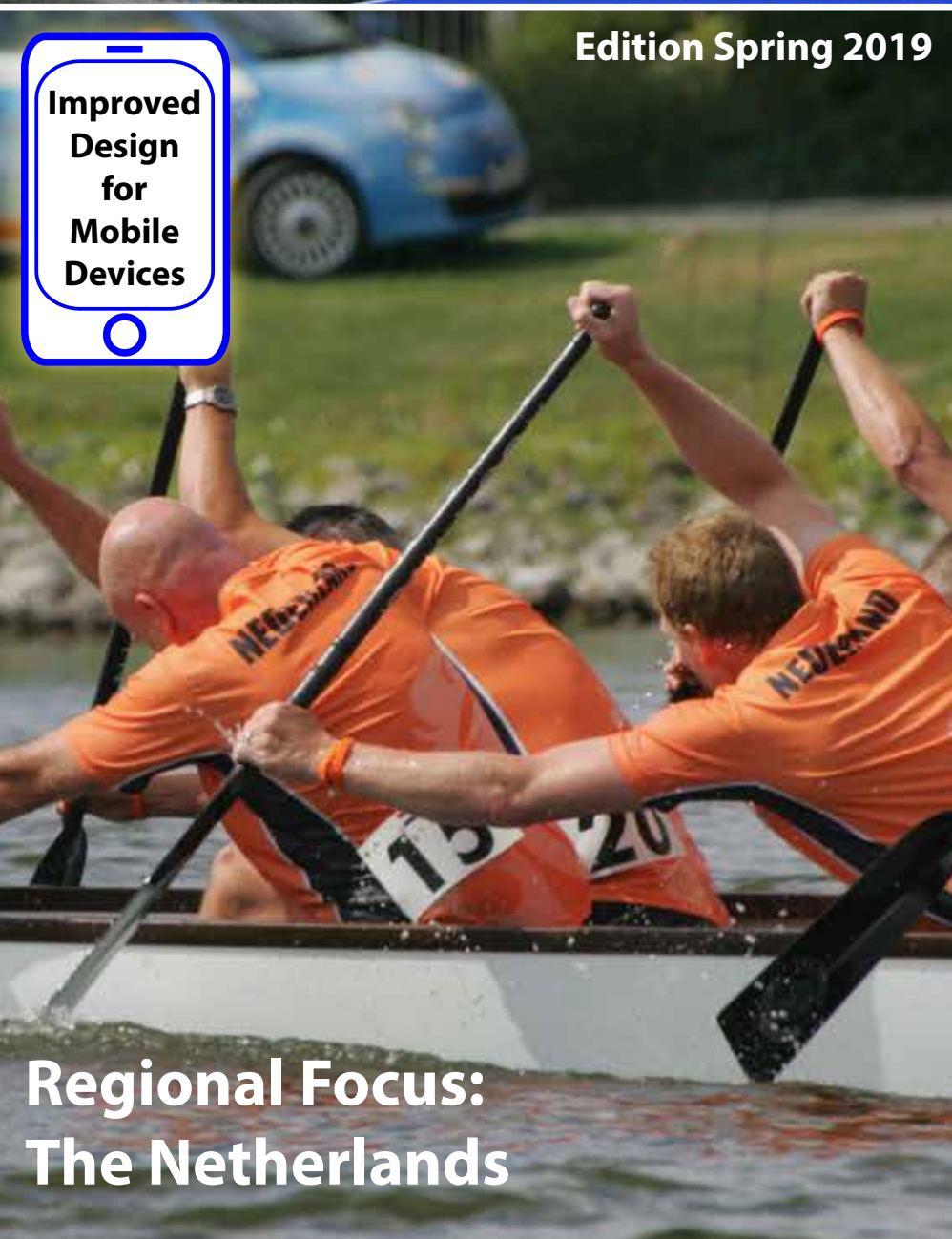
The **DRAGON BOAT WORLD's** Magazine

Join the Action, Feel the Passion, Catch the Spirit

The traditional Dragon Boat Media

**Improved
Design
for
Mobile
Devices**

Edition Spring 2019



Regional Focus: The Netherlands

**Introducing the
IDBF Para Dragons**

**The Euro-Cup:
A new competition
by the EDBF**

**Report from the
Pan-American CCC**



Dear Paddlers, Readers and Friends,

The previous Edition of DBWM was the first one in a mobile-device friendly format, which was in total well received. So I will stick to this since a slight majority of the readers are using mobiles for reading DBWM.

As a result of the last magazine I was contacted by Leroy Yue from Hong Kong. He runs his company and website "pikapage", which is engaged in mobile apps for sport. Together with him a "Dragon Boat Magazine App" is in the making.

In my attempts to combine and preserve the traditional way of producing a magazine with modern ways of publishing Leroy and me agreed to support each other.

By this it is my outmost pleasure to introduce pikapage in more details in this issue of DBWM. Please pay attention to this in the News-Section, especially if you are an event organizer who wishes to get race-results instantly to every participant's mobile-phone during the event. There is no need anymore for paper notices on a black-board!

Although this Spring Edition was a difficult one due to a natural winter-lack of stories and articles, but also for some other reasons, I do believe to provide you some interesting reading again.

Matthew Au has apologized for not helping with this Edition for the reason of being in the final stage of his studies. Let me take the opportunity to press my thumbs for him in achieving the best possible results. - Good luck Matt.

Upon several requests you also will find the re-publishing of Sara Ho's article series about Bio-Mechanics related to Dragon Boating.

So, enough for now - Enjoy the reading!

Henning





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In the Spirit of Qu Yuan

Where has the Spirit of the IDBF gone to?

While in olden times the IDBF was happy for some dedicated dragon boat media being around, nowadays it seems the federation has lost its awareness about the importance of communicating matters to the public. It seems the former pioneer's spirit of growing and promoting the sport of Dragon Boat Racing has lost its momentum. - Is it that growth possibilities are exhausted ? - No, this can't be! Just look at Africa and South America. There is still plenty to do!

The IDBF-website can't claim to be the most updated one. The newsletter „Long Zhou eNews“ simply disappeared. Even a little more activity is seen on the IDBF's facebook page, still on a first view the IDBF doesn't look very active at the moment.

Where are the people eagerly willing to be involved in developing our sport? Is it that the ones who did the work before are aging and getting tired, while no young people move in? But how can young paddlers get to know that they would be needed, if nothing is communicated to them.

In Europe the EDBF has recognized this point and is much more active. They try on the one hand to reach youngsters through their Marketing & Media activities as well as making the sport more attractive with new events like the Dragon Boat Forum and new race series like the Euro-Cup.

The EDBF clearly shows the spirit and passion to promote Dragon Boating.





The impression of the IDBF's in-activity is further supported by the recent articles published by Mike MacKeddie-Haslam, the Founder and Honorary President of the IDBF. First he posted the article „You Get Who You Vote For“ on his Dragon Sport News facebook page and then it came out slightly altered as Editorial „IDBF ELECTIONS ...“ in the latest DSN edition from April 2019. - You will find the article also on the following pages in this magazine.

It is known that some high-ranking IDBF-Officers were - politely said - not very amused with the words published by Mike. There are even voices saying, Mike as Honorary President shouldn't question the IDBF-Board.

The „other-way-around-question“ is, does the IDBF still follow its track and purpose as it should? If it would, most likely Mike wouldn't act as „Enfant Terrible“. He is criticizing, because he cares for the sport! - Isn't that actually something good? - Why doesn't the IDBF make more use of him as consultant, observer or similar?

Anyhow, there are also indicators of activities within the IDBF.

After years of growth the sport of Dragon Boating perhaps has reached a scale which gets the IDBF into the need to stream-line management and administration. IDBF World Championships have exceeded 8.000 participants, demanding proper organized events.

Therefore an IDBF-Company was registered on the Isle of Man and the IDBF was looking on <https://www.facebook.com/DBC.BDC> in January 2019 for a full time employed Administrative-Assistant based in Canada.

This shows the IDBF is doing dry groundwork to become more professional. The IDBF might even be doing much more. The problem, people don't know about it because the work is not communicated to the public. There even might be reasons for not telling what's going on, but then at least tell the reasons!



In the Spirit of Qu Yuan



From the outsiders perspective it is believed at this point, that the IDBF is doing its job to further promote the wonderful sport of Dragon Boat Racing and is - with an eye on the always disturbing ICF (International Canoe Federation) - protecting what has been built up so far.

People involved in Dragon Boating want to see the IDBF becoming more communicative again.

They want to see the drum being hit! Right now the IDBF-Boat's drum is silent! Once there is a noisy drum again, all will know where the spirit resides.

The Dragon Boat World's Magazine is ready to give the IDBF a publishing platform and really wants to help in promoting all the action, passion and spirit making Dragon Boating such a wonderful sport.



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IDBF ELECTIONS – 26 AUGUST 2019, PATTAYA, THAILAND

*By Mike MacKeddie-Haslam,
IDBF Founder & Hon President*



I can't claim to have started Dragon Boat Racing as an activity - that belongs to the Chinese and spans over 2000 years of Dragon Boat Festivals history but, as the person who formulated and established both the EDBF and IDBF, as well as setting up National Federations around the World and who wrote the Byelaws, Rules of Racing and the Competition Regulations for Sport Racing and having served as the IDBF Executive President and then President, for over 20 years, I can claim to be a 'Father' of the modern Sport. A fact recognised by both the IDBF and EDBF, when they accorded me the title of 'Founder'.

As the Founder of Sport Racing, I see my role as being one that protects the legitimacy of the IDBF, its ethos, Chinese culture and traditions and above all represents all those involved in our Sport, especially the 'paddlers', to make sure that their voices are heard and that democracy is preserved within our great Sport.

In this I will always look at situations from all sides, assess what is being done in the name of our Sport, criticise where necessary and put forward my ideas for the future for our world-wide dragon boat family.

Most of us are not much interested in politics and elect our politicians without much thought to their past record of achievements. We let them get on with things, whilst we get on with our own lives. The same is true of Sport. People just want to compete and don't think much about who is 'governing' the Sport or what they do.





2019 is election year for most of the elected IDBF Council Members, namely, the IDBF President, Mike Thomas, IDBF Treasurer, Alan Van Caubergh, who effectively run and control the IDBF, and the IDBF Commissions' Chair-holders. I believe that at every IDBF Member's Congress all IDBF Members should take a close look at those they have elected to govern our Sport. You get who you vote for and if you don't vote, you can't complain afterwards about things you don't like or when things go wrong.

A guide to the future, is to look at the past, so everyone involved in our Sport should ask "What has the IDBF done to advance our Sport, in the past 4 years?"
(Same question too, concerning the ICF !!).

So what issues should the IDBF Members' be discussing, before deciding at the 2019 IDBF Congress in Thailand, on 26th August, who they want to lead the IDBF for the next four years, that is, from 2020 to 2024.

Well, as the person who led the IDBF since its foundation in 1991 until 2016, it is difficult for me to make comment or advise on this without sounding over critical about what and how the IDBF has operated under the present IDBF President, Mike Thomas, my successor and long standing friend.

So to avoid this potential 'hot potato', may I summarise the work of the IDBF since 2016, by first saying that most of the projects that I started - the IOC Recognition process; increasing the number of IDBF Commissions; registering the IDBF as a corporate body, with legal financial protection for its Members; trying to resolve the ICF situation and developing the Para Dragons (Adaptive Paddlers) side of the Sport.

Then the formal establishment of both the Breast Cancer Paddlers Commission and Ice Dragons Commission, within our Sport, with representation on the IDBF Council.





All of the above projects have been carried forward to a greater or lesser extent and with mixed results.

However, after many years of sustained growth in Membership, there have been very few new Countries admitted into IDBF Membership this past 4 years and on the political front, despite regular talks with the ICF, the unwanted incursion of 'canoeing bodies' into our Sport has become stronger, particularly in Asia, where the ACC appears dominant over the ADBF, where Continental Championships and Multi-Sport Games are concerned.

In Countries like, India, the Philippines, Japan and South Korea, the Canoe Federations are also in power struggles with their IDBF Member Dragon Boat organisations, as is the case also in Turkey and Egypt.

These situations have to be addressed by the IDBF as a matter of urgency, as they are having a damaging affect on the IDBF's application for individual recognition as an IOC International Federation.





From emails and comments I have received, from many in our Dragon Boat Family, communication and information between the IDBF and its Members and the promotion of the Sport, through the media and social media channels has declined sharply.

The development of the Coaches Scheme and the Sport in Africa, have both stalled too. It is more than 3 years since a crew or officials from Africa attended an IDBF Championships and no IDBF Delegation has visited Africa in that time either.

The IDBF Commissions have largely been inactive, except for the Adaptive Paddlers Commission and the Competition & Technical Commission, which seems to be working mainly through issuing communications on the rules & regulations, the race official's scheme and even the IDBF logo.

All of these issues should be fully, frankly and openly discussed before the 2019 Members Congress in Thailand. Remember **You Get Who You Vote For.**

For this reason I urge all IDBF Members to send Delegates' to the 2019 Congress, rather than send in a proxy vote or nominate another federation to represent you.

So be there but before then discuss things with your own Paddlers, get their views, share them with your own colleagues, other delegates and possible candidates for election and feel free to write to DSN (*and DBWM*)* and discuss your feelings and expectations – that is real Dragon Boat News.

**inserted by the Editor of DBWM*





The 1st World Club Crew Ice Dragon Boat Championships



On February 9th, 2019, Ottawa in Canada saw the first World Club Crews Championships being held for Ice Dragon Boat Racing under the roof of the IIDBF and hosted by Winterlude and Ottawa DB Festival Committee. Great support was given by the Chinese embassy in Canada.





The Championships were successful and well received by eight participating international teams, from China, England, Ireland, Ukraine, New Zealand, America, Korea and Canada.

Additional 125 teams came from California, Georgia State, Massachusetts, State of New York, Pennsylvania, Tennessee, Vermont of America, and also Newfoundland, Quebec, Ontario, Yukon Territory of Canada.

A special team was formed by the Chinese embassy in Canada together with the Canada Global Affairs Division. The team participated under the name „Polar Pandas“ and were to be recognized by always wearing a red robe.

Well-known local musicians and dancers performing in the festival, made the ice dragon boat race a comprehensive cultural festival and a highlight of winter life in Ottawa, realizing the organic integration of dragon boat culture and Canadian ice and snow culture.

(Photos taken from <http://iidbf.org>)





The New EDBF Euro Cup

In its attempt to promote Dragon Boating in Europe and to bring even more excitement to people, the EDBF wants to install a new format of Europe-wide racing. - The Euro-Cup!



The Euro-Cup comprises a series of dragon boat races held throughout the year in EDBF-member-countries. The venues should be in cities or at places being interesting tourist locations and the events need to be on a professional level of organization. Each competition will be supervised and supported by EDBF race officials.

The Euro Cup is open to all clubs and crews, who can win and trophies at each Euro Cup race, while points they score go to their EDBF Member Nation. Accounted will be the best four scores from five confirmed events. Further locations may still be added, so watch the EDBF website for updates.

In Barcelona, on May 18/19th it was given a good start with 14 crews from 7 Nations participating in the "Euro-Cup-Class". The other known locations and upcoming dates are:

Seville - 26/28 July (Crews in Finals will score Euro Cup Points)

Nottingham - 21/22nd September.

Belgrade - 28/29th September

Rome - 19/20th October.

2019 is seen as a trial run for the Euro Cup and will end with the final winners presentation at annual EDBF Gala Dinner.

To see the first hand information please attend to:

https://www.edbf.org/new/wp-content/uploads/2019/03/190305_EU-RO_CUP_presentation-rev.4-small.pdf





Pan American Dragon Boat Club Crew Championships 2019



Lying at the southernmost end of the chain of islands that make up the Caribbean and just twenty-two miles north of the South-American mainland, is the twin-island republic of Trinidad & Tobago, which was the host country for the fourth Pan American Dragon Boat Club Crew Championships from 22nd-24th March.





The Pan American Dragon Boat Federation currently consists of just five member countries; Canada, United States, Panama, Puerto Rico and Trinidad & Tobago. The first PACCC was held in Tampa, U.S.A. in 2011, followed by Welland, Canada in 2015 and Ponce, Puerto Rico in 2017. After Ponce, it became the responsibility of the Trinidad & Tobago Dragon Boat Federation to host the PACCC 2019.



There are no inland bodies of water or rivers that can be used for dragon boat racing in Trinidad & Tobago and the TTDBF produces its events on the open sea. While the local dragon boaters have learnt to live with changing tides and currents, high winds and rough surface conditions, the big question that faced the TTDBF was: "How would we be able to stage an international competition in our local conditions?" After all, Tampa was a deep sheltered inlet and Welland and Ponce are world-class venues for paddling sports.

The answer was first to admit to our Pan American family that while we could not offer a world-class race course, we could promise a warm welcome, robust competition and our sincere Caribbean hospitality before, during and after the competition.





We then turned to the Pigeon Point Heritage Park on the smaller island of Tobago, as the venue for the Championships. The North Beach of the PPHP is a living picture of white coral sand, rich tropical vegetation and pristine clear water and we thought this would be the perfect setting for bringing the Pan Am family together for some days of exciting dragon boat racing. But North Beach is also nicknamed “Windy Hole” and with good reason – it is a windsurfer’s paradise....and a dragonboater’s potential nightmare.

Thankfully, the Pan American clubs were excited about racing at North Beach but unlike the locals, most of them had never paddled in such challenging conditions and they were understandably concerned. For our part, the TTDBF had to reassure them that safety was our primary concern and that there would be no home advantage for the local clubs. But how could we make such promises if we could do nothing about the typical water conditions? The answer was to boldly offer a fleet of boats that would safely ride the North Beach waters and level the playing field for all.

IDBF Vice-President, Matt Smith came to Tobago in 2018 at the invitation of PADBF president, Franco Siu Chong and TTDBF president, Keith Dalip. Together, the three did an extensive recon of the proposed site. Combining his vast international experience with the local knowledge of Franco and Keith, Matt convinced the two that with some radical design modifications to the ten-man boats typically used for Pan Am Championships, we could work with our challenges and make the PACCC 2019, an event to be fondly remembered.

We presented our suggestions to Dalian Qianlong Water Sports (manufacturer of Champion dragon boats). The company stepped up to the challenge and in January 2019, twelve new-generation dragon boats arrived in Trinidad & Tobago. But the anxiety was not over because the boats had yet to be tested at the race site and some bureaucratic hurdles delayed this until a mere four days before the actual competition. It was truly a mixture of joy, pride





and relief when the boats took to the North Beach waters marvelously well and surpassed our most optimistic hopes for safety, manoeuvrability and stability.



Forty-one Pan American clubs showed great faith in the TTDBF and participated at the PACCC 2019. As promised, we welcomed the visiting teams at the airport in Trinidad and saw them safely off on the twenty-minute flight to Tobago, where they were met by volunteer liaisons. The opening parade on the afternoon before competition, produced a welcome, lively and colourful spectacle in the streets of the main town. After the long-distance races on the first day, it was time for the beach barbecue and some local entertainment. Two days of exhilarating races followed and on closing night the entire family got together for a buffet dinner and lawn party.







In a local television interview, Mike Thomas, IDBF President, remarked how he was struck by the warmth of the islanders and the friendly spirit among the teams even in the midst of competition. His support, advice and encouragement during his entire stay with us, were much appreciated, while he reminded us that as officials and administrators, our priorities must be integrity, fairplay and the welfare of the athletes. Thanks Mike! We'll toast a rum and coca-cola to that when we see you again!

Thanks to the indomitable spirit of the athletes and supporters, an amazing team of international race- officials and a dedicated group of volunteers, the TTDBF could feel proud that the PACCC 2019 was indeed an event to remember.

Text and photos by
Keith Dalip,
President, Trinidad & Tobago
Dragon Boat Federation

PACCC Report continues on next page

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Panama's Teenagers getting inspired at PACCC 2019



During the Pan American Club Crew Championship, Panamá was represented by six dragon boat teams in several categories. One of the teams, Imperium, a group of 13 teenagers between the ages of 15 and 16, traveled to compete for the first time in an International Dragon Boat Championship. Months of practice and training were put to the test, on new boats, on different waters... but with the same goal, achieving the glory of a gold medal for Panamá.





We still remember their faces of anticipation on race day. For Imperium it was their first time ever to race in the 500-meter category. Locally, in Panamá, they have only raced 200 mts., achieving a second place on their last competition. When the race started, all Panama participants had their eyes on Imperium, and after the first 200 mts. we could see a small advantage. At the 350 to 400 mts. we could see one of the local teams approaching very closely to Imperium but they managed to paddle deep, long strokes and cross the line first. A well-deserved gold medal for these teenagers and for Panamá.

The trip to Trinidad and Tobago was of great inspiration. It was an important opportunity to meet fellow teenagers and other teams outside of Panama, share knowledge and build experience. They were amazed to see paddlers over 60 years old still active and strong. Some even said that they have found a passion for life in dragon boating. For the coaches and parents these comments are of great inspiration to continue supporting them on their dragon boat experience, because these teenagers represent the next generation of dragon boat paddlers, future captains, coaches and team members.

Now, with the Pan American Crew Club Championship of 2021 to be celebrated in Panama, the Imperium Dragon Boat Club needs to prove that they are worthy of holding the first place title, and for this they have already started training...

Text by **Ciro Loo**,
Photos by **Keith Dalip**



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DBWM and PikaPage join to develop independent Dragon Boat Media App



After having published the last edition of DBWM, which was the first time the magazine came out in a mobile-device-friendly format, Leroy Yue from Hong Kong contacted me by expressing his positive surprise of such a magazine as DBWM caring about mobile readability. He has never seen that before.



While talking, I learned that Leroy runs his own company named PikaPage Limited, which is in the business of developing and providing mobile app services to sport-event organizers in order to enable them posting results and announcements to every participants mobile devices like smart-phone and tablets.

All in a sudden dollar-signs popped in my eyes, due to having found a possible new advertiser for DBWM! But then in a second





thought I abandoned that attempt by realizing supporting each other in different ways might be more beneficial to both of us, as well as to the dragon boat community.

If Leroy could develop a mobile app for the magazine, in return I would advertise PikaPage and create general awareness to people and customers, namely event organizers. So, we agreed on that!

PikaPage started with the mission to improve user experience in sports. Professional sports have nice mobile apps for people to follow, but amateur and local sports organizers do not have the resources to build their own software.

The vision is that through low-cost and ready-to-use apps, efficiency of organizers can be improved, and participants can better enjoy their sports. Please visit <https://www.pikapage.com>



Regarding the magazine's app, it is still under development. Most likely it will come as the „Dragon Boat Net App“ which is ought to be the central place for the independent dragon boat media.

These media are „The Dragon Boat World's Magazine“ (DBWM) and our companion „Dragon Sport News“(DSN), which both are hosted for download on dragonboatnet.com



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IDBF-Paradragons - the new race category and a major step forward in our sport !!!

In July 2018, the first ever international race rules were approved for the new 'paradragon' race category. These rules set out how paddlers with a range of physical, psychological, neurological sensory or intellectual impairments can compete against each other in dragon boating. In doing so, the IDBF Para Athletes Commission (the body within our sport responsible for 'paradragon' matters) has created a world-first. No other sport anywhere has provided a structured way in which athletes with a range of different impairments, ages and genders can compete against each other.

DOUBLE FIFTH
D R A G O N B O A T I N G

双五龍舟





I caught up with Nigel Bedford, the Chairman of the IDBF Para Athletes Commission, and asked him about this IDBF initiative. He told me that his commission came into being in October 2017 to build on the initial work done by the IDBF Adaptive Paddlers Commission led by Raymond Ma. Nigel said that the Adaptive Paddlers Commission had had the same terms of reference as the new Para Athletes commission but the name change was important to remove any misunderstanding about who in the dragon boating community the commission was working to support. In essence, IDBF wants anyone suffering from an impairment to not only feel part of the dragon boat family, but to be able to compete in international races against others who also have impairments.

One of the first things the Para Athletes Commission did was to formally enshrine the use of the term 'paradragon' to categorise impaired dragon boat paddlers and teams so I asked Nigel why then his Commission was still known as the Para Athletes Commission. Nigel explained that because IDBF is pursuing Olympic and Paralympic recognition, it is important that those sporting communities easily understand IDBF's governance structure and the term 'para athletes' in this context will always be clear to them.

The Para Athlete commission's first major task was to draw the set of rules for paradragon racing mentioned in the opening paragraph. As Nigel pointed out, this presented huge challenges for the Commission because of the numbers of paddlers in each boat and the range of impairments paddlers might have. It was also clear from the start that it would be extremely unlikely for competing teams to have the same impairments, ages and gender mix, so a way needed to be found to allow, for example, a 20 year old lady

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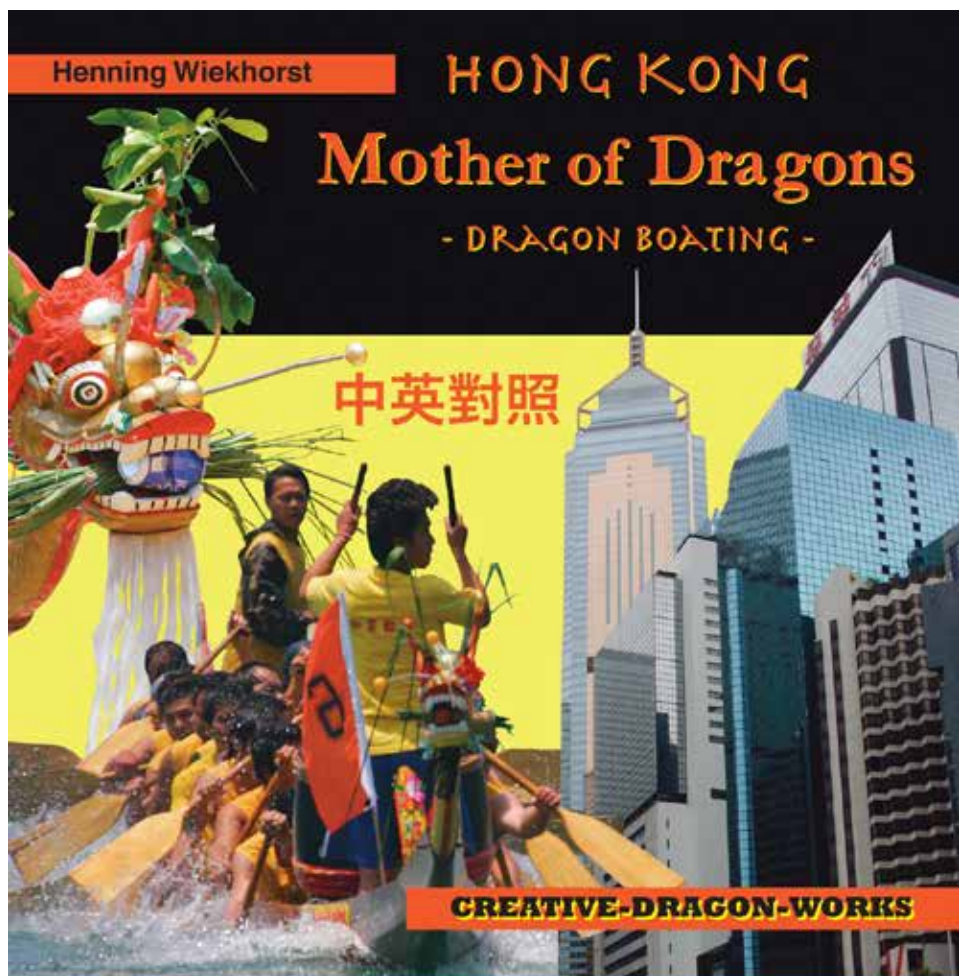
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The Paddlers Site





with cerebral palsy to compete in the same race as a 60 year old man with a prosthetic leg, and for the race still to be fair despite the composition of each team.



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And so the idea of a points system was devised. Nigel took me through the approach that is now formalised in the IDBF rulebook. It makes absolute sense to me and it is clear that his Commission had put a lot of thought into how things would work. The starting point is an unimpaired young man. In the IDBF rules, he would be accorded 20 points. There is then a sliding scale of points reducing as the effect of the person's impairment on their ability to race increases. Thus, a visually impaired paddler is accorded 18 points, while a multiple sclerosis sufferer would be accorded 10 points. Finally, someone with tetraplegia would be accorded 2 points.

The rules then mandate, and this is the key thing, the maximum number of points allowed in a crew. This maximum is designed to make competition as fair as possible.

To ensure racing is open to as wide a range of participants as possible, the rules also make allowances for age and gender. This means that, for example, a 60 year old woman will always be accorded fewer points than a 20 year old man with exactly the same impairment. This recognition for age and gender removes the need for Women only events, or Senior A, B etc, or Mixed crews. Each race will be completely 'open' with allowances made for age, gender and impairment. This was done deliberately because the Commission felt it would be difficult for many clubs or countries to field such specific teams of paradrasons.

I've read the rule book in its entirety and I recommend readers do too. It is actually not just a rule book, but a clear explanation of how the Commission arrived at the rules. It can be found on the IDBF website at:

https://docs.wixstatic.com/ugd/81bcd4_666f46f5c31e4530941ee1795878b3c3.pdf

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www.dragonboatnet.com

The Paddlers Site





The first formal international event to use these rules will be this year's European Club Crew Championships in Seville, Spain in July. After that, the World championships in Pattaya, Thailand in August will also have a paradragon category.

I think IDBF has done something very special with these paradragon rules and race categories. It has opened up our sport even more and the approach used gives a clever solution to a complex issue. Nigel acknowledges that the rules will inevitably need refinement based on experience of actual racing but I think his commission has made a great start.

Many thanks for making this article possible go to

Nigel Bedford

See the Paradragons racing at:



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50-man Dragon Boat going on extreme Marathon in Germany



If you are going to international races in Europe you might have paddled in a dragon boat provided from Wolfram Faust and his company „Drachenboot-Events“. Within his fleet of standard and small boats, he owns the largest and longest dragon boat existing in Europe. It is a 50 persons, 25 meter long vessel.

Meanwhile since 49 years the „Mündener Kanu-Club e.V.“ (<https://www.mkc-muenden.de>) organizes an annual marathon paddling on river „Weser“. Formerly the event was open to canoes only, but since a few years dragon boats participate too, to paddle long distances like 10 or 25 kilometers. Those kind of events are pretty common across Europe and elsewhere world-wide.

For the 2019 marathon, which took place on May 5th, they stepped up to a distance of 135 kilometers, reaching from the city of Münden to Hameln and using Wolfram's 50-man boat.

By doing something new, the organizer was fully aware that regarding safety the unexpected always can happen! Therefore it





was taken care to have the most experienced helms and paddlers on board, which were recruited from several North-German dragon boat clubs as those from Rendsburg, Emden, Bremen, Hamburg, Hannover, Hameln and Northeim. Further more the boat was at all times accompanied by a special team following it and observing the journey from the river shores.





Finally the trip was concluded successfully and one may ask himself, what the organizer will come up with for the 50th anniversary next year.



Photos by Wolfram Faust and Holger Visser

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The Emden Dragon Boat Circuit

If you are a dragon boat nut looking for new challenges and other than just racing down a straight lane, then you should consider joining the Emden Dragon Boat Circuit going to happen on **September 21st, 2019** in the middle of the North-German city named Emden.

Emden is an ancient harbor, which once was the biggest in North-Western-Europe during the 16th century. In city center there are some canals having the basic shape of an eight (8), which in terms of paddle-distance add up to 4.2 kilometers. Well, don't be mistaken, the regatta course is not a clean 8, there are many and tricky smaller curves, forcing you to maneuver the boat through tight left-right combinations.



If you fail to take them in a good way you will ram your boat on the shore's slopes! Some of the curves can't be made by the helm's steering only. He will need the crew's help - slowing down the boat all in a sudden or back-paddling on one side while the other side paddles forward. - Things like that! Once the curve is taken the boat needs to accelerate immediately back to racing speed. Why? Because you want to win! Don't you?— Oh, did I tell you there are several low and tight bridges, crossing over your way? - No?- Sorry, mind your head!





The whole thing is organized by the Rowing Club of Emden. They started the event in 2013 with seven teams participating. Meanwhile that number has grown up to 34 in 2018. Quite some teams are so excited that they sign up for the race and book their hotels one year in advance.





Teams joining have to bring their own boat! If you are from overseas and can't do so, there are certainly ways to solve that problem, like renting one from www.drachenboot-events.com.

The Dragon Boat Circuit is framed by a dragon boat parade in the evening, lit up with lights and torches. Be assured a warm welcome also by the residents living directly next to the canals. Including a nice paddlers party, the event will be worth spending the entire weekend in Emden.

On interest feel free to get in contact via the website:
www.emderruderverein.de

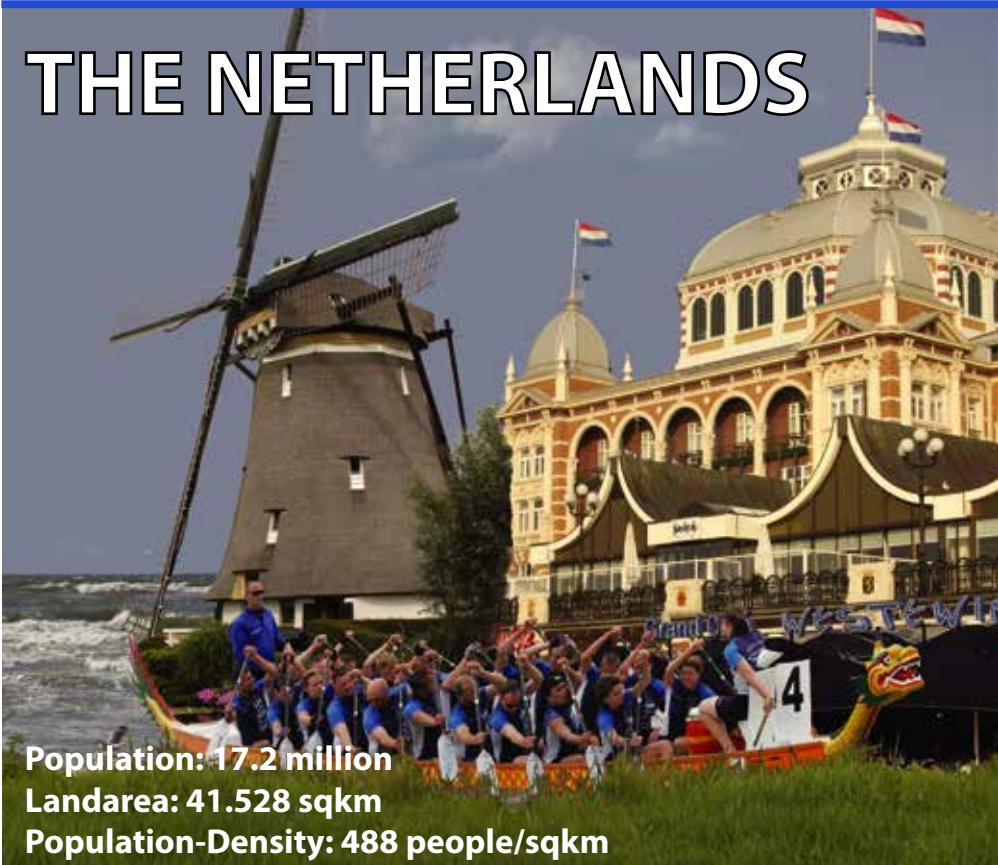
Or send an e-mail to Wilfried Meier under:
meier.wilfried@gmx.de,
who also has provided the photos for this article.



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THE NETHERLANDS



Population: 17.2 million

Landarea: 41.528 sqkm

Population-Density: 488 people/sqkm

¼ of the Dutch land area is at or below sea level

Capital (Royal Residence): Amsterdam

Residence of Government: The Hague (Den Haag)

Special Dutch Food:

- Hagelslag & Muisjes (sprinkles as spread to put on white bread)
- Kibbeling, Matjes and Bakvis (that's all fish)
- Poffertjes (kind of tiny pancakes)
- Stroopwafel (two thin waffles with honey-like syrup in between)
- Dropjes (liquorice candies)
- Vla (sweet milk pudding)
- Vleeskroket (deep fried meat roll as snack)
- Stampot (smashed potatoes, carrots and smoked sausage)
- Cheese from Gouda



Regional Focus



Many people know the Netherlands as Holland, even though Holland is only a part of the Netherlands. Holland itself is made up of two provinces North- and South- Holland and together they make up the country's Western coastal area and have played a critical part in the history of the seven provinces that make up the Netherlands today.



The English name "Netherlands" arises from the Dutch "Nederlande" and means "Low Lands." The expression "Dutch" refers back to the language of the people living in the low lands. It was named "Diets" in the Low Land's dialect of "Deutsch," which is also known as German.



Historically, the Western coastal regions of the low lands were all covered by forest and therefore the lands provided wood. In the old German low land accent, wood translates into "Holtz" and over time the "Holtzland" evolved into "Holland," which today is much more famous for tulips than wood or trees.



The Kingdom of Netherland has a long history as a global trading nation and sea power. Therefore



Regional Focus



its close ties to other countries far away brought many cultures to the Netherlands. In 1656, during an official journey to China, the Dutch ambassadors Pieter de Goyer and Jacob Keizer were the Dutchmen who first saw a dragon boat race. They described it as a happy festival

There are numerous ethnic groups now living in the Netherlands, and the Chinese are one of the biggest. To honor and celebrate Chinese culture, in the late 1980s the Dutch Ministry of Interior started an initiative to introduce dragon boating to the country.

A new foundation to promote dragon races in the Netherlands (Stichting Promotie Drakenboot-races Nederland – SPDN) was established. Key people like John Tjon A Ten, Errie Stoffé, Cosmo Ombre, Gert-Jan Harbers and others were involved in this new organization. The SPDN gathered information about traditional dragon boat racing in order to develop the sport locally. It is likely they received assistance and information from the Hong Kong Tourist Association regarding existing dragon boat activi-





ties in the UK. There was also a boat maker named Chris Hare that provided assistance with the dragon boats

The SPDN managed to convince individual Dutch companies to sponsor a boat and succeeding in bringing six boats into the Netherlands. These were all split (or two piece) boats because they had to be transported to different locations, and at that time there were no long trailers yet. Later, one piece boats were obtained. Dutch paddlers preferred the new one piece boats because they were more rigid than the split boats and there was no need to assemble take apart the two pieces for each race.

In March 1990, Ms. Dunya Verwey, today a member of the IDBF Protocol, Culture & Heritage Commission, worked at that time in the Ministry as policymaker and was involved in this initiative. Her good friend, Alan van Caubergh – at the time the Chairman, now Honorary President of the European Dragon Boat Federation (EDBF) – had developed an interest in water sports in his years as a university student and had just picked up rowing again. Verwey invited van Caubergh to join her in a meeting for something she was certain would interest him. This meeting introduced him to a group of people assembled to start dragon boat training on the Lake Sloterplassen in Amsterdam. This was when van Caubergh saw his first dragon boat ever!

The group's goal was to run the first ever dragon boat race in Holland at the Sail in Amsterdam in August 1990. This was then also a chance for paddlers (including van Caubergh) to qualify for a team which was to participate at the Tenjin Matsuri Dragon Boat Festival in Osaka / Japan just a few weeks after the Amsterdam event.

Now, a dragon boat race at the Sail Amsterdam, that is something truly amazing. The Sail is by far the largest single event in the Netherlands and one of the most famous maritime celebrations in the world. It was held for the first time in 1975 to celebrate the 700th anniversary of Amsterdam and takes place every five years. The



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tallest historical sailing ships come in from all over the world just to be a part of this very special four day extravaganza. Visitors can enter and explore every ship for free. It's simply spectacular!



But back to van Caubergh, who qualified to go to Japan where he was infected with an incurable case of dragon boat virus. As a consequence of this persistent virus, on his way back to the Netherlands while still sitting on a airplane, he decided with four his friends to carry on with dragon boating. And thus The Dutch Dragons came to life. Since there was already another newly formed Dutch dragon boat club in existence - Eerste Hollandse Drakeboot Club (EHDC) - the Dutch Dragons were the second club in the Netherlands.



Because there was no basis yet to form a federation, the same people who established the Dutch Dragons also established the Dutch Dragon Boat Association (DDBA) at the same time, with the objective to promote dragon boat racing as a sport in the Netherlands, and not just as a festival activity. The DDBA acted





as a fund raiser, dragon boat trip organizer and event planner.

On the 4th of March 1992, the Nederlandse Drakeboot Federatie (NDBF) was officially established by the clubs and the DDBA took a step back on the stage but continued to work in support of and cooperation with the NDBF. The NDBF became a Founder Member of the European Dragon Boat Federation (EDBF) in May 1990 and is also the IDBF Member.

Since then the number of dragon boat enthusiasts has continued to grow along with the number of races and festivals. There has also been a spectacular increase in the total Dutch dragon boat fleet. The NDBF started to organize a national Dragon Boat League with between six to 15 clubs participating. Numerous Commercial Organizers emerged, and nowadays during the dragon boat season there are races practically every weekend as well as also during the week. The number of paddlers involved in sport in The Netherlands is estimated somewhere between 20.000 and 30.000 every year.





Some famous Dutch Dragon Boat events are:

- EHDC Bosbaan Amsterdam, September, with a dragon boat canal tour on the day after the races (Sunday)
- The Dutch Dragons, Zoetermeer, June
- Dragon Events (commercial organizer), Valkenburgse Meer and Almere
- United Dragons, Alkmaar, June.

Of course there have been problems and challenges along the way in the development of dragon boat racing in the Netherlands. In that way, the Netherlands probably mirrors what has happened in most every other country as well. The NDBF has had its ups and downs, but lessons have been learned and today's NDBF is a mature and strong organization, with Renè de Block as current Chairman.





In the NDBF's history the "High-Light-Event" were the 2010 European Nation Championships, held in Amsterdam in August, just before the Sail! With 1800 participants it was the biggest European Dragon Boat Championship so far. And, what a date and great planning. Not only there was a great dragon boat race, but all of the participants and spectators for the Championships were also easily to see the most impressive sailing ships of the world right after the races.





Introducing ...

THE DUTCH DRAGONS
DRAGONBOAT RACING

History

The Dutch Dragons dragon boat club was founded in 1991, on the initiative of an enthusiastic, informal team that had participated successfully in the dragon boat tournament in Osaka, Japan, in 1990. The team achieved various other good results in the tournaments abroad in which it competed during the years that followed.

The Dutch Dragons are one of the pioneers in dragon boat racing in The Netherlands. It also helped introduce this ancient Chinese team sport by organizing clinics and tournaments in our country.

Its base is since 2012 a modern, two-storey building with boatshed and access directly to the Aa Lake in the city of Zoetermeer, near The Hague. Every year, on the last Saturday of June, the club organizes the Dragon Boat Festival, in which informal teams formed for the occasion by companies, schools, private groups etc. take part.

Present situation

The club's policy is to offer dragon boat racing to everyone who is interested in practising a sport in which team spirit, high perfor-



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mance and comradeship are the key objectives. The club's efforts to introduce High- and Middle School students to the sport have led to an increased membership of promising young paddlers. The Dutch Dragons is proud to coach and train many sporting youngsters as future strong paddlers in dragon boat racing. At present the club has some 100 members in a well gender balance. One third of the club members are of students. A breakdown by age shows the following percentages:

Under 18	: 25%
Between 18 and 40	: 50%
Over 40	: 25%

In addition to the meaning of dragon boat racing as a sport, our club recognizes and appreciates the historical origin of this sport as an important aspect of Chinese culture for over 2000 years. The club's annual dragon boat festival is presented as a festive event, but included as national competition.

Achievements

Simply said, The Dutch Dragons are one of most successful dragon Boat clubs in The Netherlands.

Many thanks to Alan van Caubergh for his help in producing this Regional Focus on The Netherlands.

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Series of articles from Sarah Ho

Foreword by the Editor:

About 11 years ago this magazine published a series of articles written by Sarah Ho about the biomechanics of dragon boating.



(2008)

Upon several readers requests I'm re-publishing them in this and the following editions of DBWM.

All the credits for this work go to Sarah, who at the time was completing a PhD at the University of Sydney (Australia), investigating various aspects of dragon boat racing such as: the physiology of dragon boat racing, physique and physiological characteristics of elite paddlers and 3D biomechanics of simulated on-water paddling. She was in the Exercise, Health & Performance Research Group at the Faculty of Health Sciences.

Sarah first became interested in dragon boat racing in 2002 when she travelled to China and saw a dragon boat race in Guangdong province. Since then she has been involved in dragon boat racing in Sydney, competing both socially and competitively. After completing a bachelor degree in Exercise and Sport Science (University of Sydney) in 2005, she began an honours research project into the biomechanics of on-water dragon boat paddling.

Unfortunately I lost contact to her. - Dear Sarah, in case these lines find you, it would be nice to hear from you. I hope life has been good to you. It would be nice to be in contact again. My e-mail address hasn't changed and still is wiekhorsthenning@mac.com.

Yours, Henning.



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Sarah Ho (Oct, 2008)

Biomechanics of dragon boat racing

Part 1: Introduction

Although dragon boat racing is one of the fastest growing water sports in the world, to date there has been little research conducted on scientific aspects of this sport. As competitive participation in dragon boat racing continues to increase, the optimisation of paddling technique is paramount, particularly in elite crews who are already at the peak of their physical fitness¹. Although changes to dragon boat and paddle design could potentially improve hydrodynamic properties and performance, the IDBF enforce regulations limiting major changes to boat and paddle designs allowed during IDBF-sanctioned events in order to preserve the cultural significance of dragon boat racing. Therefore, the greatest opportunity for performance improvement, particularly for elite crews, is through the modification of paddling technique and race tactics.

In a sport where winning margins can be as little as fractions of a second, any minor improvement in technique can translate to the difference between first and second place. However, with limited empirical evidence on the dynamics of paddle and boat propulsion and few standardised or quantifiable methods to evaluate paddling performance, it is difficult to identify ways to improve dragon boat paddling technique.

As the most successful sporting associations in international sport are those that apply a scientifically based system for research and performance analysis², it is clear that scientific research and analysis plays a vital role in the development of dragon boat racing. Scientific research can provide various benefits to the sport such as a greater understanding of paddle and boat propulsion, identification of the major muscle power producers, improvement of paddling technique, enhancement of current coaching methods,





reduction in dragon boat-related injuries and ultimately the optimisation of dragon boat performance.

Biomechanical analysis of water sports

Biomechanics is the branch of science that involves the study of application of forces (kinetics) to biological systems to produce movement (kinematics). Biomechanical analysis has been conducted in other water sports such as rowing, kayaking and canoeing through video and force analysis techniques. During on-water dragon boat paddling, there are few ways to accurately “measure” the performance of each individual paddler. Biomechanical analysis presents a method of reliable, quantitative analysis and can provide basic information about parameters of paddling skill, allow the comparison of individual techniques, establish ‘normal’ ranges and provide a means by which the athlete’s performance can be monitored^{3, 4}.

Biomechanical analysis can be applied to dragon boat racing through techniques to measure the kinetics of the blade and kinematics of the blade and paddler. These techniques should fulfil certain practical requirements such as being cost-effective, easy to apply and repeatable to allow for comparison of results. The approach adopted for performance analysis should be based on whether it provides information that is easily interpretable and applicable to coaches and athletes⁵.

Kinetic Analysis

Measurement of force at the blade can provide valuable information about characteristics of the paddler’s technique such as the force profile (a graphical representation of paddle force with time or paddle angle), power and efficiency (more in the next issue of The Dragon Boat World’s Magazine). In analysing the kinetics of the athlete, descriptive and comprehensive variables should be used to provide feedback to coaches and athletes. This feedback may be





an important factor in motor learning for the athlete and should be provided as soon as possible after the event^{6, 7, 8}.

Analysis of the blade force profile characteristics of the athlete may be a more reliable and objective basis for prescribing technique modifications than based on visual analysis of the stroke and observed relationships between the pressure on the blade and progress of the boat^{1, 2}, particularly where there are 20 paddlers who are contributing to boat movement simultaneously.

Previous studies in rowing^{6, 8, 10, 11, 12}, kayaking¹ and canoeing¹³ have developed instrumentation systems to measure the on-water forces developed at the blade during rowing and paddling through the use of force sensors. This technology has recently been applied to dragon boat racing with the development of the Merlin Excalibur paddle which uses a force sensor to measure paddle force. These instrumentation systems should meet certain practical requirements such as being accurate, reliable, lightweight and portable. These systems must also be waterproof and should remain stable across a range of changing ambient humidity and temperatures. In addition, the instrumentation system must not interfere with the athlete's equipment or alter the athlete's normal technique^{1, 7, 8}.

Ergometers simulating on-water rowing and paddling have been developed to measure the force-profiles of rowers^{8, 14} and canoeists¹⁵, and offer an alternative method for assessing athletic performance. The Concept II rowing ergometer (modified with a paddling adaptor) has also been commonly used in dragon boat racing to assess dragon boat performance. Although ergometers provide a controlled environment to allow for comparisons between athletes¹⁴, eliminating various confounding factors associated with on-water trials such as wind conditions and current, the challenge lies in developing ergometers that accurately simulate the on-water paddling motion. To ensure that the modified Concept II ergometer is an appropriate method for crew selection and





testing, the kinetics and kinematics of paddling on the Concept II ergometer should be validated by comparison with kinetic and kinematic data of on-water dragon boat paddling.

Kinematic Analysis

Video analysis techniques can be applied to dragon boat racing to provide information about the kinematics of the paddler and paddle blade at key phases of the stroke, such as trunk angle and shoulder angle at paddle entry. On the water, video filming is adequate to provide a basic visual analysis of the stroke. For a more detailed two-dimensional analysis of movement, video data of the paddle blade and paddler can be analysed through 'digitising'. Digitising is a simple but time-consuming process whereby video data is analysed frame-by-frame by pointing to specific body and paddle landmarks on the computer screen and converting this information into position data. A two-dimensional figure is created from these data and the position, angle, velocity and acceleration of various body joints and segments and of the paddle can then be calculated at different phases of the stroke.

Whilst video analysis is valuable for providing feedback on paddler's kinematics, video data alone does not provide sufficient information to accurately quantify or analyse the stroke^{6, 9}. In order to provide a comprehensive analysis of the paddler's technique, information about the paddler's kinematics from video data should be used in combination with force data collected from the blade during on-water paddling^{8, 13}.

Summary

Biomechanical analysis techniques have already been applied in rowing, kayaking and canoeing research through the measurement of force (kinetics) and movement (kinematics) in order to improve athletic performance. A similar approach should be taken in dragon boat racing to better understand the dynamics of paddle





and boat propulsion and for performance analysis. Biomechanical analysis can provide the dragon boat community with knowledge to optimise current paddling techniques and assist coaches in administering guidance based on empirical evidence and quantitative information rather than simple observations. The adoption of a scientific perspective in dragon boat research and performance analysis has great potential to assist this underdeveloped sport in achieving higher professionalism towards training and coaching.

Coming up in the next issue...

• **How can biomechanics be applied to improve paddling technique? Kinetics of dragon boat racing**

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2nd Saltwater Clinic on Rügen

A few weeks ago the second Saltwater Clinic for Outrigger was held in Dranske located on the German Island of Rügen in the Baltic Sea. The Clinic actually is a training camp for Ocean going paddle sports.

Some 25 paddlers joined the three days course, including friends from the Berlin Canoe Club „Borussia“ e.V. und the Watersports Club „Karolinenhof“ e.V., who both brought their OC-6 with them. By this all attendees got the chance to also paddle in these big boats beside the anyway available OC-1 and OC-2s.

Of course liquid nutrition was given every evening at „Dronte Bar“, located within the premisses of the „Uni Surf Team Rügen“, a water sports school run by Bernd Bolder and Sabrina Stübe.

Website: www.ustruegen.de - E-Mail: ustruegen@t-online.de





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