

MARBLEHEAD

T R O P H Y

Across Europe in 90 years



ACROSS EUROPE IN 90 YEARS THE MARBLEHEAD TROPHY

Because success depends on actions of others...



INSEPARABLY LINKED WITH THE DRAGON CLASS AND YET AN ETERNAL MYSTERY IS ONE OF THE WORLD'S MOST FASCINATING PRIZES IN SAILING.

IT WENT MISSING, IT RE-EMERGED, IT WAS RECLAIMED, NARROWLY DEFENDED, AND THOUGHT TO HAVE BEEN LOST FOREVER. AT THE SAME TIME, IT COULD RIGHTLY BE REFERRED TO AS THE "EUROPE'S CUP", HAVING BEEN ABDUCTED FROM THE USA ALREADY IN 1929 AT THE VERY FIRST RACE BY THE SWEDES AND HAVING EVER SINCE REMAINED IN EUROPE – WHERE THE DRAGON CLASS HAS BEEN COMPETING FOR IT SINCE 1952.



Author // Gregor Berz

(Commodore of German Dragon Class Association – Deutsches Drachengeschwader e.V.)

DEED OF GIFT

GUEST NIGHT

WEDNESDAY, AUGUST 28, 1929

Banquet, Hotel Rock-Mere

The Honorable United States ex-Senator Peter G. Gerry of Rhode Island, a direct descendent of Elbridge Gerry, will be our guest, and the principal speaker; the Officers of the Cruiser *Marblehead* and *Capetown*, will be present and take part, and many other notable men will honor us by their presence and will take part in the exercises.

At this banquet we will make the following presentations in the name of the town:

A Piano to the Cruiser *Marblehead*;

A Trophy with the Deed of Gift attached to the Foreign Yacht Club winning the most points in the International Yacht Races.

Souvenir Mementos to all guests.

Salem Cadet Band will furnish the music.

DEED OF GIFT

MARBLEHEAD TROPHY

Whereas, the people of Marblehead, Massachusetts, United States of America, upon the 300th Anniversary of the founding of their Town, present this trophy.

Now, it is declared and agreed, by and between the winners of this trophy, and the Town of Marblehead, upon the following trusts and conditions:

1. This trophy shall be known as the *Marblehead Cup* and shall be held first by the Foreign Yacht Club winning the greatest number of points at the International Races at Marblehead during the Summer of 1929.

2. Thereafter it shall be held by the Club winning it and until won by some other Club.

3. It shall be open to competition by any recognized Yacht Club, but each Club by one yacht only.

4. The Trophy shall be perpetual and the name of the winning Club, boat and owner shall be engraved thereon.

5. It is hoped that the Club holding the trophy will of its own volition arrange each year a series of races under the terms of this deed of gift, and under conditions, and for a type of boat which will be attractive to foreign competition.

Page Six

6. But if the holder of the trophy does not announce such a series before January 1st of any year then the trophy may be challenged for by any recognized Club or Clubs for a series of races by boats of some prevailing type in the holding Club or its Country.

7. If the challenge is not accepted within sixty days, then the trophy shall pass by default into the hands of the first challenger of that year.

8. This deed of gift may be amended by mutual consent of the then holder of the trophy, and a committee of three yachtsmen appointed by the Selectmen of Marblehead for that purpose.

9. In witness whereof the Selectmen of the Town of Marblehead and the first winner of the trophy (for itself, successors and assigns) have caused these presents to be duly executed under seal this day of 1929.

JOSEPH MARTIN, Chairman	(Name of the owner of winning boat this year) name of
ALDEN M. BROWN	Yacht Club
F. HOWARD LILLIBRIDGE	G. PAUL BRACKETT,
WALTER H. HAMOND	CHARLES H. W. FOSTER,
HENRY M. WILKINS	

Board of Selectmen

Trophy Committee

THURSDAY, AUGUST 29, 1929

3 P.M., Young People's Parade

(Entries: Any boy or girl under 16 years of age)

ROUTE—Mugford Street to Old Town House. Up Washington and Pleasant Streets. Through School and Essex Streets. Disband at Y. M. C. A.

COMMITTEE:

MRS. HAROLD I. WRIGHT, CHAIRMAN; MRS. EVERETT CAMPBELL,
MRS. S. WARREN STODDARD, MRS. EDWARD H. COTTON,
MISS BERYL ATHERTON

8.00 P.M., Band Concert at Crocker Park

8.00 P.M., Harbor Parade and Illumination

The parade will start from the upper end of the Harbor at 8.00 P.M., come down on the Town side to Fort Sewall; across the Harbor to Light House, then up the Harbor on Neck side to starting point.

In case of bad weather the parade will be postponed until Saturday night, August 31st.

Page Seven

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The Marblehead Cup was endowed in 1929 on the occasion of the 300th anniversary of the town of Marblehead, Massachusetts in order to showcase Marblehead's pride as a sailing capital. Why the Cup itself is boldly engraved "Marblehead Trophy" even though the deed of gift clearly stipulates that the prize is to be known as the "Marblehead Cup" will probably always remain the first mystery of the Cup. In a downright irony of fate, races known as "Marblehead Cups" have been held in the remote-controlled Marblehead class for decades around the world, yet they have nothing to do with our Marblehead Trophy whatsoever. The second mystery, namely why the original engraving on the Marblehead Cup features the year 1649, was easily clarified by Chris Johnston, Chairman of the Historical Commission of the town of Marblehead: The town became independent from Salem only 20 years after the first European settled there in 1629; nevertheless, the 300th anniversary was celebrated in 1929.

As the readers will be aware, 1929 was also the year when Norwegian Johan Anker designed the Dragon, to which we will return in

just a little while. Yet the class that competed for the Marblehead Trophy from 1929 onwards may well be regarded as a precursor to the Dragon. Though it is often said that the Dragon was modelled on the 6 metre class as a cheaper and safer alternative for young sailors – probably because designer Johan Anker is chiefly revered for his metre boats –, the Dragon evidently bears even closer kinship of soul and genes to the skerry cruisers, which also originated from Sweden and which were likewise conceived as a cheaper alternative to the metre yachts. Just try and overcome the freeboard of all three designs without the aid of a boarding ladder and you will quickly appreciate the kinship. The 30m2 skerry cruisers in particular were held in high regard as exceptionally fine pieces of sports equipment by sailors and designers alike in the late 1920s and became increasingly popular on both sides of the Atlantic. It is therefore no accident that the town of Marblehead in 1929 selected the 30m2 skerry cruisers to compete internationally for its newly created trophy.

It just so happened that in 1929, a certain Erik Lundberg of the Royal Swedish Yacht Club visited the USA with his 30m2 skerry cruiser Bacchant and proceeded to win an unparalleled eleven (11) races in a row – among which were the three races of the first Marblehead Trophy. As we know from a title page of the Boston Globe, the races were held in the course of the Marblehead Race Week and had only three competitors – the

US boat Tipler III, the German Kickerle, and that very Swedish Bacchant –, but did not lack suspense. In the end, Bacchant with its three wins came first, ahead of Tipler III (2-2-3) and Kickerle (3-3-2). In the third race, the first and the third boat are reported to have crossed the line within one minute and seven seconds of each other, after over three hours of racing – the Marblehead Trophy made for extremely exciting sailing right from the start!





Photo // digitalmuseum.se

Bacchant S-227, the boat that won the historic first Marblehead Trophy in the USA, 1929.



Photo // digitalmuseum.se

The collection of trophies that Lundberg's Bacchant won in the course of 1929 in the USA. Marblehead Trophy on the far left. Already in 1929 the cup is engraved „Marblehead Trophy” even though the deed of gift clearly stipulates that the prize is to be known as a „Marblehead Cup.”

THE SWEDISH ERA – THE TIME OF 30M2 SKERRY CRUISERS

Thus, the Marblehead Trophy had come directly to the home of the skerry cruisers, to Sweden, where it was destined to remain for the next 23 years. Over that period, the prize was fiercely contested, regularly changing hands among the Swedish yacht clubs. We can be reasonably certain that the racing was always done in 30m² skerry cruisers, both along the Baltic coast and on the large lakes. The Cup does not bear any engraving for the period 1933 to 1937. Either the Cup remained with Wästerviks Segel Sällskap, which had won it in 1932, or subsequent winners simply failed to have their names engraved. The next recorded winner, in 1938, is Gamleby Segel Sällskap, who have promised us to investigate their period. We thus hope and expect to be able to add some of the missing pieces to the puzzle of the history of the Marblehead Trophy's journey across Europe after the publication of this article.

We know for certain that races were held and the Marblehead Trophy was awarded in 1943, even

though the cup again bears no engraving for that year. The wonderful website digitalmuseum.se features photos of the Marblehead Trophy in 1942 and 1943, with Korybant winning both editions. The boat was owned by a certain Ingeborg Hedlund of the Royal Swedish Yacht Club.

The winning boat of 1939: Fagel Grip, a 30m² skerry cruiser.

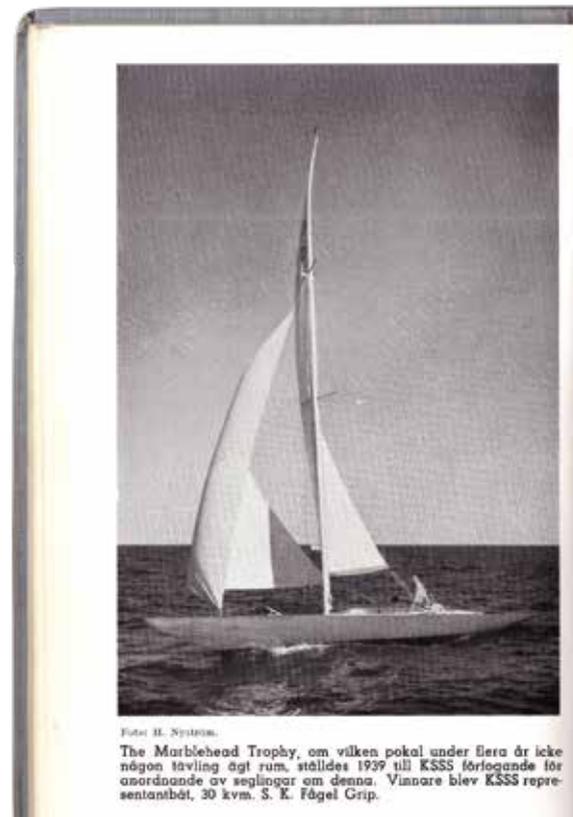


Foto: H. Nyström.
 The Marblehead Trophy, om vilken pokal under flera år icke någon tävling ägt rum, ställdes 1939 till KSSS förlögande för anordnande av seglingar om denna. Vinnare blev KSSS representantbåt, 30 kv. S. E. Fågel Grip.

Photo // Hans Drakenberg, KSSS

Sometime they'll give a war and we go sailing: Marblehead Trophy 1943 in the Sandhamn near Stockholm.





Photos // digitalmuseum.se

1 Photo finish of a race in 1942, with Korybant S 177 claiming victory. | 2 Korybant S 177 taking a clear lead in a 1943 race. | 3 The 1943 winning team: Hans Lindgren, Oscar Plym (helmsman), Conny Looft, Nils Nilsson. | 4 The winning helmsman of 1943, Oscar Plym.

The helmsman was, at least in 1943, Oscar Plym, offspring of what was then one of the most renowned boat yards for skerry cruisers. It is not easy to reconcile these peaceful sailing pictures with what was going on throughout the rest of Europe at the same time. One is tempted to say, "Sometime they'll give a war and we'll go sailing." Indeed, racing for the Marblehead Trophy took place in every single year of the Second World War.

From Motala Segelklubb we know that Arthur Olsson not only won the Trophy in 1944 and 1945, as indicated by the engraving on the

Cup, but that the club also held races for the Trophy on lake Vättern in 1946 and 1947, of which Olsson won at least the former. This means that the statistics (see below) must list Olsson among those few helmsmen who won the Trophy three times. His 30m² skerry cruiser, sail number S-182, was the Trickson II. According to Kristian Jensen of Motala Segel Clubb, the Marblehead Trophy was not held in 1948 because it was becoming difficult to assemble a fleet on the Vättern each year. The 1949 edition was therefore staged in Arkösund, where Sten Segerdahl of Linköpings Segelsällskap took the title with his Eva,

S-147. The following year, the Cup went to Lars Lundström of the Royal Swedish Yacht Club, whose Vanja VI had been built by Båtbyggeri AB in 1944. For both yachts we have been able to ensure that they are 30m² skerry cruisers.

The Cup again lacks an engraving for 1951. According to Hans Drakenberg, the Committee of the Royal Swedish Yacht Club eventually decided to henceforth sail for the Marblehead Trophy in the Dragon, which had become an Olympic class in 1948. The first such races took place in 1952 off Sandhamn near Stockholm, and they also marked the end of the Swedish Era of the Marblehead Trophy.

The winner of the 1944 to 1946 races: Trickson II, S-182.

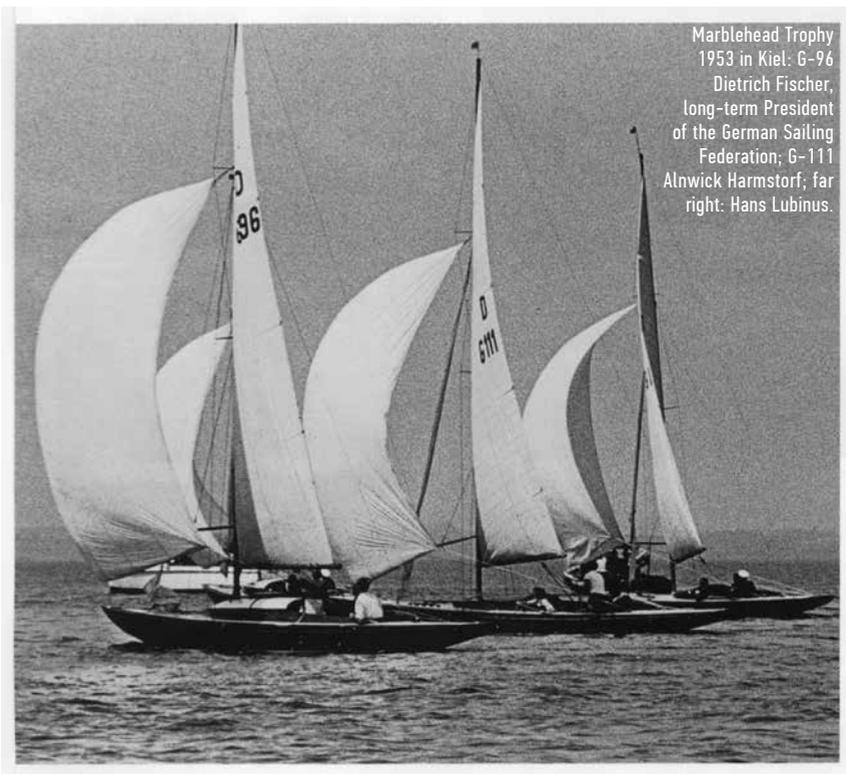


Photo // Kristian Jensen, MSK

THE MARBLEHEAD TROPHY AS A PRERACE TO THE KIEL WEEK

Alnwick "Abbi" Harmstorf of Blakeneser Segel-Club (BSC) in Hamburg, with his Dragon Bine III (G-111) and his crew Paul Rust and Matthias von Appen Jr., was the first winner in the Dragon era that began in 1952 at Sandhamn, and the first non-Swede to claim the Marblehead Trophy. Since the BSC is located on the tidal river Elbe, where races can only be held around highwater, club President Theodor Tetzen, as we know from his son Dieter Tetzen (who incidentally is

the club's current President), found himself unable to invite the Dragon fleet to his home on the Elbe. The 1953 Marblehead Trophy was therefore hosted jointly with the Kieler Yacht-Club (KYC) on the Kieler Förde, about 100km from Hamburg. This solution was indeed quite fitting in that Alnwick Harmstorf was also a member of the KYC, and the city on the Baltic was furthermore home to two other successful Dragon sailors, Hans Lubinus and Theodor Thomsen.



Marblehead Trophy 1953 in Kiel: G-96 Dietrich Fischer, long-term President of the German Sailing Federation; G-111 Alnwick Harmstorf; far right: Hans Lubinus.

Photo // Vereins-Chronik BSC

Photo // Mitteilungen des KYC

Wettfahrtergebnisse „Marblehead-Trophy“ (Drachenklasse)

Bootsname	Eigner Steuermann	Club	18. 6.	19. 6.	20. 6.	20. 6.	Gesamt- punkte	Platz	Preis
(18. 6. ungültig, siehe 20. 6. II. Start)									
Xantippa	J. Flinkenberg	HSS Helsingfors	—	12.	III.	10.	35	6.	
Wage XIV	O. A. Ernst	NRV	—	6.	11.	9.	63	7.	
Sünnechen	R. Harmstorf	BSC	—	13.	8.	8.	49	11.	
Wonne	B. J. Schuchmann	NRV	—	7.	9.	III.	115	V.	
Nirwana	Dr. W. Elsner	VSaW	—	III.	6.	II.	186	III.	
Donat IV	H. Ravenborg	NRV	—	V.	IV.	V.	151	IV.	
Herta	K. Sieber	BYC	—	8.	—	14.	25	14.	
Caramba IV	W. v. Eicken	NRV	—	15.	12.	6.	44	12.	
Kehold XVIII	D. Fischer	NRV	—	IV.	—	12.	62	8.	
Quatach	E. O. Ahlers / J. Schlusback	SSC	—	14.	7.	7.	62	10.	
Gustel X	Th. Thomsen	KYC	—	1.	II.	IV.	230	II.	
Hamba III	Dr. H. Kadelbach	VSaW	—	10.	V.	13.	62	9.	
Puzzle II	G. van Wijk	Brasernermeer Holland	—	9.	13.	—	20	15.	
Spirito	Th. Ahrenberg St. Heiberg	KSSS Stockholm	—	11.	10.	11.	28	13.	Results of the Marblehead Trophy 1954.
Galatea	Guidi Ferrari Pino Carttino	YCI Genua	—	II.	I.	I.	266	I.	

From numerous „Notes of the Kieler Yacht-Club“, which archivist Brigitte Hatke-Beck very kindly researched, we know that the Marblehead Trophy was held in 1953, 1954 and 1957 as a prerace to the Kiel Week in the Dragon class. The event in 1953 was indeed won by Theodor Thomsen, who according to the Notes combined “a superbly maintained boat, exemplary crew trim, and the helmsman’s experience and ambition”. The next

year, however, in a fleet of 15 boats, Thomsen’s series of 1-2-4 was beaten by the Italian Guido Ferrari of Yacht Club Italiano, whose Dragon Galatea II (I-12), crewed by Pino Carttino, Antonio Carttino and Carlo M. Spirito, took the lead quite confidently with a series of 2-1-1.

This picture of a fleet of dragons on the Kieler Förde was featured in several “Notes of the Kieler Yacht-Club” in the 1950s.

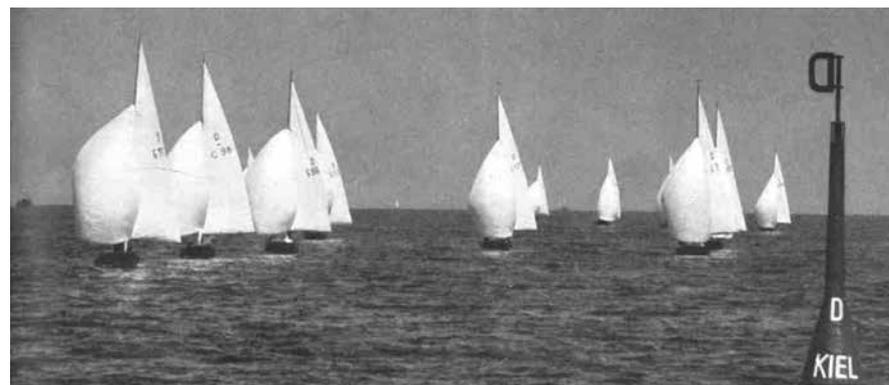


Photo // Mitteilungen des KYC

THE ITALIAN ERA – DRAGONS SAILING OFF GENOA, TRIESTE AND NAPLES

Consequently, the next Marblehead Trophy took place in Italy, off the coast of Genoa, in February of 1955. Tony Viretti of Yacht Club Italiano kindly provided us with a number of Italian newspaper articles, as well as with the list of participants for the races:

Morgan Gander (Sport Nautique du Havre)

Humba III Kadelbach (Münchner YC)

Carola II Linnebach (YC de Monaco)

Vodka F.R.Woodroff
(Island Sailing Club Cowes)

Tergeste (I-4) Sergio Sorrentino
(YC Adriaco)

Gabbiano (I-8) Nino Cosentino
(YC Canottieri Savoia)

Galatea II (I-12) Pino Carttino
(Yacht Club Italiano)

Flambé (I-15) De Angeli-Frua
(Compagnia della Vela – Sanremo)

Japetus (I-16) Gismondi
(Club Vela Ancona)

Tony Viretti furthermore notes that the Dragons Tergeste, Galatea II and Japetus are still sailing today, 65 years later. According to Achim Kadelbach, Humba III was G-136, which his father towed all across Europe back

then. The Kadelbach family has remained true to the Dragon class to this day. The earlier results from Kiel likewise list several names that are still familiar in contemporary racing – further evidence that the Dragon class thrives on family tradition. Tony Viretti also confirmed that the 1956 Trophy took place off Trieste, hosted by Yacht Club Adriaco, home to the previous year's winner Sergio Sorrentino and his Tergeste. In Trieste, Theodor Thomsen won the Marblehead Trophy for the second time and took it back to Kiel again. However, his home turf brought him no luck, as in 1957 he was beaten on the Kieler Förde by Sergio Sorrentino and Thorkil Warrer, who took the Trophy to Denmark for the first time, specifically to the Royal Danish Yacht Club.

The Trophy was to remain in Hellerup near Copenhagen for another year when in 1958 it travelled from the Royal Danish Yacht Club to Hellerup Sejlklub, where in 1959 it was won by N. Cosentino of Yacht Club Savoia in Naples. This marked the start of a seven-year Italian era, with races taking place off Naples three times, once off Genoa, and another three times off Trieste.

Riccardo Improta of Circolo Canottieri Napoli reports that in those days, the Marblehead Trophy was considered something like the unofficial European Championship of the Dragon class. After all, it was the heyday of the Dragon in the Olympics, with King Constantine II of Greece taking the gold medal in the 1960 games – in the waters of Naples, where in 1960 the Marblehead Trophy was held, too. Perhaps fittingly, it was the Greeks who in 1966 ended the Italian reign over the Marblehead Trophy, which O. Eskitzogloy claimed off Trieste.



Dragon I-18 Areusa (Greek for Ischia), which won off Naples in 1961.

Results of the Marblehead Trophy 1957.

Marblehead-Trophy der Drachenklasse			
NAME der Yacht	Eigner Steuermann	Club	Punktzahl
I. Lil	Consul Th. Warrer	KDY	387
II. Aretusa	S. Sorrentino	YCI	317
III. Gustel XII	Th. Thomsen	KYC	276
IV. Dinah IV	H. Ravenborg	HSC	268
V. Wonne II	B. J. Schuchmann	SVAOe	254
VI. Bajazzo VII	G. Spangenberg	SVN	233
7. Toni X	J. Gähde	SVW (Wittgen)	195
8. Quatsch	E. O. Ahlers		
9. Kobold XVIII	D. Fischer	SCRbe	190
10. Sünnschien II	R. Harmstorf	NRV	110
11. Moritz	Norbert Schuldt	BSC	78
12. Caramba IV	W. v. Eicken	SV Alster	69
13. Humba IV	Dr. H. Kadelbach	ASV	58
14. Kai-Kai	J. Rimboeck	VSaW	38
15. Alte Liebe	H. Reinicke / H. Twelkmeyer	PYC	34
16. Max	Ralf Schilling	SV Rot-Gelb	20

THE DARK AGE - BØRRESEN SAVED THE MARBLEHEAD TROPHY

For 1967 and 1968, the engraving on the Cup at least says 'not raced', though we do not know whether the Trophy was not even contested or, as we will see in later years, races were planned but cancelled for lack of wind. For 1970, the Cup bears a Greek engraving, naming Ioan Giapalakes of Olympiakos S.F.P. Unfortunately, we have not yet received a response to our request for additional information from Greece. We would love to learn more about the races that were likely held in Greece at least in 1970 and 1973.

All we have is the engraving that states that the 1973 Trophy was won by Danish boat-builder B. Børresen in his BB X. The class BB 10 was designed by Børge Børresen only in 1977, so we may assume that BB X was a Dragon. Børresen is commonly considered to be the saviour of the Dragon class, having built the first Dragons from FRP in 1971 and having ensured the comparability of Dragons built from wood and from FRP, which continues to be an essential characteristic of the Dragon class today. This allowed the class, which lost its Olympic status in 1972, to survive and indeed thereafter to thrive as an international class more strongly than ever before. We may therefore safely reject any notion that Børresen might have competed for the Marblehead Trophy in anything other than a Dragon. It rather seems that he saved

not only the class but also the Trophy. An almost identical engraving follows in 1975, the boat now being called BB XII. Remarkably, Børresen did not have a club engraved, even though the deed of gift of 1929 clearly stipulates that the Trophy is won and must be defended by a club, rather than by the individual sailor. A club name was already lacking in the Greek engraving of 1966. This may indicate that the deed of gift went lost at some point between Italy and Greece, and was therefore unknown to Børresen.

THE MARBLEHEAD TROPHY AS A PRERACE TO THE DRAGON GOLD CUP

Several sources report that the Marblehead Trophy "used to be a prerace to the Dragon Gold Cup". This has been confirmed by Björn Palmquist for 1978, when races took place in Ebeltoft, Denmark. He and his brother Johan crewed for their father Bengt Palmquist, winning the four races for the Marblehead Trophy, and the Gold Cup immediately afterwards, in their Dragon Galejan II (S-194). The fact that Børresen staged the 1978 Marblehead Trophy as a prerace to the Gold Cup suggests that he may have already had this idea in 1975, when the Gold Cup took place in Marstrand in Sweden. This is mere guesswork, but Marstrand is not too far from Børresen's boatyard in Vejle, on the other side of the Kattegat, and the pragmatist

Børresen seems a likely candidate to have come up with the idea of making the Marblehead Trophy a prerace to the Gold Cup. Any clarification on this question by the readers will be much appreciated.

The next engraving dates from 1983, when the races were again held off Marstrand, and credible sources have stated that the Marblehead Trophy served as a prerace to the Gold Cup at least from this year onwards. Tommy Müller, who later proceeded to win the Trophy five times, laid eyes on the large silver Cup for the first time in his life in Marstrand. The 1983 winner was J. Stenholm of SSV Sweden, so that in theory the country should have hosted the Trophy again in 1984. However, that year's Gold Cup was to take place in Denmark, across the Kattegat again, not too far away. On November 12, 1983, the International Dragon Association even decided, evidently in absence of the deed of gift, that in the future, the Marblehead Trophy was to comprise of four races to be sailed over two days as a warm-up to the Gold Cup. And so it was in 1984 in Skovshoved near Copenhagen, where Valdemar Bandolowski from Denmark won both, the Marblehead Trophy and the Dragon Gold Cup.

No results are engraved to the Marblehead Cup for 1985 and 1986. The annual bulletin of the German Dragon Class Association

contains an announcement for the Marblehead Trophy to be held at Douarnenez from August 17 to 21, 1985, in the course of the Coupe de Bretagne, which was in turn the prerace for that year's Dragon World Championship. However, the extensive coverage of the Coupe de Bretagne 1985 in the subsequent issue of the bulletin makes no mention whatsoever of the Marblehead Trophy, from which we can only conclude that it did not take place that year.

1987 was the last year for the Marblehead Trophy to be a prerace to the Gold Cup. Vincent "Vinci" Hösch, then still a relatively young rising star on the German sailing scene, won the Marblehead Trophy at the Royal Northern & Clyde Yacht Club, where the Gold Cup was staged immediately afterwards. The silver Cup was indeed handed over to him along with the oral tradition that this was a perpetual trophy, with next year's races to be hosted by the current winner. Meanwhile, the deed of gift remained lost. Vinci Hösch went on to win the races a record eight times as helmsman – although the Marblehead Trophy was not awarded on one or possibly two of these occasions (see below) –, plus an additional five times as Tommy Müller's crew. This undisputed "Mr. Marblehead Trophy" had already become Star World Champion in 1981 as Alexander Hagen's crew – in Marblehead, of all places!

THE BAVARIAN ERA – WITH VINCI ON LAKE GARDA

To understand the choice of Malcesine on the shores of Lake Garda in Italy as the venue for the 1988 Marblehead Trophy, it is important to know that the lake with its completely reliable and strong thermal winds is a Mecca not just for Italian sailors, but perhaps even more so for those from southern Germany. Accordingly, many of the large sailing clubs located on the Bavarian lakes had already formed partnerships with clubs on Lake Garda decades ago, and they very much consider the lake, which is about four hours away by car, their “home turf”.

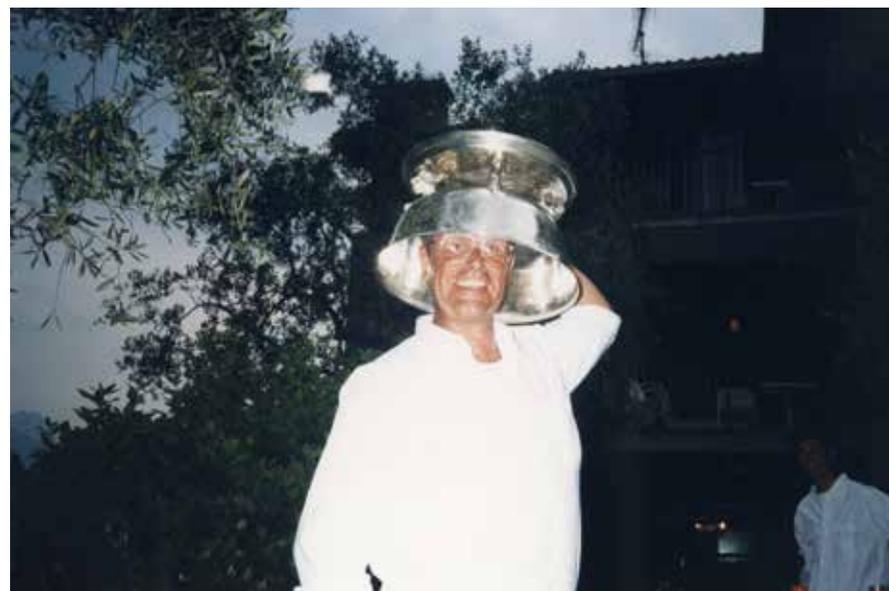
For want of the deed of gift, Vinci assumed anyway that the winner of the Marblehead Trophy, i.e. supposedly the helmsman of the victorious boat, is free to choose the venue for his defence. Since at the time he was affiliated

with two clubs – Chiemsee Yacht Club (Prien) and Deutscher Touring Yacht Club (Tutzing, Lake Starnberg) –, he had the names of both clubs engraved on the Cup in order to do them both justice. But as the venue for his defence in 1988 he chose Malcesine, where the Lake Garda Cup, a top-class Dragon event, had already been taking place for many years. What he did not anticipate, however, was that the 1988 edition of the Marblehead Trophy was won by Holger Tollmien from Hamburg, supported by his sons Christian and Ole. Thus, the Trophy was once again claimed by a family team, precisely ten years after the Palmquist family’s triumph, and the Cup went to the north of Germany, not even having settled down properly in the south. These family teams are clearly an important part of what makes the Dragon class so special.



The Tollmien family in Malcesine, 1988.

Photos // Familie Tollmien



The victorious helmsman of 1988, Holger Tollmien.

Issue 2/1989 of the annual chronicles of the German Dragon Class Association contains a stirring piece by Holger Tollmien on the Marblehead Trophy of 1989, which in consultation with the North German fleet he hosted off Glücksburg on Flensburg Firth in the week before Kiel Week. Since the deed of gift continued to be lost at the time, the organizers were unaware of the one-boat-per-club rule, and so more than 50 Dragons signed up. After four of the five scheduled races and with the discard already deducted, the two favourites Vincent Hösch and Jesper Bank effectively shared the lead. He who prevailed in the final race would take the Trophy home. Consequently, the final race became a downright match race between the two boats, right up to the finish line, with little heed

paid to the rest of the fleet. Though Hösch only finished in fourth place, he was ahead of Bank, allowing him to gloriously recapture the Marblehead Trophy.

Vincent Hösch, Mucki Binder and Dirk Stadler reclaimed the Trophy at Glücksburg in 1989.



For the next year, Vinci preferred his own stomping ground after all and had the Marblehead Trophy organized by the Chiemsee Yacht Club in Bavaria as part of the Silberdrachen series in May 1990. 39 Dragons participated. However, the lake produced highly unusual foul weather, with bad weather southerly winds. The race director insisted that racing was not possible in these conditions. Riot erupted among the Dragon sailors; one of them was even banned from sailing for disciplinary reasons. Those memories are still quite vivid in the minds of the protagonists – we refer to a report in the annual chronicles (issue 2/1990) for further details. In any event, with only three of the four scheduled races sailed, the Marblehead Trophy 1990 was not awarded to the leading sailor, Markus “Buarle” Glas. Instead, it remained with Vinci, who took it to Lake Garda the next year.

At that time, Lake Garda was still the site of the well-established Dragon Cup in Malcesine, which had already embodied the Marblehead Trophy in 1988. Without knowing the deed of gift, the desire was nevertheless to do justice to the great silver Cup by giving it its own series of races. With this aim in mind, Vinci approached the Circolo Vela Torbole for the first time in 1991 – the beginning of a Dragon tradition at Torbole which continues to this day. In May 1991, the first “Vinci practice” took place at Lake Garda, followed by the Marblehead Trophy with 26 boats competing at

Torbole, and finally the Lake Garda Dragon Cup immediately afterwards, at Malcesine. Vincent Hösch again claimed the Marblehead Trophy that year.

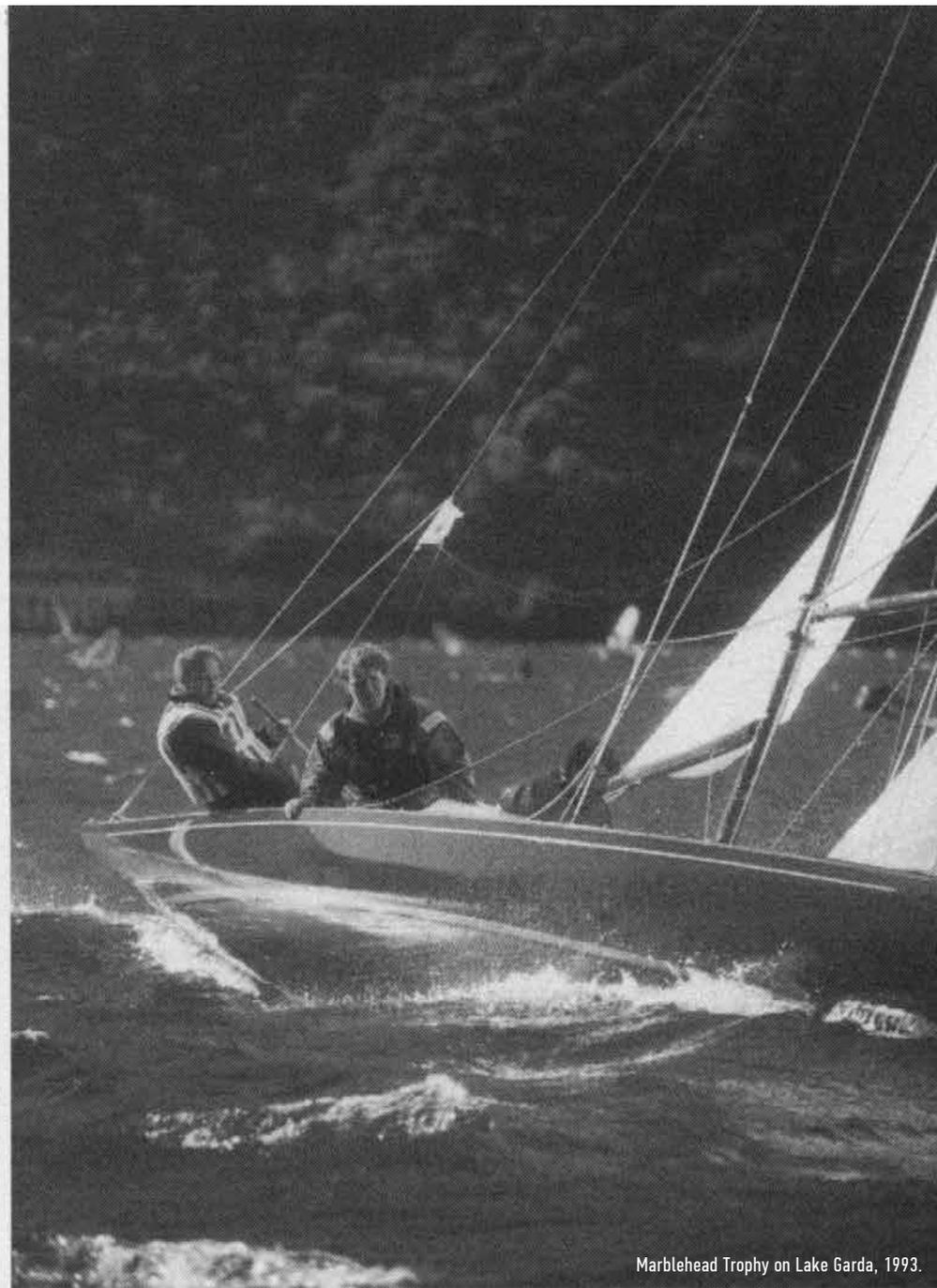
No information is engraved in the Cup for 1992. Yet the relevant issues of the annual bulletin of the German Dragon Class Association tell us that races for the Marblehead Trophy took place at Torbole in May 1992, with Vinci winning the series. However, there is no record as to how many races were held and whether perhaps the Trophy was not awarded because the number of races fell short of the schedule. Alternatively, the

engraving may simply have been forgotten, as had already happened in earlier years. In May 1993, four races for the Marblehead Trophy were held again at Torbole, this time however attracting only 19 Dragons. This was the first year to feature a windward/leeward course, which was intended to do justice to the challenging conditions encountered on Lake Garda: At Torbole, the lake is only 2 km wide and bordered by tall rocks on both sides, in between which the thermal wind will often accelerate to 20 knots, while up to 30 knots are not uncommon. At the same time the lake, which is 50 km long and up to 350 m deep, does not

produce the short and steep waves that are typical of inland waters, but rather unusually long and large ones, on which even the heavy Dragons will surf reasonably well, given enough wind. Yet surfing is only an option while running, whereas the reaching legs of the Olympic triangle, which was still the custom at the time, were often tortuous. Another reason for the low participation in these years may have been the fact that Vinci always won at Torbole anyway – as he did again in 1993. The annual bulletin of the German Dragon Class Association (issue 1/1993) contains a detailed account of these races by Tulli Allihn.



Marblehead Trophy on Lake Garda, 1993.



Marblehead Trophy on Lake Garda, 1993.

The year 1993 also saw a survey among the members of the German Dragon Class Association regarding the future of the races on Lake Garda. As a result, the next year the Lake Garda Cup and the Marblehead Trophy were held jointly, as a seven-day event at Torbole with just one race per day. This format was clearly modelled on the Gold Cup, although one discard was at least permitted. Five races took place among 18 Dragons in July 1994, and Vinci Hösch was again victorious.

In May 1995, the number of boats dropped to 17, with seven races completed over the course of six days and Vincent Hösch winning for the fifth time running. It was likely because of the dwindling participation that Vinci had the Trophy return to his home venue, the Chiemsee in Bavaria, for the 1996 edition. Nevertheless, the unique Dragon races for the Marblehead Trophy at Torbole were fondly remembered by a group of die-hard fans, which ultimately led to the establishment of a new series of Dragon races in 2005. Modelled on the Marblehead Trophy of the 1990s, these races are still held annually as a cooperation between Chiemsee Yacht Club and Circolo Vela Torbole. Named after the first President of the German Dragon Class Association, this Hans-Detmar Wagner Cup was even a grade 1 Grand Prix event in 2017 and will be part of the Italian Dragon Nationals for the first time in 2020.



Photo // Hans-Herbert Hoffmann

The Chiemsee Yacht Club hosted the 1996 Marblehead Trophy as part of the Silberdrachen races in May. And, lo and behold, 27 boats signed up for the five races. The winner was Dr. Helmut Schmidt of the German Touring Yacht Club, who later became the President of the German Dragon Class Association. It was Dr. Schmidt, or rather his Bowman Florian Mühlbauer, who investigated the deed of gift of the Marblehead Cup. Nevertheless, it was to be a few more years until, strictly in accordance with the deed, only one boat per club was admitted to the races again and the defence of the Trophy

was conferred upon the victorious club, rather than the individual sailor.

Dr. Schmidt staged his defence with the German Touring Yacht Club off Tutzing on Lake Starnberg in Bavaria. Although 50 Dragons competed in 1997, only a single race was sailed for lack of wind, so the Marblehead Trophy was not awarded that year. The race was won by a certain Vincent Hösch, followed by Ulli Libor and Peter Fröschl. If we count this win and that of 1992 towards the Marblehead Trophy, Vinci triumphed a total of eight times as a helmsman alone.

The Lake Starnberg provided much better wind in May 1998, doing full justice to the Lake Garda-proven Trophy. 43 boats, 13 of which from the hosting German Touring Yacht Club, were able to complete four races. Wolfgang "Wolfi" Rappel won ahead of Vincent Hösch, Tulli Allihn, Michael Erhard and Peter Fröschl. The annual bulletin 1998/1999 contains a detailed report of this wonderful event and the full list of results. Wolfi Rappel, the 1985 Dragon World Champion, called winning the Marblehead Trophy "the personal highlight of his 15 years of Dragon sailing".

Wolfgang Rappel won the Trophy for the Bavarian Yacht Club, which since 1979 had been hosting the Dragon Cup on Lake Garda at Malcesine, to where the Marblehead Trophy therefore returned in 1999. 15 km south of Torbole, though still reliable, the wind tends to be a little more moderate than at the very north end of the lake, which meant that Vinci was unable to dominate the races to quite the same extent as in previous years. The winner in 1999 at Malcesine was the grand master of German Dragon sailing at that time, Marcus "Buarle" Glas, ahead of Dieter Krautgartner and Achim Kadelbach, in a fleet of 32 boats. The Marblehead Trophy was scheduled to take place again in Malcesine from June 29 to July 1, 2000, but the annual bulletin of the German Dragon Class Association suggests that not a single race found its way into the rankings, and the Cup also lacks an engraving for that year. The next bulletin announces a Marblehead Trophy to be held in May 2001 on Lake Garda and to be hosted by the Munich Yacht Club, which comes as a bit of a surprise, seeing that Buarle Glas is actually affiliated with Yacht Club Possenhofen. But then again, both of these clubs are located on northern Lake Starnberg and share a long-standing love for Lake Garda. Plus, as already

noted, the recently re-emerged deed of gift was not taken all too seriously, at least as far as the role of the club as the competing and defending party is concerned. At the time, the Marblehead Trophy was considered to be more attractive in the form of an open regatta that counted towards the rankings – which, then again, is fully in line with the deed.

Vinci – who by that time had long resorted to also crewing for money, mostly in the Dragon class – recalls the 2001 Marblehead Trophy off Navene, a village on the Lake Garda shore between Malcesine and Torbole. He was tending the foresheet for Harm Müller-Spreer. The skipper steadfastly refused to believe Vinci, who knows the lake like the back of his hand, that in southerly winds, the only way to go is to the far left along the rocks. Consequently, Frank Eriksen won the Marblehead Trophy and took it back to Denmark, where it was to remain for the next seven years.

THE DANISH ERA IN THE NEW MILLENNIUM

As much as we know about the Marblehead Trophy in the 1990s, little is reported about the subsequent years under Danish reign.

An engraving exists for each year, and the annual bulletins of the German Dragon Class Association and of the International Dragon Association at least allow us to reconstruct the dates and venues, with the exception of 2002 and 2003. The reader is asked to refer to the table for this information. The only additional information we have is that in 2006 and 2007, the Marblehead Trophy was part of the Danish Nationals, which suggests that in Denmark, too, more than one yacht per club was admitted to the races.

Frank Berg, who won the Trophy in 2004, 2006 and 2007 for the Royal Danish Yacht Club, established a fine tradition, which Tommy Müller was later on happy to continue: On the eve of the first race, the current holder of the Marblehead Trophy invites all participants to his home. The author had the pleasure of experiencing such an evening in 2012 in Kiel and can therefore confirm how much the occasion contributes to spreading the fascination with the large silver Cup. May conformity with the deed of gift – as we know today, the Marblehead Trophy belongs to the yacht club, not to the individual sailor – be of no concern in this regard.

THE SECOND KIEL ERA – VINCI'S SECOND COMING

In 2008, Tommy Müller entered the stage of the Marblehead Trophy. At the time, Tommy was winning every Dragon race there was, usually with Vinci at the foresheet, so it was only a matter of time until the pair got their hands on the Marblehead Trophy (again, in Vinci's case). It finally happened in 2008, off Hellerup, with Max Scheibmeyer as their third man. Thus, after 52 years, the Marblehead Trophy once again took place on the Kieler Förde in 2009. Although Tommy Müller races for Norddeutscher Regattaverein in Hamburg, he is equally at home at Yacht Club Strande near Kiel, where some wonderful races for the Marblehead Trophy were held over the following years – incidentally, henceforth with strict adherence to the deed of gift: one boat per club only.

First, however, there was yet another exchange of blows with the Danes: Jens Christensen of the Royal Danish Yacht Club won in 2009 at Kiel, so that the next year, Tommy, Vinci and Michael "Michi" Lipp, their third man from 2010 onwards, were obliged to sail in Skovshoved in order to win back the Trophy once again.



Tommy Müller successfully defending the Marblehead Trophy in Kiel 2012.

The same team won in each of 2011, 2012 and 2013 at Kiel, each time in perfect weather conditions. The first of these events actually took the most exciting course, as the American Ivan Bradbury made a bid for the Marblehead Trophy: In the fourth and final race, Ivan Bradbury and Tommy Müller passed the last leeward mark in second and seventh place, respectively, which made the two helmsmen joint leaders in the overall standing as they began the final windward leg. At that point, the Trophy had all but returned to the USA! At the end of the race, Bradbury came fourth and Tommy sixth, which meant the overall title for the latter. That was close! A short report on this regatta may be found on page 36 of the 2012 annual bulletin of the German Dragon Class Association.

The last Marblehead Trophy races off Kiel, as of today, took place in August 2014, and the sailing venue really ended on a high note: six races including a long-distance course around the lighthouse, which counted double and could not be discarded. Prior to the final race and with the discard already accounted for, the standing was: Jørgen Schönherr (DEN, 10 points), Yevgen Braslavets (UKR, 13 points), Tommy Müller (GER, 13 points), Markus Wieser (GER, 14 points). In gusts of well over 20 knots, the final race was won by Braslavets, Schönherr came third, Wieser fourth and Müller fifth – the Trophy went to Denmark once more. This so far last Marblehead Trophy at Kiel is extensively covered in the annual bulletin 2015.

The last Marblehead Trophy in Kiel, as of today, in 2014



Photo // Hans-Herbert Hoffmann

THE WAY TO RUSSIA – AND ON THE DRY WAY TO PORTUGAL

Jørgen Schönherr brought the Trophy to Køge, Denmark. The website of the Danish Dragon class association still lists the announcement for a Marblehead Trophy regatta to be held from June 18 to 21, 2015, which never came about. The next year, racing did take place in Køge, and Jens Christensen of the Royal Danish Yacht Club, who had already won in 2009 on the Kieler Förde, claimed the Trophy for a second time. For the Royal Danish Yacht Club, this was the seventh time to welcome the Cup to their cabinets. However, the quality of the engraving from 2016, which is barely legible and appears to be done by hand, seems to suggest that the excitement about the Cup wore off somewhat over the years in Hellerup.

Indeed, the 2017 Marblehead Trophy, which the Royal Danish Yacht Club had advertised for July, was cancelled. This brought the interpreters of the deed of gift to the scene. With reference to art. 7 of the deed, Søren Hvalsø from Dragør Yachtclub (also in the Copenhagen area) was identified as the “first challenger” and therefore allowed to take the Marblehead Trophy home without so much as a splash of water. In June 2018, a Dragon Grand Prix, a grade 1 event, took place off Dragør, and the Marblehead Trophy was awarded on the basis of the results of the first three days of sailing for the Grand Prix, the winner of the Marblehead Trophy being determined among a subset of the participants in the Grand Prix.

The 2019 Marblehead Trophy off St. Petersburg. Winner Dmitry Samokhin in the foreground.



Photo // Elena Razina

The winner of the Marblehead Trophy in Dragør was the Russian Anatoly Loginov, who competed for the Yacht Club de Cannes. With the French club's approval, he took the Trophy to St. Petersburg, where the 2019 Marblehead Trophy was hosted by the St. Petersburg Yacht Club. The winner was Dimitry Samokhin of the local Hercules Marina. The outcome was a close one though, as the Trophy almost went to Portugal in 2019, with Pedro Rebelo de Andrade of Yacht Club Nautico de Tavira finishing only one point behind Dimitry after five races and one discard. After 90 years, the Marblehead Trophy still makes for extremely exciting racing! At the start of 2020, the defending event of the Marblehead Trophy has already been announced in the form of races scheduled for June 18 to 21, 2020 in St. Petersburg, where the first challengers have already registered. Not least the kindness and support offered by Andrey Petrov, the head of media center of the local organisation, and by the defender Dimitri Samokhin, whose mother photographed all the engravings

on the cup for our research, provides evidence of how professionally and passionately the Marblehead Trophy tradition was continued in Russia. And yet, just before the editorial deadline for this text, we have received the sort of news that will probably be part of the Marblehead Trophy forever: Port Hercules in St. Petersburg is forced to cancel the event scheduled for June 2020 due to construction work. Pedro Andrade, who was already registered as a challenger, is kindly stepping in with his Clube Nautico of Vilamoura, spontaneously organizing a Marblehead Trophy 2020 scheduled for October 29 to 31 in Vilamoura, Portugal, as a pre-regatta of the Dragon Grand Prix, including the European Grand-Prix Cup Finals at the same location.

We are very much looking forward to this sequel of the Marblehead Trophy's journey through Europe and potentially the whole world, and remain anxious to see where in the world, in ten years' time, we may have the pleasure of celebrating the centenaries of both the Marblehead Trophy and the Dragon class – hopefully together.

I M P R I N T

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SOME THOUGHTS ON THE INTERPRETATION OF THE DEED OF GIFT

Following this detailed exposition on the history of the Marblehead Trophy, I would now like to offer a few thoughts on the spirit of the Trophy. The intention is not to comment on the past, but merely to offer some constructive reflections about future arrangements. Accordingly, these reflections can be but recommendations to future holders of the Trophy and to the Selectmen of the Town of Marblehead, which to this day has the last say when it comes to interpreting its deed of gift.

- The event is a competition among yacht clubs, each of which may send a single representative.
- This means that the Marblehead Trophy cannot count towards any rankings. Past practice to the contrary was due to absence of the deed of gift and to the desire to attract more participants. In the future, the spirit of a competition among yacht clubs should be respected.
- Neither should the Marblehead Trophy be conducted as part of another event. While such joint events have proved successful in the past, with the winner of the Marblehead Trophy even being determined among a subset of the participants in the other event, such a practice fails to honour the significance of the Trophy.

- The deed of gift assumes that yacht clubs send “yachts” to represent them in the event. It should be clarified whether this precludes the option to participate in the Marblehead Trophy using a chartered yacht.
- The fact that the defending club holds the event for the Marblehead Trophy does not imply that it must choose the venue at its home waters. The 90-year history of the Trophy abounds with examples of wonderful races that were conducted in the spirit and under the control of the defending club, but in foreign waters, e.g. 1952 in Kiel, 1989 in Flensburg, and all those years at Lake Garda. Such events, which we do not want to miss in the history of the Marblehead Trophy, should be considered fully in line with the deed of gift. The relevant §5, which postulates an announcement of the defending event before January 1st of the year in question, says nothing about where to sail.
- There is a rumour that even made it into the centenary bulletin of the German Touring Yacht Club, which won the Marblehead Trophy more often than any other club: that the deed of gift rules out racing on lakes. This is clearly false. There seems to have been some confusion with the America's Cup.

• The deed of gift does not stipulate a minimum number of races. The applicable notice of race may of course do so instead; however, in that case, the deed does not say what happens if the scheduled number of races are not achieved. Common sense and established practice dictate that the Trophy then remains with the defender. But is that indeed still clear if we subject art. 7 of the deed to a strict interpretation? The interpretation that was implemented in 2017 was probably correct (even though art. 6 was initially not violated then and, with the cancellation of the races, the challenge was in a sense *ex post* considered as not accepted and art. 7 was deemed to be violated, though the sixty-day period had already expired or, more accurately, had never begun in the first place – the interplay of art. 6 and art. 7 is indeed quite complicated in contract-theoretic terms!). Does this interpretation not mean, then, that after any cancelled regatta, including those that are cancelled for lack of wind, the Trophy must be passed on to the “first challenger”? In the America’s cup, the races continue until a winner has been determined, no matter how long the wait for suitable weather. Not only is there “no second” in the America’s Cup, as we have known since Queen Victoria, but there also cannot be any notion of “no-one won because we did not get to sail”. A different practice has prevailed in the Marblehead Trophy at least during the last 70 years of racing in the Dragon class. This is due not least to the class requiring at least five knots of wind for worthwhile races.

Therefore, the deed of gift should clearly stipulate that force majeure, including too little or likewise too much wind on all scheduled racing days, is not to be considered an *ex-post* rejection of the challenge and that art. 7 is then not applicable. Those who may think that this issue is merely of academic interest but of little practical relevance are encouraged to carefully read the reports on the Marblehead Trophy of 1990, when only three races were accomplished, and to consider the ensuing discussions. We ought to realise that, in combination with the interpretation of the deed of gift that was adopted in 2017, such a situation may cause a veritable catastrophe, and we should do our best to prevent that from happening.

• A similar situation as in 2017 has now occurred in 2020: An already announced defence had to be cancelled. Yet unlike in 2017, this year the Trophy was not given to the first challenger, instead the Historical Commission of the town of Marblehead was asked whether the defence may be rescheduled and relocated – to October 2020, in Portugal. It is not comprehensible why it complied with the request. This decision is at odds with §§6 and 7 of the deed of gift – a point which we emphasise in order to forestall arbitrariness on the part of future defenders. The spirit of the original donators of 1929, who clearly had attractive and annual races in mind, in §§6 and 7 also envisages a good measure of protection for challengers from nasty surprises. As soon as a challenge has been made, §7 grants the defender 60

days to organize the defence – unless he already announced a defence according to §5; if such a defence is cancelled, already registered participants of course count as challengers – and he must expressly hold this defence “in the holding Club or its Country” according to §6. Thus, the defender cannot escape the challenge by simply running away.

• The interplay of challenge and defence is what really defines the unique character of

the Marblehead Trophy, much more so than just annual racing in big fleets. The 1990s saw fleets of more than 50 boats, made possible only by misinterpretation or absence of the deed of gift. Against this background, we would like to make the basic suggestion that any past mistakes in interpreting the deed of gift shall never serve as justification to repeat the same mistakes in the future. We rather ought to try each year to honour as best as we can the spirit of the original donators of 1929.

STATISTIC

Helmsman (won the Marblehead Trophy)

Vincent Hoesch	7*	K. G. Linden	1	Valdemar Bandolowski	1
Tommy Müller	5	Sven Salen	1	Holger Tollmien	1
Arthur Olsson	3	Sten Segerdahl	1	Helmut Schmidt	1
Sergio Sorrentino	3	Lars Lundström	1	Wolfgang Rappel	1
Frank Berg	3	Alnwick Harmstorf	1	Markus W. Glas	1
Oscar Plym	2	Guido Ferrari	1	H. K. H. Prins Henrik	1
J. E. Edlund	2	Thorkil Warrer	1	Claus Hoj Jensen	1
Ingvar Rosenlund	2	Ole Berntsen	1	Jorgen Schönherr	1
Theodor Thomsen	2	A. Masciocchi	1	Anatoly Loginov	1
N. Cosentino im	2	V. Porta lim	1	Dimitry Samokhin	1
B.Borresen	2	Sergio Trevisan	1		
Frank Eriksen	2	O. Eskitzogloy	1		
Jens Christensen	2	Ioan Giapalakes	1		
Erik Lundberg	1	Bengt Palmquist	1		
A. Sunden Gullberg	1	J. Stenholm	1		

*1992 counted

Yachtclub (won the Marblehead Trophy)		Gamleby Segel Sällskap	1
		Linköpings Segelsällskap	1
Deutscher Touring Yacht Club	8*	Blankeneser Segel-Club	1
Kongelig Dansk Yachtclub	7	Yacht Club Italiano	1
Chiemsee Yacht Club	7**	Hellerup Sejlklub	1
Kungliga Svenska Segelsällskapet	5	Circolo Canottieri Napoli	1
Norddeutscher Regattenverein	5	Unione Sportiva Quarto	1
Motala Segelklubb	3	Societa Vela Oscar Cosulich	1
Yacht Club Adriaco	3	Olympiakos S.F.P.	1
Wästerviks Segel Sällskap	2	Royal Gothenburg Yacht Club	1
Stockholms Segel Sällskap	2	SSV Sweden	1
Kieler Yacht Club	2		
Yacht Club Savoia	2	*1992 counted **including the DTYC	

Countries (won the Marblehead Trophy)		Countries (sailed the Marblehead Trophy)	
Germany	19*	Sweden	18
Sweden	18	Italy	16*
Denmark	15	Denmark	14
Italy	9	Germany	12
Greece	2	Greece	2
Russia	1	Russia	1
France	1	UK	1
UK	0	USA	1
USA	0	France	0
		*1992 counted	

YEAR	DATE	AREA	COUNTRY(DEFENDER)	
1929	Marblehead Race Week July	Marblehead Stockholm	USA	
1930			Sweden	
1931			Sweden	
1932			Sweden	
-				
1938	25.-27. July	Västerviks	Sweden	
1939		Gamleby	Sweden	
1940		Stockholm	Sweden	
1941		Stockholm	Sweden	
1942		Mälaren	Sweden	
1943*		Sandhamn	Sweden	
1944		Stockholm	Sweden	
1945		Motala	Sweden	
1946*		Motala	Sweden	
1947*		Motala	Sweden	
-				
1949	ahead Kiel Week ahead Kiel Week 24.-26. February	Arkösund	Sweden	
1950		Linköping	Sweden	
-				
1952		Sandhamn	Sweden	
1953		Kiel	Germany	
1954		Kiel	Germany	
1955		Genoa	Italy	
1956		Trieste	Italy	
1957		Kiel	Germany	
1958		Copenhagen	Denmark	
1959	Copenhagen	Denmark		
1960	Naples	Italy		
1961	Naples	Italy		
1962	Naples	Italy		
1963	Genoa	Italy		
1964	Monfalcone	Italy		
1965	Trieste	Italy		
1966	Trieste	Italy		
-				
1970		Greece	Greece	
-				
1973		Piraeus	Greece	

WINNER YACHT	HELSMAN	YACHTCLUB(NEW OWNER)
BACCHANT TVA SANG MARIANNE TVA SANG	ERIK LUNDBERG J.E.EDLUND A. SUNDEN GULLBERG J.E.EDLUND	ROYAL SWEDISH YACHT CLUB WÄSTERVIKS SEGEL SÄLLSKAP KUNGLIGA SVENSKA SEGELSÄLLSKAPET WÄSTERVIKS SEGEL SÄLLSKAP
COBRA FAGEL GRIP LILL-SINGVA LILL-SINGVA KORYBANT KORYBANT TRICKSON II TRICKSON II TRICKSON II [NN]	K.G.LINDEN SVEN SALEN INGVAR ROSENLUND INGVAR ROSENLUND INGEBORG HEDLUND (owner) OSCAR PLYM ARTHUR OLSSON ARTHUR OLSSON ARTHUR OLSSON [NN]	GAMLEBY SEGEL SÄLLSKAP KUNGL SVENSKA SEGELSÄLLSKAPET STOCKHOLMS SEGEL SÄLLSKAP STOCKHOLMS SEGEL SÄLLSKAP KUNGL. SVENSKA SEGELSÄLLSKAPET KUNGL. SVENSKA SEGELSÄLLSKAPET MOTALA SEGELKLUBB MOTALA SEGELKLUBB MOTALA SEGELKLUBB [NN]
EVA VANJA VI	STEN SEGERDAHL LARS LUNDSTRÖM	LINKÖPINGS SEGELSÄLLSKAP KUNGL SVENSKA SEGELSÄLLSKAPET
BINE III GUSTEL X GALATEA II TERGESTE GUSTEL XI LIL TIP VENILIA VENILIA ARETUSA VENILIA TERGESTE ARGESTE ARGESTE PROTEYS II	ALNWICK HARMSTORF THEODOR THOMSEN GUIDO FERRARI PROPR S. SORRENTINO lim. THEODOR THOMSEN THORKIL WARRER OLE BERNTSEN N. COSENTINO im N. COSENTINO im A. MASCIOCCHI V. PORTA lim SERGIO TREVISAN SERGIO SORRENTINO SERGIO SORRENTINO O. ESKITZÖGLOY	BLANKENESER SEGEL-CLUB KIELER YACHT CLUB YACHT CLUB ITALIANO YACHT CLUB ADRIACO KIELER YACHT CLUB KONGELIG DANSK YACHTKLUB HELLERUP SEJLKLUB YACHT CLUB SAVOIA YACHT CLUB SAVOIA CIRCOLO CANOTTIERI NAPOLI UNIONE SPORTIVA QUARTO SOCIETA VELA OSCAR COSULICH YACHT CLUB ADRIACO YACHT CLUB ADRIACO [NN]
[NN]	IOAN GIAPALAKES	OLYMPIAKOS S.F.P.
BB X	B.BORRESEN	[NN]

YEAR	DATE	AREA	COUNTRY(DEFENDER)	WINNER YACHT	HELMSMAN	YACHTCLUB(NEW OWNER)
-						
1975	ahead Gold-Cup?	Marstrand**	Sweden** (Denmark)	BB XII	B.BORRESEN	[NN]
-						
1978	ahead Gold-Cup	Ebeltoft	Denmark	GALEJAN II	BENGT-JOHAN-BJÖRN PALMQUIST	ROYAL GOTHENBURG YACHT CLUB
-						
1983	ahead Gold-Cup	Marstrand	Sweden	FRAGANCIA	J. STENHOLM B. JONSSON VA	SSV SWEDEN
1984	ahead Gold-Cup	Skovshoved	Denmark (Sweden)	[NN]	VALDEMAR BANDOLOWSKI	[NN]
-						
1987	ahead Gold-Cup	Clyde	UK (Denmark)	SIR DONALD	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1988		Malcesine	Italy (Germany)	SCHNEEFLETTCHEN	HOLGER TOLLMIE	HAMBURGER SEGEL CLUB
1989	Week before Kiel Week	Flensburg	Germany	SIR DONALD	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1990	10.-13. May	Prien***	Germany	[NN]	MARKUS W. GLAS	(nicht vergeben)
1991	27.-30. May	Torbole	Italy (Germany)	DONALD	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1992*	21.-24. May	Torbole*****	Italy (Germany)	[NN]	VINCENT HOESCH	(nicht vergeben oder Gravur vergessen?)
1993	20.-23. May	Torbole	Italy (Germany)	[NN]	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1994	03.-09. July	Torbole	Italy (Germany)	[NN]	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1995	22.-27. May	Torbole	Italy (Germany)	[NN]	VINCENT HOESCH	DEUTSCHER TOURING YACHT CLUB / CHIEMSEE YACHT CLUB
1996	03.-05. May	Prien	Germany	KLEINE BRISE	HELMUT SCHMIDT	DEUTSCHER TOURING YACHT CLUB
1997	08.-11. May	Tutzing***	Germany	[NN]	VINCENT HOESCH	(nicht vergeben)
1998	21.-24. May	Tutzing	Germany	BAVARIA BLUE	WOLFGANG RAPPEL	BAYERISCHER YACHT CLUB
1999	09.-12. June	Malcesine	Germany	TARANTULLI	MARKUS W. GLAS	YACHT CLUB POSSENHOFEN
-						
2001	10.-13. May	Navene	Italy (Germany)	NOTORIOUS	FRANK ERIKSEN	[NN]
2002		Denmark	Denmark	NOTORIOUS	FRANK ERIKSEN	[NN]
2003		Denmark	Denmark	[NN]	H.K.H. PRINS HENRIK	KONGELIG DANSK YACHTKLUB
2004	28.-31. July	Soenderborg	Denmark	MY WAY	FRANK BERG	KONGELIG DANSK YACHTKLUB
2005		Hellerup	Denmark	[NN]	CLAUS HOJ JENSEN	[NN]
2006	06.-09. July	Aarhus	Denmark	MY WAY	FRANK BERG	KONGELIG DANSK YACHTKLUB
2007	28. Juli -1. August	Svendborg	Denmark	MY WAY	FRANK BERG	KONGELIG DANSK YACHTKLUB
2008	23.-25. May	Hellerup	Denmark	SINEWAVE	TOMMY MÜLLER	NORDDEUTSCHER REGATTAVEREIN
2009	21.-23. August	Kiel	Germany	MEN AT WORK	JENS CHRISTENSEN	KONGELIG DANSK YACHTKLUB
2010	23.-25. July	Skovshoved	Denmark	SINEWAVE	TOMMY MÜLLER	NORDDEUTSCHER REGATTAVEREIN
2011	19.-21. August	Kiel	Germany	SINEWAVE	TOMMY MÜLLER	NORDDEUTSCHER REGATTAVEREIN
2012		Kiel	Germany	SINEWAVE	TOMMY MÜLLER	NORDDEUTSCHER REGATTAVEREIN
2013	09.-11. August	Kiel	Germany	SINEWAVE	TOMMY MÜLLER	NORDDEUTSCHER REGATTAVEREIN
2014	22.-25. August	Kiel	Germany	AFRICAN QUEEN	JORGEN SCHÖNHERR	KOGE SEJLKLUB
-						
2016	03.-05. June	Koegel	Denmark	OUT OF BOUND	JENS CHRISTENSEN	KONGELIG DANSK YACHTKLUB
-						
2018	28.-30. June	Dragoer	Denmark	ANNAPURNA	ANATOLY LOGINOV	YACHT CLUB DE CANNES
2019	20.-23. July	St. Petersburg	Russia (France)	ROCKNROLLA	DIMITRY SAMOKHIN	HERCULES YACHTHAFEN ST. PETERSBURG

** No engraving on the Cup, but we know that there was a Marblehead Trophy been sailed in that year

** Information not confirmed but based on the oral tradition that „until 1987“ the Marblehead Trophy was sailed as prerogatta of Dragon Gold Cup. For 1978 through 1987 this is confirmed. For 1975 it is an assumption, in the means that Borresen could have had this idea. Before 1975 it is certainly not true, because there was no Gold Cup in Greece during the according years

*** The engraving „NICHT VERGEBEN“ means that there have been races, as other sources confirm. But the notice of races required a minimum of sailed races - tighter than the deed of gift of 1929

**** Other sources report a Marblehead Trophy 21.-24.5.1992 in Torbole, again won by Vincent Hösch, even if for 1992 no engraving exists on the Cup. We don't know (yet) how many races have been executed and we don't know the wording of notice of races. So we can't judge if the engraving was just forgotten or if the Trophy was not awarded 1992 even if races have probably been counted to the german yearly ranking list, as in 1990 and 1997

ACROSS EUROPE IN 90 YEARS THE MARBLEHEAD TROPHY

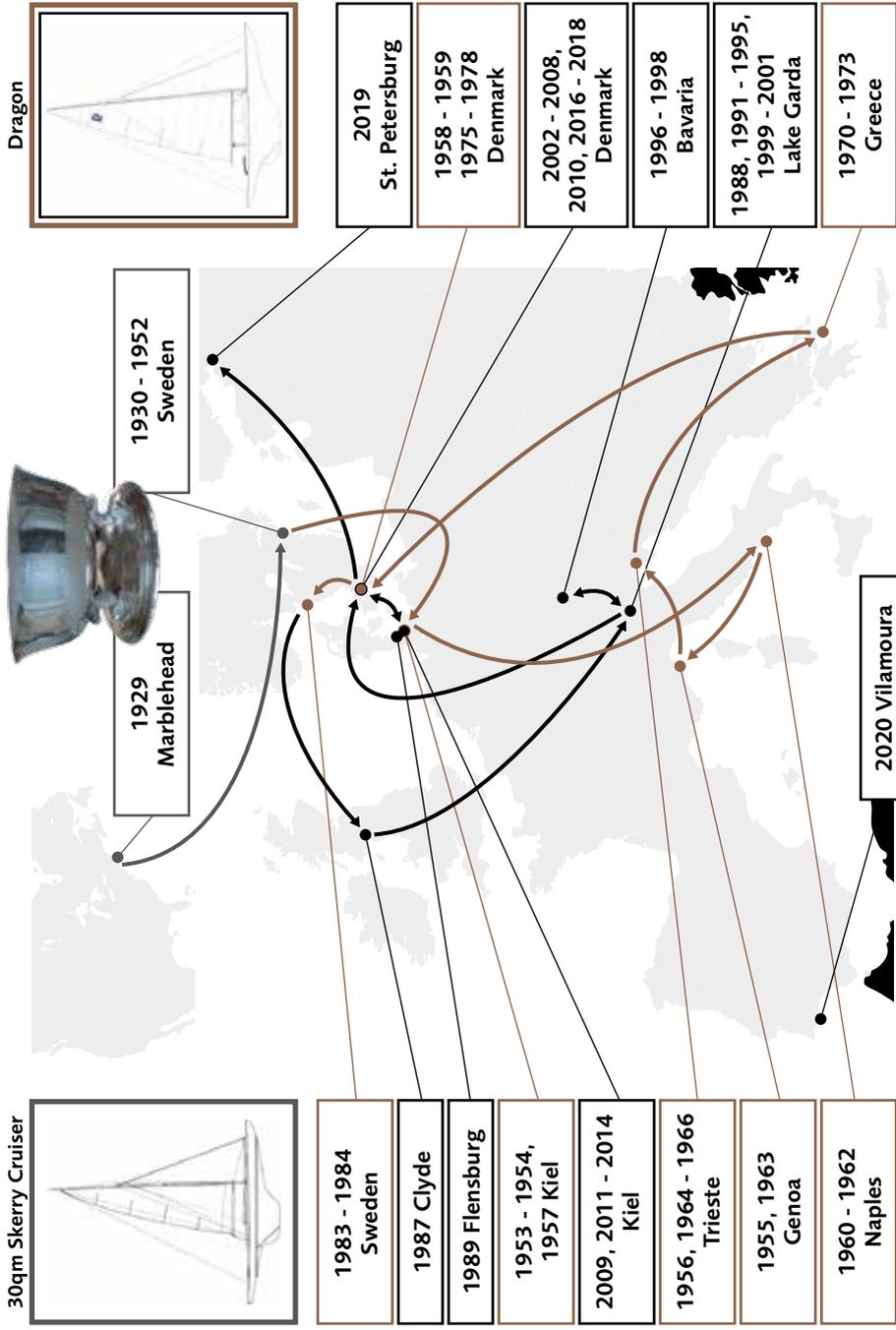


Illustration of waters, where the Marblehead Trophy was sailed. Not all movements are represented as arrows, for details see table.

... use hard but fair competition
- if you can exchange your business partners



and you fight for your fair share of the pie
- if others federate against you



But don't forget to believe in trust relationships
- if value arises through mutual commitment



THE DRAGON - BUGATTI OF THE SEA

In 1929 Johan Anker designed the Dragon as cheap, safe and easy to sail boat for young and ambitious sailing families. Immediately, the Dragon began to conquer sailor's hearts all over the world - up until today. Between 1948 and 1972 the Dragon was Olympic class, but even after the Olympic era Dragon's popularity raises. Today, the Dragon is one of the most widespread keel boats in the world. More than 1.500 boats in 27 nations on 5 continents are register at International Dragon Association (IDA).

The biggest strength of Dragon class - apart from it's distribution – is the performance density within it's fleets. But not all is about high performance sport: Since many years there are lots of old-timer enthusiasts among Dragon sailors. With enormous effort, time and money they restore their pieces of jewellery. Finally the Dragon is a perfect sailboat for day cruising with the family or friends – and often over generations a “family owned boat”. www.dracheklasse.de & www.intdragon.net

