



INTERVIEW WITH DIRK BOGUMIL

Website:

www.bogumil-yachtservice.de



Tell us about yourself ...

I was born in Rostock and since 1985 I'm living in Berlin. I have a 17 years old daughter. Next year I will overstep the magic 50 years - border.

From 1983 - 1989 I studied political economics and I worked from 1990 to 2003 in several banks as a consultant for business financing. In 2005 I founded my company Bogumil Yachtservice with the takeover of the FD-moulds from Uwe Steingroß.

Since 2008 I'm a managing director and partner of the BBG Bootsbau Berlin GmbH.

My sailing career...

I started my sailing career in 1972 in an old wooden "Optimist". In the former GDR I sailed "Cadet", "420", "470" and for a short time "FD". After sailing of a long time in the "Pirat"-class (from 1989 - 2005) I started my FD-career in 2005 with the participation

at the World Championship in Hungary. In all classes I won a lot of titles and medals at German, European and World championships.

My FD-building...

In 2005 I worked a lot of time together with Uwe Steingroß.

I helped to issue his second and third Steingroß FD-hulls.

We worked very hard, because we had only a short time before the beginning of the 2005 worlds. One day in the evening Uwe asked me, to take over the FD-building in my hands. I didn't have a job in this time and after the 2005 worlds I was agreed with his proposal.

All FD-hulls were built in the BBG Bootsbau Berlin GmbH and the fitting out of the boats are in my workshop, because the BBG is a classic boatyard and not a yacht service.

Since 2005 I have built 18 boats. At the moment I'm building the boat no. 19 and 20. Building of FD's is hand-work and so you need good boat-builders and a lot of time.





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The boat-builders has to work very exactly and they need a long experience because it is very difficult to handle the modern materials carbon, honeycomb, Kevlar, epoxy-resin etc. All parts of my boats are building under vacuum (hull, double bottom, deck, rudder and centerboard). Also for fitting out of the boats I need a lot of time, because a FD has a lot of special fittings.

Tough parts...

The tough parts of constructing FD's are the centerboard case, the shroud fittings in the hull and the weight distribution. I learned the hard way in the first years of FD-building and without my job in the BBG it would be impossible to build more FD's. But now I'm thinking I'm on the right way with my boats.

After each regatta my boat comes in my workshop and if I have a new idea or I saw a mistake, I modify just my boat. All my new findings are come in in the next new boat.

Significant alterations...

This is very difficult question. I'm thinking, the FD-hull is a very good construction. A FD is fast, long-living and looks modern and very nice. It is possible to build a very stiff and light hull with the new modern materials (carbon, Kevlar, honeycomb, epoxy-resin etc.). But what is the best way? Maybe, is it better to build a more stiffer hull for flat water conditions or a

more softer hull for short and hard waves? I'm thinking it is impossible to build the optimum boat for all conditions and crews. Anytime it is compromise between the numerous possibilities.

Bigger kite...

Two hearts are pounding in my chest. At first I'm the vice-president of the German FD-class and one of my jobs is it to sure the longevity, pay-ability and normal easy handling of the boats. But otherwise I also mustn't forget the development of the class. I have to get my personal interests to the end of the line of the interests of the whole FD-class. My mind is, we have to test the bigger kite and if it is better, faster and not harder to sail with the new kite and also we have not to change a lot of things in the boat and on the rig, we have to take the new bigger kite.

But if it is impossible to sail with the bigger kite for small crews or to sail normal rich courses and if we need a lot of money for refitting of the boats I'm against the new kite.

Famous last words...

Every time in my childhood and youth it was a dream of me to build my sailing boats by myself. This dream come true in 2005 with the building of FD's. The FD is best classic two person trapeze jolly on the world and I hope we all will sail this nice boat for a long long time. A lot of new boat classes are coming and going, but the FD are living since over 60 years and I hope the FD will be living the next 60 years.

