

DRAGON NEWS

CHRISTMAS 1995

REVIEW OF
THE 1995
REGATTAS

CREWING
FOR SUCCESS
Chris Brittain

RESTORATION
& THE RULES
David
Chivers

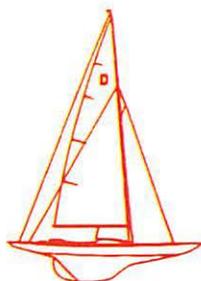
RULES &
PROTESTS
Tristan Nelson

FLEET
REPORTS

DRAGON
SHOP

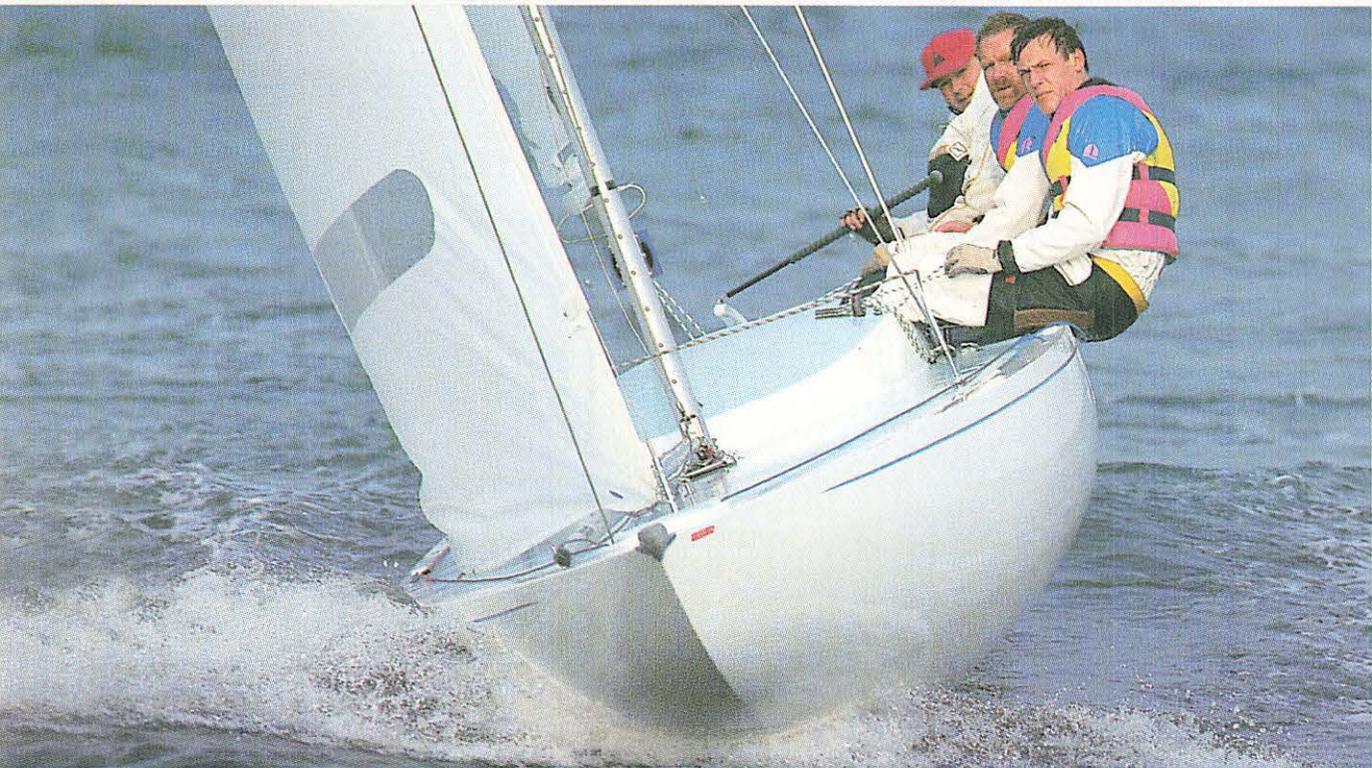


Photo Tom Barn



**BRITISH DRAGON ASSOCIATION
CHRISTMAS NEWSLETTER
INCORPORATING NOTICE OF AGM**

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CONGRATULATIONS!

My most vivid memory of 1995, apart from the weather, is the stunning view of 81 Dragons reaching across Torbay. 42 Dragons massed at Falmouth for the Royal Cornwall's first Edinburgh Cup. Congratulations to both organising teams for hosting such a superb Dragon event, justifying all my predications about a great year for the Class

The marvellous weather has, of course, provided splendid conditions for us all. I have heard plenty of encouraging stories from the fleets - even in November there are still 9 boats turning out at Burnham, against only 5 Etchells. I have also had some very interesting conversations with an increasing number of 'cruising members'. There hardly seems to be a piece of water on which there is not a Dragon to be found cruising.

In this newsletter I have included a number of articles which might be useful to those going to a regatta for the first time, and offer encouragement: Tim Roberts reviews the Edinburgh Cup from the newcomer's perspective. He proves how straight forward and enjoyable an Edinburgh Cup can be, I hope many will take up his challenge to "see you in Cowes." Chris Brittain offers advice on successful crew work. Whilst the pieces from John Heyes and Tristan Nelson are more general but nonetheless helpful.

However, a personal plea, when entering a Regatta please remember to check your paperwork before you arrive. Ensure you have received your sticker and that you have insurance as required in the Notice of Race.

The Dragon is increasingly appreciated as a Classic boat, for reasons we can all understand. As a result there is a great deal of

restoration going on. However, as David Chivers reminds us, restoration in ignorance of the rules can be disastrous.

We are proud to record some huge achievements among British and Irish Dragon sailors this year: Andy Cassell and John Twomey have both been selected to represent their respective countries at the Paralympics in Atlanta next year for their respective countries. Whilst Dickie Gomes and Brian Law skippered an Irish boat in the Teachers Round Britain Race

It is a pleasure to report that Chris Dicker is the new Chairman of the IDA. We owe Chris our respect and thanks for taking on this important, but onerous, role.

I am sure that 1996 for British Dragons, will be as good as 1995. The RCYC can be depended upon for its good race management in Cowes and we, of course, have another big international regatta to look forward to - the Europeans in September. I doubt we can expect so much sunshine, but then again some breeze would be nice.

Sarah Threlfall

Membership enquiries and all correspondence should be sent to :

The Hon Secretary
British Dragon Association
Sarah Threlfall
110c Highbury Hill
London, N5 1AT
phone and fax 0171 704 6160

Please remember to inform me of changes of address and boat ownership and notify me of any inaccuracies in the yearbook.

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CONTENTS

Chairman's Report	4
Edinburgh Cup	5
Notice of AGM and Fixtures List	6
Dragon Shop	8
The Citron Trophy: Area Championships	12
Winning Races John Heyes	8
Restoration David Chivers	9
Crewing Chris Brittain	10
Rules & Protests Tristan Nelson	11
Fleet Reports	14
Boats for Sale	21
Accounts	22

OFFICERS

Chairman: C J Thornton
Vice-Chair: R Davies
Hon Secretary S J Threlfall

COMMITTEE

M Hayles: Aldeburgh
D Baird: Belfast Lough
S Lucas: Burnham
I Broadley: Clyde
A Dowle: Falmouth
D Young: Forth
T Pearson: Irish Dragon Assoc
N Blowers: Lowestoft
P Clarabut: Medway
J Fairchild: Solent
P Orford: S Caernarvonshire
G Jenkins: Torbay

Plans and Rules
The IDA Secretary:
Mrs N J C Maclennan
4 The Charter Road
Woodford Green
Essex IG8 9QU

Cover: Downwind action in Torbay

Chairman's Report - John Thornton

Over recent months your Officers and Committee have been working on strategy with the aim of ensuring that our Class continues to grow and to flourish in the future as it has in the past. This work is reaching completion and will result in a plan of action under a number of key headings; controlling cost, improving benefits, encouraging greater participation by younger people and building awareness.

Much concern has been expressed about cost. Whilst controlling the cost of new boats is difficult, there is much we can do to ensure older boats are fully competitive and remove the illusion that a new boat is necessary for success in major regattas. There is also some perception that loads of sails are necessary to win. We do not believe this to be true and consequently will be putting forward a proposed rule change to the AGM to restrict to five the number of sails that can be used in each of our regional and national regattas.

The quality of racing at our major events is of concern to many of us and this has been a priority for your Officers for some time. We have had excellent racing this summer and our thanks to all involved in their organisation. Congratulations particularly to Falmouth on their first Edinburgh Cup, where we enjoyed very good racing and splendid hospitality. Also congratulations to Torbay for laying on a very successful Gold Cup.

Whilst good regattas are important for those of us who travel, many of us want to stay with our local fleets. Thriving fleets are essential to the well being of the Class and our plans need to ensure we achieve this. Equally not everyone wishes to race and a proposal has been put forward that we start a Classics Section. We are looking for a co-ordinator for the division so anyone willing or wishing to participate please let Sarah know.

Looking around the class, grey hairs are increasing, including my own, and the need for younger people participating actively as helmsmen and crew is clearly visible. One of the ways we intend to encourage this is to introduce prizes at the Edinburgh Cup and other regattas for young helmsmen and also as Crew's Race at the Edinburgh Cup. Additionally we are hoping to form a young people's committee.

Finally, we need to ensure that a strong positive message about the Class gets across to prospective members. This is becoming increasingly difficult to achieve on the basis we have used in the past and consequently we are looking to appoint a part-time PR Officer. Regrettably this will mean some increase in subscriptions for boat-owning members. Despite this our subscription remains low compared to similar classes and I hope you will be able to give this proposal your full support at the AGM.

WATSON & JAMESON *SAILMAKERS*

Watson & Jameson sails have taken Dragon Sailing by storm. In two years, after winning twice in the '93 Gold Cup, and taking the South Coast Championship, they have now cornered over 60% of the Irish Dragon Sail market, and have many happy UK customers too.

*****STOP PRESS*****

Water Rat has just taken the 1995 Irish S. Coast Championships by a 35 point margin with three 1st places, sailed in light, medium and heavy conditions! All Sails by Watson and Jameson.



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Next year the Europeans are in Pwllheli in the beautiful Cardigan Bay where Peter Orford has arrangements in hand. The Edinburgh Cup is back in Cowes once more.

Congratulations to Anne Garrett and Martin Payne on winning the Citron Trophy again and to Rory Bowman on his Edinburgh Cup victory (and in a 1985 boat too!). I look forward to seeing you at the AGM and Dinner.

The Sailmakers Waltz

If you've tried to buy new sails recently you'll have noticed some changes. Just to explain: Poul-Richard Hoj-Jensen has left Norths to set up his own label - Hoj-Jensen Designs. Meanwhile Norths and Diamonds have merged in Europe so Nigel Young is to be found at North Diamond. Additionally Holts have sold their sailmaking operation to Hydes, who are manufacturing in Burnham.

EDINBURGH CUP - A NEWCOMERS' PERSPECTIVE

So what is it like to sail in a major Dragon Championship? After just one season of Dragon sailing on the muddy Medway we decided to find out. We hitched "Boomerang" up to the back of Judy's 4-wheel drive and headed west in search of the Big Time.

The first pleasant surprise of the week was the journey. Prior to this adventure, the longest tow had only been to Burnham. Once up to cruising speed the boat towed surprisingly well, the hills of Dartmoor and the narrow Cornish lanes proved no obstacle, even for us novice travellers.



Downwind at Falmouth G Snook

The Practice Race dawned wet and breezy. Half the fleet stayed in the harbour (or more accurately the pub). We could not afford such a luxury as we needed the practice! In fact it turned out to be an excellent race (once the fleet had found the committee boat) and our confidence soared.

Conditions for the first race were very different and unfortunately they turned out to be typical for the rest of the week. The wind dropped as the sun appeared. The start was postponed while the race officer waited for the sea breeze to build and the

direction to settle. Once away, the wind remained light and fickle making the beats difficult to read and at times impossible, we almost resorted to tossing a coin. As for the runs, it took all our efforts on occasions to keep the sails pulling in the swell.

The fourth race could not be classified as typical. The day started disappointingly with mizzle and no wind. By lunch time the sun was out but still nothing resembling a breeze. By mid-afternoon a good breeze had arrived, but off the land! A windward/leeward course was set off Mylor and the fleet raced in glorious evening sun within the confines of the River Fal. It must have been quite a sight to see forty two Dragons short tacking up the St Just shore, in what a local later told me was not a lot of water. Certainly one of the highlights of our week!

As for the social side, we discovered there is a whole new side to owning a Dragon which is taken as seriously as the sailing. As newcomers, not knowing a soul, we were made very welcome and soon got in to the swing. For those with serious stamina and seasoned livers the Royal Cornwall laid on a function every night.

In spite of the lack of wind it turned out to be a fun packed week of sailing. The racing was amazingly close throughout, with only minutes frequently separating the first and last boats. Age of boat certainly appeared irrelevant in deciding your finishing position. There was also no sign of the Dragon being an "old man's" boat with a large number of young crew, a high proportion

of which were female! For us a great introduction to Dragon Championship sailing. Next year's visit to the Edinburgh



Rory Bowman, Giles Webster and Tom Stevens receive the Edinburgh Cup from Mrs Shapland photo Graham Snook

Cup in Cowes is already on the drawing board, perhaps with a few more Medway boats.

Hope to see you there!

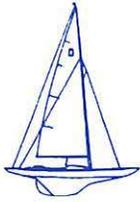
**Tim Roberts
(GBR 545)**

Results:

- 1st Loki, Rory Bowman
- 2nd Tyr, Peter Dann
- 3rd Dragon Lady, Martin Payne
- 4th Yankee Doodle Dandy, Glen Foster
- 5th Temeraire VII, Alan Bulmer
- 6th Warrior, John Thornton

**Worried about the price of sails?
Why not buy second hand?
Got reasonable sails you don't use?
Why not sell them?**

Second hand sails are available you could get a real bargain. Falmouth is still operating a Second Hand sail register is but needs more sails to sell! Someone else could benefit from those sails which are cluttering your garage, and earn a few bob.



BRITISH DRAGON ASSOCIATION - Notice of AGM

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge at 18.45 on Friday, 5th January 1996

AGENDA

1. Apologies for Absence
2. Minutes of the last meeting and matters arising
3. To receive and adopt the accounts for the year ended 31st October 1995 (see page 22)
4. Chairman's Report (see page 4)
5. Election of Officers - Chairman, Vice Chairman, Hon Secretary/Treasurer, Hon Auditor
6. Report from the International Dragon Association
7. Edinburgh Cup - courses and format
8. Limitation on number of sails to be used for Qualifying Regattas
9. Subscriptions (see article on page 7)
10. Any other business

Election of Officers: The BDA Committee propose the following officers for election at the AGM: Chairman - John Thornton; Vice Chairman - Richard Davies; Secretary/Treasurer - Sarah Threlfall; Hon Auditor - Jonathan Webster. Any other nominations (proposed and seconded) must be in writing and in the Hon Secretary's hands by 31 December 1995

ANNUAL DINNER

The Annual Dinner will follow the AGM at 20.00 at the Royal Thames Yacht Club. Tickets must be booked in advance. Please return the enclosed form together with a cheque for £33 per head to Sarah Threlfall to arrive no later than **Tuesday, 2nd January**. PLEASE BOOK EARLY
Dress: Reefers or Lounge Suits

FIXTURES LIST

HOME 1996 - QUALIFIERS

Those wishing to qualify for Europeans/Worlds please contact the Hon Sec for details & rules.

East Coast Championships	
Lowestoft	May 4 - 6
South Coast Championships	
Cowes	May 25 - 27
Edinburgh Cup	
Cowes	June 9 - 15
Northern Area Championships	
Belfast	
Europeans, Pwellheli	Sept 7 - 14

OTHERS

Burnham Easter Regatta	April 5 - 8
Irish East Coasts	
Dun Laoghaire	May 4 - 6
Irish National Championships	
Belfast	May 31 - June 3
Cowes Week	July
Burnham Week	Aug 24 - 31

Irish South Coasts, Kinsale Sept 27 - 29

OVERSEAS - this is a selected list

Gold Cup, Douarnenez	Aug 24 - 31
2nd Trophy Princ D Henrique	
Vilamoura, Portugal	Feb 17 - 24
Princess Sophia Trophy	
Palma, Spain	April 3 - 5
Samsonite	
Blanes, Spain	April 9 - 12
Vasco de Gama	
Archachon, France	April 27 - May 1
Portugese Championship	
Cascais	July 25 - 28
Belgium Championship	
Ostend	Aug 15 - 18
Coupe de Bretagne	
Douarnenez, France	Aug 18 - 20
French Championship	
Cannes, France	Sept 22 - 27
Gold Cup 1997	
Dun Laoghaire	July 20 - 25

SUBSCRIPTIONS

The BDA Officers and Committee have met a number of times over the past year to discuss how the Class might move forward. One of the ingredients for this is a more active stance towards promotion, which might include more regular advertising; appearance at boat shows; and active press relations. In order to achieve this, it would be necessary to appoint a part but, but remunerated, Press and Promotions Officer and to provide that appointee with a modest budget. The Class Officers and Committee believe it would be realistic to allow £3,000 per annum, to include advertising, out of pocket expenses for attendance at regattas and a small retainer.

In addition, the Officers are recommending an increase in the honorarium payable to the Secretary from £500 pa to £750. The reason for this is recognition of the extraordinary commitment of time and effort required to deal with membership matters, the IDA, new potential owners, the Class newsletter, etc, etc.

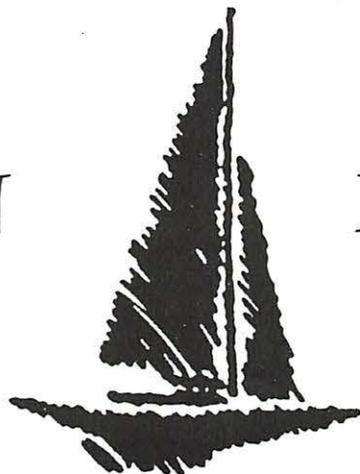
Finally, the Officers would like to budget for the purchase of a number of items of equipment which are increasingly necessary for Class administration: computer upgrade, fax machine and modem and a digital camera. The cost of these is not expected exceed £1,000.

In 1994, the BDA made a profit of approx £550 and this year, was budgeted to achieve slightly less. This level of surplus will not be enough to pay for the proposals described above and, accordingly the Officers and Committee are recommending an increase of £15 pa to £35 of the boat owning subscriptions (no increase is proposed for Associates). At the current level of membership, the annual increase in income, if this proposal is accepted, would be approximately £3,000.

Looking forward to 1996 and 1997, the Officers will be monitoring the success of the initiatives taken by the Class and would expect to review these and the related costs at the AGM in January 1997. The result of this review could be a recommendation for future subscriptions to be lower, the same or higher!

The Officers and Committee hope that this proposal will receive your full support at the AGM, so that we are in a good position to move forward in 1996.

DRAGON



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WINNING RACES - JOHN HEYES

"Winning Races" is the latest book from John Heyes whose "Sails" is required reading for many. John describes the book as one "written for sailors who have been racing for some time and are now ready to make their impression on the front of the fleet". Certainly I would highly recommend it to anyone who wants to get a bit more out of their sailing and results - and that's not just because the BDA is selling it. Don't be put off by any 'big boat' bias there is plenty for the Dragon sailor, the principals are of course the same and can be usefully applied, in fact there are plenty of references to Dragons, a tuning guide and even some rather well-worn photographs!

This book has much more than others of its kind and price including an interesting final chapter on attitude and approach. It has sensible advice on all aspects of winning races from hull preparation to crew work and sailing each part of the course. As you would expect from John the advice is practical and down to earth, drawing on his experience in various classes. I found it a very approachable book with each chapter broken into bite sized chunks, such as the extracts which follow, which makes it easy to pick up and read when you have a moment to spare but without taxing the grey matter too much after a hard day's racing.

Winning Races is published by Adlard Coles Nautical price £12.99. The BDA is able to supply it at £12.99 including postage, and will be taking a small profit on each copy sold.

Picking Gybes on the Run

"Every sailor should know that 'windshifts do not stop at the windward mark', yet few racers gybe as often as they tack upwind. This is surprising in view of the fact that a yacht loses less speed gybing than it does tacking. Choosing the right shifts on the run simply means that you end up sailing less distance to the bottom mark.

"If a tactician is unsure which gybe to come away on from the windward mark, there is a useful rule of thumb. If the boat was lifted into the mark you need to gybe onto starboard to take advantage of the shift and run lower and closer to the next mark (assuming a port rounding). Tactically you may wish to work towards a particular side of the course to pick up or cheat the tidal stream or because there is more breeze on that side. Depending on the degree of benefit to be had, wait for a favourable shift to take you that way if possible, rather than sailing further distance to get there. Otherwise you may lose just as much as you gain.

"Detecting windshifts downwind is a lot harder than upwind, with no headsail or tell-tales to telegraph the fact. The best source of information is the spinnaker trimmer, who just like the genoa trimmer upwind should feel and react to every gust or shift that hits the sail. When a lift arrives the trimmer should be the first to spot it. He checks that it is not just the helmsman steering low for a moment, and then informs the tactician in case he is looking for an opportunity to gybe. Time your gybes to spend as little time on the layline as possible, just as you would on the beat, to keep the options open and be able to make use of any useful windshifts that might come down. Avoid running too low into the bottom mark, as it places you at risk from boats reaching in from astern and leeward with more speed, who could easily establish a last minute overlap.

"Before he calls the gybe the tactician needs to think through the 'What if' scenario of what other boats are likely to do in response to your stern. Is the boat behind just about to gybe and come across your stern, in which case it would pay to go before them to prevent them taking your wind and more importantly - to stop them getting inside you and then claiming the inside berth at the mark? Tactically the game is to pick the gybes to give you the fastest angles for the boat down to the mark, arriving as the inside boat and all the time sailing clear air. Simple really!"

DRAGON SHOP

Winning Races by John Heyes £12.99

Sweaters (navy lambswool with logo) M.L.XL £25

Silk Ties £18.50

Prices include postage, Payment with order, cheques to British Dragon Association, from Sarah Threlfall, 110c Highbury Hill, London, N5 1AJ

RESTORATION AND THE RULES

David Chivers - International Measurer offers advice to old, wooden boat owners

The unique ability to restore older boats without sacrificing performance provides longevity for the Class. We know the beauty of the Dragon and it holds a special place in the world of classic yachts. This position enhances the reputation of the Class as a whole.

However, the growth of interest and ownership of older wooden boats can lead to problems with the Class rules. Maintenance of the rules has given the Class its firm foundation and this must not diminish. Dragon restoration is to be encouraged, but it must be within the rules.

I recently wrote in the International Newsletter on improvements allowed in wooden boats, but please do not forget that the other rules regarding the rig, sails and most importantly the construction. There are measurements for all parts, right down to the lifting eyes. The value of a Dragon is that it is a 'Dragon' and not a similar looking boat. A boat outside the rules cannot hold a measurement certificate and will become a disappointment when regatta entry is refused. Please do not give yourselves or a future owner grief, and ensure your boats remain within the Class rules. For those of you considering restoration projects please make sure you and/or your boat builder has a set of up to date rules. If in doubt check your ideas before you commit yourself to an irreversible course. If major work is anticipated, then the project should be checked by a measurer during and on completion.

I look forward to seeing more restored Dragons, but please ask if you have any queries.

Its Your Class Why not get involved?

Initiatives by the Committee require work and volunteers are sought for various 'positions'. If you would be interested in taking on any of these roles please contact the Hon Secretary.

Coordinator for a Classics Section. There is great interest in Dragons as Classic Boats, and there are many cruising Dragons around the country. These are important members of the Class who we would like to encourage.

PR Officer, a small honoraria will be available, subject to agreement by AGM

Editor for the newsletter. We would like to have a second newsletter each year. An Editor is needed to make this possible.

CREWING: CONCENTRATION, COORDINATION & COMMUNICATION

Chris Brittain who has been a regular Dragon crew for over 10 years discusses good crew work - essential for success. Chris has been aboard winning boats for 2 Edinburgh Cups. He now most often seen aboard Danish Blue but started Club racing aboard Smug at Burnham. In this article he outlines the basic manoeuvres get these right and your results and enjoyment will probably improve.

When searching for those few extra boat lengths 'Crew' might not be at the top of your list. But, a well crewed boat with agreed, coordinated techniques will manoeuvre efficiently maintaining boatspeed and leaving time to concentrate on the important things - sail trim, wind shifts, tactics etc. There is no magic formula but practice, preparation and concentration go a long way to raising the standards.

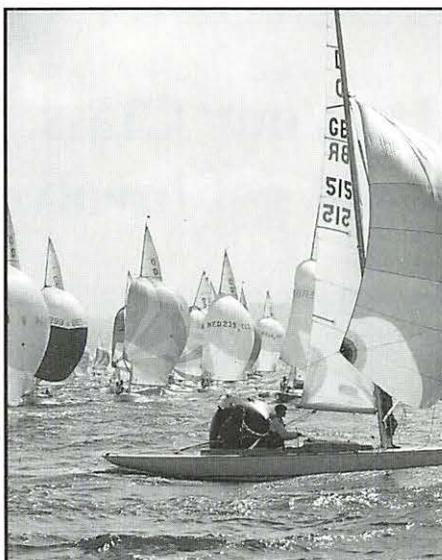
When going through the TACK releasing the headsail is as crucial as pulling it in; backed for too long, the bow is pushed too far off the wind and there's more sail to be sheeted in; not long enough and the clew takes an age to clear the leeward shrouds and speed is lost as the sail flogs; get it right and the sail clears the mast and shrouds in one move and is down the side of the boat with minimum sheeting required.

In light weather ensure the sheet is off the winch and free to run before all three crew have moved to weather for the "roll-tack", remembering to sheet in slowly as the boat sails out of the tack.

In heavier weather the headsail will, naturally, need less backing and should be sheeted as fast as possible preferably by pulling - it is faster than winching. With one crew to leeward the other crew is hiking all they can to help boatspeed out of the tack. The helmsman and crew should coordinate the tacks to find the

balance between the amount of helm and the amount of backed sail needed to tack the boat most efficiently.

The DOWNWIND legs are no time for rest. On rounding the mark get the headsail pulling to maintain speed whilst the spinnaker is hoisted. Always make sure the leeward barber hauler is free prior to the hoist, a closed leach will only heel the boat. When it is blowing set the pole 12-18" off the forestay, this will flatten the sail and give you better balance and control. Remember to mark your spinnaker halyard so you can be certain that the sail is fully hoisted.



Basilisk makes it look easy David Pelly

The GYBE is about coordination and can be very easy. The fore-deck crew stands between the mast and leeward shrouds, facing forward so the sail can be seen, with leeward genoa sheet in one hand under which to pass the pole. By starting to leeward there is no

across deck shuffle halfway through the gybe - you will also be more secure, with the leeward shrouds to grasp! The pole comes off the mast as the boat bears away and immediately afterwards off the sail. The spinnaker is now free of the pole and it is the middle crew's job to ensure the sail is floated round, away from the rig, keeping it pulling all the time and not forgetting to free the new leeward barber-hauler to keep the leech open. The pole in the meantime has been set on the new guy and mast respectively, the fore-deck remembering to tell the boat when the pole is "made". The helmsman, must make every effort to coordinate with the crew in sailing the boat through the gybe and play the runners. What's the problem? On a running gybe the pole comes off the mast and sail simultaneously and is set on the new gybe as the main boom crosses the boat; set too early the sail will be trapped behind the main on the old gybe, too late behind the main on the new gybe. Again three way coordination is required to perfect the timing.

The RUN is no time to sit and relax. Keeping weight forward, the middle crew sits at the front of the cockpit not on the traveller and the foredeck crew by the mast helping the helmsman find the wind bands, wind shifts clear air etc behind.

When dropping the spinnaker let the halyard run and pull the retrieval line like mad - the

object being to get the sail into the chute before it hits the water. When dropping at the end of the run, run the guy forward (and maybe pull the sheet as well) prior to running the halyard. This takes the spinnaker to leeward so it drops down the side, not over the bow.

Think of **the COCKPIT**

as four corners - standing in the middle is normally in the way. The front corners are used to keep the weight forward unless both crew are hiked out or to leeward. Always keep the lines tidy and never have any that are too long, to add to the tangle factor.

Whatever way your boat is

sailed think what you want to achieve; talk it through and practice it. If nothing else you should avoid the daily idiots' prizes which proliferate now.

Finally and most important enjoy your racing, even if you don't win the race you might be one of those making the shy-to-shy gybe look easy.

RACING, THE RULES AND PROTESTS - TRISTAN NELSON

Picture this we are approaching the leeward mark at the Gold Cup, you are right up there, only problem is that due to the light wind so is everyone else. To add to the problems there are some boats approaching the mark on starboard, some on port; gusts are bringing the boats from behind quickly and some of the boats that have rounded the mark are coming back on the windward leg through the carnage. With 80 thirty foot boats on the same piece of water things get crowded FAST! Do you know who has what rights?

Anyone who races should have a working knowledge of the basic rules. The best way to learn them is to buy one of the many books written on the subject. Arguably the best for the 'beginner' is probably THE RULES BOOK written by Eric Twiname and revised by Bryan Willis. The first major rules section is a chapter dedicated to the "Rules everyone who races should know" giving a clear description of the rules with illustrations. This is essential reading.

Why is this important? The Dragon by its very nature encourages close racing, particularly during mark roundings and starts. With a good knowledge of the rules a whole new avenue of racing is opened up. Even so-called inviolable rules such as Port and Starboard bring in different tactical options. Being able to combine a good knowledge of your rights and slick boat handling can mean the difference between winning and losing.

Pushing the rules does have other ramifications, namely getting it wrong! I've done it, we all have, especially at mark roundings. All of a sudden the gap you thought was going to open up doesn't. You have nowhere to go, you hit the mark and probably other boats as well. It's circle time, one 720 clears you of both infringements. Here the protest raises its ugly head.

We all misjudge manoeuvres and from time to time we have collisions. The difference between a good seaman (as opposed to a sailor) and a bad one is how he deals with those collisions. I know people who happily infringe the rules and literally tell the offended yacht to 'Foxtrot Oscar'. If you are in the wrong why not do your turns? One person protesting you could land you with a dsq rather than a 1st. Is it worth it?

If you feel that you have been badly influenced by a boat's actions then you have no recourse but to protest and take that protest through to a protest hearing. After all a protest hearing is no more than a formalised version of the after sailing bar chat, with approximately the same level of truth, admittedly it has greater ramifications for the loser but it is there for a good reason.

As a nomadic sailor I have seen some of the best and the worst sailors and the rules. At a recent event I watched someone retire because he felt the damage he had caused to another boat was such that to retire was "the only honourable recourse". Others have a different view. The Dragons have a more cavalier approach to the rules than most. In the International 14 fleet we treat all collisions very seriously, the boats are exceedingly fragile and even a gentle bump will cause damage. There are very few collisions and when they do occur there is usually little question who was in the wrong.

Ultimately the rules are there to make racing safer, the idea expressed throughout the rules is to avoid collisions and prevent dangerous situations arising. On the whole they succeed, but there are incidents and individuals who believe they are above the racing rules. The final word lies with the sailors in the class, the class can be as good and bad as you want it to be. **Your choice**

THE CITRON TROPHY

Martin Payne's supremacy in the Citron Trophy for the second year in succession is testimony to the support which he, together with Dragon Lady's owner Anne Garrett and foredeck Adrian Stanislaus give to the Class. There are few boats which attend sufficient regattas to put themselves in the running to lift the prestigious trophy, but this is certainly no "turning out" trophy. Martin scored consistently and impressively with two seconds and a third in the South Coasts, East Coasts and Edinburgh Cup to prove his pre-eminence in the Class in the UK.

That is not to say that Martin had it all his own way; Rory Bowman's appearance Lowestoft to win the East Coasts, taking all but one race, and followed it up with the Edinburgh Cup, thus producing the greatest threat at the front of the fleet. Unfortunately having already missed the South Coasts, Rory was unable to go to Edinburgh to see the challenge through. Peter Dann came on the from the substitutes' bench to helm Tyr and put in some very impressive results - a couple of years helming a Laser 5000 has clearly done no long term harm. Patrick Gifford with support from various offspring and Mike Hayles, his partner in Basilisk, finished the series third having included a 7th in the Northerns which he sailed in a borrowed, 1957 boat.

However, there was a helmsman whose return to form at the South Coasts was the start of a superb season's racing, culminating at the age of 68 with 9th place, best Brit, at the Gold Cup. Terry Wade scored a 3rd at the South Coasts and then a 7th at Lowestoft. Terry, of course, very sadly died only a few weeks after the Gold Cup, at the helm of Avalanche during a match racing event at Burnham. This newsletter could not pass without paying tribute to a unique Dragon Sailor. It seems most appropriate to do so in this column, dedicated to the highest level of competition in the Class where Terry was to be found for so many years. Terry was an enthusiast and a determined competitor, who gave so much to sailing and the Dragon Class. He could always be relied upon to encourage others to join the Class and help newcomers. Many are the crew who, like myself, started their Dragon sailing in Avalanche, we can all quote from the book of 'Wadisms', and recount those infamous stories. Terry, with his personal understanding of the rules, will be greatly missed but in rounding up the best of 1995 it is marvellous to be able to record him among those results, to be able to remember Terry doing what he did best - racing to win.

SOUTH COASTS

Competition for the Citron Trophy began once again with the South Coasts, hosted by the Royal Corinthian YC over the VE weekend in mainly light and, of course, hot conditions. Even at the start of May the dress order for this event was "shorts and t-shirts". Generous sponsorship came from **Champagne Mumm and Sea Flex Racing Marks** whilst assistance from **Wightlink and Red Funnel** which encouraged many to take advantage of their concessionary fares.

Ian Lallow is to be congratulated on his first class management of the 8 race series in a very crowded Solent. Ian timed the end of the postponement for the first race to absolute perfection. The Etchells, also racing for their South Coast Championship, were still ashore when the Dragons set to sea with still no apparent sign of the breeze, and were convinced their superiority would be proven. However, Ian was right we won't comment on the Etchells - as we approached the start area the breeze was there.

Eric Williams, so often dominant in the Solent, took

first place overall as a result of consistent sailing. Other stars who shone briefly were Martin Payne and Anne Garrett, second overall, and the evergreen Terry Wade. Other race winners were Rob Campbell and John Thornton.

The format of the races explains the widely divergent results. Seven of the eight races were short windward/leeward courses, with no opportunity to recover if the start or the windward mark were badly judged. While this format was undoubtedly popular, there was also enthusiasm for the traditional Olympic triangle to be represented more frequently. The one triangle was probably the best race of the weekend sailed as it was, in an increasing breeze making for ideal close, competitive racing.

1st Hectic, Eric Williams
2nd Dragon Lady, Martin Payne & Anne Garrett
3rd Avalanche V, Terry Wade
4th Sandpiper, Nicky Streeter
5th Orzel, Jack Bielecki
6th Warrior, John Thornton

EAST COASTS

Rory Bowman, Tom Stevens and Giles Webster in Loki were convincing winners of the East Coast Championships hosted by the Royal Norfolk and Suffolk YC generously sponsored by **John Grose**.

In a fleet of 23 the Loki team won 4 of 5 races and finished fourth in the other. Their boat speed was clear from the start - they were premature starters in the first race but returned to restart and finish first on the water. The racing was always close and Bowman's team had to hold off several challenges especially from Dragon Lady who won one race, was second three times and discarded a third to take second place overall. Patrick Gifford's Basilisk started the event with a disqualification for a PMS but sailed well to finished in third place overall.

The conditions were windy for all three days and the seas often rough enough to provide some exciting surfing on downwind legs not to mention a remarkable number of swimming lessons for unstable crew, particularly at lunchtime.

Race Officer for the event was Veronica Falat who managed the difficult conditions brilliantly, setting some very true courses using the trapezoid course - each course consisting of a long windward leg followed by a reach, run and another reach to the leeward mark. This proved a very popular course with the competitors if only because it avoided the close reach to close reach gybe in the extreme conditions.

1st Loki, Rory Bowman
2nd Dragon Lady, Martin Payne, Anne Garrett
3rd Basilisk, Patrick Gifford
4th Mystere, Norman Blowers
5th Tyr, Peter Dann
6th Scorpio, Chris Dicker

NORTHERN AREAS

After a strenuous five race series Will Rudd added the Northern Area title to his 1994 Scottish Dragon Crown. The Championship hosted by the Royal Forth YC was sailed in conditions ranging from extra light, in Saturday's opening event, to gusting 28-30 knots in Sunday's three race marathon. Fortunately Sunday had been the wind's peak and although still packing a punch on the Monday it was not the kind that delivers a knockdown blow.

The 15 entrants were well matched. Opening honours on Saturday went to Peter Dann and crew of Aileen Goodman and Joanna Richardson who proved adept at reading the wind shifts. Braw Craw (Shaun Maclean) was second and Jane IV (David Young) third. After this race, however, the breeze decided it had had enough and although the fleet languished around the starting area for considerable time, it refused to settle and Race 2 was postponed to

Sunday.

Overnight the wind filled in with a vengeance. Eager to get in the full quota of races, the fleet set off, where the inshore route paid handsomely and Nigel Young, helming Danny Sinclair's Takitimu, slammed through into the lead. By Race 3 it was evident that the heavy weather was exacting its toll, with retirements including David Young who withdrew after his mast cracked below deck level.

Race 4 brought the breakthrough. Will Rudd pulled ahead with Tyr in second and Braw Craw third. Eight started and eight finished. It had been a long hard day and tribute must be paid to the rescue boat crews who stayed in attendance all day without shelter or a change of shift. Monday's final race would be the decider - Rudd led Maclean by 2.7 points with Young third. Conditions abated for Monday's race when Braw Craw led the fleet home from Merlin and Kestra. Racing had been close and challenging throughout the series but Rudd and his crew proved to have just the edge to keep the title north of the Border.

1st Will Rudd, Merlin II
2nd Shaun Maclean, Braw Craw
3rd Nigel Young, Takitimu
4th Peter Dann, Tyr
5th Richard Leask, Kestra
6th Philip Rutledge, Thunder

Editor's note: Despite the low turnout of this event the Committee has decided that the results should stand as a qualifier for the Europeans.

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CHAMPIONSHIP ROUNDUP FROM IRELAND

East Coast Championship, Howth

Howth YC hosted the East Coasts as part of their centenary celebrations and attracted an entry of 35 boats - 6 from Belfast, 6 from Cork and 23 from Dun Laoghaire.

Howth boasts a fine marina, but access is via a rather narrow fairway; the difficulty manoeuvring without an engine was soon demonstrated by several Dun Laoghaire boats whose lack of practice in that department was all too apparent. This will shortly be

remedied, as Dun Laoghaire has been promised marina facilities to augment its superb swinging moorings and it is anticipated this will be in place for the Gold Cup in '97.

The Championship was sailed in light to moderate westerlies and racing was extremely close with a different winner for each of the 5 races. Showing the form that would win him the Irish Championship later in the year, Simon Brien won the 1st race.

The second went to Water Rat, the third to Mystery, and the fourth to Aphrodite. Going into the last race Kin, Tiamat and Mystery were all looking good, but Elsa scored a second and the opposition just faded away to allow Connor Doyle to win from Kin by 0.7 pts.

1st Elsa, Connor Doyle
2nd Kin, Simon Brien
3rd, Mystery, Peter Wolfe
4th Lightning, Gary Treacy
5th Aphrodite, Mick Cotter

Alcatel Irish National Dragon Championship

International telecommunications company Alcatel continued their support of the Dragon Class for a second year with the 6 race Nationals in August hosted by the Royal St George YC.

Race Officer Peter Craig did well to get the fleet away on time each day, with the high pressure becoming more dominant his job became increasingly difficult, particularly with strong flood tides over the course. Race 3 was

knots. Competition meanwhile was almost as intense. Hoj-Jensen won races 4 & 5 with Brien second in both. To retain the title Hoj-Jensen needed to finish in the top 3 in the final race, but Brien cleverly covered him from the start to finish 9th but with his rival in 12th the Championship went to Simon Brien with Mossy Shanahan and Dallas Caskey.

The battle for the minor placings was intense; any one of ten boats could have taken 3rd place up to the last race but it was Robin Hennessy who did it in fine style with in a final win.

After the East Coasts in Dublin Bay next May, the next major event to be held in Dun Laoghaire will be the Gold Cup in 1997. Alcatel Business Systems have indicated a willingness to be associated with this most prestigious of Dragon events at which we hope 50 visitors will swell the local fleet to 90.



Kin sailed by Simon Brien with Mossy Shanahan and Dallas Caskey

photo Shane O'Neill

In the fleet of 28 the favourite to take the title for the third time in a row was Poul Richard Hoj-Jensen sailing Bill Nolan's China Blue. However, the tipsters had reckoned without Simon Brien in Kin. After two races it was apparent that Hoj-Jensen had a real fight on his hands.

sailed in competing land and sea breezes but Brien showed mastery of the conditions to take the gun with Hoj-Jensen at 10th. Racing was put back an hour for the remaining days in order to allow the sea-breeze to establish itself. Which it did reluctantly though seldom exceeding 8

1st Kin, Simon Brien
2nd China Blue, P-R Hoj-Jensen
3rd Water Rat, R Hennessy
4th Rainbow, John Mulligan
5th Aphrodite, Mick Cotter
6th Mystery, Michael O'Reilly

Heineken South Coast Championships

The Heineken S. Coasts were hosted by the Kinsale Y.C from 29th Sept to 1st Oct. An entry of 35 included 5 boats from Britain and 4 from Northern Ireland, including the Irish National Champion - Kin.

Water Rat Dominates

The event comprised a five race series; two races on Friday and Saturday and a final one in a westerly gusting 35 knots on

Sunday. The early running was made by Water Rat sailed by Robin Hennessy, Des Cummins and Philip Watson from Dublin and if skippered by Alan Crosbie from Kinsale. Unfortunately Alan Crosbie's challenge came to a premature end at the starting line of the third race as a result of a serious hand injury, incurred while repelling boarders. We wish him a speedy recovery.

After four races, Robin Hennessy seemed to have an unassailable lead, which he confirmed by winning the last race by a clear

margin. Second overall was Tamerlane sailed by Gary Dixon, David Kelson and Paul Prentice from the Royal Ulster YC. Third overall was Lightning sailed by Gary Treacy, Paddy Maguire and Graham Sleater.

Best local boat was Phyloong which finished seventh and was sailed by KYC Commodore Gary O'Driscoll

1st Water Rat, Robin Hennessy
2nd Tamerlane, Gary Dixon
3rd Lightning, Gary Treacy
4th Quailo, Neil Hegarty

UK Fleet Reports

TORBAY

The Torbay Fleet has undergone a period of remodernisation this year. Several owners traded in their boats for newer GRP ones and most of the remainder invested in new sails and gear. The result has been very close racing in which no one has dominated. The prizes at the end of the season will be presented to several boats and owners who have not been in the frame before and at least one of the usual prize winners will have nothing to put in the cabinet this year. A very satisfactory climate in which to encourage Dragon racing in Torbay. Martin Scobie with Asterisk eventually prevailed as overall Torbay Champion.

moorings available

Regrettably, there have been no new recruits to the Fleet, but we have addressed the problem of the shortage of moorings and there are currently two Dragon moorings available. Anyone interested should contact our

Torbay Fleet Secretary.

It is with much regret that we must report that Simon Day sold Maelstrom this year. Simon has raced Dragons at the highest level for forty years and we can only hope that he may have a change of heart and return with a new boat.

Naturally the highlight of our season was the Gold Cup. The organisers are particularly anxious to thank the BDA, the IDA and the CYCA for their very thorough support in getting the event together. After a poor start with absolutely no wind, Torbay came into its own with plenty of sunshine and wind to entertain the 81 boats from twelve countries. Since the event, we have had many kind letters from all over the world so we are quite pleased with the way the regatta turned out.

The Torbay regatta results continued to demonstrate the evenness of competition in the Bay. Heuschrecke won at Babbacombe, Grasshopper in Paignton, Skal III at Brixham and before the last of the five race

Torquay series, three boats, Riff Bay Raff, Scimitar and Heuschrecke shared equal points for the lead. Heuschrecke triumphed in very light conditions with Riff Raff runner up.

Overall the Fleet enjoyed an excellent season despite the predominately light winds in this record dry and hot summer. We are now looking for a few new members to enjoy racing in a fleet of equal opportunity!

The Fleet is obviously very proud that Martin Payne succeeded in retaining the Citron Trophy for the second year running with a run of consistent high places in the various championships.

Finally, we would like to thank the following sponsors for their very generous supports of the Gold Cup: Thorntons Chocolates, Arcadian Hotels, Nortel, Community Hospitals and Laurent Perrier Champagne. Without their assistance it would have been extremely difficult to arrange a Gold Cup in the manner to which Dragoners have become accustomed!

Graham Jenkins

CLYDE

The Clyde continues through a quiet period in its history, though, perhaps like the economy, stirrings of growth can be detected.

Excellence in varnished wood construction remains. Meteor and Crackerjack started off the sailing season while Cresseid with new keel boats and new owners Gavin McCourt made an appearance in the second half.

Ian Broadley disturbed Refraction (now Kedron III) from her slumbers in Aidan Woodcock's lovely paddock in Cobham where she had been dreaming of her former glories at Falmouth and Abersoch. She was in time to join the others for the Secondary Points, a Royal

Western race to the Kyles and a most hospitable Northern Area Championship at the Royal Forth. Which by comparison made towing her on the M25 seem like a most gentle affair!

Bebe continues to be the only Clyde boat to represent us in the wider National and European programmes. Nicky MacLennan, of course, remains extremely busy as IDA Secretary.

We hope Dennis Jackson will be racing next year with Valhalla, and two other local Dragons, Troll and Ellis (renovation project) are potential boats for Clyde events.

Further West, Winsome was spotted this year at Ardfarn on Loch Craignish where she has been based for several years.

Boats for £200

An interesting letter has been found in the records of the Clyde fleet. It is an invitation to come and discuss Dragon racing and to inform interested parties that new boats can be inspected in McGruer's Yard at Clynder on the Gareloch: the cost of new boats to be around £200. Before rushing off you should note the date, 16th October, 1935. Thus this year is marked as the Diamond Anniversary of the inaugurations of the Class in the UK. Next year, the 60th Anniversary of Class racing in the UK and on the Clyde surely calls for a celebration.

Ian Broadley

FALMOUTH

For the first time we were hosts for the '95 Edinburgh Cup. Thus, the fleet was inspired to make an early start to the season and local fleet racing saw encouraging numbers. Bucanneer remained the boat to beat - a fact that was amply driven home in the actual event. Forty-two boats entered and crews were subjected to unremitting sun and light or moderate airs. This last coupled with a large swell, made for difficult sailing conditions.

The Principal Race Officer, Jonathon Money, managed to set a good course each day despite the difficult circumstances - delayed starts could not be avoided, but enlivened by his comments from the Committee Boat the time seemed to pass quickly enough!

The results are recorded elsewhere but suffice it to say that with the exception of Bucanneer the Falmouth Class Captain's report reads 'Must do better'!! The Falmouth Fleet would like to thank the Royal Cornwall Yacht Club, the Flag

Officers and Race Committee who did a fine job of hosting the event and Falmouth Watersports Centre for kindly offering the use of their facilities.

The rest of the season was, happily, more fruitful for the fleet in general and most boats featured in the prize lists. Similarly, nearly all boats appeared in the placings during Falmouth Week, when we experienced a wide spectrum of wind and tide conditions making for taxing course assessments.

Alan Dowle

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MEDWAY

Not a Dragon in sight but we had an excellent dinner in March which got the season off to a good sociable start. With a fleet of seventeen boats we have had some superb racing in 1995 with eleven boats having won races.

The first race was a hectic one and was won by Len Baldwin (Sagitta). Unfortunately, Mike Lutener lost his stick which kept him out for the following two weeks.

champagne all round

The spring series (Proton Cup) was won by Len who pipped Tim Roberts (Boomerang) by 0.7 of a point. Len and Tim were going very fast and the rest of the fleet

were delighted when both of them joined Peter Dann (Tyr) in Falmouth for the Edinburgh Cup. We always like to have an excuse to drink champagne at the Medway and Peter's excellent result had the corks popping.

The Medway regatta was held in early July and after two short races in light conditions we had two tremendous days out in the Estuary over the weekend. The final placings were not decided until the very end which after twenty six miles saw the three leading boats finishing within five seconds of each other. Bob Long sailing Peter Woodger's boat (Mistral) won both the regatta trophies, David Dale (Rogue) was second and Philip Clarabut (Vendetta) was third.

The annual crews race which gives the crew an opportunity to shout at the skipper took place in

June and Robert Sheppard's Penguin Too took line honours for the second year running. Boomerang returned from the Gold cup in tremendous form and put in some very good results and is presently leading the seasons points closely followed by Roger Dawe (Royalist), Philip Clarabut (vendetta) and Len Baldwin (Sagitta).

We have had some very good suppers and it was great to see how active some of the more senior members of the Medway fleet were on the dance floor, as well as on the water. The 1996 Medway regatta will be held on 11th-14th July and all visitors are very welcome. There is a full social programme, Committee boat starts and with one of the more interesting rivers to sail on together with the Thames Estuary what more could you want.

Philip Clarabut

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ALDEBURGH

The season started with a four race series on the first bank holiday in May - we had a glorious weekend sailing and the river was empty of other boats. Rory Bowman in "Loki" started his winning ways by taking first place in all the races. Part of the fleet then trekked off to Lowestoft, some on trailers, some on their own bottoms, for the East Coast Championships. Club racing then lost its momentum with a low turnout of boats.

"Loki", after her successes in the Edinburgh Cup and at Lowestoft, did not see the water again until the end of October, Rory Bowman being heavily involved in the launch of "Cheesey Feet" and Aisling's Olympic Campaign.

"Basilisk" also left the Alde in mid-May and did not return until after the Gold Cup in time for the August Regatta.

Mark Foley managed to finish refurbishing "Matilda", an Australian Borresen and with Will Curtis bringing "Pendragon" we had a fleet of nine boats. With the wind in the North East and clear blue skies the weather was ideal, particularly as the sea breeze reinforced the gradient wind. The only disadvantage was the number of running starts against the tide. The key question always being which side of the river should one start. Someone remarked that "Whistle," helmed for the regatta by Patrick Gifford, always started on the opposite side to "Basilisk"! Perhaps that's why Patrick won the series with Mike Hayles second.

47 year old boat

The annual points series continued until mid-October when Peter Wilson's "Harkaway" won the series, not bad for a 47 year old boat.

Club racing has continued throughout the Autumn and there has been a considerably better turnout, particularly with Jack Bielecki putting "Orzel" back into the water.

As a club fleet we need two or three more Dragons to turn out regularly, to ensure a reasonable turnout when the travellers leave for months at a time.

Mike Hayles

BELFAST LOUGH

The start of the 1995 season could be described as leisurely, the fleet not being up to strength until well into June.

The travellers this year had considerable success. Kin and Aquilla coming the mid "teens" in the Gold Cup and the Edinburgh Cup. Kin won the inaugural even in Lough Ree and, spectacularly, the Irish Championship in Dunlaoghaire from Poul Hoj-Jensen.

At the South Coasts in Kinsale Tamerlane got a second, Fatal Attraction a fifth, Kin an eight with Phoenix in the middle of a very competitive fleet.

The hopefully, temporary, loss of Kin to Dunlaoghaire for most of this season has opened up the racing at home (not that Kin had it all her own way). Tamerlane continues to be the "boat to beat" with Aquilla and Phoenix also to the fore. The most

Spectacular win, however, was by Koala, who after a season of indifferent results, managed to beat every boat on the water, including the Cork One Design, one Thursday evening by finding the one bit of wind in the Lough. Koala is currently for sale we can confirm that she is a very fast boat!

Although the season started with an element of anticlimax following the Edinburgh Cup in 1994, the local "Championships" were hotly contested. The Knockdene Trophy up the Lough at Royal North going to Tamerlane and the One Design Keelboat event to Kin - by a short hair! The very successful Bangor Offshore Week in July included a Dragon start this year. Though only seven Dragons competed, the racing was very close, with Veleta winning from Zulu on a tie-break.

We have just learnt that Belfast Lough will be hosting the Irish Championships in 1996. The format is being somewhat altered

4 day Weekend

from previous years in that that it is being compressed into an "Irish Weekend" - ie Friday to Monday! The courses will be a mixture of Windward/Leeward and Triangles - 31st May to 3rd June. We will be doing a deal with the ferry companies to assist BDA members to attend and look forward again to welcoming visitors from "across the pond".

Two achievements of note by fleet members in lesser forms for wind driven transport. Dickie Gomes, along with Brian Law of Zulu, skippered one of the Irish boats in Teachers Round Britain Race in August. In Spain this year, Mike Hendra, Liza Jan, along with John Twomey secured a place for Ireland in the Paralympics in Atlanta next year.

David Baird

BURNHAM

The Burnham Fleet made their usual early start before Easter as a tune-up for the increasingly popular Open Regatta at Easter which this year was once again sponsored by Holt Allen.

Light north-easterlies increasing to westerly force four to five gave near-ideal conditions for a series of 6 races over the Easter weekend. An entry of 15 included 6 visitors from as far afield as Scotland and Holland. After the fifth race it looked as though Terry Wade in *Avalanche* would win overall, though Tony Allen and Mike Holmes who helmed alternate races in *Hat Trick* were close behind. As it was, race 6 was convincingly won by Peter Dann sailing *Tyr* and Terry maintained a sufficient lead over *Hat Trick* to win the event from Peter Dann.

Early season saw two additions to the fleet - *Barbary* and the elegantly restored 1958 built *Therio*. With so many Burnham boats travelling in the early part of the season, fleets for the points races prior to Burnham Week were often rather small, however for those who did stay

at home, the long hot summer gave some splendid racing

Meanwhile Burnham travellers gave strong support to the South and East Coasts. Lowestoft produced a wet and windy weekend with an unmistakable "Lowestoft chop". Nevertheless everyone enjoyed excellent racing and Burnham was well represented among the top ten. The hospitality of the RN & SYC was as warm as ever.

Ostende is always a popular venue for Burnham sailors and two boats made the pilgrimage for the Belgian Nationals which the Quicksilver team won on something like their eighth or ninth at tempt. *Ariel* won the first race and finished sixth over all.

The match racing event was scheduled for the weekend before Burnham Week. Racing was abandoned after Terry Wade very suddenly collapsed and died at the helm. He was a great competitor and we will all miss his bounding enthusiasm for many years to come.

Competition on the river hotted up for Burnham Week as the travellers were back in the fold. After two months of continuous sunshine, the weather decided to

break and the week began with a gale and finished with a spectacular thunder storm which coincided with the traditional day of calms. Six hours in a dragon in non stop monsoon rains is a fine test of anyone's concentration let alone the quality of their oilskins. *Hat Trick* won the week with and without discards as well as the trophy for a three race series mid-week. Runner up for all three trophies, with wins on two days, was *Quicksilver II*.

Gluttons for punishment

Quicksilver II narrowly beat *Hat Trick* for the September Points and, at the time of writing, we are contesting the Newts and Candlesticks series for Autumn Saturdays and Sundays respectively. This October we are also racing for a new trophy presented by Petticrows. This is being run concurrently with the early part of the Newts and Candlesticks for which racing continues till the end of November. The Burnham Fleet always were gluttons for punishment.
Dick Rycroft

SOLENT

After being there or thereabouts for several seasons Mark and Jens Ratsey-Woodroffe are clear winners of the Class Championship, not at all bad when you think that Mark's business commitments prevent him racing after Cowes Week. They also carried off the early and mid-season points trophies, leaving Chris Caws, in his newly acquired *Sobriety*, to mop up the late season series.

Cowes Week was won by Rob Campbell and Barry Stanford from Burnham in *Quicksilver II* (ex-Domino). The Press whinges about "no wind" were much

overstated and the Dragons had a good week. We were missing some "old faces" this year. Julian and Claire Sowry have moved to Switzerland (though they have bought a replacement for *Scimitar* to sail there); the two Richards, Perkins and Palmer have Rujyin 'hors de combat'; rumour control says that Peter Morton has bought an X99 and Eric Williams has been little seen on the Solent.

We have some replacements, and Ken Freivokh in his new Petticrow - Spitfire - won the Solent Cruiser Racing Association Medal at his first try. Justin Biddle in *Sapphire III* and our Class Captain Keith Skelsey

in *Gaia* were second and third.

Edinburgh Cup 1996

The South Coasts (reported elsewhere) were highly successful and we plan a similar event next year but on the second May bank holiday to tie in with the Edinburgh Cup in Cowes from 9th to 15th June.

We look forward to seeing you all for the South Coasts and the Edinburgh Cup, as there is only one weekend between them why not do both?
Jonathan Fairchild

LOWESTOFT

The sailing season started in April for Scorpio in Palma and Blanes sailed for the first week by Chris Dicker and the second by Rob Gray with yours truly as third member of the team. The travelling to Spain via Bilbao allowed 36 hours to relax, the Bilbao leg to Barcelona was a pleasant day's drive with an overnight ferry to Palma bathed in warm sunshine, we arrive relaxed and ready for some keen competition.

3 races a day

Sailing three short races a day was tiring but was rewarding in that after four days some 10 or 11 races were complete and the schedule allowed for a day to

relax and see a little more of the local scenery.

Success for the 9 yr olds

The East Coast Championships at the end of May was held in 20-25 knot winds, providing some excellent racing and a successful return for Rory Bowman, with Patrick Gifford in the respective 9 year old Borresens provided a welcome challenge to the dominant Petticrows.

The summer series was naturally disappointing due to the absence of Secret, Scorpio and Mystere away at Falmouth and Torquay. Each of these yachts recorded one or two good results but Chris's second in a Gold Cup race was a highlight.

Sea week was sailed in balmy

weather, most days in shorts. Peter Colby in Scaramanga won the Coronation Bowl from Ken Clabburn in Skal II.

The Blaxter Salver was competed for in a three race series and Norman Blowers in Mystere crewed by Ray Jackson and Phil Manning, was the clear winner. Mystere won Saturday's blustery race with Nick Truman in Atlanta second and Ken Clabburn in Skal II third. The wind was lighter on Sunday but still to Blowers' liking as he gained a second place behind Chris Dicker's Scorpio and then a convincing win in the final race. Scorpio came second overall and Atlanta third.

Overall a slightly less than satisfactory season due in part to the continuing lack of Dragons sailing from Lowestoft, on average 5 or 6 a week.

Nick Truman

FORTH

Another season finishes and my memories seem to be of light winds and sunshine. "Can this really be the Forth?" I hear you Sassenachs saying but I can assure you it is often thus. The season began in welcoming newcomers Ron and Julie James with Ming into the fold after an apprenticeship in Albacores. A bit of a culture shock for them but they have persevered and a set of Diamonds has helped. The turnout was a bit thin early on but we got going with some Olympic days when we sailed 3 shorter races each day which proved popular. Danny Sinclair took Forth weekend whilst Braw Craw began to show some form by winning Miller East Coast Keelboat Weekend.

Northerns without Irish

Braw Craw went to Falmouth, Takitimu and Kestra to Torquay, all to pretty average results but the enjoyment factor was high. August saw the Northerns on the Forth, won by Will Rudd with Merlin II (results elsewhere). Our thanks to the visitors who made the long drive. It was nice to see Patrick Gifford making the 1959 Eva go so well whilst Nigel Young showed how Diamond sails should be set to good effect on Danny Sinclair's Takitimu. Ian Broadley made it from the Clyde with Kedron II, but the question has to be asked, "where were the Irish?"

We ran our usual Scottish Championship in September when we had five closely contested races over the weekend. Braw Craw took two of them and this, together with two seconds, was just enough to take the trophy from Richard Leask in Kestra with Will Rudd in third. This year it has been noticeable that both Kestra and Philip Rutledge's Thunder have found some more pace, with the

latter experimenting to good effect with locally made genoas by lolair Sails.

What have David Young and Hamish MacKenzie got in common; both didn't go anywhere this year and both broke their masts! Does that prove anything?

And so the season drew to a close with the Carl Dyson Regatta under the famous bridges and a magnificent win by Merlin II with the 13 year old

Dragons beat the best

Susan Rudd in Mum's place in the crew, taking on the might of a large fast handicap class. Racing took place in gusts of 40 to 50, yes I did say 50 knots, sports boats were seen on their sides, "E" boats sank, two of, but the Dragon was supreme!

Shaun Maclean

BOATS FOR SALE

(full details of boats for sale are always available from the Hon Secretary)

SNORRE: GBR 241	1948, Larch on oak, in need of some loving care Ged Barrow 0151 625 2494	£1,500
WHIZZ II: GBR 343	1963, East German, mahogany, immaculate, trailer Rob Gray 0171 251 8007	£6,000
SKAL II: GBR 362	1962, Borresen, varnished, good condition, trailer Ken Clabburn 01953 452054	£6,500
CHIME: GBR 388	1959, Borresen, varnished, very good condition, successful Tim Street 01273 770504	£5,500
TITAN: GBR 450	1970, Borresen, varnished, trailer, new spars Barry Dunlea 003531 2894039	£8,500
VIVACIOUS: GBR 426	1966, Peterson & Thueson, 1st wooden boat Gold Cup '95 Richard Jordan 01377 254225	£13,500
ROGUE: GBR 445	1968, Borresen, teak decks, excellent condition David Dale 0171 622 7926	£6,500
SCIROCCO: GBR 465	1972, Borresen, teak deck, beautiful boat P Acciarri 01489 877442	£8,500
ENCORE: GBR 488	1979, Borresen, teak deck, Green GRP hull, trailer Toby Songer 01503 220776	£8,900
PHOENIX CHALLENGER: GBR 493	1980, Borresen, trailer, refitted 1993, many extras Adrian Allen 01247 459261	£8,000
KOALA: GBR 604	1976, Borresen, green hull, no trailer Mark Neill 01247 453388	£5,750
ARIEL: GBR 500	1982, Miller Godsill, trailer, fully refitted, modern layout Simon Lucas 01604 28923	£10,000
DOESN'T SHE: GBR 526	1988, St Georges, raised floor, dry sailed, no trailer Andy Gilmour 01374 461310	£9,950
FLAME V: GBR 528	1987 Borresen, White hull, No trailer David Hall 01702 582185	£13,950
FIREFLY: GBR 530	1987, St Georges, yellow hull, new trailer, all Harken Chris Caws 01983 295697	£11,950
TAKITIMU: GBR 535	1987 St Georges, Boyce mast, Trailer, could deliver Danny Sinclair 0131 315 2863	£10,000
AVALANCHE V: GBR 548	1988, Petticrow, no trailer, very successful boat, many sails Teresa Foulger-Wade 01279 874909	£14,500
HECTIC: GBR 550	1988, Petticrow, no trailer, dry sailed, blue hull Eric Williams 01703 813514	£15,500
FATAL ATTRACTION: GBR 559	1988, Petticrow, trailer, Nordic mast, good condition Gordon Patterson 01232 682940	£15,950
GUNDOG: GBR 562	1990, St Georges, trailer, red hull, raised floor, bulkheads Alex Flett 0131 312 6821	£13,000
PEER GYNT: GBR 565	1989, Borresen, grey hull, good condition, trailer L Johnston 01232 425014	£
CHINATOWN: GBR 589	1992 St Georges, Red hull, Nordic mast, New trailer (1994) Nick China 0171 274 8165	£16,500
BRAW CRAW: GBR 601	1989, Petticrows, red hull, trailer, excellent condition Shaun Maclean 0131 552 1988	£16,500

**MEMBERSHIP APPLICATION: Complete and return to the Hon Secretary,
110c Highbury Hill, London, N5 1AT phone or fax 0171 704 6160**

I wish to to become a member of the BDA.

* I do not own a Dragon and therefore require Associate Membership.

* I am an owner/part owner of GBR/IRL (sail no)(name)

Name phone no

Address

BRITISH DRAGON ASSOCIATION
ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 1995

BALANCE SHEET

	1995	1994	1995	1994
INCOME	£	£	£	£
Subscriptions				
Current year: Received	6626	7060		
Owing		120	919	1837
Last year	<u>20</u>	<u>10</u>		
	6646	7190		
Advertising & Sponsorship	1740	300		
RYA Measurement fees	80	45		
Bank Interest	75	31		
Profit on sale of Goods:	379	265		
	<u>8920</u>	<u>7831</u>		
ANNUAL DINNER ACCOUNT				
Receipts	2844	3599		
Less: Costs	<u>2795</u>	<u>3584</u>		
	49	15		
BOAT SHOW ACCOUNT				
Receipts		4849		
Less: Costs		4911		
Allocated to Boat Show		<u>(1062)</u>		
	<u>8969</u>	6784		
EXPENDITURE				
IDA Subscription	300	294		
RYA Subscription	32	32		
Handbook	825	750		
Newsletter	1542	1113		
Advertising and promotion	1282	176		
Promotion Officer	750	450		
Postage, phone, stationery	1173	1371		
Committee room hire	72	60		
Sundries	220	414		
Insurance	200	110		
Computer depreciation	918	918		
Honoraria	500	500		
	<u>7814</u>	<u>6234</u>		
SURPLUS (LOSS) FOR YEAR	<u>1155</u>	<u>550</u>		
			FIXED ASSETS - Computer	919
			CURRENT ASSETS	
			Stock of goods	1367
			Debtors	120
			Balances with Lloyds Bank	
			Deposit account	5678
			Current account	<u>3045</u>
				<u>11009</u>
			LESS: CURRENT LIABILITIES	
			Creditors	308
				<u>10701</u>
			REPRESENTED BY:-	
			Balance at 1st November 1994	9546
			Surplus (loss) for the year	<u>1155</u>
				<u>10701</u>
			SIGNED:	
			NOTE: ANALYSIS OF SUBSCRIPTIONS	
			Received in year:	
			Abersoch	110
			Aldeburgh	350
			Belfast Lough	700
			Burnham	740
			Clyde	230
			Falmouth	250
			Forth	470
			Lowestoft	470
			Medway	420
			Solent	1240
			Torbay	390
			Irish Dragon Assoc	696
			Affiliated	560
				<u>7060</u>
			Owing at end of year:	
			Strangford Lough	120
				<u>6626</u>
				<u>7180</u>

MEMORIES OF TORQUAY



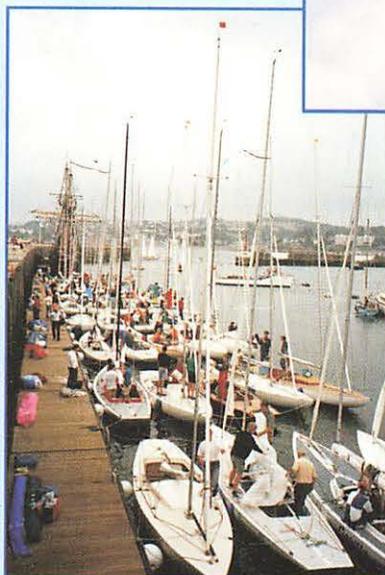
81 Dragons - a marvellous sight Tom Benn



Ariel swapped nationality



Arcadian Hotels one of our generous sponsors



Dragons in the harbour



Terry Wade with John Heyes



Tom Benn



Paul Henderson, IYRU President

Laurel and Hardy, Boys and Girls and the Sea and Ships are without doubt Sublime Combinations

... but consider our **TOTAL PERFORMANCE CONCEPT** - a concept that guarantees that Peticrows Dragons are delivered at **Minimum Weight and Fully Tuned!**

... Then consider our Results - Peticrows Dragons have won almost all the National and International Championships in the '95 Season

... Then consider our Support - The Peticrows Team is always there - at Major Regattas - ready to advise and learn, ready to listen to our many Dragon Owners and their experiences.

... Then consider our Service - New Sails and spare parts of course! We are also fully equipped to modify, or repair any damage to the Hull or Rig. The Design Team are always pleased to answer any Technical or Tuning problems you may have...



...and then consider if you will, that almost inevitable conclusion - that HØJ JENSEN DESIGN and the PETTICROWS DRAGON are also - without doubt, one of Yacht Racings...

GREATEST COMBINATIONS!

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