

DRAGON NEWS

*Christmas
1998*

REGATTA
REPORTS

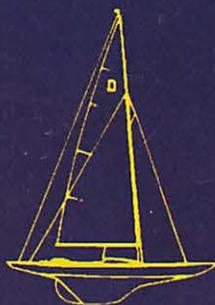
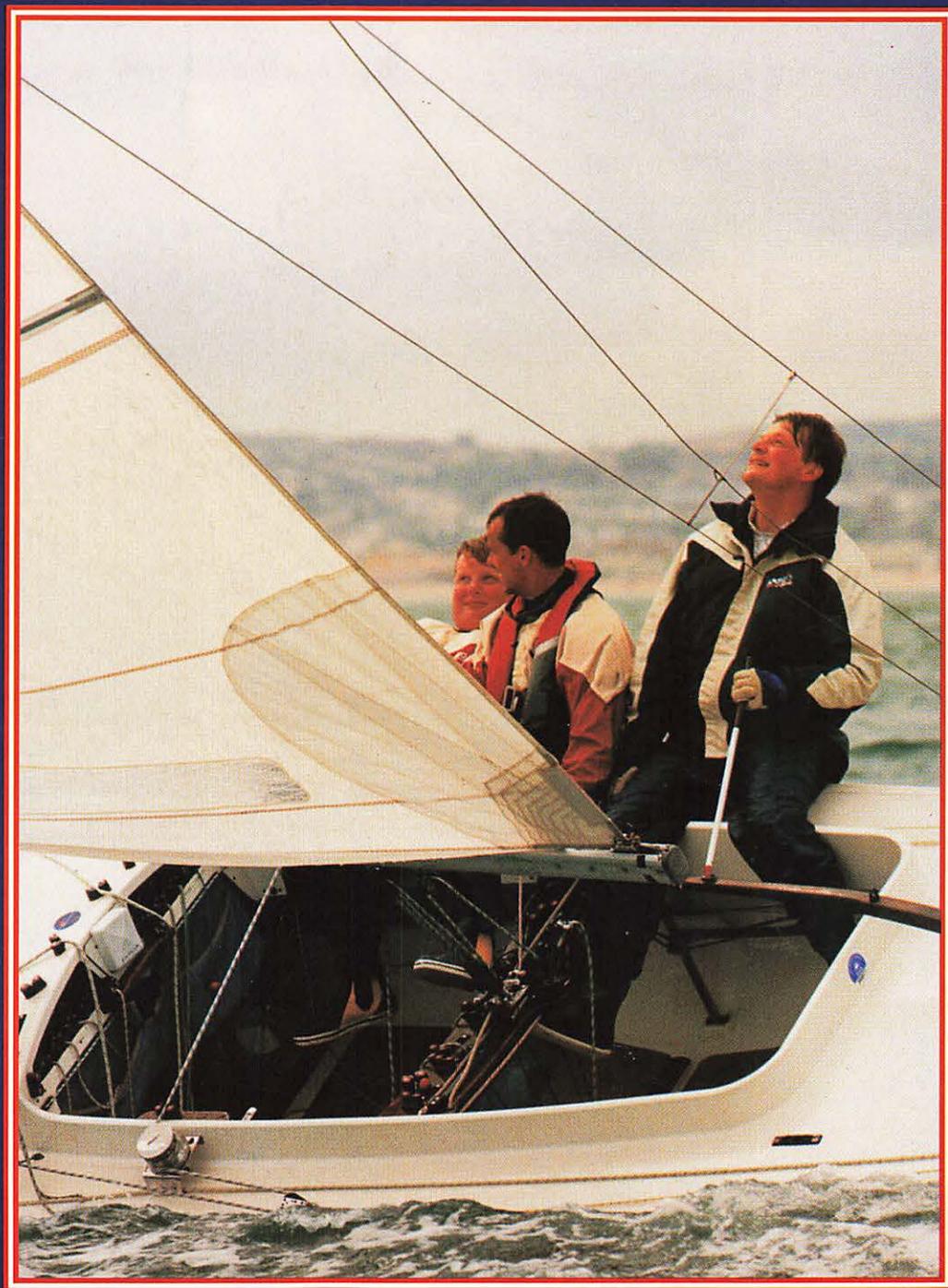
EDINBURGH
CUP

CITRON
TROPHY

FLEET
REPORTS
FROM
AROUND THE
COASTS

BOATS FOR
SALE

1999
FIXTURES



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

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DRAGON NEWS

Christmas 1998

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Printed by: Wednesday Press

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WILD WEST MARINE PHOTOGRAPHY

The front cover and many of the pictures in this issue were taken at the Edinburgh Cup by James Walker of Wild West Marine Photography

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REFLECTIONS

from the BDA's Honorary Secretary

Well it's that time again! This is my fourth magazine and I still seem as badly prepared as I was for the first. I have had a good year's racing, even though the British Summer appeared to have other ideas.

The Burnham Easter regatta provided an excellent early season warm-up (as usual), if a little cold.

The South Coasts were excellently organised, but were also a little cold and windy.

The East Coasts included the usual RN&SYC hospitality, although I don't think I understood what was happening with the offshore breeze.

Torbay hosted an excellent Edinburgh Cup, especially considering the tragic loss of Arcadian hotels as major sponsor, but I would say that wouldn't I?

Next year is an East Coast year with the Edinburgh Cup being held at

Lowestoft, hot on the heels of the East Coast Championship, so you can leave your boat there between events. It is the 50th Anniversary of the cup being presented by the Duke of Edinburgh so it should be a special year.

After a quiet year initially, there was a late surge of interest in the class and several boats have been sold to members new to the class. Sales of second-hand boats appeared to be buoyant in the Autumn, and if you look at the Boats for Sale list on page 17 you will notice some dramatic changes.

The class is now without a major sponsor for the National regattas. I am in discussion with two potential sponsors, but I am not optimistic. If anybody has any ideas for attracting a major sponsor, please do not hesitate to contact me, I am open to any suggestions.

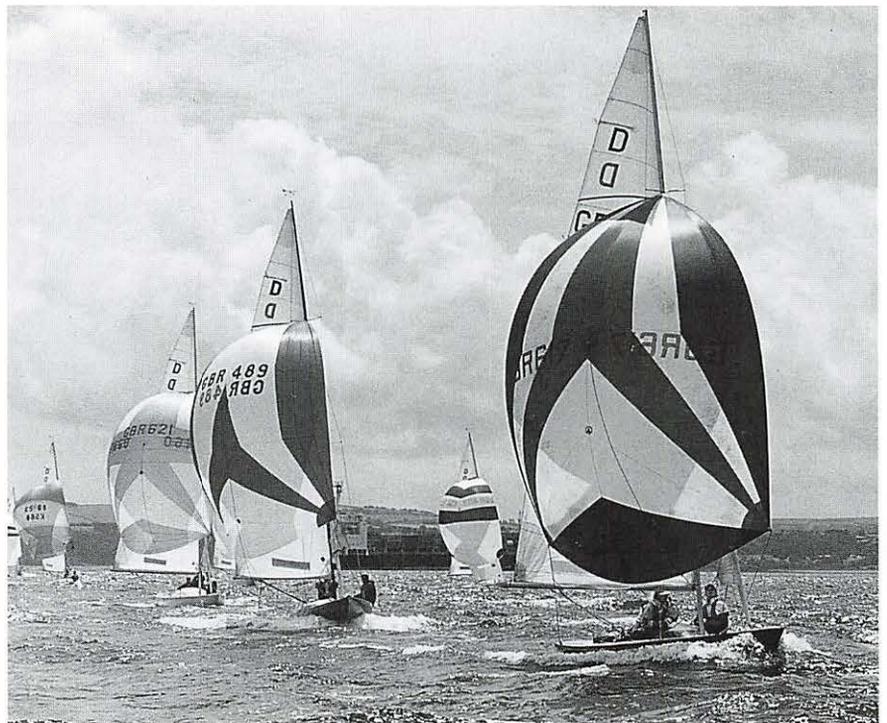
Owen Pay

Cover picture: the crew of *Erratic* enjoying the racing in Torbay – photo by Wild West Marine Photography

(below) a sparkling run during the Edinburgh Cup in Torbay – photo by Wild West Marine Photography

Owen Pay
has changed jobs

New Telephone Number:
0118 9091810
Email address:
OwenPay@jdedwards.com



CHAIRMAN'S REPORT

Having been privileged to spend the maximum allowed four consecutive years as an Officer of the Class, this is my final report as your Chairman. It has been an interesting and enjoyable period to be involved and I am pleased to say that we Dragon sailors appear to be holding our own – at the least – against sportsboats, Etchells and sundry other threats.

Some while ago, it was recognised that the Dragon class would probably decline unless steps were taken to promote it and to demonstrate its appeal to a wide variety of sailors. This led, among other things, to an active approach to advertising and other promotional activity (such as newsletters); to trying out new regatta venues; to the Classic championship initiative; to incentives for young sailors; and to the Crew's Race at the Edinburgh Cup.

All this came at a cost: in human terms, we decided that the Secretary's job had to be supported by a Treasurer, and by subcontracting much of the responsibility for assembling our publications. In financial terms, we obtained Class approval for an increase in the annual subscription from £20 to £35. The income this sub now generates allows the Class administration to commit to these various programmes while producing a very modest surplus.

The British Dragon fleet has also been the beneficiary of sustained effort throughout the past four years by the IDA and by boat builders to stimulate and sustain interest in the Class. There has been an impressive increase throughout the sailing world in the number of Dragons sailed and the number of countries in which they are sailed.

These processes have led to some stresses and strains.

Those of you who follow IDA affairs will be aware of the debates about tighter measurement and professionalism. Although these have been difficult issues to deal with, I sense that what will emerge will be for the long term benefit of the Class, in terms of a more focused commitment to the Dragon's one-design characteristics and to a consensus as to who we Dragon sailors are, and who we want to sail against.

Among the individual UK fleets there has been mixed progress. Some fleets have gone into decline – hopefully temporary – while others are in robust health and, indeed, some sailing waters may begin to suffer capacity problems. The Irish fleet is going from strength to strength. So, for the most part, the end of 1998 sees us in a good position to go forward.

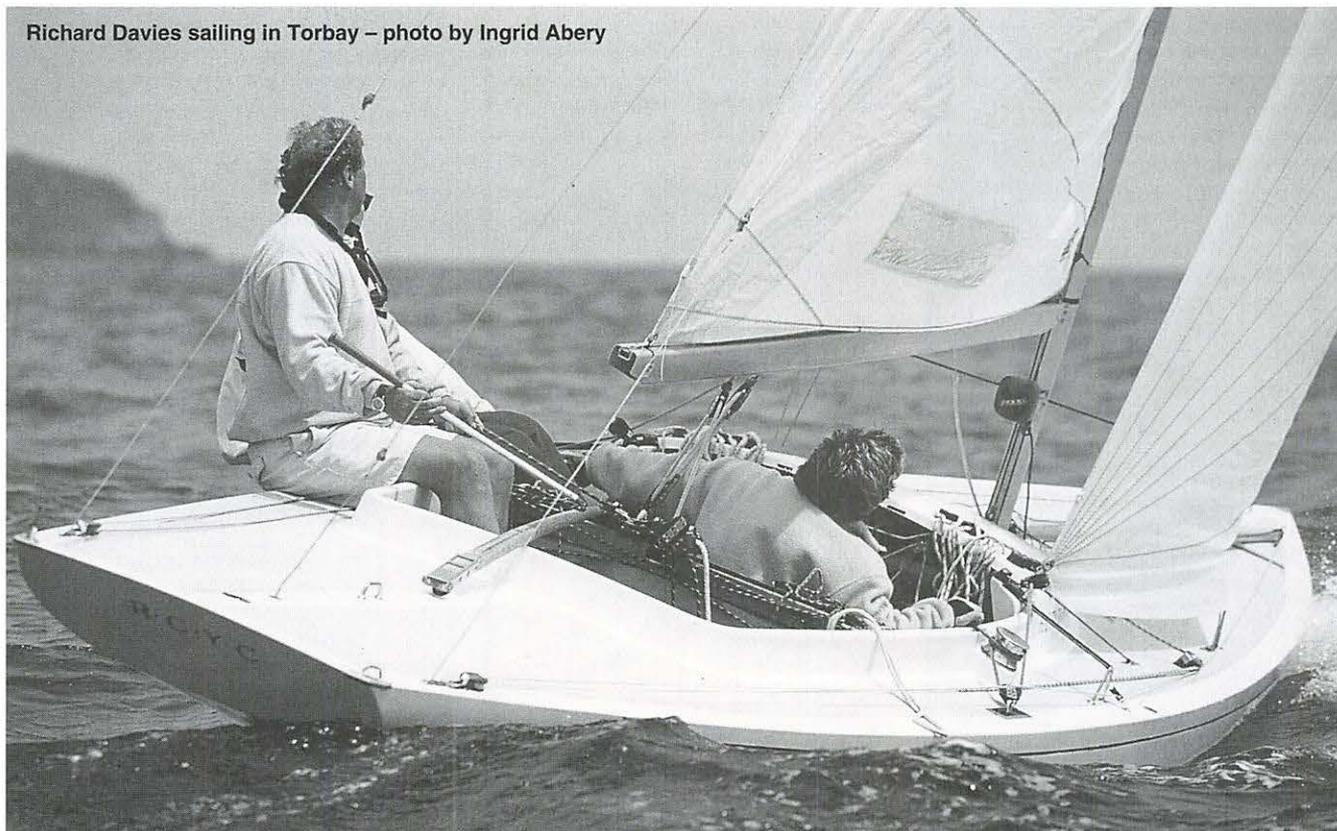
One matter which remains a constant challenge is the need to continue to foster good club racing throughout the UK; I know that it has long been felt that the needs of the 'travelling' population are well catered for, and perhaps the biggest challenge for the next few years it to ensure that sufficient attention is now paid to our grass roots.

On a personal note, I have attended this year all the regional championships and the Edinburgh Cup: with mixed racing results, as usual! But the hospitality and generosity afforded to visiting Dragon sailors everywhere I have been is quite outstanding, and I look forward, with great enthusiasm, to renewing these friendships in 1999.

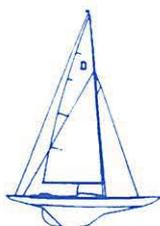
Finally, I would like to record my thanks to Mike Hayles and to the Executive team – Owen and Lucilla – for the support they have given me and their efforts for all the Class. Happy Sailing.

Richard J.G. Davies

Richard Davies sailing in Torbay – photo by Ingrid Abery



BRITISH DRAGON ASSOCIATION



NOTICE OF AGM

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge at 1845 on Friday January 15th 1999

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 1998
4. Chairman's Report
5. Election of Officers - Chairman, Vice Chairman, Hon. Secretary, Hon. Treasurer, Hon. Auditor
6. IDA Report
7. Subscriptions
8. Any other business

Election of Officers:

The BDA committee propose the following officers for election at the AGM:

Chairman - Michael Hayles
Vice Chairman - Robert Campbell
Hon. Secretary - Owen Pay
Hon. Treasurer - Lucilla Herrmann
Hon. Auditor - Jonathan Webster

1999 FIXTURES

UK Qualifiers

South Coast Championship - Cowes	1st - 3rd May
East Coast Championship - Lowestoft	29th - 31st May
Edinburgh Cup - Lowestoft	19th - 25th June
Northern and Classic Championships - Windermere	8th - 10th October

Major European Regattas

Gold Cup - Horten (Norway)	23rd June - 1st July
World Championship - Martinique	11th - 18th December

Other UK & Ireland

Burnham Easter Regatta	2nd - 5th April
Lisney Cup - Lough Ree	16th - 18th April
Irish East Coasts - Dublin Bay	5th - 7th June
Cowes Week	31st July - 7th August
Falmouth Week	7th - 13th August
Irish Nationals - Cultra	19th - 22nd August
Irish South Coasts - Kinsale	24th - 26th September

ANNUAL DINNER FRIDAY JANUARY 15th

The Annual Dinner will follow the AGM at 2000 at the Royal Thames Yacht Club.

Tickets must be booked in advance. Please return the form below to Owen Pay with a cheque for £34.00 per head (made out to the British Dragon Association) to arrive no later than **Tuesday 12th January**.

PLEASE BOOK EARLY

Dress : Reefers or Lounge Suits

MENU

*Duck Liver Pate with a spring Onion Salad
and Tomato Dressing*

*Navarin of Lamb with Haricot Beans
Chef's selection of Potatoes and Vegetables*

Vanilla Bavarois with a Raspberry Coulis

Coffee and Dark Mints

TICKETS FOR DINNER

Send this slip with your cheque to:

Owen Pay
54 Queens Road, Basingstoke
RG21 7RE

Name

Number of persons

I enclose a cheque for £.....

made payable to the BDA

FLEET REPORTS

BURNHAM

WE STARTED THE season brilliantly with a fleet of 16 Dragons completing six races over the Easter Weekend. Chris Caws and his team joined us from the Cowes clubhouse and raced *Sobriety*, finishing in a very commendable second place to Rob Campbell in *Quicksilver II*. Our other visitors from the Medway were Philip Clarabut in *Erratic* (5th), Ian Ratnage in *Water Rat* (6th), David Dann in *Tyr* (7th), and Richard Green in *Saggitta* (9th).

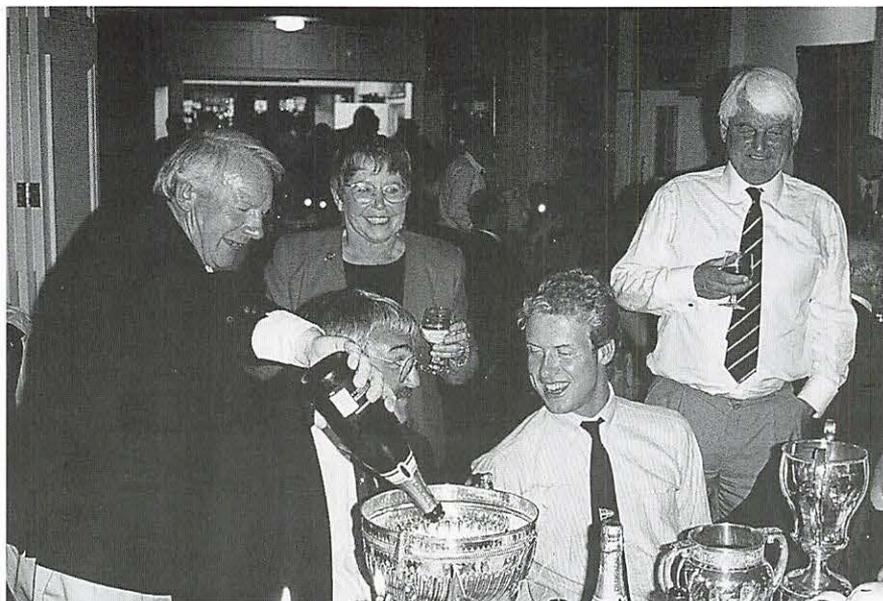
Two weeks later, *Quicksilver II*, *Hat Trick* and *FlameAgain* were off to the South Coast to represent the Burnham clubhouse against Cowes in the Clifford Cup. The racing was very close in both the Dragons and the Darings, but Cowes retained the Cup.

A week later they were joined in Cowes for the South Coast Championship by Poul Richard Hoj-Jensen in *Danish Blue*, Richard Davies in *Flotation*, David Crabb in *Therio*, and Ted Watson in *Barbary*. The weather was much heavier than expected especially on the Sunday when the 36-strong fleet left the shelter of the Cowes Haven marina to be greeted with a very cold northerly Force 6. On Monday we had an almost warm northerly Force 2 - 3, with sparkling sunshine. Hoj-Jensen in *Danish Blue* won the event, with *FlameAgain* second, *Hat Trick* 14th, *Flotation* 18th, *Quicksilver II* 24th, *Therio* 30th, and *Barbary* 31st.

In the meantime, *Marco Polo*, *Logie*, *Smaug*, *Magic* and *Chica* enjoyed competitive weekend racing on the Crouch. The Karl Marx Trophy contested over the first bank holiday weekend in May was won by *Logie*. During the second bank holiday weekend in May five Burnham boats raced on the Crouch for the NADA trophy in the RBYC Whitsun Regatta weekend series, and five boats raced in the John Grose East Coast Dragon Championship at Lowestoft.

The NADA trophy, sailed in light winds with overcast conditions and some sunshine, was won by *Hat Trick*. *Therio*, *Logie*, *Chica*, *Marco Polo*, and David Andrassy's new boat, *Magic*, all competed in the series, but were not all able to race every day. Our thanks go to the RBYC for organising a fun weekend for everyone.

The East Coast Championship conditions were light airs and strong tides. Robert Campbell in *Quicksilver II* (9th overall) achieved a third place in the first race when half the fleet failed to



Burnham Week prizegiving – in the foreground from the left: David Hall, Jeff Butcher and David Evans, winners on *FlameAgain* – in the background is Wendy Eagling, vice commodore of the Royal Corinthian and Rob Campbell, winner last year.

finish within the time limit. *FlameAgain* (15th overall) was ninth in this first race with just Teresa and David on board as the third crew arrived late in spite of an early start from London. It was good to see Richard Davies and Jo in *Flotation* at

**...sixteen Dragons
completed six races
over the Easter Weekend**

this regatta – they finished 11th overall. Motty Rankin in *Barbary* finished 21st, closely followed by Sarah Sullivan and Ian in *Wizz Too*. The new marina with pontoons was a joy to use, although in a way it was sad to see the passing of the traditional East Coast dinghy ride with Dragon sailors piled to the gunwales.

Roger Clark and Rene with *Mithrandir* were back on the river with a new mast and newly painted mid-blue hull colour.

Burnham boats were well represented at the Edinburgh Cup in Torquay with *Flotation* (sixth), *Quicksilver II* (ninth), *Hat Trick* (16th), *FlameAgain* (20th), *Barbary* (35th) and *Wizz Too* (36th). Thursday was the most exciting day as during the morning nine foot waves had built up within Torbay, bringing exhilarating racing in sparkling conditions. Sarah Sullivan and Ian

Simons just managed to complete the rebuild of their Land Rover in time to take the boat to this regatta.

The July season's points continued in mixed weather conditions and it was good to see up to nine Dragons on the starting line, including Hugh Howard's new boat, *Tarakona* (the Maori name for a Dragon) his sail number is 554. She has been re-fitted by Petticrows and incorporates their new winchless arrangement. His first away regatta was in the Medway where Dick Rycroft was crewing and they finished eighth out of 12 (Ed Note: see page 15). Rob Campbell borrowed *Lightning* for the first weekend and had a first place with Hugh second.

Dick Rycroft has regularly sailed *Logie* during the summer and says he is gradually overcoming the culture shock of moving from crew to helmsman! Katie Cole, who has just celebrated her 18th birthday, has been enthusiastically welcomed by the class as our youngest crew member. She has been seen regularly aboard *Barbary*, not only during the weekend but at all the away regattas which Motty has raced this season. Peter Gimpel regularly races *Marco Polo* when he is in England, and in the lighter conditions is usually somewhere near the front of the fleet. Gerald King has launched one of his two classic Dragons and we welcome him to the fleet. *Corvi* GBR 122 is a 1938 Woodnutt, which he has recently refurbished. David Crabb took *Therio* to the South Coast for Cowes Week.

Rob Campbell in *Quicksilver* was second in the Belgian Championship at Ostend, a regatta in which he has sailed successfully for more than 10 years.

Ten Dragons competed in August for the final month of the Season's points. In the Sunday series, Chris Slatter, Brian Moore and Ron Goodman – new to the class this year in *Chica* – finished second. In the Crews Race Alex Burnet in *Hat Trick* won by 30 seconds from Rufus Whiteford in *Smaug* and Jeff Butcher in *FlameAgain*.

Seventeen Dragons competed in Burnham Week – the largest fleet for some time. The Dragons were also more numerous than any other class racing this year. This reflects the growth of Dragons racing on the East Coast, with fleets on the Medway, Lowestoft and Aldeburgh. The Burnham fleet invited Ted Sawyer from the USA to join us this year in *Sakajawea*, crewed by Martin Payne and Teresa Wade. Ted sails his Petticrow Dragon in the US, and his Borresen, *Sakajawea*, at a number of European regattas each year.

The Week was won by David Hall in *FlameAgain*, crewed by David Evans and Jeff Butcher, with son Christopher over the Bank Holiday weekend. *Quicksilver II*, crewed by Matthew Bennet and Noddy, was on equal points after the penultimate race on Friday and everything depended on the last race. A very close and aggressive battle was fought until *Quicksilver's* boom broke in a luffing match during the second downwind leg, leaving *FlameAgain* the task of climbing from eighth to third position to achieve the overall win, with and without discards, for the Sydney Sabin and Daily Telegraph Cups. She also won the Valhalla Trophy for Midweek points, and *Quicksilver* won the Polly Pot for the Runner-up.

Earlier in the Week, Ian Ratnage in *Water Rat*, crewed by his son and daughter Jonno and Gemma, won the Solent Burnham Trophy for the Bank Holiday Weekend, with *Quicksilver* second and *Hat Trick* third. Mike Holmes in *Hat Trick*, crewed by Alex Burnett and various others, won the Kaiserlicher Cup for Monday, Friday and Saturday points; with *FlameAgain* second; *Sakajawea* was third and also won the Prince George Trophy for best visiting Dragon.

We are very pleased to welcome Colin Woodcock who has bought *Hectic*, and launched in time for November racing.

David Hall

FALMOUTH

ONLY THREE BOATS have taken part in club racing this year. *Fenris Wolf* had the edge in some remarkably tight races.

Wyvern and *Snap* travelled to Torbay. *Wyvern* frequently found herself well up in the early stages but only to fall back later.

Phantom joined us for Falmouth Week. *Snap* redeemed herself, after some rig adjustments and installation of a tactician, by taking the overall trophy.

We hope to have more boats racing next year with a settled ownership picture emerging.

Alan Dowle

LOWESTOFT

TROPHIES WERE WON by most of the fleet this season which is a reflection of the competitiveness of the club fleet regardless of age of boat. For many of the trophies it is, however, obvious though that attendance does give some the edge!

The most trophies collected this season goes to Ken Clabburn in his first

...Chris Dicker's
super victory at the
East Coast Championship

season with *Troika* winning four. Ken had sailed his previous Dragon, *Skal II*, for more years than I dare mention, before selling her to buy a new boat – we did think he meant new though, not just another! Ken's trophy collection included the Cleeve Memorial Cup for the Summer Points Series; the Claret Jug for the Annual Handicap (awarded for best second overall during the Saturday Club Points Series); the Dragon Tankard for most attendances over the Saturday Points Series, June Regatta, Blaxter Salver (not sailed in 1998), and Lowestoft Sea Week; and the Somerleyton Cup for the Week on Handicap (awarded to best overall during the Week).

Other winners include Peter Pank, who with *Blue Flame* won the Dragon Class Trophy for the Spring Series and the Hydra Cup for the Autumn Series;



photo by Wild West Marine Photography

and Peter Colby with *Scaramanger* who won the June Regatta Cup, the Stevenson Cup for the first race during Sea Week, and the Lowestoft Corporation Bowl for Sea Week overall.

The Best Single Result was Chris Dicker's super victory at the East Coast Championship held at the Royal Norfolk & Suffolk Yacht Club again this year. Chris was also awarded the Phil Back Offshore trophy for an offshore race, sailed on the 26th September.

Seven fleet competitors took part in the Spring Series, raced over four Saturdays during May before the East Coast Championship. The series was won by Peter Pank with *Blue Flame*, second was Ken Clabburn in *Troika*, and third was Nick Truman with *Atalanta*.

Six fleet yachts took part in the Summer Series, raced over five Saturdays between May and July. The series was won by Ken Clabburn, second equal were Peter Pank and *Scorpio* sailed by Chris Dicker.

Five Dragons took part in the annual Sea Week Regatta held between the 10th and 14th August in near perfect Mediterranean conditions. The week was won by Peter Colby in *Scaramanger*, who also won the Stevenson Cup for winning the first race; second and winner of the Handicap Trophy was Ken Clabburn, third was Jonathan Butcher sailing *Secret*.

Only four fleet competitors took part in the Autumn Series which was sailed over three Saturdays during August and September. The winner was *Blue Flame* and second equal was *Troika* and *Scorpio*.

The Royal Norfolk and Suffolk Yacht Club once again hosted the John Grose East Coast Dragon Championship in May and this was won by Chris Dicker sailing *Scorpio*, representing the home club.

The Lowestoft Dragon Fleet and the Royal Norfolk & Suffolk Yacht Club are looking forward to hosting both the Edinburgh Cup in June and the East Coast Championship in May 1999. The Club, and especially the Dragon Fleet, are looking forward to welcoming all Dragon sailors to these events and to be able to show off the latest improvements to the already superb facilities that are available.

Jonathan Butcher

Lowestoft Website

Take a look at our Web Site at [HYPERLINKhttp://www.paston.co.uk/dragon](http://www.paston.co.uk/dragon) for more news and information about sailing at Lowestoft.

IRISH FLEET

THE IRISH FLEET continues to attract new talent. It is a truism that fleet sizes peak before a major championship, and indeed the Irish Dragon fleet reached an all-time high of 52 boats last year when the Gold Cup was held in Dun Laoghaire. We might reasonably have expected interest to wane after a major event – but this has not happened to the Dragons.

Interest has continued to grow with some notable sailors finding the ultimate in one-design competition in this, the 'thinking man's sportsboat'. Ward Woods (with loyal crew Mark Pettitt and Brian Mathews) has followed Tim Goodbody from the ranks of the J/24s and the two are rattling the cages of some of the more established figures like Hennessy, Cotter, Lavery and Belfast Lough sailors Simon and Mark Brien (who elected this year to register their new boat IRL in the true spirit of North-South co-operation).

At the time of writing there will be five additions to the Irish fleet in '99 – four of them in Kinsale. This is good news indeed for the South Coast fleet as they build towards the Worlds in 2003 – an event they have applied to host and are hopeful of getting.

Dragons are, perhaps unexpectedly, attracting some younger sailors, who have competed at the pinnacle of junior sailing in Mirrors and seek a boat to satisfy their heightened expectations. Max Treacy has painstakingly restored

Jane in partnership with John Finnegan (and a little help from Edwin Brennan) and has shown that the old woodeners are just as quick as the new plastic fantastics. While the Mirror European champion, Kinsale's Mathias Helstern, will be campaigning a brand-new Petticrow Dragon with his father Hans next season.

...playing with the 'toys' in full view of the wobblers on the balcony

However, very few could match the consistent speed and tactical superiority of International Dragon Association Treasurer Andrew Craig, and Anthony Shanks in *Chimaera* this season (with various mercenaries as front men). Anthony (affectionately known as Armitage in Dun Laoghaire) was particularly disappointed to finish runner-up in the Nationals as he was hoping that the name Shanks would re-appear on the trophy after an interval of 30 years. His father Peter was on the winning crews in '67 and '68 with J. Hughes and P. Wall Morriss respectively.

In the ultimate event of the season, the South Coasts, however, *Chimaera* got her revenge. Double Olympic champion (and Petticrow boat builder) Hoj-Jensen, who had crewed for Cotter in the Nationals, was beaten into second place.

Tim Pearson

Irish Fleet Principal Results

West Coast Championship Lough Ree: 1st Andrew Craig, 2nd Simon Brien, 3rd Dan O'Connor; **East Coast Championship Dun Laoghaire:** 1st Simon Brien, 2nd Andrew Craig, 3rd John Lavery; **National Dragon Championship Dun Laoghaire:** 1st Mick Cotter, 2nd Andrew Craig, 3rd Simon Brien; **South Coast Championship Kinsale:** 1st Andrew Craig, 2nd Poul Richard Hoj-Jensen, 3rd Robin Hennessy; **Best Irish Performance Overseas: European Championship Medemblik:** Andrew Craig 11th (51 competitors).

Dry Sailing Appeals

AS WELL AS providing the ultimate 'chess-on-water' competition, the Dragons in Dun Laoghaire have

benefited from the upgrading of facilities. The RIYC's extended forecourt permitted 82 Dragons to be handled with ease at the Gold Cup '97, and now the George's forecourt development and dock permit dry sailing for the majority of the fleet. This has proved to be tremendously popular, not least because it dispenses with anti-fouling and must reduce wear and tear on hull and rigging. It also facilitates playing with the 'toys' in full view of the 'wobblers' on the balcony.

Irish Events for 1999

Lisney Cup – April 16th, 17th and 18th

East Coast Championship RStGYC – June 5th, 6th and 7th (Whit weekend)

National Championship RNIYC, Cultra – August 19th - 22nd

South Coast Championship Kinsale YC – September 24th, 25th and 26th

MEDWAY

THE MEDWAY FLEET now numbers 16 boats, having been joined this year by *Lightning* (628) and *Ulysses* (634). We have been interested to see the changes that have been built into these new boats. The high floors and genoa handling arrangements are the most obvious improvements. However, the easier mast handling arrangements are noticeably a great help.

With the exception of the Spring Series, won by *Lightning* helmed by David Dale, the two main prizes this year have been won by older boats. The Season's Points were won by *Paprika* (499) a 1983 St George's boat helmed by Robin Ridsdill-Smith. Second place went to *Moonshine* (494), a 1979 Borresen helmed by Stuart and Jasper Wright. Third was *Erratic* (580) helmed by Philip Clarabut.

Paprika won the Autumn Series after a nail-biting finish in pouring rain; she also won the Rogue Cup for the boat with the most first places over the whole season.

The results this year suggest that the age of the Dragon is only one of the factors giving speed in estuary sailing, and that these local conditions do have a levelling effect.

Tyr (591) sailed by Peter Dann earned

the congratulations of the Club and Class when she won the Edinburgh Cup. We were stirred by memories of the last time that the Edinburgh Cup was seen in the club – when it was won in 1992 by *Water Rat*, sailed by Ian Ratnage. The Dann family then went on to win the Medway Regatta, with David helming and Peter crewing.

Despite poor weather conditions on many weekends, the turnouts have been good, and it is not unusual to see at least ten Dragons racing. The standard has been high and the racing very competitive.

The Medway Regatta attracted at least ten Dragons on each day, with an increase at the weekends. We were delighted to welcome a visitor from the Burnham fleet (see page 15), and hope that we will see more visitors next year (1999). Next year's Medway Regatta is from Thursday July 15th to Sunday July 18th.

As well as sailing, the Medway fleet is keen to maintain other Dragon class traditions. We have enjoyed five dinners at the club, have cruised down the river in our local paddle steamer for a dinner-dance, and followed the Crews Race with a spectacular picnic.

Our season lasts from late April until the end of October, and any newcomers or visitors would be very welcome to join us. We should be able to find a mooring for your boat. At any rate, do come to the regatta, where I will be the Chief Race Officer.

Robin Ridsdill-Smith

SOLENT

LOCAL RACING this year was closely contested by *Peer Gynt* (Richard Jordan, Richard Bullock and Matt Armstrong) and *Sobriety* (Chris Caws, Neil Payne and Jeremy Field). *Peer Gynt* was the winner of the Early Season points, while *Sobriety* picked up the Mid and Late Season points series. Overall, *Peer Gynt* came out the winner of the Solent Class Championship. Bill Daniels, sailing Maurice Wilmot's *Mistress*, came away with honours in the Championship Classic Dragon, winning the Bill Thornbank Trophy and the Classic Boat Half Hull for the first Classic Dragon in Cowes Week.

This year's Cowes Week must have been one of the best for many years in terms of weather, with an entry of 28 Dragons for the Week. *Chaotic* (Eric Williams, Harry Sharp and Jonathan Williams) excelled by winning on five out of the seven days. *Peer Gynt*, *Sobriety*

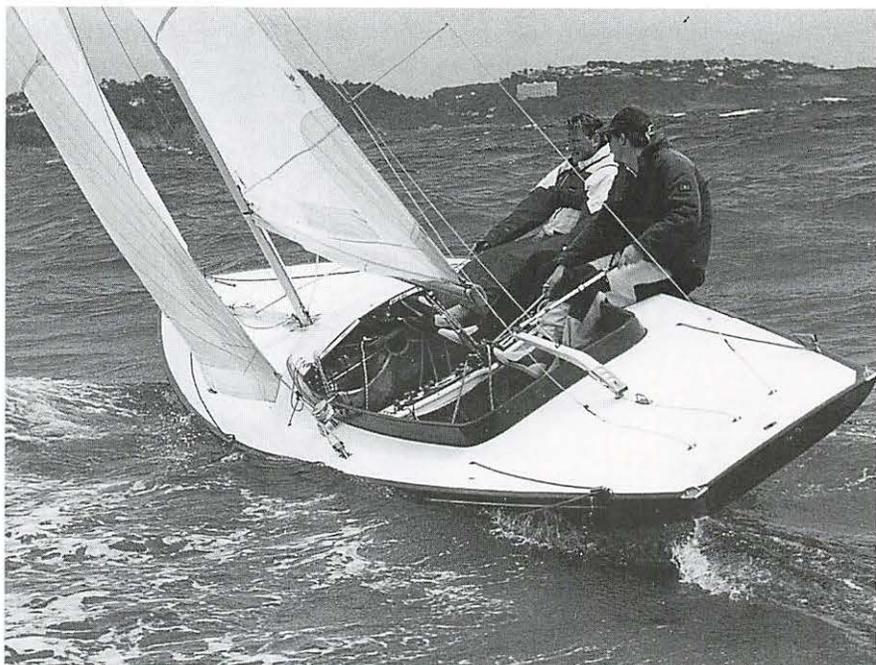


photo by Hugh Bourne

and Ted Fort's *Fortitude* pushed him regularly, but to no avail. Eric and crew came away with overall honours and the Ganymede Bowl for the winners of Cowes Week.

Behind the scenes the Dragons have been working with SCRA to come up with a new format for weekend racing. While keeping the traditional 'round the cans' Cowes courses, there are going to be six Championship Weekends which will be

...next year's South Coast Championship will be hosted by the Royal Yacht Squadron

hosted by each of the Solent clubs – with dedicated windward/leewards, and a mini-championship of four races on these weekends.

We are pleased to report that next year's South Coast Championship will be hosted by the Royal Yacht Squadron. Ian Lallow will be involved on the organising committee, and we look forward to welcoming back the many visitors for the first May Bank Holiday Weekend – May 1st-3rd – make a note of it in your diaries. We will be circulating the Notice of Race after Christmas. Hopefully the fixing of the date to the first Bank Holiday as a regular fixture has assisted in the calendar planning, and this year we had an entry of 36 boats.

Look forward to seeing you all in 1999.

Chris Pegna

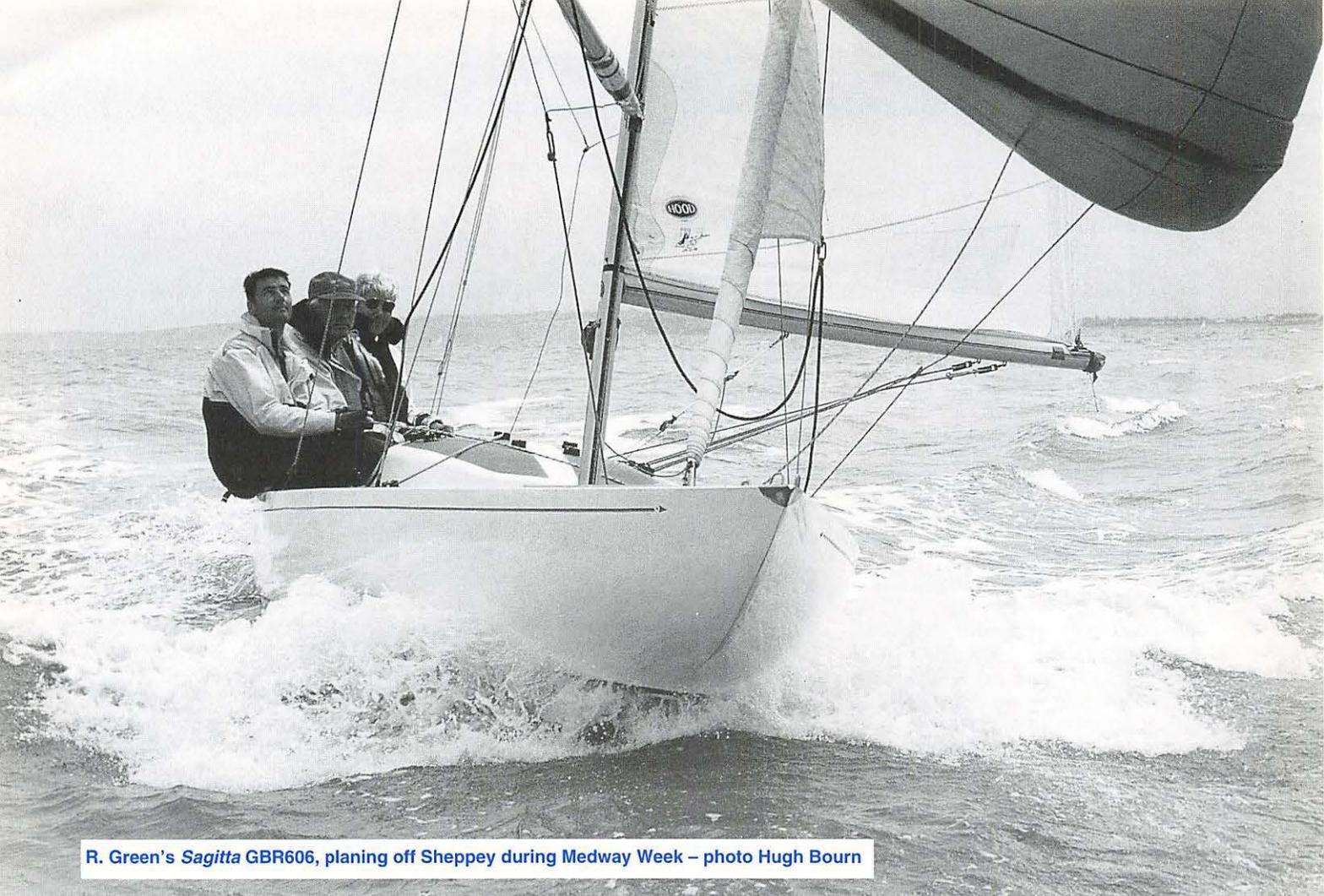
TORBAY

FOR *Basilisk*, *Exalibur* and *Nimrod* the season started early on the May Day bank holiday with a visit to Cowes for the Southern. With Ian Lallow as Race Officer we found that, given a first-class man in charge, the racing in Cowes can be as fair and satisfying as any other venue. None of us crowned ourselves with glory, but in a fleet of 35, mostly fully committed travelling Dragons, none of us disgraced ourselves. Martin Payne sailed David Hall's *Flame Again* to finish runner-up to Poul Richard Hoj-Jensen's *Danish Blue*.

John Tilbrook and Graham Jenkins later assisted Martin at the East Coast championship in a Spanish boat, named *Miguel* for the event. We had a fabulous weekend, thoroughly enjoying ourselves at Britain's most hospitable club, but perhaps our crewing was not quite up to standard, as we finished sixth. Great by our standards, but indifferent as far as Martin was concerned. John looked after me wonderfully but in defence I must say that it was the first time on the foredeck for me in serious competition since 1972.

The fleet racing throughout the various series at the club proved to far more intense than ever. We are extremely fortunate in having so many boats at the same level. On numerous occasions leaders made a small mistake and lost anything up to three or four places. Those that won series can consider themselves very lucky.

On almost every occasion the points were very close. No-one dominated at any time. In the final analysis *Heuschrecke* won the Tab Components Wednesdays and Torquay Marina



R. Green's *Sagitta* GBR606, planing off Sheppey during Medway Week – photo Hugh Bourn

FLEET REPORTS continued

Sundays; *Nimrod* took the Bute Court and Lymington Motors Wednesdays; and *Basilisk* the Wollacombe, Beer Watts and Torquay Pavilion Sundays, and was class champion. Mary Nicolle in *Nimrod* won the Ladies Race.

It is with particular pleasure that I am able to report that John Tilbrook finally won the Crew's Race. John has crewed on various Dragons throughout the '90s and on all but two occasions that boat has finished class champion. It is only fitting that the most successful crew should win the Crew's Race sometime – the last time he won it was in the '70s.

Most notable absentee from the above list is Martin Scobie and *Asterisk*. Did he have a bad season? By no means, his performance in the Edinburgh Cup, easily winning the Classic Trophy, and perhaps more impressively, the Torquay Regatta, were astonishing. At Torquay he was totally unbeatable, sailing masterful races in the most testing of conditions. He would probably have won all four races, but the elements conspired to make the last race a complete disaster. Fluctuations in wind strength of 10 knots and direction by 120 degrees.

The other regattas were won by *Heuschrecke* at Babbacombe and *Basilisk* at Paignton. *Heuschrecke* was

overall Regatta Champion.

Mention must be made of *Skal* and *Viv* Crees, *Excalibur* and Paul Patenall, and *Rapier*, Norman Vanscolina. Norman still yachts around extremely well in a 1956 boat and in light airs is always in the shake up. *Viv* learns more and more about Dragon racing each race, and featured in every series throughout the season. Paul finished high up in all the

...with particular pleasure
I am able to report that
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regattas, finishing second at Babbacombe and Torquay, and was also runner-up in the October series.

It is with regret that we have to report that John Powe is retiring from Dragon racing, but I understand Richard Bradbrook is actively looking for another partner for *Joss*. Sadly, *Grasshopper* is for sale and is unlikely to race with us again. On a happier note, Paul Patenall has sold *Excalibur* to Peter Rumbelow

and will be buying another Dragon, one of those all singing all dancing Petticrows, I believe. Peter Rumbelow has race-officered almost every Wednesday and windward start race, and has been most impressed with the closeness of our racing. His reputation as a sailor goes before him and I am certain he will soon be shaking up several reputations with Martin Wells-Brown crewing.

We were generally pleased with the Edinburgh Cup, although the weather might have been kinder. However, only one race degenerated into chaos when the sea breeze fought land breeze right in the middle of the course.

Our thanks and congratulations to Rob Llewellyn, the Race Officer, and Priscilla Porteous, the organizer, and their respective teams who did a wonderful job throughout the week. Torbay had a good showing at the front with Dominic Stanislaus crewing aboard *Tyr*, and Mike Tobin with Martin on *Yeah Baby*. The rest of us rather made up the numbers but we all thoroughly enjoyed ourselves.

As for 1999, the Torbay fleet numbers seem to be increasing and we look forward to more great racing in the Bay, as well as visits to Cowes and Lowestoft.

Graham Jenkins, Hon Secretary

MEDWAY WEEK

Hugh Howard visited the Dragon sailors of Kent in their local swamp

Having had an excellent Easter Regatta at Burnham and a small excess of Shiraz, it became a good idea to return our visitors' interest and go and see them in their local swamp. It became an even better idea (following a Chardonnay moment) to try out our new boat at the Medway regatta where we were promised a couple of pilgrimages to the sea and scenic views of Canvey Island from the South. Unmissable.

So, after heroic efforts by the team at Petticrows a fully rebuilt *Tarakona* (GBR 554) was delivered down to Gillingham marina by Tony Glaze, as yet unseen by her future inmates. So it was that *Logie's* more dryrot and woodworm experienced team of Hugh Howard, Dick Rycroft and Gillian Hamilton sat down and unwrapped one very well packaged Petticrow. Just as it was more or less finished the Medway Yacht Club (in the guise of Robin and Mike) turned up to tow us through the marina lock and over to Upnor. Thanks to loads of enthusiasm and a beefy diesel we shot out of the marina like a rat out

**...pilgrimages to the sea
and scenic views of
Canvey Island ...**

of an aqueduct and were delivered over to the MYC. The welcome was magnificent which effectively curtailed our preparations although we did try out the sails just to make sure we'd read the instructions right.

However, we made the start line in good order only to find the starting sequence confused by a local club ritual. Apparently every Medway-based Edinburgh Cup winner has to celebrate his win in ancient dance. This appeared to be obeyed by *Tyr* at the five minute gun by the recent winner uttering a strange cry, stripping off and mooning the race committee before indulging in a brief mud run. The locals then adopted a strange chant. It's probably the reason we Essex people only go down there in threes.

Race one was a light downhill race to the Thames in which we found every hole in the wind so much so that Gillian made a tactical call to start lunch and go and look at the beach. This master stroke was rewarded at the final teacake with a fine

wind line and a quick short tack around with a fellow visitor from Burnham, Rob Campbell, as a guest helmsman on *Lightning*.

Much to our surprise and to Gillian's consternation we ended up at the weather mark first, just ahead of *Lightning*, and were forced to navigate for

**...a temporary perch
on a mud pinnacle on
'picturesque' Isle of Grain**

real! Unfortunately the food finally ran out and we let Rob through on the reach to find the MYC had finished the race at the Medway entrance and we had taken an unlikely second. We celebrated this by letting Dick get his electric drill out and he installed an echo sounder in the boat during the long tow home to Upnor. Unfortunately our request for a calibration check upset our towboat host as he thought we were questioning his navigation.

The Dragon class had a buffet supper which started off the social side in great part and sent us all off unsteadily to our beds. As visitors we were thoroughly topped up!

Race two was a blowy downhill ride out, pausing only to luff a 30,000 ton block of flats leaving Sheerness, to a buoy in the middle of nowhere next to a wreck which is ready to blow up and flatten all the greenhouses in Sheerness. This wreck was almost as volatile as a wild Gillian receiving a cold shower down her neck at 30 second intervals. Muttering incantations about going back to sailing in Turkey we misread the tide and disappeared towards Canvey. Was this homesickness? Whatever it was we lost heavily as we had to climb back up to the buoy and then spent several lifetimes during the beat back to Upnor, including a temporary perch on a mud pinnacle on 'picturesque' Isle of Grain.

The barbecue back at the club was very welcome as were the navigational hints from our hosts. It was at this point that their traditional chartwork methods were at last understood by the crew of *Tarakona*. They don't actually read maps or charts etc. They evidently exist on oral history passed on by generations of MYC members over the years. It was this folk memory that allowed them to say "of

course we passed No 12 buoyit was over there somewhere" (followed by an expansive gesture boxing from Ramsgate to Gatwick) in the certain knowledge that it was remembered by somebody's uncle during Kitchener's last visit. Gillian then made the wholly reasonable request that at the very least the club could go and paint the names of the jetties onto their sides together with arrows to the nearest racing mark. The MYC agreed to this but her additional request that the direction to the White Harte at Burnham and the Harvey Nich's sale also be painted on has apparently to go to full committee.

Race 3 was an exhilarating downhill ride out again to the middle of nowhere and a good hard beat back into the river. Having come out in a better position into

**...pausing only to
luff a 30,000 ton block
of flats leaving Sheerness**

the Thames this time, I managed to choose the wrong side of a beat and Thursday's success was not for us. In fact we were all so knackered that we were clear of the wine and dance floor by 2230. That was the equivalent of a near death experience for Gillian. Dick, having gone three shades of apoplectic red through effort during the race was more than happy to hit his bunk.

The fourth race on the Sunday was a much more gentle in-river race which tested both boat handling and local navigation. We excelled at neither but had a wonderful sail and an excellent elevenses to end a fine regatta.

The final race, and the regatta, ended in a popular win for David Dann on *Tyr*. It had been strong competition every day and a brilliant way of getting a new boat up and running. The MYC were extremely hospitable and our thanks go to Robin Risdell-Smith, Bruce Boyd, Pepita Ratnage, Pete and Sally Booth and Gillingham Marina for making it all happen apparently so effortlessly for a visiting Dragon. As a tune up regatta or just a mid season bit of fun, the MYC have produced an excellent event and wonderful hospitality. We will be back with revived livers and can recommend this event to any Dragon wanting to try out some tough competition and good open racing.

EDINBURGH CUP



Close quarters racing soon after the start of race four – photo by Wild West Marine

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The 49th Dragon national championship regatta for the coveted Edinburgh Cup took place in Torquay, South Devon from June 27th to July 3rd. The Royal Torbay YC-organized event welcomed the 40 entries, eight of which were Classics, to their bay.

The class this year encompassed a high level of entries. Top names included Rory Bowman, five times winner of the much regaled trophy. Also Martin Payne, local Devon sailor and helmsman of *Yeah Baby*, crewed by regulars Mike Tobin and Adrian Patten; and the Cowes-based K. Freivoch-owned boat *Spitfire*, crewed by David Bedford (helmsman of the overall CHS Nationals winner *Hawk* earlier this year), and Martin Borrett, seasoned International Fourteen sailor.

A strong fleet of six boats came from Scotland including *Hectic*, *Kis*, *Kestra* and *Fei Lin's Flirtation*. *Kis* is owned and has been raced by Hamish McKenzie for the past 25 years.

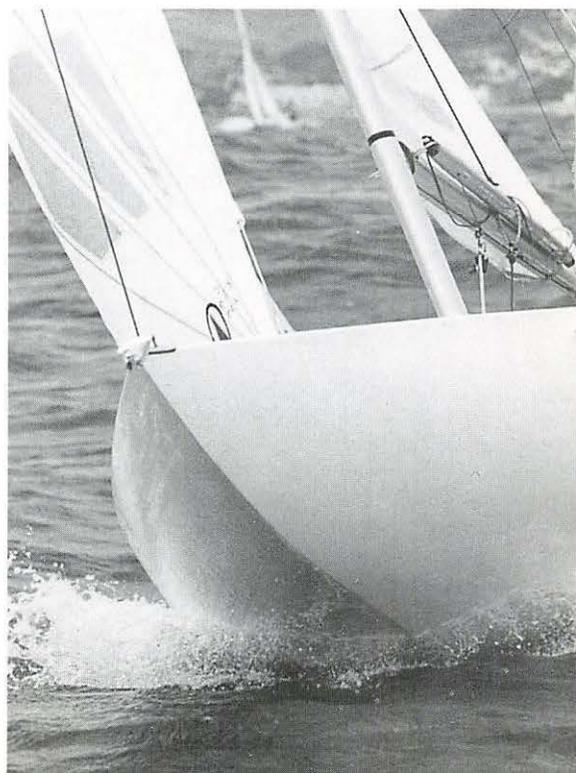
Burnham was represented by *Flotation*, *Quicksilver*, *Hat Trick* and *FlameAgain*. The winning boat sails out of the Medway and was accompanied by three other Medway boats. Two women skippers added to the flavour of things with Sarah Sullivan on the Classic *Wizz Too* and Nicola Maclennan on *Bebe*.

The first race provided a very close and exciting start to the week. After a clean start on this windward/leeward course, a two-directional split was clear. The eastern side appeared to pay dividends. There were many changes of position during the second beat, but *Yeah Baby*, skippered by Martin Payne, took the lead at the windward mark. However, a major shift of 25 degrees favouring a starboard tack appeared for the last beat, and the race opened up again with a true battle up the beat between *Yeah Baby* and *Tyr* (skippered by Peter Dann, crewed by Owen Pay and Dominic Stanislaus). *Tyr* finally won in dramatic fashion – taking the lead for the last 30 seconds of the race.

The second race on day two was dominated by a 30 degree shift halfway up the first beat. This shift favoured the boats on the south side of the course. In fact, at least 15 boats overstood the windward mark by a long way. Payne steering *Yeah Baby* was first to the windward mark and continued to increase his lead throughout the very difficult race. Following the major shift on the first beat, the fleet split in two and the leading eight boats had such a huge lead that none of the chasing fleet could make any real impact. Payne won the race comfortably, with Rory Bowman in *Ygraine* (crewed by Anders Mortensen

and Baloo), with Justin Biddle third sailing *Sapphire* (crewed by Rupert Street and Nick Woolgar).

On Tuesday race three was started in a nor'nor'westerly breeze which at no time exceeded 10 knots and frequently dropped to below five. After a 40-minute postponement, followed by a general recall, the fleet set off towards the shore in a gentle breeze. The fleet split, and



tacking up the middle towards the western side appeared to pay dividends. Again the west/middle was favoured and that was where the real fun started. The battle of the land and sea breeze commenced and the race was finally abandoned after three hours.

The fourth race was started in a 10 knot north-easterly. The windward mark was positioned within a mile of the easterly headland at the entrance to Torbay. Due to the proximity of this headland, the majority of the fleet headed east to pick up the extra breeze caused by the land effect. The line had a significant bias at the committee boat end, but the boats which gained most sacrificed this bias to reach the headland first. *Tyr* GBR 591 was first to the windward mark, closely followed by the rest of the fleet. On the following run of the windward/leeward course, *Flotation* GBR575, with Richard Davies, Tristan Nelson and Andrew Fairley, sailed an aggressive run and took the eastern side of the course which moved them from eighth to second place.

The rest of the race followed the same formula with the fleet hitting the headland side. Going westward invariably cost places. The final result was *Tyr* in first place, followed by *Flotation* and *Chaotic* (GBR602 with Eric Williams, Philip Williams and Mike Smith).

The two races on Thursday included the re-run of Tuesday's race. In 15 knots and a large swell, the fleet got off to a clean start and the now customary drag race into the easterly headland, and thus the boats which hung onto a starboard tack longest were the first round the windward mark. There was some significant place changing due to more pressure on the western side of the course. The race was finally won convincingly by *Ygraine*, followed closely by local boat *Yeah Baby*,

with *Peer Gynt* (GBR565 Richard Jordan, Matthew Armstrong and Duncan Grinley) coming third.

The second race of the day was held in a moderating breeze and got away after one general recall. The most easterly boats were the first to the windward mark, led by *Tyr* whose crew clung valiantly to their lead for the rest of the race in the steadily moderating breeze. *Tyr* was finally allowed to relax and watch the match race between *Yeah Baby* and *Ygraine*. There were now three boats that could win the championship – *Tyr* with 11.7 points; *Ygraine* with 14.4 points; and *Yeah Baby* with 9 points.

A sea breeze eventually kicked in for the last race and the black flag was initiated on the first start. Four competitors were sent home. *Tyr*, lying second, rolled *Ygraine*, lying third, immediately after the start. *Yeah Baby* was to windward but *Tyr* was seen footing it away quite nicely into what looked like stronger breeze, but which also turned into a lifter, with *Yeah Baby* on the inside. The two boats met just short of the windward mark and *Tyr* started the run first, two boat lengths ahead.

A match race then ensued with many crash gybes and just as much luffing, but both boats were fully aware of the proximity of *Ygraine*. *Tyr* split with *Yeah Baby* and went for the right-hand (eastward) of the two leeward marks, leaving them inside *Yeah Baby*. On the second beat, the wind built from the east and lifted both boats, giving *Tyr* a comfortable lead over *Yeah Baby* which they held until the end, climbing through the fleet to a second place which clinched the Edinburgh Cup.

Meanwhile, *Spitfire* (GBR624) won the race in convincing style finishing five minutes ahead of the second-placed *Tyr*.



(above) Martin 'Tonto Johansen' Payne tells his crew to hike harder! (below) *Sapphire's* crew share a joke – photos Wild West Marine Photography



Edinburgh Cup '98 Overall Results:

1st *Tyr* 591 (Peter Dann, Owen Pay and Dominic Stanislaus), 2nd *Yeah Baby* 612 (Martin Payne, Mike Tobin and Adrian Patten), 3rd *Ygraine* 626 (Rory Bowman, Anders Mortensen and Baloo), 4th *Peer Gynt* 565 (Richard Jordan, Matthew Armstrong and Duncan Grinley), 5th *Chaotic* 602 (Eric Williams, Philip Williams and Mike Smith), 6th *Flotation* 575 (Richard Davies, Tristan Nelson and Andrew Fairley).

(left) *Ygraine*, with Rory Bowman, Anders Mortensen and Baloo – photo Hugh Bourn

The 1999 Edinburgh Cup will take place at Lowestoft, hosted by the Royal Norfolk & Suffolk YC June 19th - 25th



INSTEAD OF TRAILING, TRY SAILING YOUR DRAGON TO YOUR NEXT REGATTA

Steve Collett sailed *Wyvern* from Falmouth to Torquay and back

Well, that's what we decided to do with *Wyvern* – after all, Torquay is a mere 75 miles from Falmouth. We left on Thursday morning with a reasonable forecast of south-westerly Force 4 to 5, loaded up with my brother's old Seagull and an even older Avon dinghy, half-inflated on the after deck. I had also borrowed an old mainsail from Alan Dowle – it had no battens, but seemed



to set amazingly well, and had the added advantage of being able to be reefed.

With fairly light winds and spinnaker set

**... and surfed the
15 miles to Torquay
in one-and-a-quarter-hours**

we made very reasonable progress and had Eddystone abeam just after midday.

After Plymouth, the weather deteriorated and eventually the spinnaker had to come down. Fortunately we had double wrapped our gear and clothes with plastic bin liners because by now our

decks were decidedly wet and a large proportion of water was finding its way below into the cabin. My son, Andrew, and Ross, from our village, were feeling rather queasy and it was with some relief that we finally rounded Start Point. Now in the lee of the headland and with the swell eased, I very rashly put up the spinnaker. Well, she took off and surfed the 15 miles to Torquay in one and a quarter hours. A truly amazing sleigh ride, making a very respectable passage time of 13 1/2 hours from Falmouth.

The return trip to Falmouth should have been good, with north-westerly winds forecast. However, off Plymouth the wind died and we were forced to find shelter for the night. I chose to give Newton Ferrers a try, and we threaded our way up through the moorings and tied up to the visitors' pontoon. We were

with a fresher north-westerly wind, we were able to make Falmouth in nine hours.

**... what can only
be described as a
sailing submarine**

Conclusion from all this? Well, given good conditions, Dragons can make good passages and I'm sure the yacht is well able to take care of itself. It's just whether the crew can put up with what can only be described as a sailing submarine!



Several of the photographs in this issue have been contributed by marine photographer

Hugh Bourn

You can contact him at

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86 Station Road
Burnham-on-Crouch
Essex CM0 8HF**

Telephone 01621 784442

The Royal Norfolk and Suffolk Yacht Club and the Lowestoft Dragon Fleet

*Request the pleasure of your company to celebrate
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Edinburgh Cup

Saturday June 19th to Friday June 25th 1999

and the 20th Anniversary of the East Coast Dragon Championship May 29th - 31st

Dress: Oilskins, Drysuits and Reefers

Sailing, Suppers and Sea Shanties

Other highlights: a new marina, sponsorship from various beverage companies, the Heaving Cleavages, the Cromer Smugglers and our famous barman

RSVP: Christopher Dicker on 01603 270356 for further information

Andrew Donovan at RN&SYC 01502 566726 for Entry Forms and Notice of Race from February

Gerda's Sea Saga

Production editor Janet Harber read about Wyvern's passage, and thought readers might be interested in this extract from Morin Scott's book Gerda's Sea Saga

After sailing *Gerda* from McGruer's yard on the Gareloch to Newhaven during the spring of 1947, Scott and his crew, Conny van Rietschoten, heard that the Gold Cup was to be held in Norway in 1948 and they decided to sail across the North Sea to participate.

The voyage started from Woolverstone on the River Orwell in Suffolk, long before there was a marina there. By midnight they were out of Harwich Harbour and once clear of the Shipwash, off Orford Ness, they changed course, after which they made six and a half knots for the rest of the night. By noon on the following day conditions had deteriorated and ...

"... the little ship heeled over to a most alarming angle and remained there far too long to be healthy. Much as it went against the grain to reduce her speed, there was nothing for it but to lower the mainsail altogether... With the mainsail down and speed reduced to about five knots, she was much easier. Less water came aboard; she carried no helm and seemed to ride the waves more easily. In this way we drove on throughout the afternoon; Conny was in the cabin pumping from time to time and myself on the tiller. Every hour or two we ate a tube of malted milk tablets.

Towards evening the wind abated slightly and at seven o'clock the mainsail was hoisted with seven rolls in it, and as

the log showed that we had covered over a hundred miles since midnight, we began to keep an eye open for land ahead. *Gerda* made great speed and at 2130 lights were in sight ahead. These were identified as Den Helder, but, since it was now getting dark and the wind was increasing again, neither of us thought much of the idea of trying to navigate through the banks into the harbour. We then lowered the mainsail, gybed, and set

**...never have I heard
such a welcome sound
as that pump sucking dry**

off on a course of N 20 degrees E, determined to push on.

Within an hour the Texel Light Vessel was sighted and having now definitely fixed our position, life seemed much better. Wind and sea had increased through the night and by four o'clock in the morning the weather was about at its worst. We had been pooped several times (they had a canvas cover that kept some water out of the cockpit) and even when this was avoided, water came aboard as we 'surf rode' on the crests.

From inside the cabin Conny could see

green water through the cabin ports on both sides at the same time! By this time I had been at the tiller for about 10 hours and was not, understandably, 100 per cent efficient. Conny was not any better off for he had been busily employed at the pump, chart, passing out the food etc. So it happened that at 0400, when my attention was caught by something else, we were pooped over the quarter again, but with more force than usual. The stern was flung round and the whole vessel literally thrown over onto her side and apparently held there by the pressure of the wind on mast, rigging and one sail, for what seemed like an eternity. The level of water (if anything was level in the ceaselessly heaving turmoil) was a third of the way up the cockpit cover. The cabin hatch was closed. I could feel the water pouring over the cockpit coaming, under the cover, on to my legs in considerable quantity. It seemed to go on for hours. Would she never come up?

At that moment I knew real fear. Then, after an age she came up and I could tell by her sluggish motion that she was well nigh filled. As always after a big sea had come over, I shouted to Conny - I'm here. Then he shouted up: For God's sake sail her easy 'til I get this lot sorted out or we've had it. Believe you me, I sailed her carefully and never have I heard such a welcome sound as that pump sucking dry."

BLUEBOTTLE HEADS FOR FALMOUTH

Probably the most famous Dragon ever built will soon be housed in the new National Maritime Museum Cornwall. *Bluebottle*, a wedding gift from the people of Cowes to the then Princess Elizabeth and The Duke of Edinburgh, will be sailed from Dartmouth to Falmouth next summer and be accepted into the National Small Boat Collection on permanent loan.

The Museum, which begins construction early next year, will open its doors to visitors in April 2001. Its collection will reflect the complete history of sailing and small boat design from the earliest days up to the present, and then look at the technology which is influencing the future. Many of the boats in the collection are in working order and will be sailed from the Museum's waterfront in Falmouth Harbour.

Well cared for over the past three decades by the Britannia Royal Naval College Dartmouth, *Bluebottle* is in good trim and still has much of her original rigging. She will be skippered for next summer's voyage by Sir Robin Knox-Johnston, a Trustee of the Museum, and crewed by a rotation of eager volunteers including Terry Vernon, the Museum Chairman, Peter Cowling, the Museum Director, and Roy Clare the Commodore BRNC. The team plans to encourage an accompanying flotilla and will call at Salcombe, Plymouth and Fowey on their way.

Meanwhile, if any members are interested in supporting the Museum in any way, they should get in touch with Peter Cowling at the National Maritime Museum Cornwall, 48 Arwenack Street, Falmouth TR11 3SA.

READ ALL ABOUT IT

ANYONE WANTING to find out more about *Bluebottle* K192, should try to find a copy of *The Royal Dragon* by R.L. Hewitt, published by Routledge and Kegan Paul in 1958 (BDA Hon Sec Owen Pay has my spare copy).

Dick Hewitt was *Bluebottle's* Sailing Master in the early '50s – his book begins in 1948 when she was built by Camper and Nicholson, and follows her racing campaigns through the seasons in Northern Europe. This book contains fascinating photographs and regatta results – as well as being the story of a Royal Dragon, it is a detailed account of Dragon racing as it was nearly 50 years ago.

Janet Harber

CITRON TROPHY

Martin does it again

IT IS AT THIS TIME of the year that I get my regular attack of *déjà vu*! Yet again I have to write an article telling you that Martin Payne has won the Citron Trophy yet again! This time he decided to show off by winning the trophy with a cast of thousands, and different boats.

Martin had a strong start with a second at the South Coast Championship, followed by a steady sixth at the East Coast Championship. A second in the Edinburgh Cup put Martin in a strong position, and he finally clinched the trophy with a second in the Northern Area Championship.

Martin's performance this year was even more consistent than previous performances, allowing him to claim the Citron Trophy for the fifth time.

Owen Pay

Citron Trophy results: 1st Martin Payne (14.4 points), 2nd Chris Dicker (32.7 points), 3rd Nicky Streeter (33.7 points).

Martin Payne and *Yeah Baby* at the Edinburgh Cup – photo Hugh Bourn



BOATS FOR SALE

CLASSIC NOTES

VRITRA GBR 53 1938 Johanssen. Good state of repair, surveyed '95. £3,500 David Whitehouse 01730 814404

MELODY GBR110 Incomplete restoration, new unused mast. £1,250 Steve Corbett 0151 920 3338

BUCCANEER GBR256 1952 Camper & Nicholson. Beautifully restored. £7,500 Mike Hiendl 01872 865931

SEAHORSE GBR281 1955 Bjarne Aas. Fully restored with survey, raised floor. £6,000 John Mellows 01329 662248

OUROBOROS GBR211 1948 Camper & Nicholson. Complete refit with Harken. £4,500 Peter O'Donnell 01326 212425

SCAMPI GBR287 1956 Burne. Good condition, raced regularly. £4,000 Peter Cooke 01960 340871

BLUE SKIES GBR322 1959 Clare Lallow. Mahogany hull, alloy mast, cradle. £2,000 Matthew Ratsey 01503 250698

CHIME GBR380 1959, Borresen. Hardly sailed, good condition. £3,200 Tim Street 01548 857612

MISTRESS GBR 363 1961 Morgan Giles. Full restoration to racing spec. POA Mark Harrison 01983 299098

MUSTANG IV GBR443 1967 Joas Santo Brites. Full restoration to racing spec. POA Mark Harrison 01983 470566

TARASQUE IRL460 1971 Borresen. Varnished hull, recent Harken refit. £10,000 Patrick Barnwell 00 353 1 6688149

SALVO GBR480 1975 Borresen GRP. Nordic mast, 2 suits of sails. £7,500 Christopher Burt 0181 788 7405

TAMERLANE GBR482 1976 Borresen GRP. Boyce mast, Harken throughout. £9,100 David Kelso 01232 763805

WYVERN GBR485 1979, St Georges. Cold-moulded mahogany, good sails. £8,900 Steve Collett 01209 890277

We can confirm that the Royal Windermere Yacht Club has agreed to host, provide race officers and protest committee and manage the Northern and Classic Championships in 1999 and the event will take place on Windermere from October 8th to 10th.

So far as I can calculate, this will be the last UK Dragon regatta of this century and I will try to arrange a special Millennium Trophy for the last person to win a UK Dragon regatta in the 20th Century.

The views I have canvassed encourage me to keep the formula the same, with launching on the Thursday afternoon; practice and one race on the Friday, three races on the Saturday and two races on the Sunday morning. I plan to make a better estimate of what time I tell the crane driver to turn up, after the racing finishes.

I hope everyone who entered last time will turn up again and bring others with them. The entrance fee will be £85.

Barrow in Furness Yacht Club has a Dragon, of unknown pedigree, which anyone can have free. I haven't seen it – I imagine it's pretty horrid!

Simon Holt



Edinburgh Cup action—photo Wild West

LOKI: GBR503 1984, Borresen GRP. Four Edinburgh Cup wins, Nordic mast. £11,000 Rory Bowman 01462 452509

KARABOS GBR566 1985 Ridgeway composite. Claret hull, Petticrow mast. POA William Cecil 0171 5842001

SANDPIPER GBR527 1987, Borresen GRP. All fine tunes, ready to race. £12,000 Mike Williamson 0171 835 1086

MAMBA GBR501 1985 Custom Debenham GRP. Black hull, teak deck. £12,500 Peter Colby 01953 605301

JANE IV GBR505 1986 Borresen GRP. Successful boat, new mast. Offers Rory Bowman 01462 452509

QUICKSILVER GBR534 1987 St. Georges GRP. Boyce mast ('96), trailer. £9,000 Peter Flutter 01326 316189

HECTIC GBR550 1988 Petticrow GRP. Harbeck trailer, 3 suits of sails. POA Danny Sinclair 0131 336 5436

MYSTERY IRL102 1989 Petticrow GRP. Trailer and boat cover. £13,500 Michael O'Rahilly 00 353 01 2695285

GUNDOG GBR562 1990 St. Georges GRP. Trailer, Harken/Borresen fittings. £13,500 Alex Flett 0131 312 6821

SECRET GBR599 1990 Petticrow. White hull, trailer, new suit sails. £13,950 Jonathon Butcher 01603 417717

GAIA GBR577 1991 Clare Lallow cold-moulded. Petticrow mast. £17,000 Keith Skelsey 01983 296438

SCARAMANGER GBR587 1992 St. Georges GRP. Trailer, full racing specification. £14,000 Peter Colby 01953 605301

HAWKEYE GBR596 1993 St. Georges GRP. Trailer, 2 suits of sails. POA Albert Albrecht 0171 274 8165

BEBE GBR627 1997 Petticrow. White hull, dry-sailed, de luxe spec. £30,000. James MacLennan 0181 504 2510

BRITISH DRAGON ASSOCIATION
ACCOUNTS FOR THE YEAR ENDED 31ST OCTOBER 1998

BALANCE SHEET

	1998	1997		1998	1997
	£	£		£	£
INCOME					
Subscriptions			FIXED ASSETS-Computer	1	1
Current year Received	7,595	7,552	CURRENT ASSETS		
Owing	1,575	2,205	Stock of Goods	967	1,004
Last Year	(415)	(387)	Debtors	1,772	2,495
	<u>8,755</u>	<u>9,370</u>	Balances with Lloyds Bank		
Advertising & Sponsorship	1,060	930	Current Account	13,910	11,251
RYA Measurement fees	34	39		<u>16,650</u>	<u>14,751</u>
Bank Interest	428	147	LESS CURRENT LIABILITIES		
Proceeds/Profit on Sale of Goods	37	(165)	Creditors	-	208
	<u>10,314</u>	<u>10,321</u>		<u>£ 16,650</u>	<u>£ 14,543</u>
				=====	=====

ANNUAL DINNER ACCOUNT

Receipts	3,162	3,688
Less: Costs	(3,162)	(4,515)
	<u>£ 10,314</u>	<u>£ 9,494</u>
		(827)
		=====

REPRESENTED BY:

Balance at 1/11/97	14,483	13,045
Surplus (Loss) for the year	2,107	1,438
	<u>16,590</u>	<u>14,483</u>
Model Fund	60	60
	<u>£ 16,650</u>	<u>£ 14,543</u>
		=====

EXPENDITURE

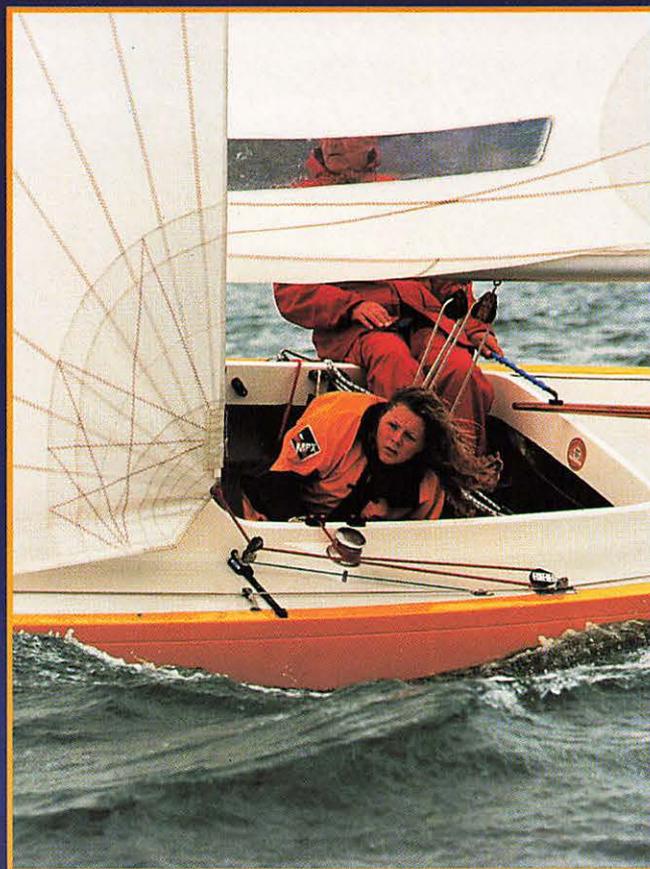
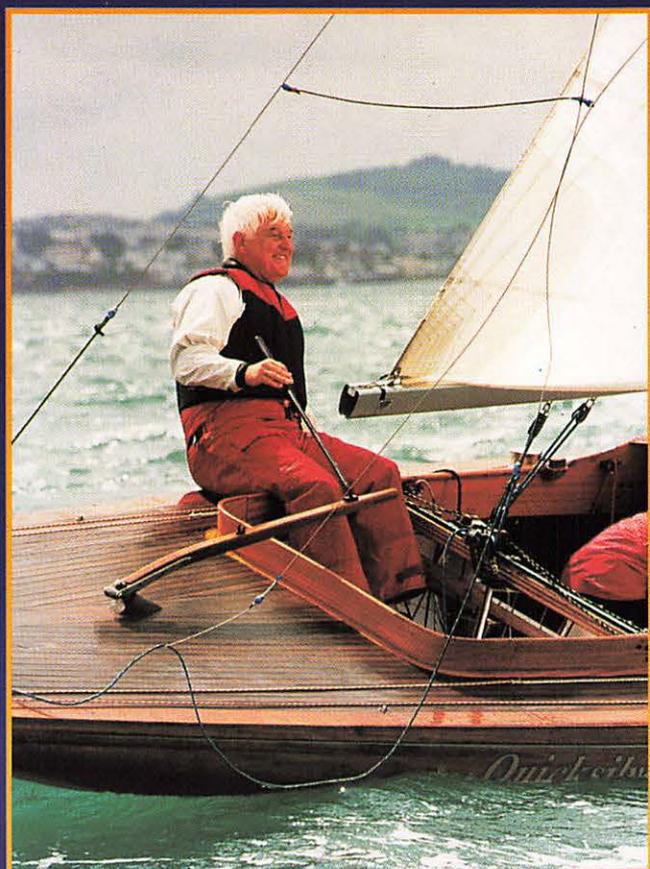
	£	£
IDA & RYA Subscription	357	357
Handbook	801	757
Newsletter	3,432	3,089
Advertising & Promotion	1,708	1,394
Treasurer	500	750
Postage, Telephone, Stationery	384	866
Committee Room Hire	48	86
Sundries	28	4
Repairs to Trophy	77	-
Regatta Expenses	85	-
Hon Secretary	750	500
Dinghy Show	-	253
Bank Charges	37	-
	<u>£ 8,207</u>	<u>£ 8,056</u>
		=====
SURPLUS (LOSS) FOR YEAR	<u>£ 2,107</u>	<u>£ 1,438</u>
		=====

NOTE: ANALYSIS OF SUBSCRIPTIONS

Received in Year:	£	£
Abersoch	185	185
Aldeburgh	545	495
Belfast Lough	405	785
Burnham	1,100	805
Clyde	370	320
Falmouth	210	210
Forth	505	665
Lowestoft	445	485
Medway	720	695
Solent	1,260	745
Torbay	540	555
Irish Dragon Association	650	682
Affiliated	660	925
	<u>7,595</u>	<u>7,552</u>
Owing at End of Year	1,575	2,205
	<u>£ 9,170</u>	<u>£ 9,757</u>
		=====

Edinburgh Cup '98

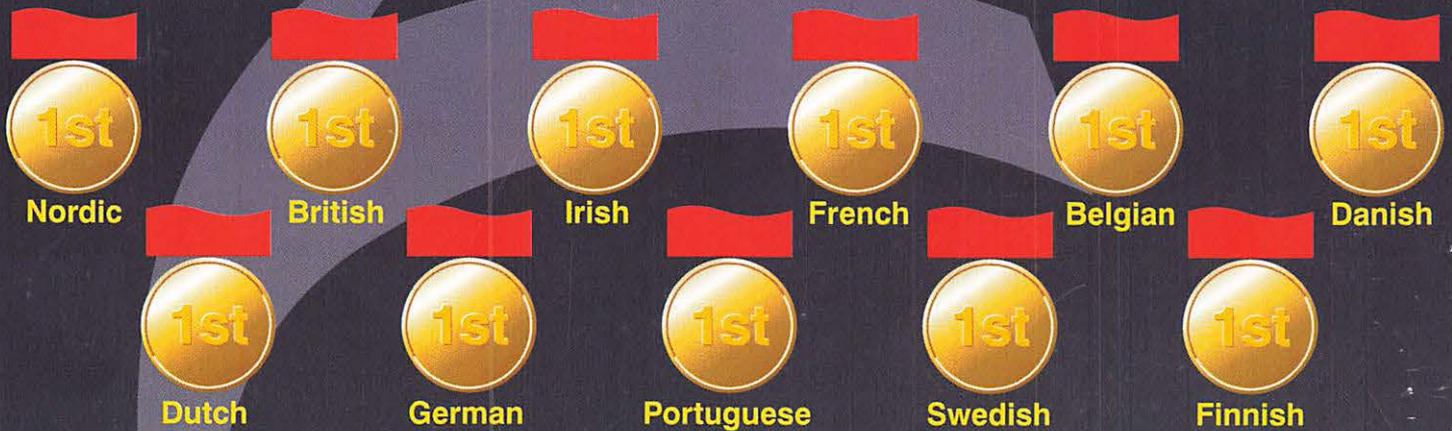
pictures by Wild West Marine Photography



Petticrows Dragons

The Winning Formula Continues.

Winner of all National Championships:



Thinking of buying a new Dragon?
Ask your boat builder these questions:

- Do you make the hulls and glass fibre moulds in-house?
- Are your keels fitted integrally so that they are always on straight?
- Do you use laser technology?
- Are your dragons fully symmetrical?
- Do you make your own mast?
- Do you make your own sails?
- Do your boats have CE approval?
- Are your boats completely measured?
- Do you provide a comprehensive after sales back up?
- Are you in full control of your product?

If the answer is yes, you are talking to Petticrows!

**NEW for
1999**

**Optional
Petticrow/Vincent Hoesch
fit-out**

**New Stiffer
Mast Section**

New Boom

**New
Spinnaker Pole**

Høj Jensen Design

Petticrows

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