

Technical Notes

Since the Notes were last published there have been quite a few new ideas that have appeared on various boats some of these I have listed below. Reflecting the younger and possibly therefore more innovated group that are now sailing Dragons, particularly abroad, few of these ideas have necessitated actual changes in the rules. In fact the only items appearing on this years I.Y.R.W. Agenda was to confirm the banning of hydraulics and also banning of any device altering the length of the forestay during the race.

The major innovation, of course, being the introduction of "composite" boats, i.e. G.R.P. hull with a conventional wooden deck. The first of these was Marcus Glass's "CHICHILLI" followed by "WARLORD II" and "STORM". Since then Borresen has completed a new boat for Klaus Oldendorf. Externally this boat is very nice indeed, the internal layout is traditional Borresen although he had incorporated "a perspex shelf at the front end of the cabin", which I thought was a very useful and particularly dry way of keeping tools and the like. The boat also has been built using blast in shelf system for joining deck to hull, which will also be used in Mike Patten's new Dragon that is now being finished off at Burnham.

There is a possibility that another three or four new Dragons may be finished off in this way over the next six months, and if so sail numbers should reach 500 some time next summer.

More particular items of note:-

Masts: John Boyce of Burnham has acquired the necessary extruding equipment to make Dragon masts, and hopes to be in production by next Spring. At the moment there are no prices available and details of fittings have to be sorted out, but almost certainly the masts will be cheaper than importing them from Denmark for no other reason than saving shipping and freight charges.

Winches: Lewmar have confirmed that their brand of small winches can be supplied with bottom action handle cost approximately £51.50. + V.A.T.

An Alternative to Runner Winches: "DONALD DUCK" which won this year's European Championships, had dispensed with their runner wheels, instead were using a two ended system. A run of wire was led onto a single block through which was led some heavy duty non-stretch rope, one end of which was led back to the cleat beam at the halliard drop, and the other through a turning block and onto a six to one purchase which in turn led to a cleat on the side of the combing by the main sheet traveller. The block on the wire pulled afterwards on two lengths of shock cord led to the stern of the boat. This is the first block system I have seen that seems to have any chance of success. The crew of "DONALD DUCK" said it worked extremely well. On the beat the technique was to use "coarse" adjustment, take the slack out of the run of wire when it was just clear of the leeward side of the mainsail. When they tack one of the crew merely took up all the strain on the six to one purchase. When they came to tack again the only thing to be let off was this fine adjustment rope which was on a retaining line, but there was no need to either let off any more wire or take up any slack. I think, however, that it might take a fairly strong crew to make this system work really well, but I am sure that a number of boats will be using it next Season.

Spinnakers: A very large number of boats have now dispensed with their chutes and are using the launch system from the cockpit. This, of course, necessitates very long spinnaker sheets. One or two boats have devised a stainless steel protector to stop the sheets snagging around the bottom of the forestay.

Mainsail Control: Again a number of boats have this year been experimenting with taking the main sheet control aft so that the crew can adjust whilst sitting out to weather. The Americans had them all coming up through the floor to a mini cleat beam situated across the boat just under the main sheet traveller. I could not see how they could really reach this sitting out to weather in any weight of wind. The Austrians led their Cunningham & Kicker controls out through the top of the coach roof. This was probably the simplest system, it was probably difficult to get a good purchase, it certainly didn't add anything to the look of the boat. "WARLORD's" are led aft under the deck and come up through the deck by the cleat beam, and the Finn, "WHITE LADY" led kick back stay control with matching cleats either side of the traveller. It was also interesting to note that "WHITE LADY" had no drum winches on board and was getting the power for kicker by leading a double ended wire strap through a double block on the floor and then up to a three to one purchase on either side to give the necessary power.

Technical Notes (continued)

Through Deck Spinnaker Sheets: Several boats have also devised systems to take the spinnaker sheet down through the stern deck and then up through the side deck halfway between the end of the cockpit and the shrouds. Bearing in mind the number of times we got our spinnaker sheets into something approaching a cats cradle, I think this is something we might introduce before next Season!

Philip Tolhurst.

FLEET REPORTS

CULTRA - The Summer of 1980 for the Royal North of Ireland Yacht Club Dragon Class proved to be most interesting. Very generous sponsorship for the Edinburgh Cup from the Northern Bank Ltd. and support from a number of other sponsors made the running of the event possible at Cultra.

The Edinburgh Cup was a keenly contested event run in very variable weather conditions which gave Tony O'Gorman from Kinsale the opportunity to show his skill, and he was a worthy winner of the event in his yacht "GALAX". James Nixon of Royal North, steering "JOSEPHINE", was second, Mike Cotter of Dublin Bay in "TARASQUE" was third, and Robert Boyd of Royal North, in "PUFF" was fourth.

There was very considerable disappointment and a feeling of having been badly let down by the complete lack of any English entry. As the cost of travel was given as the main reason for not attending the event, I feel this could seriously affect the running of future Edinburgh Cup Events in Northern Ireland.

Prior to the Edinburgh Cup, Royal North of Ireland Yacht Club ran the Irish National Championships for a truly magnificent Trophy, presented by Cavan Crystal. Tony O'Gorman was again the winner, showing his fantastic ability to make the most of any change in wind direction. Second came "REBEL" helmed by Dr. G. Treacy of Dublin Bay.

A very full programme of social events was arranged for competitors, and it is a question whether the racing or the late nights required the greater stamina.

Club racing for Points was dominated by Bobby Graham in his new purchase "SOUWESTER" as he won the Beck Regatta Trophy, two of the Season's Points and the Championship. The late Season's Points was won by Eric Robb in "VIVI".

Dragon racing in Belfast Lough is in a very healthy state with active Classes at Royal North and Royal Ulster, and also the arrival of Dragons at Carrickfergus. Dragons at Killyleagh Yacht Club are within easy reach of Events in Belfast Lough and vice versa.

The use of road trailers for Dragon transport is now very much in evidence, and will, I hope, lead to less difficulty in reaching Events at a reasonable cost, and reduce shipping and maintenance charges.

Eric Robb.

LOWESTOFT - The Season at Lowestoft has been one of the most successful for many years. We are all delighted that the number of boats is now on the increase and next year we should have twelve or more Dragons in the Fleet. This year "THERIO" (Tom Gill) rejoined the Fleet; David Cannell completed the renovation of "CRUSADER" and we were particularly pleased to welcome a new member Chris Clayden who has acquired "TYRA". Richard Clarke has purchased "MYSTERE" (from Gordon Mellor) - we were sorry not to see Richard sailing this year but we look forward to "MYSTERE" being launched next Season. A number of other RNSYC members are thinking about buying Dragons and Ian Anderson, Peter Colby and Colin Bothway may yet be persuaded to buy new or newer boats. With so much interest in the class, the Lowestoft Fleet has good reason to be optimistic about the future.

Four boats went to Levington for the East Coast Dragon Championships - despite the weather conditions we had a tremendous weekend both on and off the water, and our thanks to Richard Riggs and his merry band of helpers for their excellent organisation. The Lowestoft June Regatta was well attended and we were pleased to have good representation from Aldeburgh. In July "INDROS" travelled to Douarnernez for the French Championships - this proved to be a most enjoyable event and apart from the never ending fruit de mer and wine, we had some very entertaining yachting. During the last weekend of September we held our annual team match against the "CIRCUS" which is now being led by Sir Gordon Smith. Only two out of three races were sailed and although each side won one race, the match was decided in favour of the visiting team on the basis that points were more important! There were several nominations for the "Balls-up" trophy which was eventually awarded to Pat Dyas - a number of helmsmen could have been suitable winners for their misdemeanours on the water, but nobody could beat Pat's effort in forgetting to bring the trophy from his office desk.

LOWESTOFT - Next year the Edinburgh Cup is being held at Lowestoft from the 13th - 20th June. The full programme and entry forms will be available in December. We look forward to seeing many old and new friends from Dragon fleets throughout the country and overseas.

Chris Dicker.

SOLENT - It has been a wet and windy year on the Solent, as elsewhere, with only a few really nice sailing days. Once again the number of boats racing has been rather disappointing. From a fleet of 17 dragons, the average number of starters has been only just over 7. The most successful boat this year has been "LEVIATHAN" (Leopold de Rothschild and Bill Pease) which has gained no less than 31 flags, including 16 wins, out of 42 starts on the way to winning the Solent Class Championship. It looks almost certain that the runner-up will be "ASTERISK" (Peter Lloyd) with "FANFARE" (Peter Henson) third. It has been a very close run thing for the S.C.R.A. Medal between "CHIME" (Tim Street and David Starbuck) and "LEVIATHAN". It looks as if "CHIME", with the better Cowes Week results, will be the winner with "FANFARE" third. The weather for Cowes Week was not what we would have liked and there were no fewer than 16 retirements in the Class, almost all of which were due to broken gear. It was disappointing to have no entries from other Fleets. The winner, by a huge margin, of the Ganymede Bowl (points series over the Week) was "CHIME". The runner-up was "LEVIATHAN" and third was "KALI" (Sir Gordon Smith - sailed, in his absence in America, by Robert and Charles). Having missed last year, the Class again took part in the East Wight Regattas and the Daring Class Regatta off Bembridge. The turn out for these races was the best for many years.

Peter Henson.

ALDEBURGH - The Aldeburgh Dragon Fleet came out of hibernation unusually early this year, and "HARKAWAY", "POLLY", "ULA", "LOGIE" and "GANYMEDE II", not to mention "JAVELIN", all made it to Levington.

"HARKAWAY" was looking almost a new boat having had a major rebuild over the Winter, this included over 50 new oak timbers plus new deck canvas, covering boards, keel bolts and more besides. She seems to have been going better for it, and at 33 years old needed it.

With only a six boat fleet turn outs were obviously not large, but there were fairly consistently 4 boats, and for the Regatta we were joined by 3 Waldringfield boats to give 9 in every race, except one day when a very elderly looking "CHOW" (218) with cotton sails, sailed round in loneliness at the tail end, and made it 10. In the first race "ULA" threw away a lead of, well she was almost out of sight of the second boat so it must have been about  $1\frac{1}{2}$  miles. No one on board had remembered to see what the course was so they had to wait for others to catch up! "VENTURE" from Waldringfield won that one, but "POLLY", going very quickly, won the next three, and "LOGIE", as usual, the last.

The winner of the best prize of the Season was "GANYMEDE I" who picked up a dead partridge during a race (she did in fact finish last). It was good to see the Webster Brothers back in the fleet having bought "ULA" off the Maldon mud.

Apart from the Levington visit "ULA" and "GANYMEDE II" went to Lowestoft for the June Regatta - real brown trouser weather! "JAVELIN" went to France where she distinguished herself.

It is remarkable how some boats have an affinity for mud. If "GANYMEDE I" did not go on during a race she usually went on either before or after, sometimes all three. It was worst when a barge skipper/Dragon owner from Greenhithe was sailing her!

Peter Wilson has a new Dragon, at least it looks like one except it is 42'6" long with a 45' mast, and to save time and trouble this is built bent. He thinks the extra length will give an advantage and doubts if the Race Officer will notice. There is room in front of the forestay for 2 Squibs at once if they breathe in a little!

Peter Wilson.

BURNHAM - This Season has proved an active one for the Burnham Fleet. The first few weekends were for points and tuning up which was as well because the passage to Levington and the weeks racing was, at times, heavy going. The breakages were inevitable, but the hospitality shown combined with the good organisation of the Series made it an event to repeat, and we look forward to next year (Please book better weather!) Monty Rankin sailed "CHICKADEE" very well to second place overall, and would have pushed Richard Riggs very hard for first had a collision at the start of the last race resulted in the loss of the running back stay.

BURNHAM - Our Points Series was very well contested this year with all boats having their moments. Philip Tolhurst damaged his hand very badly during the start of the Season but recovered to persevere in joining two other Burnham Dragons in the Journey to the French Championships. Those in search of the sun were not disappointed (well most days anyway!) Philip in "WARLORD II" sailed to second place; Bob Melville in "AQUILLA" was fifth; and Raymond Dodd in "ROGUE" and his crew reported that the scenery both on the water and the beach was fantastic! Another event to be marked up for next year.

Burnham Week provided exciting racing with a variation of conditions weatherwise. Philip in "WARLORD II" won the week with Bob in "AQUILLA" second, and Ivan Coryn in "MONICA" third (no doubt due to his Bruce Banks sails). Robin Judoh over for a brief holiday from Bermuda sailed "STORM" all week and was rewarded with winning the visitor's Trophy. Our thanks go to Ted Vidler with his smart looking new G R P Borrensen christened "GANDALF" and David Dann in "FERRIER" who both came over from the Medway to join us.

We are now into our Winter Series, which, with the weather as it is at the moment no hardship, though we all have our winter re-fits in mind, a thought, I'm sure Tony Glaze looks upon with good humour

Guy Newton is finally parting with "CHICKADEE" and I'm sure I speak for everyone when I say we shall miss you. Thank you for all your support over the years and do come back to see us occasionally. She has been bought by Chris Pettrie, to whom we welcome.

Mike Ainsworth has bought "RASCAL", a change of position for him next year. And in addition Mike Patten's new Borrensen will be arriving shortly and, we hope, ready for racing next Season.

Terry Cooke's "WHY" is on the market and anyone interested should contact him on 0621 782374.

Looking forward to seeing a hearty gathering in London for the next B.D.A. Dinner.

Sharon Cooke.

MEDWAY - Ian Ratnage swept the board over the Medway Regatta, and the way he was going it looked as if the rest of the Season could become quite boring.

However, four factors came to our rescue:-

1) Ted Vidler is starting to make "GANDALF" go very well and could be a force to be reckoned with. As a matter of interest, Ted's boat developed a rather worrying crack between the covering board and the deck. The boat was hauled out and Borrensen consulted. He assured Ted that he would do something about it (he wasn't sure what), but in the meantime the best thing was to drop the boat back in and carry on sailing. Ted did just that.

2) Stewart and Jasper Wright have finally named their new boat "MOONSHINE" and in the old tradition, can be relied upon to go very fast.

3) Stewart and Jasper's old boat "LIZ" has been bought by Dick Owens and Rick Allardyce, and they are making it go so fast that Stewart and Jasper must be wondering if they did the right thing in selling. I also suspect they didn't use a strong enough rope when they tied the bucket on.

4) Ian seems to have developed the odd mental relapse and doesn't always sail the right course, so all in all the grasp that Ian seemed to have on the fleet during the Medway Regatta has slipped a little.

Keith Best and Maurice Williams have put Fidelity on the market and are buying back Keith's old boat "ISIS". Good luck to you both, it will be good to see her back on the Medway. How about a Medway purchaser for Fidelity.

John Mack.

ABERSOCH - Oola Borrensen whilst on holiday in early August raced with us and attended the class party at the S.C.Y.C.

Three more Dragons made their appearance in the Abersoch Fleet this year; "TARKA" from Edinburgh, "PHOENIX" a new fibreglass Borrensen, and "INGE" from Dublin. Ironically, two of these broke their masts during August which somewhat spoiled the final series. However, there is prospect of two more boats in 1981 - Harry Budd ex Torbay Fleet is hoping to get a new Dragon, and rumour has it that "TARA" has been sold to someone in the area and will be sailed at Abersoch; but as yet no more is known about it. Next year "PHOENIX", "FLAPJACK" and "ZARA" are planning on sailing the Edinburgh Cup at Lowestoft, plus one or two other events on the Continent, but with the fleet being so small we have to take care not to ruin our own sailing programme.

In 1982 the Edinburgh Cup has been sanctioned by the B.D.A. to be held in Abersoch, and already the Chairman of the previous 1976 Edinburgh Cup Committee and Race Officers have agreed to offer their services for a repeat performance. For those who have not sailed at Abersoch a treat is in store. Our waters were described by Cmdr. Ross Coles who helmed Prince Philip's Bluebottle in 1962, as

ABERSOCH - being the finest and most beautiful keel boat waters in the British Isles. Certainly the backdrop of Snowdonia and the shelter from the worst of the South Westerlies, allied to the friendly ambience of the local 'Taverna' and holiday atmosphere offer something that we look forward to sharing with one and all.

One of our fleet, "FLAPJACK" sailed by John Thornton<sup>3</sup> was one of the two British boats representing the U.K. at Travemunde in the European Championships. Whilst he did not do as well as was expected, he did have a fourth in the final race.

Finally at the B.D.A. meeting in London the question arose as to the definition of 'young helmsmen' who might qualify for a grant - yours truly would like to know if there is any advance on ~~So~~. All erstwhile Peter Pans should write to Sir Gordon Smith who is ready to stake his claim. Looking forward to seeing you at Lowestoft.

Gordon Mellor.

TORBAY - The Torbay Fleet continues to grow. The total fleet on paper is now 13 and we had regularly 8 Dragons facing for the Season. Jan MacKenzie took "MATILDA" to the French Championships, otherwise we all stayed in Torbay and had some good racing with a good variety of winners. We had some fine races and good weather for the Torbay regattas. What the Dragon Fleet would like is to have a full Torbay week in Torbay with Olympic courses, and so try to attract Dragons from other fleets to join us, in the last full week of August.

Martin Parry who was so successful in the Tokyo Olympics of 1972, has rejoined the Fleet and hasn't lost his touch! He won several of the regatta cups and he has bought "HEUSCHRECKE".

We have one or two other potential Dragon buyers and Graham Jenkins intends to buy another Dragon for 1981. Peter and Marienne Mayes have bought "PANDORA" DK 401 which has been in this Fleet since it's birth! They have done very well and won at least two cups, and are always at the top of the Fleet. Marienne intends to be the first lady helmswoman to win the Edinburgh Cup, and I wouldn't be surprised if she does achieve this honour.

Several of us hope to go to Archason for the Easter meeting sailing on the Plymouth Roscoff Ferry. So we hope to see some of our old "Dragoners" there too.

John Lewthwaite.

FOR SALE

Ex Medway Fleet

FIDELITY DK 373 - £2,500

Built by Cowes Boat Builders in 1962  
Teak Deck, Proctor Spars  
Sails include 1980 North Genoa and a  
1980 Musto Polyant Triradial Spinnaker  
The boat is lying on the Medway.

MESTENGO DK 40"

Brites 1963. Proctor spars, 79 Musto Main  
and Genoa, 78 Musto Spinnaker, plus many other  
sails. Runner winches, chute - varnished hull.  
4 wheel close couple trailer - complete outfit  
easily towed by 2½ litre car - will separate.  
Contact: John Reeves on Maidstone 54677 (day)  
or Maidstone 64344 (evenings).

Ex Cork Harbour Fleet

GALAX DIR 4 offers around £5,500 - 1963 Bjarne Aas Ltd. 2 suits Norths 1979 & 80.  
all fast gear. Elvstrom Spar and road trailer.  
Has 4 Irish Championships and 2 Edinburgh Cups  
since 1975. Contact: Tony O'Gorman, Woodview,  
Glanmire, Church Hill, Cork. Tel. Cork 821286  
(Home) - Cork 502257 (Office).

Ex Mr. L. Cooper, Whitby

DK 304

Borresen built, varnished wood in extremely  
good condition. She has two new metal masts  
North sails. She has just been newly fitted  
out and all her gear is in good order. She  
has an excellent racing record being Yorkshire  
champion for many years. Contact: Mr. L Cooper  
Carr Mount, Sleight, Nr. Whitby, Yorks.  
Tel. Whitby 810207.

FOR SALE (continued)

Ex Aldeburgh Boatyard Co Ltd.

DK 485 1979 Cold moulded hull. Sparlight mast. All usual racing gear.  
£7,750. Owner bored and wishes to build another Dragon.  
Tel. Aldeburgh 2019.

DK 90 1947 McGruer. Wood mast. Sound old boat. Sensible offers.  
Tel Aldeburgh 2019.

---

New Dragon Prices

St. Georges. Bare hull, with internal moulding. Keel and rudder all  
fitted. Temporary braces at measurement points.  
£3,581.45.

As above with ply deck, mahogany coach roof, iroko  
internal trim, teack faced ply floor boards, tiller,  
central horse, chain plates and backstay sheave.  
£5,996.45.

Complete boat with Sparlight spars, all rigging, sheet  
and runner winches, furling fear, spinnaker chute etc.  
Antifouled and with name.  
£8,640.87.

All inclusive of V.A.T. Tel. Aldeburgh 2019.