



**THE BRITISH  
DRAGON  
ASSOCIATION**



**NEWSLETTER**

**SPRING 1984**

THE BRITISH DRAGON ASSOCIATION

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EDITORIAL

Another season is rapidly drawing near and with such tremendous enthusiasm in the class we are surely in for an exciting season. The Gods have promised us better winds than last year and if the Easter weather continues throughout the summer we will have some most beautiful yachting.

The 1984 Handbook accompanies this issue of the Newsletter and it is hoped that it contains a complete and up to date list of all members and their current addresses. During the last few months the membership records have been "computerised" and I apologise if any errors have crept in during the transfer period. Address labels for the 450 members can now be produced in less than 15 minutes and the records are much easier to maintain. Fleet secretaries have been asked for updated lists of their fleet members - most have responded well but I regret that some have not. I would urge all fleet secretaries to let me have details of new members, address changes, boats etc as soon as these are available. New members like to receive handbooks and circulars promptly! Individual members are also encouraged to write to me giving details of address and boat alterations etc. Please help me to keep the membership records up to date.

Some fleets have been rather remiss in not paying their subscriptions and I would make a plea to the secretaries of those fleets to pay their dues as quickly as possible. It is unfortunate that the B.D.A. finances have not been properly looked after during the last few years and the lack of control has inevitably contributed to the failure of some fleets to collect and pay over their annual subscriptions. Your new secretary/treasurer will be taking a much tougher line and hopes to get all 1984 subscriptions paid by the end of June!

At the end of this newsletter you will find a list of registered Dragons in numerical sequence (prepared by the computer!). I intend to compile some detailed historical records of the class and if, as a first stage, members would like to advise me of what has happened to the missing numbers I will update the list accordingly and reproduce it in a later edition. If members can give me a brief history of the boats which they have owned this information can also be summarised and stored on the computer.

I would like to thank all those who have placed advertisements in the newsletter for their continued support. The extent of the B.D.A. funds does not allow us to spend a large amount on the newsletter and we rely on the income from advertisements to pay for the major part of the expenditure.

The next newsletter will be produced in the autumn and I would ask that all contributions be sent to me by the middle of October. If anyone would like to volunteer to edit the next edition would they please contact me.

Christopher Dicker

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BRITISH DRAGON ASSOCIATION TIES

The new B.D.A. silk ties with all-over repeat motif are now available at a cost of £9.50.

Available from: Christopher Dicker, Hill House, Ranworth, Norfolk, NR13 6AB.  
(cheque with order payable to British Dragon Association)

## FIXTURE LIST

1984 - 21st - 28th April	Coupe Vasco da Gama	Arcachon
5th - 7th May	East Coast Dragon Championship	Levington
4th - 9th June	Irish Championship	Dun Laoghaire
24th - 30th June	Edinburgh Cup	Cowes
7th - 14th July	Gold Cup	Copenhagen
24th - 31st July	French Championship	Benodet
19th - 25th August	European Championship	Kinsale
1985 - 13th - 19th July	Edinburgh Cup	Edinburgh
21st - 26th July	Gold Cup	Edinburgh
	World Championships	Douarnenez

## CLASS RULES

### Sails

At last November's IYRU meeting the following amendment to the class rules was approved and became effective on 1st March 1984:-

#### Rule 24 - Sails

Delete "heavy genoa" and "light genoa": minimum 150 grammes per square metre: maximum 185 grammes per square metre "and insert" Genoa: minimum 150 grammes per square metre, maximum 304 grammes per square metre".

This rule alteration in effect removes the differentiation between heavy and light genoas and provides for a maximum and minimum weight for all genoas.

### Spinnaker booms and mast weights

Proposals to increase the length of spinnaker booms and to remove mast weights were deferred at last November's IYRU meeting. It is thought that the rule changes will be approved at next November's meeting.

## OTHER NEWS

### Mast-stepping

Peter Colby and Chris Dicker are competing to see who can produce the best bipod system for stepping masts without the use of the crane. Both systems, which are basically copied from the French and Scandinavian designs, will be on show at Levington and can be used when the boat is in or out of the water. If anyone is interested in buying a kit they should contact Chris Dicker - Tel. 060549-356.

### Trailer boxes

A number of members have enquired as to where they can buy long fibreglass lockable boxes which can be fixed to trailers and used for the storage of tools, spare equipment, sails etc. If anyone knows where such boxes can be purchased would they please contact the class secretary.

### Overseas Championships

If anyone is interested in going to Copenhagen for the Gold Cup or Benodet for the French championship they should contact the class secretary who has full details. The European championship in Kinsale, for which the UK has been allocated 8 places, is already fully subscribed.

### Selection procedure for future World and European Championships

The committee has agreed to have another look at the selection procedure for future World and European championships. The subject will be discussed at the next meeting in Cowes.

THE EDINBURGH CUP IN THE SOLENT - FROM THE CHAIRMAN OF THE BDA

This year the Solent Fleet are hosts for Edinburgh Cup Week and as most members will know the Edinburgh Cup is effectively the National Championship of the Dragon Class. The Cup was donated by His Royal Highness The Duke of Edinburgh in 1949 and with great foresight laid down that it should be competed for annually in the main centres around the country where Dragon Fleets race regularly. Sadly, two of our most active Fleets, namely Burnham and The Medway have found it impossible to ever host the Championship as the waters within their normal sailing areas make it very difficult, if not impossible, to race large Fleets on courses of the Olympic type, which has now become the generally accepted formula.

The Championship does however take place in rotation at the other six main centres where Dragons race, and there is no doubt that this formula has substantially stimulated interest in Dragon sailing, and always quickens activity in the racing centres as the event approaches.

It also gives Dragon sailors the opportunity to meet their friendly competitors from other centres regularly each year and the opportunity to race in variable sea and tidal conditions.

The Solent has been no exception in experiencing a revival of activities in their waters as the Edinburgh Cup Week approaches and it is expected that we shall be entering around twenty yachts for the event, rather more from the local Fleet than is customary.

The Royal Yacht Squadron has undertaken to run the Regatta this year and the Flag Officers and Committee have kindly agreed that all owners entering their yachts will be made temporary members of the Club for the duration of the Regatta. This will allow them to introduce guests, thus ensuring that all competitors and their wives will have the opportunity to use the facilities of the Castle. It may seem to some unnecessary to refer to this point as it is normal for all competitors to be made honorary members of the host club. However, the rules of the Royal Yacht Squadron did not previously permit this, which may have been one reason why the Fleet invited other clubs to organise the event at Cowes since the time when the Royal Yacht Squadron last ran it in 1965.

Normally the Edinburgh Cup Week starts with a Practice Race on the Saturday and finishes on the Friday evening. As you will have seen from the Notice of Race, which you should now all have, this is not the case this year.

Cowes accommodation arrangements are organised to take account of yachtsmen's arrangements, so the need to vacate boarding house and hotel rooms on Saturday morning does not apply. Furthermore, on Saturday the 23rd the Island Sailing Club is holding its annual Round the Island Race.

THE EDINBURGH CUP (continued)

As this event usually attracts in excess of 1,000 starters, it would be impracticable to hold the Practice Race on that day. Furthermore, enclosed with your Notice of Race are the Entry Forms for the Round the Island Race in which there is a specific class for Dragons for the Royal Singapore Yacht Club Cup. The Island Sailing Club hope that a number of you will enter. The course is West about the Island and although starts tend to be at a very early hour on the Saturday morning at the last of the ebb tide, if participants don't like the look of the conditions when they reach the Needles one can always sail back to Cowes in protected waters with the benefit of the first of the flood tide.

The Practice Race for the Edinburgh Cup will therefore take place on the afternoon of Sunday the 24th, and incorporated in it will be the Citron Trophy. Fleet Captains are therefore reminded that they should enter members from their Fleet in accordance with the Sailing Instructions.

Racing for the Edinburgh Cup itself will commence on Monday the 25th and finish on Saturday the 30th. This week has been selected to coincide with neap tides in the Solent, as those of you who have raced in these waters before will realise this has considerable importance!!

We have been fortunate enough to get sponsorship mainly from Beefeater Gin with further sponsorship from OCL. As a result we feel optimistic that those of you who enter will find that the social itinerary will, as far as we can make it, be up to the standard of the hospitality that is available at other centres. The Entry Fee will therefore include three free tickets for the main social events for each yacht competing. This is a formula which has become established in past years and we are happy that we have been able, with the help of our very generous sponsors, to continue the tradition. It is, however, worth noting that with these free tickets the total cost of running the Edinburgh Cup is now of the order of £10,000.

The Solent as a racing centre has its idiosyncrasies! Rather like the old course at St. Andrews, a lot of people find it frustrating on first acquaintance. However, very few keen racing helmsmen fail to be intrigued by its tidal difficulties and most of them come back time after time with a determination to beat it one day.

As Captain of the Solent Fleet and on behalf of the members we pray for fair and firm breezes. We offer you the best of our hospitality and hope that every one of you will somehow find the time to enter and enjoy the fun.

Entries close on the 25th May, although we would not be so churlish to refuse anyone who inadvertently missed the closing date.

Peter Lloyd



## HOOD ONE DESIGN

A NEW NAME WITH NEW TECHNOLOGY AND A TOTAL  
COMMITMENT TO MAKING  
HIGH PERFORMANCE DRAGON SAILS

During the past two seasons, Dragon sails by Hood One Design have been developed under the careful guidance of U.K. Manager, Ivan Coryn. Results have been impressive with the sails achieving second overall in the Vega Cup, fourth in the Irish Nationals and sixth in the Edinburgh Cup. At the same time, our sails have featured well at Aldeburgh, Burnham, Medway and Torbay. We look forward to an even more successful season in 1984.

### MAINSAIL

Designed for maximum flexibility and adjustability across the wind range by means of kicker, Cunningham, outhaul and diamond tensions. The leech of the sail has been specially shaped to reduce drag and give high pointing ability whilst obtaining the maximum useful area within the framework of the Class rules. Our mainsail design has been proven on both Boyce and Sparlight masts.

### MEDIUM/HEAVY GENOA

Designed as our all round sail to give good performance and long life for Club racing. The sail is at its best in wind strengths above 15 knots, although good performance in winds below this may be achieved by careful adjustment of Barbour haulers and running backstay tensions.

### LIGHT/MEDIUM GENOA

A specialist sail cut full in Howe and Bainbridge new yarn tempered dacron, especially for light airs and a short, steep sea.

### SPINNAKER

At present we offer a tri-radial design with shoulders designed to spread well when running, yet flatten for really close reaches.

The sail is constructed in Haywards H.S.T. 46, a material combining stability with high tear strength, and a slippery finish to aid recovery.

For those who prefer it, or where colour requirements necessitate its use, we also offer this sail constructed in Howe and Bainbridge stabilkote nylon.

**Remember - Boat speed makes you a tactical genius**

## HOOD ONE DESIGN

Bath Road, Lymington, Hants., SO4 9RW

Tel: (0590) 75011 Telex: 477085

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## Burnham Fleet

The wind, about Force 4, has settled in from the East so we can tell at Burnham that the start of the Dragon season is on us. Work has been in hand (spasmodically in some cases) under the cover of Petticrow's sheds throughout the winter but now the boats have to be moved into the open so that final trimming and adjustments and re-locations can be made with mast stepped. This is the opportunity for those who suffered last year when, for instance, their mainsheet travellers would not cleat properly, to install a revised layout. Others are cranking up their space frames to try and coax their boats into a shape never intended by the designer, in the hope that this will make them go faster. Yet again others with somewhat elderly glass boats have had them "re-Glazed" on the outside in bright colours which makes them look as good as new - the question being whether their owners would not also benefit from similar treatment were it available.

In spite of the cold wind most of the owners (and crews) are already looking expectantly to the East where lies Levington and the inviting warmth and hospitality of the Haven Ports Yacht Club. There we shelter after those interminable trips up and down the Orwell to and from a startline set in the middle of bleak and turbulent Dovercourt Bay. Eight of our boats will probably turn out in order to get the benefit of this early season training Championship which seems to have had such a marked effect on the performance of the Burnham Fleet.

Then most of the same boats will be going to Cowes, including last year's winner. We shall see whether our triumphant "New Boy" can do it again - but there are plenty of others ready to see that he doesn't. We also have the Citron Trophy to defend. Perhaps this year the Edinburgh Cup weather will be less "bloody awful", to quote our Chairman Peter Lloyd, than it has been on the two previous occasions.

A week after that four of our boats are planning to race for the Gold Cup at Copenhagen and then in August the same four boats have been selected to take part in the European Championships at Kinsale.

The Burnham Fleet has become very competitive, wherever you look there now appears to be some champion or other in what used to be your favourite slot on the starting line. With the return to the Fleet of Brian Waples and alarming rumours about others who may be joining us this season, the situation can only get worse.

Bob Melville

## Aldeburgh Fleet

The season got off to an enthusiastic and early start and we will be well represented at both Levington and the Edinburgh Cup.

Peter Wilson

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## Small Ships Register

Owners taking their boats abroad are reminded of the need to have their names added to the Small Ship Register. The application form (available from the R.Y.A., Victoria Way, Woking, GU24 1EU) is very simple to complete and registration costs only £10 for 5 years. The issuing of warrants for privileged ensigns has been deferred until next year. It is expected that concessions on exporting duty free stores will be available to craft on the S.S.R.!!



# RATSEY *Master Sailmakers*

*Designers and Makers of Racing and Cruising Sails*

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Medina Road, Cowes, I.O.W. PO31 7BX.  
Tel. (0983) 297326. Telex 86736 Sotex G for RMS

RATSEY MASTER SAILMAKERS  
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Sunray Sails are now proud to be called Ratsey Master Sailmakers under the name of Stephen Ratsey, the Company's founder and present Director, and will now be carrying on the fine tradition of sailmaking for the serious racing enthusiast.

After the outstanding results achieved at Torquay, Cowes and Burnham Weeks with our Stingray Spinnakers, which are primarily designed for reaching, we have complemented this design with a fuller spinnaker for running.

Our Mainsails and Genoas are giving good results and our constant active participation in Dragon racing ensures that we will continue to be in the forefront of Dragon sail development.

In our new premises we have doubled our capacity and look forward to an exciting season. Participants in the Edinburgh Cup at Cowes will be welcome to the use of our Loft for sail measurement and an overnight repair service will also be available. Sails for repair can be collected from and delivered to the Royal Yacht Squadron or the Island Sailing Club.

<u>Prices ex V.A.T.</u>		
	Medium Weather Mainsail	£328.00
	Light Weather Genoa	£203.00
	Medium/Heavy Weather Genoa	£218.00
	Window	£ 9.50
	Stingray Spinnaker	£283.00
	Chute Patch	£ 9.50

Partners: S. Ratsey, R. Ratsey, B.A. (Hons.) VAT No. 109 0405 09

### Forth Fleet

The Forth Dragon Fleet continues to be the strongest class at the Royal Forth Yacht Club. Over the past year, 2 boats have exchanged hands - Bill Crabbie, after more than 20 years in the class, has sold SABLE to Roger Dobson, Claude White sold MIRAGE during the winter to ex skua sailor Robin Brownlie and Stuart Smith. To show their willingness to play with their new toy, there already has been a confirmed sighting of MIRAGE on her mooring despite the snow lying on the hills around Edinburgh. In addition, NEREUS returned to the Forth last year, having been bought by George Brown. We're pleased to welcome them all to the class.

Last season there was some division of the spoils with Hamish Mackenzie's KIS taking the lions share. Eric Thompson in SIEGLINDE pushed him all the way and took the evening points. Alan Marshall in ISIS was competitive when he was around, but he seemed to be away (? on holiday) for long periods. Sean McLean and Alec Flett were often hampered by lack of crew so I hope their problems resolve and they become more competitive.

Last year only KIS travelled away to Torbay and then to the Clyde. This year Sean McLean as Class Captain has promised to crack the whip to get more boats at least through to the Clyde and has said he for one will be there, but then he said that last year too. Hamish Mackenzie makes no secret of the fact that he thinks Cowes a bad pond on which to sail, but we hope someone will get down there for the Edinburgh Cup.

The recent Scottish Dragon Crews Union dinner was a success though the attendance was a little down on previous years. This was probably due to the fact that the Royal Forth Yacht Club is rebuilding the clubhouse at present on the middle pier so the dinner was held elsewhere. The presidency passed on to Annie Hutchison from myself, and we were delighted to welcome James and Catherine Nixon as our guests. James entertained us all with one of his usual witty speeches, but was not allowed to stay out late! We were sorry not to see both before they departed on Saturday morning on the day of the Grand Slam at Murrayfield.

The fleet obviously sees this season as one for building prior to the Edinburgh Cup and Gold Cup next year. It is therefore sad to note that Robin and Lindsay Burley have decided to sell SNARK, which hasn't been raced for the past two years. I hope the boat stays in Edinburgh, but the fleet will be sorry to lose them both.

We wish you all good sailing and look forward to entertaining as many of you as possible in our new clubhouse next year, as well as trying to beat you in the water - it will be about the right time for the Edinburgh Cup to stay in Edinburgh.

John Reid

### Cultra Fleet

After what has been a few lean years the Dragon Class at Cultra has entered a period where optimism is the order of the day. Next season's sailing will see additions to our Fleet and further additions are a definite possibility.

Last season saw the most pleasant sailing weather we have had for a very long time and I feel that this has encouraged more people to think of buying boats. Admittedly, the biggest move has been towards the offshore classes but the 'round the buoy' racing has also picked up.

I feel that stabilisation of sail plan and spars, etc., is an important factor as constant change with its ensuing expense is a definite drawback to would-be purchasers. Non-wooden hulls greatly cut down the cost and trouble of fitting out and have undoubtedly helped the Class as a whole.

Points racing at Cultra has had the best of all results in having four different boats in the prizewinning position, as one dominant boat can spell difficulties for any Class.

Eric Robb

# Aldeburgh Boatyard

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We are able to build competitively priced Dragons to any specification in wood, G.R.P. or composite construction and are also able to supply as bare hulls or in any stage of completion.

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**Fort Green,**  
**Aldeburgh,**  
**Suffolk IP15 5DE**  
**Tel: Aldeburgh (072 885) 2019**



North Sails (UK) Ltd.  
Newgate Lane, Fareham,  
Hampshire, PO14 1BP, England.  
Tel: Fareham (0329) 231525  
Telex: 86497 NORTH K.

### Medway Fleet

The 1983 Season was probably the most successful in the history of the Medway. 19 Dragons are in the fleet and recorded 323 starts in Saturday races, compared with 289 last year. The average start numbered 12 and on one unforgettable day with a windward course at low water, 17 crossed the line - a Club record. While many other classes are experiencing reduced support the Dragon Fleet goes from strength to strength.

"Drake" (P. Howland) and "Aquilla" (P. Freeman) joined the Fleet and for 1984 we expect the return of Ian Ratnage and "Water Rat" to increase the competition. The overall points Trophy was won by "Royalist" (R. Dawe) who also represented Medway at the Edinburgh Cup. "Fenrir" (D.L. Dann) retained the visitors cup at Burnham Week.

The main feature of the season however has been the high standard of Club racing allied to keenness and camaraderie throughout the whole fleet - the latter being fostered at monthly Class suppers. We look forward to another splendid season and can safely say that under the Class Captaincy of Stuart Wright the Dragon Class is alive, well and keeping the bar profits in good order. If it were not for the pressure on moorings in the river we could add two or three more owners to the ranks.

David Dann

### Lowestoft Fleet

The Lowestoft Dragon fleet continues to dominate the Royal Norfolk and Suffolk Yacht Club which this year is celebrating 125 years of yachting. The first Dragons sailed at Lowestoft in 1938 and the fleet has undoubtedly made a tremendous contribution towards the continued success of the club over the last 46 years. The "Circus" match in September has provided our fleet and we hope our visitors with interesting entertainment and good sailing. We are one of the only fleets to continue inviting other clubs to participate in team events - the Oxford and Cambridge Sailing Society started coming to Lowestoft 50 years ago and the Aldeburgh team match is a regular fixture (we always beat them in the bar if not on the water). It must be hoped that the senior members of our fleet will jot down a few of their memories of Dragon sailing at Lowestoft before they finally retire from active yachting - they must have many interesting tales to tell!

Looking forward to 1984, we are hoping for an active season and rumour has it that one more new boat will appear on the water before the end of the season. A name has yet to be chosen but perhaps "Dynasty" would be appropriate. Tana, Troika and Skal III will be travelling to Levington and Cowes, Troika to Copenhagen and Skal III (if selected) to Kinsale.

The June Regatta (8th - 10th June) has been chosen for the main celebration of the club's 125 years and we would welcome Dragons from other clubs to join us for this major regatta. On the Friday and Saturday morning there will be normal racing, on the Saturday afternoon a "sail-past" involving a large number of boats (50+) and on the Sunday the P.G. Back Offshore Challenge Trophy. There will be a Ball on the Friday night and a dinner and fireworks on the Saturday.

Chris Dicker

BOATS FOR SALE

- DK 342 PHANTOM Built by Morgan-Giles in 1960. Fully equipped for racing including chute, Borresen winches, runner wheels, jib furling, cleat bridge, compass, sparlight mast. Completely overhauled 1983. In nice condition. Price £2,000 including trailer (good condition) and 2 sets of North Sails.  
Apply: Chris Wordsworth - Paignton 523770.
- DK 351 SANDOOLA Built by Abeking & Rasmussen in 1961. In good condition. Based at Lowestoft. Road trailer.  
Apply: D. Bowles,  
c/o Royal Norfolk & Suffolk Yacht Club, Lowestoft.
- DK 428 CHICKADEE A beautiful Borresen boat built in 1966. Based at Burnham. Price £6,000 including road trailer and lots of sails.  
Apply: Chris Petrie - 0621 782237.
- DK 486 MATILDA GRP with space frame, built Australia on Borresen moulds late 1978. All Borresen fittings, 2 masts. Meticulously maintained with all latest requirements. Lying Torquay. Price £7,000 o.n.o. Bedford truck, specially fitted with removable cradle - Price £2,000.  
Apply: I. Mackenzie - 0627 78888 (Home)  
or 0803 63822 (Office).
- DK 487 STORM Built 1979 - winner 2 races Edinburgh Cup 1983 and 5th overall. GRP with teak decks. A fast and beautiful boat. Full inventory. Lying at Petticrows, Burnham-on-Crouch. Price - £7,000 o.n.o.  
Apply: R.K. Melville - 01 937 5850 (Day)  
01 937 7151 (Home)
- DK 496 SANDPIPER Borresen hull built 1981 finished to almost identical specification to Coquille St. Jack. Teak deck. Boyce spars and usual fittings. Lying Burnham.  
Apply: M. Williamson - 01 836 2994.
- DK 499 GANYMEDE Completed September 1983 - Ready to sail. Will be on view at Levington (East Coast Championships).  
Contact - Peter Wilson - 072885 2019.
- IR 64 ZULU (Ex Ailsa) 1963 Pedersen. Well built and maintained and very fast. Excellent racing record. Qualified for Irish team in 1984 Europeans. Lying Stillorgan, Co. Dublin.  
Apply: Alan McFarlane - 01 681444 (Office)  
01 952719 (Home).
- WANTED Good second-hand sails - Contact John Thompson, 2B Drummond House, Hume Road, Seaford, Cumbernauld, Scotland.  
(Owner of Dragon DK 414).

EAST COAST DRAGON CHAMPIONSHIP - 5th to 7th MAY

This year we return to the Haven Ports Yacht Club at Levington for the East Coast Dragon Championships. It is the fifth consecutive year that the event has been held in Dovercourt Bay and we are most grateful to the members of the H.P.Y.C. for their tremendous hospitality.

This year we are expecting 25 entries (6 more than last year) including several boats from Cowes, John Thornton from Abersoch and Simon Day from Torbay. The response is very encouraging and it is pleasing to note that this fixture is becoming such an important event in the Dragon calendar. The racing takes place in Dovercourt Bay (2 races on the Saturday and Sunday, one on the Monday) around triangular courses with a difference (triangle, sausage, triangle) - some of us find this kind of racing more interesting than the standard Olympic course with longer legs. In heavy winds we retire to the sheltered waters of the river Stour where good triangular course can still be laid. The event now counts as one of a qualifying series for selection for the European and World Championships.

The social events are always considered to be one of the main attractions of Levington. The Lightship (the H.P.Y.C. clubhouse which usually floats at high tide) provides an excellent base. On the Saturday evening we have the traditional sponsors cocktail party at Orwell Park School (where a number of Dragon sailors sons do or will in future years have expert tuition in the art of yachting - how many prep schools can boast such tremendous sporting opportunities). We then return to the Lightship for an excellent dinner prepared by the ladies of the H.P.Y.C. On the Sunday night we have a gala dinner - this year at the notorious Dedham Vale Hotel. After last year the organiser would not dare try to transport all the crew, their ladies and the sponsor across Felixstowe harbour to Harwich!

We are most grateful to Iveco Trucks for their continued sponsorship and we are pleased that their chief executive Alan Fox will once again be joining in the festivities.

Our thanks also to Richard Riggs for his initiative in originally organising the event at Levington. His hard work and ideas have been invaluable and we hope that he will soon come back to Dragon sailing and maybe return to his role as "E.C.D.C. organiser" in years to come.

Christopher Dicker

NUMERICAL LIST OF REGISTERED DRAGONS

Number	Name	Year	Fleet	Owner	Builder
K 11	Polly	1966	Aldeburgh	M. & Mrs P.A. Gifford & M.W. Bunbury	Borresen
K 19	Jean	1938	Strangford L	I. Ferguson	Svensen & Dahlstrom
K 28	Lintie	1936	Medway	G. Bolton	Johansson
K 41	Bedouin	1937	Royal Ulster	L. Turner	Johansson
K 42	Delphine	1937	Strangford L	G. Watson	Johansson
K 45	Portavo		Cultra	P. Hughes & P. Stevenson	
K 48	Dalchoolin	1938	Cultra	J. Workman	Johansson
K 49	Poseldon	1938	Cultra	Mr & Mrs B. Rebbeck	Johansson
K 52	Chimera	1938	Strangford L	A. & D. Morrison	Johansson
K 54	Ceres	1938	Royal Ulster	D. Kensett, G. Taylor & P. Bullick	Johansson
K 65	Solan	1938	Ex Forth	W. Thompson	Johansson
K 75	Clytia	1938	Torbay	J. Fellows	McGruer
K 84	Wanderbird	1938	Solent	D. & Mrs J. Morgan	Woodnut
K 127	Snowgoose	1947	Abersoch	R. Haskayne	Camper & Nicholson
K 143	Ganymede	1947	Aldeburgh	T.A. Dunn	Nunn Bros.
K 151	Har-kaway	1947	Aldeburgh	Lord Belstead & Miss M.	Camper & Nicholson
K 194	Tyra	1947	Lowestoft	C. Clayden & R. Golding	Camper & Nicholson
K 202	Meldrum	1948	Solent	J.D.M. Elliott	Bute Ship Dock Co. Ltd
K 203	Ceres II	1948	Strangford L	J. Bennett	C.W. Lallow & Sons
K 205	Sassenach	1949	Aldeburgh	J. Mackay-Lewis	McGruer & Co. Ltd
K 219	Zonak	1950	Strangford L	R. Beattie	R.J. Prior & Sons
K 221	Iamsin	1949	Medway	G. Blatch	Anker
K 224	Mustang	1950	Torbay	H.H. Birbeck	Nerge Bruigsvard
K 243	Tarka	1937	Royal Ulster	G. Matthews, S. Kerr & W. Baillie	A. Robertson
K 244	Hurricane	1947	Cork Harbour	C. Campbell	McGruer
K 252	Pinta II	1936	Forth	A. Milligan	Nunn Bros.
K 268	San Miguel	1956	Abersoch	A.B. Wright	Borresen
K 272	Vana	1954	Aldeburgh	N. Sheffield	Borresen
K 273	Sable	1954	Forth	W.G. Crabbie & M. Hart	Borresen
K 275	Carina	1954	Solent	J.G. Cochran	Nunn Bros.
K 276	Viking	1954	Solent	J. Buck	Borresen
K 277	Timba	1955	Aldeburgh	P. Johnson	Burne's
K 287	Scampi	1955	Strangford L	J.R. O'Neill	Pedersen & Thuesen
K 289	Rapier	1956	Royal Ulster	N.R. Vans-Collina	Walstad
K 290	Sloegin	1956	Torbay	P. Johnson	Pedersen & Thuesen
K 292	Snap	1956	Aldeburgh	E.H. Sudeill	Pedersen & Thuesen
K 294	Skeia	1956	Strangford L	G. Chambers & K. McCormick	Bjarne Aas
K 296	Beulah	1957	Strangford L	M.R. Murphy	Borresen
K 299	Tove	1957	Royal Ulster	P. Finlay, D. Fosnett & J. Mateer	Birch
K 304	Asa	1958	Abersoch	G. Hancock	Borresen
K 308	Monatoo	1958	Strangford L	E. Smyth	Pedersen & Thuesen
K 313	Venture	1959	Aldeburgh	M. Spall	Pedersen & Thuesen
K 314	Ranji	1959	Strangford L	S.R. Cochrane	Borresen
K 315	Voodoo	1959	Medway	J. Mack & M. Lutener	Camper & Nicholson
K 316	Sleglinde	1959	Forth	E.N. Thompson	Burne's Shipyard Ltd
K 324	Therlo	1959	Lowestoft	T.S. Gill	Nunn Bros.

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Number	Name	Year Fleeted	Owner	Builder
K 326	Eva	1957	A. Jeffs	Pedersen & Thuesen
K 328	Svanwhit	1951	Dr Thomas Anderson	Anker & Jensen
K 329	Nyanza	1959	F. Hanna	Fairlee Y.S. Ltd
K 332		1960	Mr & Mrs J. Bradshaw	Pedersen & Thuesen
K 335	Vivi	1957	J.E.E. Robb	Pedersen & Thuesen
K 337	Pendragon	1958	W. McIntosh	Nunn Bros.
K 338	Ula	1960	L. Fulford	Nunn Bros.
K 339	Logie	1960	A.P. Bowman	Morgan Giles
K 342	Phantom	1960	C.R. Wordsworth	Borresen
K 347	Polka	1961	D. Baird	Pedersen & Thuesen
K 348	Troika	1961	Dr I.K. Anderson & J. Colby	Pedersen & Thuesen
K 349	Pan	1957	K. O'Donoghue	Bjarne Aas
K 351	Sandoola	1961	D. Bowles	Abeking & Rasmussen
K 355	Wizard	1961	J.A. Field	Mugel & Sprree
K 357	Dictator	1961	M.R. Killiner & N. Sheals	Mugel & Sprree
K 363	Mistress	1961	M.R. Wharton	Morgan Giles
K 370	Salamander	1962	J. Vaughan	Borresen
K 372	Skai II	1962	K.A. Claaburn	Borresen
K 375	Blue Haze	1969	Dr S. & E.M. Maclean	Pedersen & Thuesen
K 377	Karen II	1962	E.M.C. Lee	Borresen
K 380	Chime	1959	Lt.Col. & Mrs T.C. Street & C.D. Hall-Thompson	Borresen
K 382	Val	1962	H. Gosnell & A. Bashford	Borresen
K 384	Crackerjack	1962	O.S.S. Roberts	Bjarne Aas
K 385	Djinn	1962	C.E. Storton	Pedersen & Thuesen
K 386	Odysseus	1962	Dr G.A. Richardson	Clare Lallow
K 387	Manjong	1962	T.G. Gilmore	Borresen
K 389	Apple Pie	1963	D. English	Pedersen & Thuesen
K 390	Gem	1963	R.A. Flett	Burne's Shipyard Ltd
K 393	Tara	1963	J. Hart	Borresen
K 395	Indros	1963	C.H. Bothway	Borresen
K 398	Nereus	1963	G. Brown	Borresen
K 400	Stroller	1963	R.A. Gilday & P.C. Hunter	Borresen
K 401	Pandorra	1963	H. Pilkington	Borresen
K 402	Meteor	1963	T.J. Hendersen	Borresen
K 403	Lis	1963	S.R.K. Owens	Borresen
K 404	Mestengo	1963	J. Reeves & R. Catchpole	Borresen
K 406	Penguin Too	1964	R. Morris & E. Robertson	Brites (Portugal)
K 407	Freja	1964	T. Wilkinson	Clare Lallow
K 408	Joanna	1964	Miss J. Styles	Nunn Bros.
K 411	Aquilla	1964	P. Freeman	Pedersen & Thuesen
K 414	Hireath	1964	J. Thompson	Borresen
K 415	Talisman	1965	D.H. Starbuck	Burne's Shipyard Ltd
K 416	Fenrir	1965	D. Dann	Borresen
K 417	Drake	1965	P. Howland	Borresen
K 418	Kis	1965	H.I. Mackenzie	Borresen
K 419	Meltemi	1965	E.W. Pegna, P.D. Harrison & R.M. Snaage	Pedersen & Thuesen

NUMERICAL LIST OF REGISTERED DRAGONS

Number	Name	Year	Fleet	Owner	Builder
K 421	Reflection	1965	Aldeburgh	M. J. Hart	Lallow
K 422	Heuschrecke	1966	Torbay	Dr. J. G. Ellis	Pedersen & Thuesen
K 423	Galatea	1962	Medway	C. S. Hamilton	Borresen
K 425	Skal III	1966	Lowestoft	Col. G. S. H. Dicker & C. H. Dicker	Borresen & Thuesen
K 426	Spindrift	1966	Burnham	G. C. Harrison	Borresen
K 427	Medusa	1966	Strangford L	D. Lindsay	Borresen
K 428	Chickadee	1966	Burnham	C. J. Petrie	Borresen & Thuesen
K 430	Ballandene	1966	Strangford L	R. Clarke	Pedersen & Thuesen
K 431	Jasmin	1967	Clyde	S. N. MacKinnon	Pedersen & Thuesen
K 432	Jerboa II	1967	Solent	P. Dyas & D. Biddle	Borresen
K 434	Moonbeam	1967	Clyde	W. Parlane	Borresen
K 436	Sou'wester	1967	Cultra	R. E. Graham	Borresen
K 437	Wolfhound	1967	Royal Ulster	J. McConnell & M. Geary	Borresen
K 438	Lisa Jane	1967	Strangford L	D. Bennett	Borresen
K 439	Mæstrom	1967	Torbay	S. J. Day	Pedersen & Thuesen
K 440	Mistral	1967	Torbay	J. Lewthwaite	Pedersen & Thuesen
K 441	Rascal	1967	Burnham	D. G. Blain & B. L. Waples	Borresen
K 442	Kali	1967	Solent	Lady Smith	Borresen
K 443	Mustang	1967	Solent	P. Sarant	Brites (Portugal)
K 445	Rogue	1968	Abersoch	Mr & Mrs G. R. Mellor	Borresen
K 447	Geryon	1968	Solent	P. R. Colville, C. J. Lucy & J. A. Bruce	C. W. Lallow & Sons
K 448	Tarka	1963	Abersoch	J. A. B. Taylor & J. Histon	Pedersen & Thuesen
K 448	Monica	1964	Burnham	H. Coryn	Borresen
K 451	Adastra	1968	Royal Ulster	J. Neil & A. S. Foster	Lallow
K 453	Menace	1969	Torbay	D. Bowen	Borresen
K 454	Flapjack	1970	Abersoch	Mr & Mrs J. Thornton	Borresen
K 455	Royalist	1970	Medway	R. Dawe	Pedersen & Thuesen
K 457	Zara II	1971	Abersoch	P. Orford & C. Dyson	Borresen
K 458	Asterisk	1971	Solent	P. D. Lloyd	Borresen
K 459	Sandpiper	1971	Solent	N. J. Streeter & M. J. Williamson	Borresen
K 461	Water Rat	1971	Medway	I. Ratnage	Borresen
K 464	Idris	1972	Forth	A. Marshall, A. Hall & M. Cunliffe	Borresen
K 465	Nortic	1972	Solent	W. D. Citron	Borresen
K 466	Ragnar	1972	Cultra	J. Nixon	Borresen
K 467	Snaug	1973	Burnham	K. W. Bushell	Borresen
K 469	Puff	1973	Solent	I. A. MacDonald, P. Hobbs & P. Coldham	Borresen
K 470	Mirage	1974	Forth	R. Brownlee & S. Smith	Borresen
K 471	Marco Polo	1973	Burnham	P. Gimpel	Borresen
K 473	Tango	1973	Torbay	D. H. Duder	Borresen
K 474	Celerity	1974	Strangford L	M. Beers	Borresen
K 475	Chinatown	1973	Solent	N. A. China	Borresen
K 478	Mystere	1975	Lowestoft	R. Clarke	Borresen
K 479	Valhalla	1975	Abersoch	R. B. Wright	Borresen
K 480	Fanfare	1975	Solent	Brig. P. H. Henson	Borresen
K 481	Blue Flame	1976	Forth	R. W. Handley	Borresen
K 482	Isis	1976	Medway	M. N. Williams & P. E. Kemp	Borresen

NUMERICAL LIST OF REGISTERED DRAGONS

Number	Name	Year Fleeted	Owner	Builder
K 484	Chinook	1976	A.C.King	Borresen
K 485	Wyeven	1979	Dr B. Orr	Aldeburgh Boatyard
K 486	Malida	1979	J.I. McKenzie	Bellarine Marine
K 488	Warlord II	1979	P. J. Tohurst	Borresen
K 489	Snark	1976	R. & L. Burley	Borresen
K 490	Leviathan	1980	Hon. W.S. Pease & L.D. de Rothschild	Borresen
K 491	Victoria	1977	O. Cracknell	Borresen
K 492	Gandalf	1979	K. Watson	Borresen
K 493	Phoenix	1980	Mr & Mrs R. Rutherford	Borresen
K 494	Moonshine	1980	J. Wright & S.C.M. Wright	Borresen
K 495	Coquille St Jack	1981	M. Patten	Borresen
K 498	Tana	1982	J.E. Crockett	Borresen
K 499	Avalanche	1982	I.G. Wade	Borresen
K 500	Ganyamede III	1983	P. J. Wilson	Borresen
IR 1	Aletta	1982	R.K. Melville	St. Georges & Aldeburgh
IR 2	Ysolde	1953	T. Oliver Sheehy	Miller Godsill
IR 4	Galax	1963	M. Cattell & A. Crossbie	Borresen
IR 7	Alphida	1965	A. O'Gorman	Bjarme Aaas
IR 8	Pegasus	1973	C. Doyle	Borresen
IR 9	Wee Na Mara	1973	O. Johnston	Borresen
IR 10	Andromeda	1973	A. McGeechin	Borresen
IR 14	Miranda	1962	J. Walker	Borresen
IR 16	Hikari	1964	D. Mulligan, H. Robinson & N. Green	Borresen
IR 21	Koala	1974	H. Boyd & J. Kidney	Borresen
IR 23	Aileen	1974	J. Mulligan, R. McDonagh, D. McGloughlin, J. Simington	Borresen
IR 29	Sleuth	1952	G. Macken & B. Ebrill	Borresen
IR 30	Seawolf	Dublin Bay	G. Stanley & C. McCrann	Macken
IR 32	Alka	Dublin Bay	N. Campbell-Crawford & J. Post	Burnes
IR 34	Jane	Dublin Bay	T. Byrnes	Burnes
IR 40	Leprechaun	Dublin Bay	J. Finnegan	Pedersen & Thuesen
IR 43	Fainer	Dublin Bay	D. O'Connor	Pedersen & Thuesen
IR 44	Crazy IV	1937	D. O'Donoghue	Johansen
IR 45	Titan	1963	M. Moore & R. McKay	Borresen
IR 46	Taranaki	1968	G. Owens, B. O'Connor,	Borresen
IR 53	Rebel	1972	M. Halpenny	Borresen
IR 55	Pilbin	1967	G. Treacy	Borresen
IR 64	Zulu	1961	T. Foley	Bjarme Aaas
IR 77	Panache	1960	A. McFarlane, D. O'Dowd & D. Douglas	Pedersen & Thuesen
IR 79	Firebrake	1975	Dr D. O'Flynn & B. Keogh	Borresen
IR 93	Flicka	1939	R. Hayes	Johansen
IR 96	Pancho	1947	B.S. Murphy	McGruer
IR 146	Triona	1963	D. O'Connell	Borresen
IR 336	Moonbeam	Dublin Bay	M. O'Gallagher	Borresen
IR 405	Triton	Cork Harbour	D. Conway	Borresen
IR 460	Tarasque	1964	M. Cotter	Pedersen & Thuesen

