



**THE BRITISH
DRAGON
ASSOCIATION**

**1989 CHRISTMAS
NEWSLETTER**
(incorporating Notice of AGM)



THE BRITISH DRAGON ASSOCIATION
1989/90 CHRISTMAS NEWSLETTER

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FIXTURE LIST

1990 Home (All "Qualifying" events)

East Coast Championship	5th - 7th May	Levington
South Coast Championship	26th - 28th May	Cowes
Northern Area Championship	2nd & 3rd June	Bangor, N.I.
Edinburgh Cup	16th - 22nd June	Cowes

Overseas

Australia

Prince Philip Cup	28th Dec '89 - 11th Jan'90	Perth, WA
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Austria

Austrian Championship	19th - 24th Aug	Attersee
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Belgium

North Sea Championship	16th/17th and 23rd/24th June	Ostend
Belgium Open Championship	11th - 15th Aug	Ostend

Denmark

Denish Championship	27th - 30th June	
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France

Vasco de Gama	14th - 21st April	Arcachon
Coupes des Quillards des Sports	28th April - 1st May	La Rochelle
Coupe Drakker	24th - 27th May	Deauville
Coupe de France (Match Racing)	2nd - 3rd Aug	Arcachon
French Championship	4th - 10th Aug	Cezaux
Derby de la Baule	19th - 24th Aug	La Baule
Regates Royales	15th - 21st Sept	Cannes

Germany

German Championship	27th May - 1st June	Kiel
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Holland

Dutch Championship	19th - 22nd May	Braaserveer
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Ireland

Irish Championship	2nd - 8th June	Belfast
Gold Cup	7th - 13th July	Dun Laoghaire

Sweden

Nordic Championship	1st - 5th June	Bastad
Swedish "	2nd - 6th Aug	Saro

Switzerland

Swiss Championship	22nd - 27th May	Thunersee
European Championship	23rd - 29th July	"

1991

Edinburgh Cup	mid June	Rhu, Clyde
Gold Cup	21st - 27th July	Marstrand, Sweden
World Championship	5th - 15th August	Toronto, Canada
European Championship	8th - 15th Sept	Attersee, Austria

1992

Edinburgh Cup	mid June	Lowestoft
European Championship	early July	Finland
Gold Cup	end Aug	Belgium

1993

Gold Cup		Holland
World Championship		Germany

NORTH SAILS, WORLD CHAMPIONS 1989
Need we say more . . .



Paul Richard, Hoi, Jensen and Crew,
Dragon World Champions 1989

North Sails (UK) Ltd, Newgate Lane, Fareham, Hampshire PO14 1BP, England
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Other 1989 Victories

include:

East Coast Championship
1st

South Coast
Championship 1st

Irish Championship
1st, 2*, 3, 4, 5

Edinburgh Cup

1st*, 2, 3, 4, 5, 6, 8,
9, 10

Cowes Week 1st, 2, 3

Burnham Week 1st, 2, 3

World Championship

1st, 3*, 5*, 6, 7, 9

* Denotes partial inventory



1. East Coast Championship

(Reprinted from Yachts and Yachting by kind permission of the Editor)

Simon Fulford, sailing his brand-new Borresen "Whistle" trounced a top-quality fleet of 43 boats in a three-day series (April 29th-May 1st) organized by the Haven Ports YC. This was a qualifying regatta for the world championship later this season in Torquay so all the top British skippers were present. Several tuning up new boats.

This meeting usually attracts a biting north-easterly gale so the light-to-moderate winds and sunshine of the long weekend were highly welcome and all five races were run over Olympic-type courses in Dovercourt Bay.

Fulford, the current Edinburgh Cup holder, had by far the best score, counting two wins and two thirds. He is a careful, conservative helmsman who likes to keep out of trouble and concentrate on boatspeed and often seems at his best on flat water.

Another Aldeburgh Dragon, "Loki", sailed by Rory Bowman, looked like a challenger after the second day on which he had a win and a third. He also led the final race throughout but was one of a bunch of six boats judged to have made premature starts, as was Mike Patten who had an uncharacteristically erratic regatta. Bowman, a previous Edinburgh Cup winner who has suffered recently from trying to compete in two classes at once: Dragon and Soling, now only has a slim chance of getting a place in the worlds.

Chocolate tycoon John Thornton was one of several helmsmen getting the feel of new boats, in this case from Petticrow of Burnham and a consistent series with no disaster was sufficient to win him second place overall.

With glassfibre Dragons available from Petticrow of Burnham, St. George's of Aldeburgh, and Borresen of Denmark, the British class is now spoiled for choice but with 20 new boats on the register during the past year it is clear that the long struggle to rebuild the class after it was dropped from the Olympics has borne fruit.

There was much interest in Peter Wilson's new cold-moulded wood boat "Ganymede VII" which may yet prove a fast bit of furniture. With Andy Cassell at the helm, her best place was a third and she should show her real mettle in a breeze.

There are not too many planked wood Dragons in the top half of the fleet these days so it was a special pleasure to see Chris Dicker back at the helm of the 1956 Borresen "Skal III" which had been out of the water for a year. Third and fourth on the first day's racing, "Skal III" was a very respectable fourth overall.

Overall Results: 1st "Whistle", Simon Fulford (Aldeburgh Yacht Club) 8.7 points; 2nd "Warrior", John Thornton (RIYC) 36.7; 3rd "Loki", Rory Bowman (AYC) 37.4; 4th "Skal III", Chris Dicker (RN&SYC) 38.7; 5th "Bebe", Mrs. Nicola MacLennan (RN&CYC) 38.7; 6th "Ganymede VII", Andy Cassell (ISC) 47.7; 7th "Union Jack", Mike Patten (RCYC) 49; 8th "Warlord", Philip Tolhurst (RIYC) 49.7.

2. South Coast Championship
(Reprinted from Yachts and Yachting by kind permission of the Editor)

Fortunes were mixed, to say the least, as the 52 competitors in this year's Dragon South Coast Championship battled not only against each other but against light and shifty winds and the fierce Solent tidal stream over the Bank Holiday weekend.

Organisers, Island SC, only managed to run one complete course with three shortened and the final cancelled before the fleet left their moorings at Cowes.

The first of the five races was by far the most satisfying as the breeze, predominantly from the north-east, maintained a steady 15 knots. On the final beat "Asterisk" (P.D.Lloyd) and the new and much-fancied "Union Jack" (M.Patten) match-raced to the line. This was to be Patten's best race and he finished in 20th place at the end of the series.

By the time the fleet had reassembled for the afternoon's race, the sea breeze had begun to cancel out the morning's north-easterly and the strong flood tidal stream began to play its part. "Yankee Doodle" (C.Cole) was first to the mark and held off all challenges to take first place with "Jane IV" (D.Young) making second.

By the following morning the wind had all but gone and after a general recall the race was started just before noon. It was shortened to just one triangle and "Jane IV" was to tighten her grip on the trophy with first place. Second spot went to "Mystere" (N.Blowers) and Andy Cassell made third in his superb new wood "Ganymede VII".

The fourth and what was eventually to be the final race of the series was battled out in winds which almost died to zero and a tidal stream which played a significant part in the final result. "Mayfly" (E.Williams) was first to hoist the spinnaker at the mark but as she turned she was caught by the strong easterly tidal run.

"Loki" (R.Bowman) was second round and "Ganymede VII" slipped through in third place as the fleet bunched up. "Mystere" and "Loki" managed to avoid the congestion and slipped away followed by "Mayfly" and that was the order at the first round end. Meanwhile "Ganymede VII" and "Jane IV" had slipped to 42nd and 43rd respectively.

The final day's racing was cancelled due to lack of wind and after discarding their previous afternoon's place, "Jane IV" took the Championship with "Yankee Doodle" second and "Mystere" third.

Overall Results: 1st "Jane IV" (D.Young) 27 points; 2nd "Yankee Doodle" (C.Cole) 29; 3rd "Mystere" (N.Blowers) 33; 4th "Loki" (R.Bowman) 36; 5th "Sandpiper" (N.Streeter) 37.7; 6th "Mayfly" (E.Williams) 39.7; 7th "Ganymede VII" (A.Cassell) 41.7; 8th "Asterisk" (P.D.Lloyd).

3. Edinburgh Cup

Traditionally, when Torquay's turn to run this regatta, it has been held within Torbay itself, but because the B.D.A. and The Royal Torquay Yacht Club had decided to run the World Championship in Lyme Bay, off Babbacombe, the intention this year was to use the same sailing area. In the event, light winds and generally fine weather prevailed giving the Race Officer, Nigel Wollen, little choice but to keep the fleet of 52 in Torbay. The effect of this was to make the beats processional and the boats that reached the proximity of the shore first, led at the windward marks giving little opportunity for wind shift sailing or possibility of recovery later in the race.

Peter Price sailing J.A.B.Taylor's "Tarka" won the first race much to JAB's unbounded delight and gave much pleasure to other competitors seeing such a well-maintained wooden boat do so well. Bobby Brown sailing "Sabbatical", who was second, went on to win the next day's race, chased by former Edinburgh Cup winner Simon Fulford sailing his new Borresen "Whistle". The third race was held in Lyme Bay but the light wind at the start gradually decreased until at the end of the third leg the race was ended - much to the relief of Nicky Streeter and Mike Williamson who had a considerable lead at the time! Others felt that the race should have been abandoned and resailed.

The fourth race was held back in Torbay and Terry Wade, who had been most consistent, won with Robert Smith showing some of his previous year's form steering Terry Pearson's "Valhalla" being runner up. John Thornton, who had started his regatta with a poor first race, thus giving himself a good discard, now moved into top gear and won race five closely followed by Bobby Brown. John then went on to be third in the final race behind Philip Tolhurst's "Warlord" and Rory Bowman's "Loki". This was enough to give the Cup to John Thornton and his crew of John Major and Jeremy Fanstone. John, a most popular winner, has put years of effort into the class supporting regattas all over Europe. Bobby Brown won the John Day Memorial Trophy for the runner up and Robert Smith was third overall.

The regatta was sponsored by Community Hospitals and well organised by the Royal Torbay Yacht Club.

Overall Results: 1st "Warrior" John Thornton 34.4 points; 2nd "Sabbatical" Robert Brown 55; 3rd "Valhalla" Terry Pearson (sailed by Robert Smith) 55; 4th "Warlord" Philip Tolhurst 64.7; 5th "Mayfly" Eric Williams 68.7; 6th "Avalanche V" Terry Wade 71; 7th "Mystere" Norman Blowers 75.4; 8th "Domino" Peter Morton 78.4; 9th "Whistle" Simon Fulford 89; 10th "Jane IV" David Young 91; 11th equal "Ganymede VI" Andy Cassell and "Sandpiper" Nicky Streeter 92; 13th "Tarka" J.A.B.Taylor 99; 14th "Zara II" Peter Orford 105; 15th equal "Yankee Doodle" Chippy Cole and "Loki" Rory Bowman 108.

4. **Beefeater Gin Dragon World Championship**
(Reprinted from Yachts and Yachting by kind permission of the Editor)

There is no doubt that the Beefeater Gin Dragon World championship hosted by the Royal Torquay YC produced a great 1989 Dragon World Champion.

This was the first time that the Dragon world championship has been held in the United Kingdom and it was appropriate that the venue was Torquay as it was Torbay that the Dragon made its first appearance as an Olympic class.

Racing took place in Lyme Bay between August 27th and September 2nd with 70 Dragons from 13 nations allowed one discard from seven races. Competitors came from as far afield as Australia and Hong Kong, to Canada and the United States as well as the principal sailing nations of Europe. Pre-championship favorites were the Danes with a very strong team including Valdemar Bandolowski defending the title he won in Australia in 1987.

The first two races quickly showed the quality of the Dragon fleet but gave no indication of the eventual outcome of the championship. The Dane, Jesper Bank, sailing "Miss Sophie" looked very quick and but for a disqualification after finishing fourth in the first race would have been a clear leader as he won race two. The first race was won by Joep Kuhlwillm from Holland in "Peer de Schuimer" but he was back in the pack in race two leaving Helmut Schmidt from West Germany in "Kleine Brise" as the early leader.

The third race was to have a dramatic impact on the outcome of the world championship. At the end of the first triangle the race became a head to head battle between Jesper Bank and Poul Hoj Jensen sailing his British Petticrow Dragon "Danish Blue". Bank won the 1988 Olympic Bronze Medal in the Soling Class and has other good wins to his credit but on this day he was up against one of the world's greatest sailors. Poul Hoj Jensen is a double Olympic Gold Medallist in Solings, 1988 European Dragon Champion, and has many successes in "Ton Cup" and IOR racing behind him.

The rest of the fleet were virtual spectators as the two Danes match raced each other in a test of nerves. The outcome was a win for Jensen who took the lead up the last beat. More important was the fact that this seemed to shake the confidence of Bank and he was out of the top ten for the rest of the championship. Jensen and his crew of Jan Persson and Erik Hansen raised their game further and with a fifth in the sixth race sealed the Beefeater Gin Dragon world championship with a day to spare.

The British Team put up a number of good performances throughout the week but only Simon Fulford from Aldeburgh sailing "Whistle" and David Young from Scotland in "Jane IV" achieved the consistency necessary at this level. Fulford finished the week with a first and second place in the last two races which placed him an excellent third overall. He has a habit of starting slowly in major championships and is possibly thinking now how close he was to being second overall. Young finished sixth after lying fourth at one stage.

For the Dragon class I can offer no salvation as talking to Mr. Hoj Jensen it appears that he is going to continue to race Dragons for some time as he says "it is very good for business"

Detailed Results: See following pages.



What better way to
quench a Dragon's thirst?

BEEFEATER
GIN



WORLD DRAGON CHAMPIONSHIP

LIST OF ENTRIES

Sail No.	Name of Boat	Helmsman	Crew	
Australia				
KA 90	Joss	E. Laing	L. Edwards	P. Read
KA 142	Ran	J. Barr	R. Barr	B. Quirk
KA 156	Canewdon Witch	J. Standley	P. Ford	S. Tiller
KA 165	Breanne	S. Boyes	S. Jackson	S. Peel
KA 169	Karabos VI	N. Rogers	B. Bourne	P. Taylor
KA 179	Imagination	Dr. J. Wilson	J. McCreary	I. Macdiarmid
Belgium				
B 42	Boentje II	F. Dobbels	J. Coelho	F. Smissaert
B 47	Misty	P. Delahaye	O. Thierry	B. Thierry
B 49	Murphys Law	F. de Smet	D. Vandembrouk	
B 52	Take it Easy	B. de Rijckere	F. Van der Hoeven	E. Van der Hoeven
B 53	Everything under Control	J. van Coillie	D. Bruxelman	P. Degryse
Canada				
KC 129	Skal 3	K. Reid	J. Frost	L. Walker
KC 122	Thunder	T. Vaughan Jones	P. Taylor	R. Hermes
KC 130	Jerboa	A. Humphreys	D. Clarkson	D. Fleming
Denmark				
DD 237	Super Even	L. Hendriksen	E. Nielsen	I. Grennes
DD 249	Jullemor	M. Andersen	F. Leerbeck	M. Berntsen
DD 255	Knas	L. Pedersen	H. Simonsen	V. Jensen
DD 261	Danish Blue	P. Hoj Jensen	J. Persson	E. Hansen
D 262	Miss Sophie	J. Bank	C. Olsen	S. Goodall
DD 263	BB XXXI	B. Borresen	O. Borresen	L. Borresen
D 265	Tubo	V. Bandolowski	S. Hvalso	H. Christensen
Finland				
L 28	Karen	E. Hintsanen	H. Silfverberg	E. Tanskanen
L 48	White Lady	E. Koponen	T. Nurmilaulas	P. Pratsch
L 52	Fiasco	P. Parhiala	A. Parkkinen	N. Roukosuo
France				
F 190	Lady Ann II	M. Frotiee	A. Rismont	D. Karcher
DF 221	Coq Rouge VII	Y. Theze	M. Reine	X. Le Guevel
F 235	Alicidia VI	G. Nicolas	F. Coreau	R. Vatine
F 238	Parageno	M. Trelu	T. Trelu	V. Trelu
F 240	Alcala	B de Janvry	L de Janvry	J. M. Germa
Germany				
G 565	Caramba	H. Von Eicken	B. Lohmann	R. Bowers
G 633	Clivia	Dr. N. Herrmann	P. Vcstner	
G 644	Reiner Zufall	H. W. Zachariassen	Dr. R. Heik	T. Schimanoski
G 670	Hacki VI	J. Bergbauer	N. Bergbauer	M. Hauptmaun
G 681	Sir Donald	V. Hoesch	D. Stadler	F. Ass
G 731	Kleine Brise	Dr. H. Schmidt	M. Berenbach	K. Servatius
Holland				
H 13	Joker	F. Imhoff	H. J. Winters	M. Pais
H 213	Stierop	M. Bakker	D. Schatel	P. H. ter Beek
H 215	Harolde	M. Kimman	J. Jonk	W. W. Meyer
H 226	Dagste	A. Bakker	J. Bakker	C de Yong
H 227	Peer de Schuimer	J. Kuhlwiilm	P. van Buren	A. H. van Papendrecht
Hong Kong				
KH 18	Puff	K. J. Grebstad	R. Herbst	R. Palmer
KH 19	Fujimo	A. Mnew	J. Leigh	T. Nutt
KH 20	Heuschrecke	N. Burns	A. Kemp	R. Law
KH 21	Phyloong	W. Robert	T. Trodd	G. Gregor
KH 30	Dillitloong	L. Chang	S. Hewitt	S. Miidall

Sail No.	Name of Boat	Helmsman	Crew	
Ireland				
IR 3	Infinity	T. O'Gorman	G. O'Driscoll	J. Mulcahy
IR 27	Elsa	C. Doyle	G. O'Gorman	B. Lynch
IR 34	Jane	J. Finnegan	P. Maguire	M. O'Rahilly
IR 100	Hy-Brasil	M. Cotter	D. O'Dowd	
IR 66	Ragnar	C. McMillen		
Sweden				
S 244	Fragancia	P. Sundelin	P. E. Stenholm	J. Stenholm
S 260	Felicia	T. Haraldsson	H. Andersson	S. Westerdohl
S 262	Freight Master	S. Eriksson	H. Erneborn	N. E. Anderberg
S 267	Mandrake	B. Armstrong	M. Brown	V. Jutmar
S 272	Carneval	M. Carlander	A. Hansson	U. Soderlund
United Kingdom				
K 478	Mystere	N. Blowers	B. Falat	C. Pank
K 503	Loki	R. Bowman	G. Webster	M. Ingram
K 505	Jane IV	D. Young	M. Pollett	S. Fawcett
K 527	Sandpiper	N. Streater	M. Williamson	R. Napier
K 536	Warlord III	P. Tolhurst	P. Baines	W. Borghs
K 543	Ganymede VII	A. Cassell	A. Childs	P. Larkinson
K 548	Avalanche V	T. Wade	C. Brittain	S. Turton
K 555	Union Jack	M. Patten	T. Tavinor	J. Heyes
K 557	Warrior	J. Thornton	J. Fanstone	J. Major
K 558	Sabbatical	R. Brown	P. Holmes	M. Shelton
K 560	Whistle	S. Fullford	W. Adshead	N. Robson
United States of America				
US 255	Heiloong	E. K. Frost	P. Chang	B. Lillie
US 292	Undine	T. Lajos	G. Stephens	P. Lajos
US 293	Nataraja	E. Sawyer Jr.	T. Neiser	J. B. Thomsen



A Dragon returning to Torquay harbour during the 1989 World Championship sponsored by Beefeater Gin.

OVERALL POSITION PRINT

INTERNATIONAL DRAGON WORLD CHAMPIONSHIP - TORBAY 1989
25th August 1989 to 2nd September 1989

Pos	Details of Yacht Sail Name	Individual Race Points							Total Points	Discard Points
		R1	R2	R3	R4	R5	R6	R7		
1	D261 DANISH BLUE	16.0	15.0	0.0	0.0	0.0	11.7	77.0	119.7	42.7
2	D249 JULLEMOR	20.0	11.7	13.0	18.0	50.0	15.0	16.0	143.7	93.7
3	K560 WHISTLE	38.0	77.0	23.0	21.0	13.0	0.0	3.0	175.0	98.0
4	G681 SIR DONALD	48.0	10.0	14.0	3.0	23.0	3.0	77.0	178.0	101.0
5	G731 KLEINE BRISE	19.0	3.0	15.0	40.0	19.0	8.0	41.0	145.0	104.0
6	K505 JANE IV	25.0	18.0	11.7	27.0	10.0	47.0	14.0	152.7	105.7
7	US294 YANKEE DOODLE DANDY	5.7	34.0	10.0	5.7	34.0	57.0	19.0	165.4	108.4
8	D265 TUBO	17.0	43.0	21.0	16.0	27.0	10.0	22.0	156.0	113.0
9	D262 MISS SOPHIE	77.0	0.0	3.0	17.0	39.0	31.0	23.0	190.0	113.0
10	H13 JOKER	14.0	20.0	25.0	20.0	32.0	5.7	43.0	159.7	116.7
11	H227 PEER DE SCHUIJMER	0.0	36.0	24.0	8.0	22.0	63.0	30.0	183.0	120.0
12	D237 SUPER EVEN	22.0	5.7	34.0	32.0	29.0	51.0	0.0	173.7	122.7
13	D255 KNAS	23.0	27.0	8.0	36.0	31.0	28.0	8.0	161.0	125.0
14	K503 LOKI	51.0	16.0	31.0	30.0	18.0	16.0	17.0	179.0	128.0
15	K555 UNION JACK	26.0	23.0	17.0	24.0	48.0	25.0	15.0	178.0	130.0
16	S272 CARNEVAL	11.7	17.0	30.0	33.0	38.0	45.0	5.7	180.4	135.4
17	K4165 BREANNE	10.0	77.0	29.0	22.0	25.0	19.0	35.0	217.0	140.0
18	S244 FRAGANCIA	18.0	32.0	18.0	15.0	60.0	30.0	29.0	202.0	142.0
19	K478 MYSTERE	41.0	37.0	49.0	29.0	3.0	23.0	10.0	192.0	143.0
20	H215 HAROLDE	52.0	8.0	41.0	11.7	52.0	18.0	20.0	202.7	150.7
21	K4156 CANEMDON WITCH	35.0	21.0	54.0	44.0	5.7	13.0	32.0	204.7	150.7
22	K536 WARLORD III	46.0	14.0	28.0	10.0	66.0	17.0	36.0	217.0	151.0
23	D263 B XXXX	15.0	44.0	77.0	28.0	14.0	33.0	21.0	232.0	155.0
24	G565 CARAMEA	37.0	31.0	32.0	19.0	11.7	39.0	34.0	203.7	164.7

OVERALL POSITION PRINT

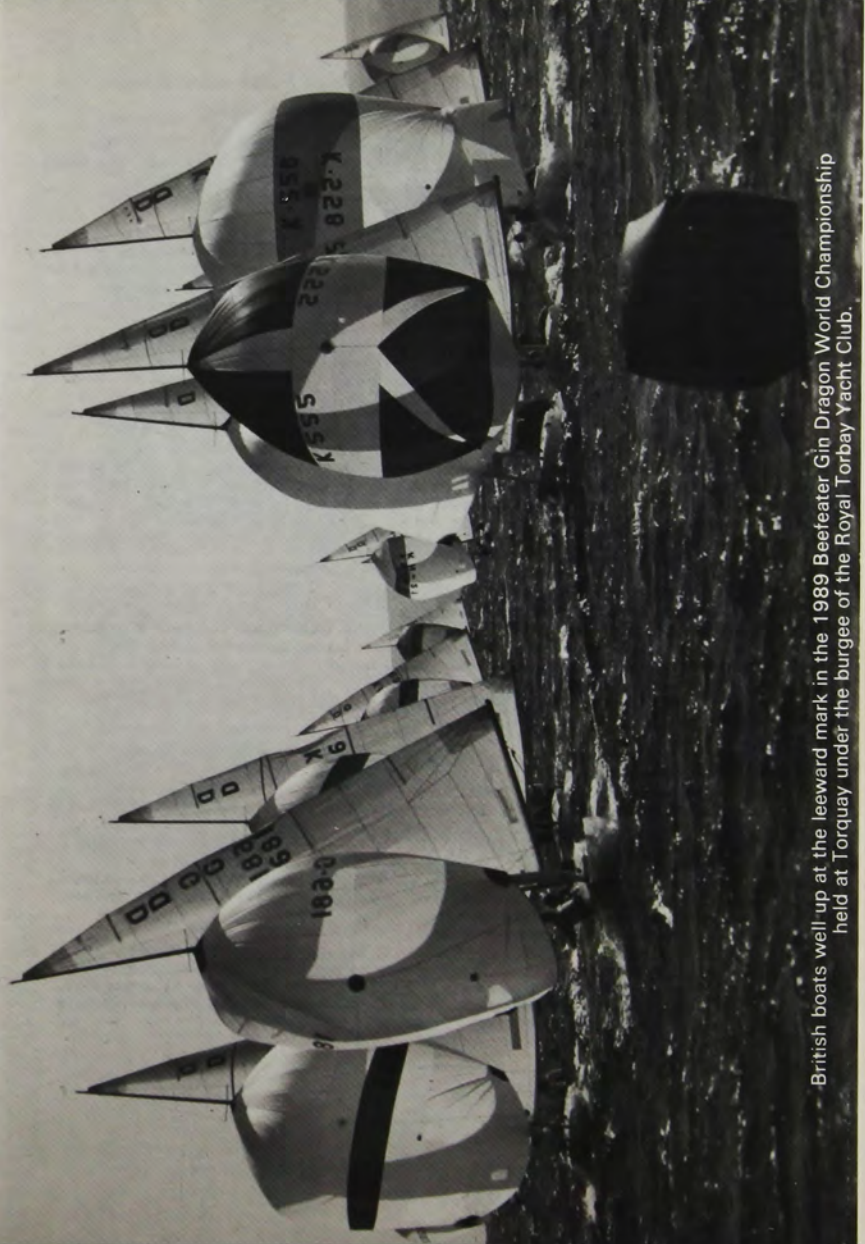
INTERNATIONAL DRAGON WORLD CHAMPIONSHIP - TORBAY 1989
25th August 1989 to 2nd September 1989

Pos	Sail	Details of Yacht Name	----- Individual Race Points -----							Total Points	Discard Points
			R1	R2	R3	R4	R5	R6	R7		
25	KH21	PHYLLOONG	32.0	41.0	27.0	26.0	16.0	40.0	25.0	207.0	166.0
26	L52	FIASCO	40.0	62.0	16.0	37.0	28.0	38.0	11.7	232.7	170.7
27	S262	FREIGHT M	24.0	28.0	43.0	23.0	42.0	26.0	28.0	214.0	171.0
28	G644	REINER ZUFALL	8.0	33.0	5.7	77.0	21.0	29.0	77.0	250.7	173.7
29	H226	DAEGTE	3.0	42.0	77.0	31.0	51.0	41.0	13.0	258.0	181.0
30	IR3	INFINITY	30.0	30.0	38.0	35.0	61.0	24.0	33.0	251.0	190.0
31	L48	WHITE LADY	39.0	13.0	45.0	50.0	45.0	27.0	24.0	243.0	193.0
32	K548	AVALANCHE V	31.0	47.0	22.0	77.0	57.0	14.0	26.0	274.0	197.0
33	KA169	KARABOS VI	73.0	26.0	51.0	77.0	15.0	21.0	27.0	290.0	213.0
34	IR27	ELSA	42.0	24.0	77.0	39.0	24.0	35.0	51.0	292.0	215.0
35	KH19	FUJIMO	50.0	25.0	40.0	77.0	8.0	48.0	54.0	302.0	225.0
36	G633	CLIVIA	21.0	59.0	42.0	46.0	30.0	42.0	50.0	290.0	231.0
37	KH30	DILLITLOONG	54.0	40.0	36.0	34.0	59.0	22.0	47.0	292.0	233.0
38	K557	WARRIOR	13.0	66.0	47.0	13.0	54.0	43.0	77.0	313.0	236.0
39	F191	LABOUSSIC III	63.0	53.0	35.0	47.0	46.0	20.0	37.0	301.0	238.0
40	F240	ALCALA	56.0	45.0	59.0	54.0	26.0	32.0	46.0	318.0	259.0
41	F190	LADY ANN II	33.0	54.0	37.0	52.0	56.0	34.0	56.0	322.0	266.0
42	KH20	HEUSCHRECKE	34.0	48.0	62.0	59.0	17.0	65.0	52.0	337.0	272.0
43	S260	FELICIA	44.0	49.0	19.0	25.0	62.0	77.0	77.0	353.0	276.0
44	F171	PARAGENO	28.0	55.0	56.0	53.0	37.0	69.0	48.0	346.0	277.0
45	G670	HACKI VI	64.0	38.0	26.0	64.0	58.0	49.0	44.0	343.0	279.0
46	IR66	RAGNAR	58.0	56.0	44.0	51.0	43.0	44.0	42.0	338.0	280.0
47	K543	GANYMEDE VII	65.0	19.0	77.0	41.0	77.0	36.0	45.0	360.0	283.0
48	KC129	MAELSTROM	29.0	57.0	55.0	49.0	33.0	77.0	63.0	363.0	286.0

OVERALL POSITION PRINT

INTERNATIONAL DRAGON WORLD CHAMPIONSHIP - TORBAY 1989
25th August 1989 to 2nd September 1989

Pos	Sail	Details of Yacht Name	Individual Race Points							Total Points	Discard Points
			R1	R2	R3	R4	R5	R6	R7		
49	K558	SABBATICAL	55.0	22.0	77.0	55.0	41.0	37.0	77.0	364.0	287.0
50	KC98	JERBOA	59.0	63.0	20.0	48.0	53.0	52.0	57.0	352.0	289.0
51	IR100	HY-BRASIL	66.0	58.0	57.0	14.0	70.0	55.0	40.0	360.0	290.0
52	KH18	PUFF	72.0	39.0	61.0	38.0	63.0	64.0	31.0	368.0	296.0
53	K527	SANOPIPER	77.0	35.0	39.0	43.0	36.0	77.0	77.0	384.0	307.0
54	B53	EVERYTHING UNDER CONTROL	45.0	51.0	46.0	58.0	55.0	56.0	77.0	388.0	311.0
*	IR34	JANE	67.0	50.0	77.0	77.0	20.0	58.0	39.0	388.0	311.0
56	US293	NATARAJA	27.0	61.0	52.0	61.0	68.0	54.0	62.0	385.0	317.0
57	KAL79	IMAGINATION	49.0	77.0	77.0	42.0	77.0	61.0	18.0	401.0	324.0
58	B42	BOENTJE II	53.0	64.0	67.0	56.0	40.0	66.0	53.0	399.0	332.0
*	S267	MANDRAKE	43.0	60.0	63.0	45.0	44.0	77.0	77.0	409.0	332.0
60	L20	KAREN	57.0	65.0	58.0	62.0	64.0	60.0	38.0	404.0	339.0
61	US255	HELLOONG	71.0	29.0	48.0	66.0	72.0	71.0	58.0	415.0	343.0
62	K490	JOSS	47.0	46.0	53.0	63.0	77.0	59.0	77.0	422.0	345.0
63	F221	COO ROUGE VII	77.0	71.0	66.0	67.0	35.0	50.0	60.0	426.0	349.0
64	KC130	THUNDER	61.0	52.0	77.0	77.0	49.0	62.0	49.0	427.0	350.0
65	B47	MISTY	36.0	67.0	64.0	65.0	65.0	68.0	61.0	426.0	358.0
66	B52	TAKE IT EASY	68.0	69.0	65.0	68.0	47.0	53.0	59.0	429.0	360.0
67	F235	ALCIDIA VI	60.0	77.0	33.0	60.0	69.0	67.0	77.0	443.0	366.0
68	US292	UNDINE	62.0	70.0	60.0	57.0	77.0	46.0	77.0	449.0	372.0
69	KC122	SKAL 3	69.0	68.0	50.0	77.0	71.0	70.0	55.0	460.0	383.0
70	KAL42	RAN	70.0	77.0	77.0	69.0	67.0	77.0	77.0	514.0	437.0



British boats well up at the leeward mark in the 1989 Beefeater Gin Dragon World Championship held at Torquay under the burgee of the Royal Torbay Yacht Club.

5. Scottish Championship
(Reprinted from Yachting Life by kind permission of the Editor)

The unprecedented fine weather continued throughout September, although the winds remained unpredictable. After the excitement of East Coast Week, the Forth did not remain empty for long for in its wake came the Scottish Dragon Championship hosted by the Royal Forth Dragon Fleet and sponsored by Barr Printers.

Twenty boats mustered for the event, the home fleet being joined by a strong Clyde presence this year plus the very new and largely untuned "Luchilla" from the Cowes fleet. Bobby Brown of Royal Forth Yacht Club, last year's champion, unfortunately did not compete to defend his title and it was a completely open contest.

Racing began on the Saturday and it became immediately apparent that the weather was still suffering a hangover from East Coast Week. Just as everyone was looking for a reasonably settled spell, Saturday produced the wildest of conditions driving ten boats to retire in Race 1 due to gear failure. As Dragons can usually take everything the weather can throw at them, even the most experienced helmsman admitted that Saturday had produced something special. Clyde Dragons, "Bebe" and "Djinn VIII", however, drove through to log up first and second places in this first race. Third was Sean MacLean of Royal Forth in "Blue Flame", while Hamish Mackenzie did exceptionally well to bring "Kis" in fourth in spite of a mast breakage and to get her back on the water for Sunday's racing. Conditions were so difficult that Race Officer, Jimmy Leask, wisely abandoned Race 2.

Race 3 on Sunday morning saw the weather much improved with a light unsettled wind. Again the Clyde boats were well to the fore. This time it was "Champignon's" turn to take line honours while "Blue Flame" swapped places with "Djinn VIII" to take second place and "Bebe" sailed by Steven Skakel was fourth. Not for long, however, for Skakel brought "Bebe" back strongly in Race 4 and led the fleet home again to become a fairly safe overall leader with a total of 8 points. J. Robertson of Royal Northern in "Takitimu" was second and the consistent Sean MacLean again third.

The final race of the series was due on Monday but the wind having displayed an amazing set of tantrums ranging from screaming Force 7 knockdowns on Saturday to variable on Sunday, now ran totally out of steam and refused to settle at all while everyone sweltered despairingly for four hours until racing was finally abandoned. It was the Clyde's year and "Bebe" proved a popular winner. In addition to the Championship Shield, Skakel received the Milligan Cup for Race 1 and "Komiza" Shield for Race 4. Second overall, after a consistent performance was Sean MacLean with 14.4 points and third was Gilmore Manuel in "Champignon" with 20 points. "Champignon" also received the MacLean Dragon for her win in Race 3.

Overall Results: 1st "Bebe" Mrs. Nicola MacLennan (sailed by Steven Skakel) 8 points; 2nd "Blue Flame" Sean MacLean 14.4; 3rd "Champignon" Mr. & Mrs. Cunningham (sailed by Gilmore Manuel) 20; 4th "Djinn VIII" Nick Stratton 21.7; 5th "Merlin" Will Rudd 36; 6th "Kis" Hamish Mackenzie 37; 7th "Kestra" Richard Leask 44.7; 8th "Takitimu" James Robertson 51.

6. Dragon Gold Cup 1989 - Travemunde

Travemunde was a busy place at the beginning of August with the 100th Travemunder Woch just finished and the 85 Dragons entered for the Gold Cup sharing the riverside moorings with about 350 assorted Stars, Contenders, 420's and Optimists, not to mention a couple of dozen rather large tall ships who had just finished their races in the Baltic. The local papers estimated that over 250,000 people came to see the sight over the four days. Thank heavens the Dragons had their own bar! British and Irish participation in the Gold Cup was rather scarce, presumably due to the Worlds a couple of weeks later, but "Bebe" and "Champignon" from the Clyde, and "Hy-Brasil" from Dublin made the trip joining Dragons from Australia, USA, Norway, Sweden, Switzerland, Holland, Denmark and the hosts, Germany.

Due to the Gold Cup rules, the fleet was split into four fleets racing each other in groups of two, so with only 40-odd boats on the line there was plenty of room. The first races were held in a pleasant 15 knots and sunshine, the last time the fleet was to see that combination. Last year's winner, Fred Imhoff, quickly showed he was 'nt going to relinquish his hold on the Trophy easily by winning his race, with Lars Jensen of Denmark taking his from Steven Skakel in "Bebe". Monday blew a gale and the fleet indulged in a day of sight-seeing and serious partying. Tuesday's forecast promised more of the same, but the racing started on less than 20 knots and it was only down the first reach that a 30+ knot rain squall came through causing the majority of the first race contestants to down their spinnakers rather quickly. However the leaders, Oldendorf, Skakel, and Rappel hung on to pull out a considerable lead with "Bebe" breaking into first place after an immaculate gybe due to her foredeck's "brain dead" condition caused by several over-corrections on smoked eels and Aquavite the previous evening! Claus Oldendorf passed "Bebe" on the wind to win in good style with Valdemar Bandolowski winning the second race, leaving the overall position of Skakel leading from Jensen, Imhoff, and Bandolowski. Wednesday blew another gale.

So Thursday was a two race day in a cold 15/20 knots which saw Imhoff scoring two firsts and Lars Hendrikson of Denmark and Stephen Boyes of Australia moving up the order with Skakel and Bandolowski getting it wrong. Two races were scheduled for the last day, but with the wind steadily increasing to over 30 knots, only one set was held and with Imhoff's 6th place, he secured the Gold Cup for the second year. Lars Jensen's and Bandolowski's wins secured them 2nd and 4th places with Lars Hendrikson taking 3rd overall. Skakel was the best placed UK boat in 10th place.

A little less wind next year in Dun Laoghaire would be nice!

James MacLennan

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Data Protection Act 1984

The attention of members is drawn to the requirements of the above Act.

The B.D.A. are exempt from any requirement to register under the Act (in respect of personal information pertaining to members in connection with their subscriptions, and boat registration details held on the Hon. Secretary's computer), if members do not object.

The Hon. Secretary will assume that no existing member does object to such information being held by him or the Association, unless he receives an objection in writing.

"LOST" Dragons

The B.D.A. are anxious to establish contact with owners of Dragons not included in the list of members' boats set out on pages 35 to 38 in this Newsletter. If you come across, or know of the existence of, any such boats or owners, please let Mike Pollett know.

Dragon Class Rules & Plans

The Class rules are available from the RYA, RYA House, Romsey Road, Eastleigh, Southampton, SO5 4YA (Tel: 0703-629962) Cost including postage £4

Class plans are available from IYRU, 60 Knightsbridge, London SW1X 7JX. (Tel: 01-235-6221) Cost £20.

Change of Ownership

Members are reminded that they should notify the RYA of any change in ownership. They should, of course, also let Mike Pollett know, and a form for this purpose is at the back of this Newsletter.

List of Measurers

The current RYA-approved Class Measurers are as follows:-

Full

D.Chivers	34 Nelson St, Brightlingsea, Essex, CO7 0DZ
P.Duce	85 Station Road, Burnham-on-Crouch, Essex
H.D.V.Ellis	Claymore, The Parade, Cowes, IOW, PO31 7QJ
G.A.Johnson,	42 Barham Road, West Wimbledon, London, SW20 0ET
M.G.W.Macgregor	Altmore, Clynder, Dunbartonshire G84 0QN

Maintenance

B.W.Fisher	12 Bracklesham Road, Sandy Point, Hayling Island
------------	--

New Computer-produced Class Measurement Certificates

As from March 1990, the RYA will be issuing a new form of Measurement Certificate to the whole class together with a standard covering letter. It is intended that this is undertaken over a period of say 4 or 5 months, commencing with the newest boat and working backwards to sail number DK 1.

As it is a requirement (which has not always been strictly observed in UK!) of the International Class Rules (1.81) that " ... the owner is a current member of a national Dragon association", the B.D.A. will be issuing paid-up members annually with a sticker to affix to the Measurement Certificate.

Note to Fleet Treasurers/Captains

In view of the above it will be necessary to review the method and possibly accelerate the collection of annual subscriptions - for 1991. I will be in contact with you during the year about this.

Class Rules

The following is a precis of the non-technical changes to the Class Rules approved at the recent IYRU conference:-

- a) All Dragon Class racing is now classified as Category A , and furthermore no advertising is permitted under para 1.9 of Appendix 14.
- b) The restrictions on length of tiller and tiller extension have been removed.
- c) The Rule governing the weight of the rudder has been amended to permit production of a more substantial rudder.
- d) The marks on deck marking the positions of the forestay and mast no longer need to be made of metal, and have been enlarged.
- e) The rules now state that shrouds cannot be adjusted while racing.
- f) Slightly smaller Class insignia, national letters, and sail numbers are now permitted (in accordance with IYRR rule alterations)
- g) Seats and floorboards (which form part of the minimum weight) now specifically cannot be removed while racing.
- h) "Fixed hand holds on the inside face of the cockpit coaming" are now permitted to give "additional safety while sitting out".
- i) A new rule has been introduced to prevent any moves towards deck stepped masts.



BRITISH DRAGON ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge, at 1845 on Friday 5th January 1990.

AGENDA

1. Apologies for absence.
2. Minutes of last meeting and matters arising.
3. To receive and adopt the accounts for the year ended 31st October 1989 (see pages 21 - 22 of this Newsletter).
4. The Chairman's report. (See page 23 of this Newsletter).
5. Election of the following Officers:-
Chairman
Vice-Chairman
Honorary Secretary
Honorary Treasurer

(Nomination forms are enclosed and should be returned to the Hon. Secretary before 31st December 1989.)

6. Report from the International Dragon Association.
7. Any other business.

ANNUAL DINNER

The Annual Dinner will follow the Annual General Meeting at 2000

Dress: Reefers or lounge suits.

Tickets for the Dinner must be booked in advance using the enclosed form which should be sent to Mike Pollett to arrive not later than 29th December 1989. Cheques for £27.50 per head must accompany the forms.

Once again it is anticipated that the Dinner will be over-booked. To avoid disappointment you are recommended to book EARLY.

BRITISH DRAGON ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT

for the year ended 31st October 1989

	£	£	1988 £
INCOME			
Subscriptions			
Current year - Received		2,733	1,994
- Owing		-	133
		-----	-----
Advertising revenue		2,733	2,127
Bank interest received		580	435
Profit on sale of:		206	143
Tie pins	67		-
Jerseys	175		25
Ties	224		48
Earrings	-		13
	-----		-----
Proceeds from sale of car stickers		466	86
Donation		43	19
		20	-
		-----	-----
		4,048	2,810
ANNUAL DINNER ACCOUNT			
Receipts (141)	3,173		3,187
Less: Cost (141)	3,163		3,215
	-----		-----
surplus/(deficit)	10		(28)
Entertainment of guests(9)	(270)		-
	-----		-----
		(260)	(28)
		3,788	2,782
EXPENDITURE			
I.D.A. subscription	317		103
R.Y.A. subscription	24		21
Handbook	745		675
Winter Newsletter	880		700
Advertising and promotion	297		-
Postage and stationery	513		310
Committee meeting room hire	70		60
R.Y.A. Keelboat Coach's expenses (net)	-		85
Sundries	25		22
	-----		-----
		2,871	1,976
SURPLUS FOR THE YEAR		£917	£806
		=====	=====

BRITISH DRAGON ASSOCIATION

BALANCE SHEET

as at 31st October 1989

	£	<u>1988</u> £
CURRENT ASSETS		
Stock of ties, jerseys, tiepins, and stickers	1,281	349
Debtors	-	133
Balances with Lloyds Bank		
Deposit account	4,328	4,128
Current account	1,375	1,457
	6,984	6,067
LESS: CURRENT LIABILITIES		
Creditor	-	85

NET CURRENT ASSETS	£6,984	£5,982
	=====	=====
REPRESENTED BY:-		
RESERVES		
Balance at 1st November 1988	5,982	5,176
Add: Previous year's creditor no longer payable	85	-
Surplus for the year	917	806

Balance at 31st October 1989	£6,984	£5,982
	=====	=====

Signed: M.H.G. POLLETT C.A.
Hon. Treasurer

NOTE: ANALYSIS OF SUBSCRIPTIONS

Received in year		
Abersoch	70	49
Aldeburgh	295	140
Belfast Lough	165	96
Burnham	322	247
Clyde	220	123
Forth	195	197
Lowestoft	175	138
Medway	235	233
Solent	382	427
Strangford Lough	95	72
Torbay	100	75
Irish Dragon Association	170	169
Affiliated members	309	161

	£2,733	£2,127
	=====	=====



BRITISH DRAGON ASSOCIATION

CHAIRMAN'S REPORT

The class has had yet another busy season enhanced by glorious weather most of the time. Indeed there were occasions when both officers and competitors were praying for a few depressions to come through as they waited for the sea breeze to fill in eventually. Our National events, reported elsewhere, attracted record entries thanks largely to those of you who travelled considerable distances to take part. There were criticisms of the race management at some of the series, but we must realise that the clubs who run our racing look to their own members to give up their time and some of those find it difficult to conduct racing to the standard we have come to expect. Generally clubs do not take kindly to imposed race officers, even if we could provide them, and in lieu of this we hope they will accept notes of guidance prepared by your committee. We were thankful that Nigel Wollen, the race officer at both the Worlds and the Edinburgh Cup consulted extensively before going on to run both events most successfully on the water.

In the past twelve months, fifty-six new boats have been built world-wide of which fourteen came from this country. This indicates a healthy position, with nine builders involved, none of whom seemingly have produced a faster model, although there is a variation in quality. The policing of builders has proved expensive but it is in all our interests to support the Technical Committee of the I.D.A. and the chief measurer, David Chivers, in particular, to maintain equality between builders. The committee of the I.D.A. have recently considered a number of changes to the Dragon Rules and are allowing developments at a conservative pace. You will be pleased to learn that our former Honorary Secretary is now the Secretary to the I.D.A., a task he will no doubt fulfil with distinction.

The Beefeater Gin Dragon World Championship was won by that most talented Danish yachtsman, Paul Ricard Hoj Jensen sailing the Petticrow built "Danish Blue" having been first in three consecutive races! Our congratulations go to Simon Fulford and David Young together with their crews who finished fourth and sixth respectively. A very fine performance in most difficult conditions. We thank once again Beefeater Gin for their support which they will continue for the next three years as sponsors to the Edinburgh Cup.

I hope you all have a most happy Christmas, and enjoyable sailing in 1990!

Nicholas Streeeter
Chairman
B. D. A.

COWES WEEK 1989

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SELECTION PROCEEDURE

FOR EUROPEAN AND WORLD CHAMPIONSHIPS

(Revised October 1989)

1. The current allocation of boats from England, Scotland, Wales and Northern Ireland to the European and World Championships is 11.
2. The selection procedure summarised below assumes an allocation of 11 boats but if more (or less) places do become available, the numbers will be altered accordingly. Of the total number of places available:-
 - (i) 8 (or 75%) will be selected on the basis of the results from a number of qualifying events;
 - (ii) 3 (or 25%) will be selected by the Officers (Chairman, Vice-Chairman, and Hon. Secretary) of the British Dragon Association.
4. Selection will be by reference to the helmsman and not to individual boats.
5. The qualifying events will be published in January each year (or as soon as possible thereafter). Those helmsmen wishing to be considered for a place in the European or World Championships may count their best results from the qualifying events preceeding the respective Championship as follows:-

European	Best 3 out of preceeding 5
Worlds	" 5 " " 8

6. Qualifying events are defined as major Open Championship events attracting 20 or more entries, which are staged in the United Kingdom and are approved as such by the committee of the British Dragon Association.
7. The method of awarding points for the qualifying events will be as follows:-
 - (i) The results of each event will be recalculated to exclude all foreign competitors.
 - (ii) To the finishing places of each helmsman derived by (i) above will be added, in the case of each event other than the Edinburgh Cup, one place.
 - (iii) The revised finishing places derived by (ii) above will then be awarded points using the Olympic scoring system.
 - (iv) Where, in any race of a qualifying event, a boat is not helmed by the helmsman seeking selection, such helmsman will be deemed to have scored last place points.

SELECTION PROCEEDURE
FOR EUROPEAN AND WORLD CHAMPIONSHIPS (contd)

QUALIFYING EVENTS

	<u>1990 Euro</u>	<u>1991 World</u>
1989 Northern Area Championship	*	*
1990 East Coast "	*	*
1990 South Coast "	*	*
1990 Northern Area "	*	*
1990 Edinburgh Cup	*	*
1991 East Coast "		*
1991 South Coast "		*
1991 Edinburgh Cup		*
TO COUNT	Best 3	Best 5

All helmsmen wishing to be considered for selection for either of the above events are asked to let Mike Pollett know as soon as possible.

* * * *



Dragons running down the Crouch.

Photograph by courtesy of Colloryan

MEDWAY

This has been a very good sailing season on the Medway, with a combination of good breezes and sunshine offering some ideal conditions. Turnouts have been almost up to last year's high levels with up to 21 boats out on occasions, quite enough for some people on our fairly short start line!

At the time of writing the season is not quite finished and the results of the major Trophies are still in the balance as there have been no runaway winners. This reflects the good racing that there has been all the way down through the fleet this year.

Fewer boats have travelled away to open meetings this year. David Dann in "Fenris Wolf" has kept the MYC flag flying well on the open circuit and Len Baldwin in "Storm" did well at Burnham. David Dale ("Rogue" and others) was tempted away to the gin and tonic set in the Solent for some of the season but had to return for the last of the season on the Medway for some decent sailing!

For the rest of the fleet there has been mixed fortunes with six or seven boats having one or more wins. Wendy Howland in "Drake", our only lady helmswoman in the fleet, has been sailing very well this year... look out next year folks! David Freeman sailing his father's boat "Aquila" took on a large fleet to win the crew's race.

The social scene on the Medway has been as lively as ever - including wine-tasting, a dockland visit, clay pigeon shooting, as well as our normal monthly suppers. These latter suppers being ever popular, with 80 members and guests sitting down to dine at our October one. For the August supper we had a change of format, and raised £400 for the RNLI at what could loosely be described as a barn dance, with the team band putting on a fine performance.

Our annual match against the Dragons of the North Sea Yacht Club in Ostend over an early September weekend was not a great success sailing-wise as a gale blew for most of the time, but socially, it was a tremendous success.

Another innovation on the Medway this year was match-racing. That proved very popular both to participants and spectators and more is planned for next year.

Jasper Wright

BELFAST LOUGH

In 1988, the first "glass" boat joined the class, followed by a new Petticrow boat, "Fatal Attraction" this year. The resultant prophecies of the imminent disintegration of the fleet caused by the arrival of this "high-powered" machinery proved unfounded, to the considerable chagrin of the owners of the two boats in question!

1989 saw the opening of Bangor's marina, which has proved a great boon. The learning curve attached to improved manoeuvring in it, however, has been by no means smooth. Indeed, some of the most exciting sailing of the season was to be had within the breakwater.

The racing throughout the season has been close, with "Adastra" still the dominant boat - but only just. "Fatal Attraction" in her first season travelled extensively, competing in Killyleagh, Kinsale, Torbay and Dun Laoghaire. We understand she holds the record for the passage from Carlisle to Stranraer!

The fleet is delighted to have been given the opportunity to host the B.D.A. Northern Area Championship on June 2nd and 3rd 1990, followed by the Irish.D.A. annual event from the 4th to the 8th of June. We hope that by running the two events "back-to-back" we will encourage more visitors both from "across the pond" and "south of the border", giving Dragon owners an opportunity to compete against boats they would not normally come across.

The waters of Belfast Lough are clean (at least as far as depth goes!) and are subject to relatively little tide. As already mentioned, we now have a marina and the town of Bangor has ample accommodation available. Needless to say, Royal Ulster Yacht Club would not ask anyone to come all that way without laying on a very "full" social programme. Any queries - give me a call! (Business 0232 765721 :Home 02317 5950).

All in all, the Belfast Lough fleet, whilst small, is in good heart and looking forward to 1990.

David Baird



"Tamerlane", "Medusa", and "Fatal Attraction"
during the Royal Ulster One-Design Keelboat Weekend.

FORTH

The Forth Dragon fleet is alive and well, with, at the last count, nineteen yachts registered at the Royal Forth Yacht Club. Over ten yachts sailed regularly in the Club's weekend and evening points series throughout the season.

Sean McLean in "Blue Flame" proved the man to mark consistently throughout the season winning the Early and Late Points and coming second in both the Summer and Autumn Series and collecting various other silverware on the way. No one covered Sean that closely for fear of having to emulate his tactics of pushing his boat over the rocks in a falling tide in the delightful water of the bay by the gasworks! There was much close racing at the front end of the fleet with John Kelly in "Polly", Robin Brownlie in "Mirage" and Eric Thompson in "Sieglinde" all ranking in the first three of the Early and Summer Points Series.

"Firefly", a welcome newcomer to the Forth, owned and crewed by Gordon Jubb and helmed this season by Danny Sinclair, quickly established herself as a serious competitor by winning the Autumn Series. Rumour has it that Danny bought a rule book this year and may even have a boat of his own to go with it next year - watch out folks....this could spell trouble! Well at least Gordon can look forward to helming next year. After months of painstaking toil, Alex Flett launched his new St. George "Gundog" (replacement for "Idris", lost on the Clyde last year) in fountains of champagne and bonhomie on 28th July. After winding her up through the Autumn, she proved herself by coming second in the Late Series... but will she "measure up" next year?

We musn't forget the older boats "Komiza", "Solan", "Eva", "Moonbeam", and "Pinta II" all of whom had their moments and were involved in such close exciting racing and who add colour and character to the fleet. But what about the other boats? Richard Leask remembered "Kestra" once to take a third in the Autumn Series. Vice-Commodore Will Rudd did try to conjure up some of "Merlin's" magic, but found his speedboat "Gin Fizz" on the whole a little faster. Class Captain Hanish MacKenzie behaved very honourably by allowing all the honours to fall to others except the R.E.Y.C. Regatta which he won outright (by being the only yacht to finish). Old hand MacKenzie has however spent considerable time this season sharpening up his starting tactic - he's got it down to a such fine art, he rarely leaves his car before the ten minute gun.

Will Rudd did however manage some magic by captaining the R.F.Y.C. Dragon Team to a convincing victory over the R.N.&C.Y.C. in the annual Barge Cup Competition. That's two years in a row - can the Royal Northern break this man's spell next year?

Thanks to Mike Pollett, nine Norwegian Dragon sailors arrived from the Aalesund Seilklub to join the R.F.Y.C. fleet for a weekend points series in October. This proved to be an exhilarating sailing event and a social whirl which looks like it could become a regular event - Scottish Dragonists in Norway next year? But what happened to club star Sean McLean that weekend, retiring with a bad leg after the first race - its the only instance we've seen of someone developing gout before drinking the port!

All in all, a busy and successful season and now with the yachts laid up for the winter, what can we do but look forward to next year.

Frank Martin

BURNHAM-ON-CROUCH

As usual we were early into the water, with Terry Wade in "Avalanche" winning the Easter Regatta, and also the now popular Match Racing event in May. Bobby Melville in "Ariel" easily won the Nada Cup on the Spring Bank Holiday.

The Half-Season Saturday Points ended in mid-June, and "Avalanche" finished on top. Once again Chippy Cole's "Yankee Doodle" won both the Saturday and Sunday season's points, with Robert Campbell and Barry Stamford in "Quicksilver" being runner-up for the former. Robert and Barry, crewed by Ann Barker, won the Four Club Burnham Week Trophies, as well as the coveted Daily Telegraph Trophy, with Tony Allen and Mike Holmes in "Harlequin" being the weeks points runner-up. The silver platter kindly presented by Bill Carlton - an active past Dragon owner, who is now retired in Malta - was won by "Avalanche".

Meanwhile we are all competing currently for the Candlesticks and Newts Trophies, finishing in early November.

Outside the river, we have had an active time. Eleven went to Levington for the East Coast Championships with Mike Patten in "Union Jack" and Philip Tolhurst in "Warlord" finishing 7th and 8th out of 44 boats. Chippy Cole in "Yankee Doodle" managed a creditable 2nd overall in the Southern Championship at Cowes in a 51-boat fleet. 9 Crouch boats attended the Edinburgh Cup at Torquay, where Tolhurst and Wade came 4th and 6th overall respectively out of 52 entries. Mike Patten in "Union Jack" was 3rd out of 36 in the Nordic Championship at Frederikshavn in Denmark, and 6th out of 40 in the Danish Championship at Aabenraa.



Photograph by courtesy of Collioryn

"Harlequin" leads the fleet during Burnham Week.

Of the 11 UK boats that qualified for the Worlds at Torbay in August, "Union Jack", "Warlord" and "Avalanche" finished a slightly disappointing 15th, 22nd, and 32nd. It was however a good week in superb conditions well out to sea, in a very competitive 70-boat fleet.

Undoubtedly the new Petticrow boats are popular - the 21st having been completed - and they are being sailed by top helmsmen, including a certain member of the Danish Royal family.

As usual, next year we commence racing in mid-March and visiting Dragon sailors are welcome to join us then to tune up for the East Coast Championship to be held at Levington in early May.

Terry Wade

SOLENT

Given the most memorable season for fair weather, with no races cancelled and only three lost due to lack of wind, it was unfortunate that a victim once again was the fifth South Coast Championship race, ably assisting the "Fanfare" Trophy presentation arrangements at the expense of an incomplete series for the third year running! Perhaps we should settle for a four race series in future?

Numbers continue to increase in Cowes, and we are assured by our harbour-master that there will always be room for keelboats, to the exclusion of local cruisers if such a measure becomes necessary. With 35 Dragons in the book, and about 30 on moorings, that healthy picture is dimmed somewhat by an average turn-out per race of only 10.8, with a reasonable 29 boats racing each day in Cowes Week.

The low average for much of the season has been due in part to the lure of other pursuits in the weeks after Cowes Week, traditionally blamed on the grouse moors, but more likely as a result of family obligations, and of course our more distinguished members compete elsewhere in the UK and in foreign waters. Prominent among these trailer-towing nomads this year has been John Thornton with "Warrior" returning the Edinburgh Cup to the Solent for the first time since 1977.

The elegant Gannymede Bowl, the Cowes Week points cup, originally presented to the Solent fleet by John Raymond, owner of "Gannymede I" long before St. George fired the name at us on a proliferate and almost yearly basis, was won by Mike Martell in "Mystery" narrowly lifting it from Eric Williams in "Mayfly". However, not to be denied honours, Eric and his partner, Ian Lallow, were once again our class champions for the year. Peter Morton in "Domino" (ex-"Nortico") notched up sufficient wins to ensure his place as runner-up.

The Round-the-Island Race this year followed a slow start with several hours of breeze that died away in the late afternoon to see the race shortened for the first time at Benbridge Ledge. Without being aware of the fact, Gordon Hancock in "Asa" passed up a convincing lead in favour of a long tow home to leave Brian Orr in "Wyvern" the winner for the second year running.

The last race of the year added an optimistic note for future lady helms. Mary Ann Dyas sailing "Fanfare" won, giving the longer-serving members of the Solent fleet a headache trying to remember the last occasion a lady won a series race in Cowes! Clearly the family tradition intends to continue in a manner to which many of us have become accustomed.

The last weekend of October saw the start of an annual event between the Cowes and Aldeburgh fleets, this year almost sailed on the Alde. Conditions allowed one boat from each team an exciting match race, narrowly won by Andy Cassell. Next year it will be in Cowes, weather permitting.

The Solent fleet is expecting at least one new cold-moulded boat next year, and that may well, according to bar talk of a reliable specific gravity, turn out to be three new additions to the class to supplement the challenges of 1990.

The South Coast Championship will be held over the weekend of 26th May 1990; the Edinburgh Cup will start in Cowes on the 16th June, and of course there is always Cowes Week, when visiting Dragons are most welcome. Please telephone or write to the Fleet Secretary in good time for inclusion in these events.

Nick Sumner

TORBAY

1989 has been a momentous year for the Dragon fleet in Torbay. In July we hosted the Edinburgh Cup and in August, the World Championship.

At the beginning of the year, "Joss", "Heuschrecke", and "Vivacious" attended the Southern Area Championship at Cowes to gain some experience of large fleet sailing. They were not very successful but learnt a lot about tides, buoys, and hydrofoils.

The Edinburgh Cup saw Torquay at its best ... blue skies, sparkling blue sea and sunshine. The Mayor at her reception said that the Dragon sailors had brought lovely weather with them. What she did not say is that they had forgotten to bring the wind. The local fleet was well represented and managed a few single figure results, but won no prizes.

Torbay's Royal Regatta was left with a somewhat reduced fleet and "Rapier" won overall while several boats were sailing in the Worlds Preliminary Series.

The World championship at the end of August brought a truly cosmopolitan air to Torquay. The Dragon fleet leaving the harbour in the morning and returning late afternoon showed the boats at their regal best. The weather continued to be perfect for the tourists, but there was still very little wind for the serious sailor.

The World Championship was an unforgettable experience for everyone at the club and life seemed very tame afterwards. In September the weather finally broke and the October series ended with a couple of roaring gales after an abandonment because of lack of wind.

The fleet continues to be hampered in its growth by a lack of moorings. There has been a great interest in the class and it is hoped that the mooring problem can be tackled. This will be the last season for Ian McKenzie in "Ran", but we look forward to new faces in 1990.

Sandy Ellis

ALDEBURGH

Once again a year when a large part of the fleet lived on or off trailers to the detriment of club racing. Our big name sailors are credited with their successes elsewhere in this issue however Simon Fulford deserves an extra mention from his club fleet; nice to see him in a Flying Fifteen - it gives the rest of us a little more chance. Len was seen to be sailing "Whistle" once or twice... presumably his share of the boat! Rumour has it that Bowman father may be an owner again one fine day.

The "professional element" sailed three different boats of his own during the season and had a win with each. This is more than usual. Seasons points were won by the Gifford/Hayles "Basilisk" and Mike Hart, to his own and everyone else's surprise, was second in "Distraction".

Something went wrong with the Regatta cocktail party and alcohol consumption was about 60% down. This is serious and threatens to destroy the entire credibility of the fleet.

The Lowestoft Dragon fleet suffered their usual embarrassing defeat at our hands! I prefer not to comment on our team race at Seaview in Mermaids. I think we expected them to have scales. The Solent fleet challenged us; however a combination of Force 8 hangovers and Force 6 winds reduced the team race to a match race. It was sailed as Cassell versus Gilmour and Sobstad beat Ratsey & Laphorn, but as Cassell is a member of both clubs, Aldeburgh claimed him and gave Gilmour back to Waldringfield. Those who understand all this lot are either members of the Aldeburgh fleet, or should be.

On a serious note..... from my own point of view, the IYRU proposals on professionalism will mean that many who have sailed Dragons in the past and in the present, from Aage Birch and Borge Borresen to myself, with many others in between may be precluded from competing. The vast majority of those likely to be affected have come into boatbuilding and allied trades because of their love of boats and sailing. Many are, like myself, of no more than club standard, and for the IYRU to attempt to prevent us from taking part in our sport is outrageous.

Peter Wilson

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The Clyde Dragon fleet was rather splintered this year - no, Nick Stratton didn't have any collisions, but with the tempting delights of such attractions as Levington, Cowes, Kinsale, Torquay, and Travemunde, the "gipsy" chapter of the fleet spent a lot of its time and money on the road, including various Volvo clutches/trailer wheels etc., etc. This left the home team to loot the trophy cupboard with "Jasmin", "Ptarmigan" and "Vivi" having to up their household insurance premiums. Meanwhile the gipsys partied round the coasts of the UK and Baltic with some success on the water notably "Bebe" at Levington, Travemunde and Edinburgh with "Djinn VIII" missing a good result in Kinsale due to some "less than perfect" starting manoeuvres! We hear of secret plans to paint the boat white to join the chancers - sorry "exponents of well judged line positioning" such as S.Skakel!

The Gold Cup saw a new addition to the fleet with the Cunningham's purchase of "BB XXXI" as the new "Champignon". we are assured that the timing of this purchase by the Aga King had nothing at all to do with the pregnancy of the Crews Union President so she can't sail for most of the next season. Meanwhile the "Gas"man, Charlie Cairns, has bought K 522 and re-named her "Calypso". David Witton is the new owner of "Blue Haze".

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K 11 Polly	1966 Borresen J.M. Kelly
K 28 Lintie	1936 Johansse Mr. & Mrs. P. Beatt
K 38 Yola	1932 Arendens P.B. Flutter
K 42 Delphyne	1937 Johansse F. Gibson
K 49 Poseidon	1938 Johansse B. Rebbeck
K 53 Vritra	1938 Johansse D. Whitehouse
K 65 Solan	1938 Johansse L. Butler
K 80 Komiza	1938 Svenson Miss A.W. Hutchison A. Ager & A. McIntyre
K 84 Wanderbird	1938 McGruer Mrs. J. Morgan
K 125 Snapdragon	1948 McGruer G. Fraser
K 127 Ocior	1947 Woodnutt M. Royle
K 135 Vixon	1947 Woodnutt E.J. Murphy
K 151 Harkaway	1947 Nunn Bro Lord Belstead Miss M. Tudor
K 184 Inge	1948 Johansso J.D. Harris
K 199 Jabberwock	1948 Camper & J. Fawcett D.C. Hardy
221 Tamsin	1949 McGruer I. Lambert
240 Troll	1951 Bjarne A R.N. Snook
267 Amphitrite	1937 Kilbjors P.V.R. Langton
272 Vana	1954 Nunn Bro N. Sheffield
K 275 Carina	1954 Bjarne A M. Cooke
K 277 Timba	1955 Borresen R. Burns G. Erskine
K 281 Seahorse	1955 Bjarne A D.F. Colbeck
K 287 Scampi	1956 Burne's A. Dunlop
K 289 Rapier	1956 Pedersen N.R. Vans-Colina
K 292 Snap	1956 Pedersen Dr. A. Dowle Mrs. Z. Dowle
K 294 Skeia	1956 Bjarne A A.G. Chambers J.K. McCormick
K 301 Penguin	1958 Clare La M.J. Morley
K 302 Mustang II	1957 Tucker B D.C. Leigh
K 304 Asa	1958 Borresen Mr. & Mrs. G. Hancock
K 308 Monatoo	1958 Pedersen H. Strain J. McCleery
K 313 Venture	1959 Pedersen T. Courlander
K 316 Sieglinde	1959 Tucker B E.N. Thompson
K 317 Odin	1959 Tucker B J.F. Underwood
K 323 Stardust	1959 C.H. Lavi J.R. Bond
K 326 Eva	1957 Pedersen A.G.D. Milligan
K 327 Cluaran	1951 R. Kristi J.H. Coote
K 328 Swanvhit	1951 Anker & Dr. I. Vadasz R.S.M. Green
K 329 Nyanza	1959 Fairlie F. Hanna
K 332 Javelin	1960 Pedersen J.R. Bradshaw
K 335 Vivi	1957 Pedersen R.G. Capper
K 337 Pendragon	1959 Pedersen C. Sykes
K 338 Ula	1960 Nunn Bro J.M. Bielecki
K 339 Logie	1960 Nunn Bro R. Rycroft Lt. H. Howard RN
K 348 Troika	1961 Pedersen Dr. I.K. Anderson
K 351 Sandoola	1961 Abeking C. Lowe
K 355 Wizard	1961 Mugel & J.A. Field
K 363 Mistress	1961 Morgan G M.R. Wharton
K 364 Zulu	1960 Pedersen I.F. Nelson
K 372 Skal II	1962 Borresen K.A. Clabburn
K 375 Blue Haze	1959 Pedersen Mrs. M. Heathcote
K 377 Karen II	1962 Borreson J.K. Dearden G.M.C. Lee
K 380 Chime	1959 Borreson Lt. Col. T.C. Street C.F.R.E. Street
K 382 Val	1962 Bjarne A Mr. & Mrs. P. Acciarri
K 383 Troika Too	1962 Nunn Bro T.A. & H. Dunn
K 385 Djinn	1962 Clare La C.E. Storton

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NUMERICAL LIST OF DRAGONS OF B.D.A. MEMBERS

K 387 Mahjong	1962 Pedersen P. Freemantle
K 393 Tara	1963 Borresen R.D. Miller J.Hart
K 398 Apple Pie II	1963 Burnes S P. Thomas
K 401 Pandora	1963 Borresen R. Payne
K 402 Meteor	1963 Borresen T.J. Henderson
K 403 Lis	1963 Borresen R.H. Taylor
K 404 Mestengo	1963 Brites (R.L. Catchpole P.Ives
K 406 Penguin Too	1964 Clare La E.J. Robertson
K 407 Freya	1964 Nunn Mrs.R. Bolton G.Collins,K.Durrant,J.Bolton
K 408 Joanna	1964 Pedersen Miss J.A. Styles
K 411 Aquilla	1964 Borresen P.M.W. Freeman
K 414 Cresseid	1964 Burnes S I.C. Broadley
K 415 Talisman	1965 Borresen D.H. Starbuck
K 416 Fenrir	1965 Borresen P. Cheeseman R.D.Cooper
K 417 Drake	1965 Borresen P. Howland
K 419 Meltemi	1965 Pedersen P.D. Harrison E.W.Pegna
K 421 Mayday	1965 Clare La C.A. Ward
K 422 Heuschrecke	1966 Pedersen Dr.A.W. Ellis Dr.J.G.R.Ellis
K 425 Skal III	1965 Borresen C.H. Dicker Col.G.S.H.Dicker
K 426 Vivacious	1966 Pedersen Mrs.P Adams C.S.Adams
K 427 Medusa	1966 Borresen R. McMichael
K 430 Ran	1966 Pedersen J.I. McKenzie
K 431 Ptarmigan	1967 Borresen Dr.C.S. Cairns
K 432 Humming Bird	1967 Pedersen J. Powe
K 434 Moonbeam	1967 Borresen Dr.W. Uttley
K 436 Sou'wester	1967 Borresen J.A. Gunning J.R.Gunning
K 439 Maelstrom	1967 Pedersen S.J. Day
K 440 Mistral	1967 Pedersen P.E. Woodger
K 441 Rascal	1967 Borresen J. Fairchild
K 442 Kali	1967 Borresen Lady Diana Smith
K 447 Geryon	1968 Clare La P.R. Colville MBE C.J.Lucy
K 448 Tarka	1963 Pedersen J.A.B. Taylor
K 451 Adastra	1969 Clare La G. Dixon D.Kelso & S.Polly
K 453 Dragonfly	1969 Borresen P. Ives
K 454 Flapjack	1970 Borresen B.J. South
K 455 Royalist	1970 Pedersen R.S. Dawe
K 457 Zara II	1971 Borresen P.R. Orford
K 458 Asterisk	1971 Borresen P.D. Lloyd
K 459 Dunlin	1971 Borresen E.J.M. Dent OBE Lt.Col.R.G.L.Pugh
K 461 Water Rat	1971 Borresen I.C. Ratnage
K 465 Domino	1972 Borresen P.& Mrs.A. Morton
K 469 Puff	1973 Borresen I. MacDonald A.J.P.Hobbs,P.Coldham
K 470 Mirage	1974 Borreson R.W. Brownlie S.D.G.Smith
K 471 Marco Polo	1973 Borresen P. Gimpel
K 473 Kis	1973 Borresen H.I. Mackenzie
K 474 Celerity	1974 Borresen M. Beers
K 478 Mystere	1975 Borresen N. Blowers Mrs.C.Pettengell
K 479 Valhalla	1975 Borresen Mr.& Mrs.T. Pearson
K 480 Salvo	1975 Borresen R. Dowding
K 481 Blue Flame	1976 Borresen D.R.S. Maclean
K 482 Isis	1976 Borresen M.N. Williams
K 483 Tamerlane	1974 Borresen G. Watson
K 484 Chinook	1976 Borresen N.K.F. Hyde D.Andrassy
K 485 Wyvern	1979 Aldeburg Dr.B. Orr S.Ratsey
K 486 Matilda	1979 Bellarin J.V.C. Hunt,OBE.TD.

K 488	Encore	1979	Borresen	J. Blackman
K 489	Kestra	1976	Borresen	R. Leask
K 490	Leviathan	1980	Borresen	The Hon W.S. Pease L.D.de Rothschild
K 491	Victoria	1977	Borresen	O. Cracknell
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K 493	Phoenix	1980	Borresen	R. Rutherford
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K 496	Yankee Doodle	1981	Borresen	G. Cole
K 497	Veleta	1982	Borresen	D.S. Baird
K 498	Tana	1982	Borresen	J.E. Crockett
K 499	Chaos	1983	St.Georg	K. Skelsey
K 500	Ariel	1982	Miller	G R.K. Melville
K 501	Mamba	1985	St.Georg	P.G. Colby
K 503	Loki	1985	Borresen	R. Bowman
K 504	Harvey	1986	M.Glas	C.J. Thornton
K 505	Jane IV	1986	Borresen	Dr. D. Young M.H.G.Pollett
K 506	Fanfare	1986	Borresen	M.D. Issaias
K 507	Wisp	1986	Borresen	D.C. Barham
K 509	Jerboa III	1986	Borresen	P. Dyas D.F.Biddle
K 510	Raven	1986	St.Georg	M. Ratsey-Woodroffe
K 511	Vendetta	1987	St.Georg	P. Clarabut
K 512	Jasmin	1986	St.Georg	S.N. MacKinnon
K 514	Isolde	1963	Bjarne	A N. Curran J.Weir
K 515	Basilisk	1986	Borresen	P.A.F. & Mrs M. Gifford M.Hayles
K 516	Spindrift	1986	Borresen	G.C. Harrison
K 517	Indros	1986	Borresen	C.H. Bothway
K 518	Ganymede VI	1986	St.Georg	R.J.S. Davies
K 519	Orion	1987	St.Georg	R. Gilday P.Hunter,C.Lloyd,D.Dobell
K 520	Chinatown	1987	St.Georg	Mr. and Mrs.N.A. China
K 522	Champignon	1987	St.Georg	D. Cunningham Mrs.D.Cunningham
K 524	Fenris Wolf	1987	St.Georg	P.T.L. Dann D.L.Dann
K 525	Merlin	1987	St.Georg	W.G.T. Rudd
K 526		1988	St.Georg	A. Gilmour
K 527	Sandpiper	1987	Borresen	N.J. & Mrs.P. Streeter M.J.Williamson
K 528	Maggie	1987	Borresen	W.F. Harries
K 530	Firefly	1987	St.Georg	G. Jubb
K 534	Quicksilver	1987	St.Georg	R.A. Campbell B.Stanford
K 535	Takitimu	1987	St.Georg	J. Robertson
K 536	Warlord	1987	Borresen	P.J. Tolhurst
K 537	BeBe	1987	Borresen	Mrs.N.J.C. MacLennan
K 539	Drabis	1988	St.Georg	D. Pocknell
K 540	Joss	1988	St.Georg	R. Bradbrook R.Sharp
K 541	T'sai	1988	St.Georg	T. Wilkinson
K 542	Apache	1988	St.Georg	R.F. Gillingham
K 543	Ganymede VII	1988	Aldeburg	A. Cassell P.Wilson
K 544	Smaug	1988	Petticro	K.W. Bushell
K 545	Djinn VIII	1986	Bellarin	N. Stratton Mrs.L.Stratton
K 546	Nimrod	1988	St.Georg	J. Rigby
K 547	Distraction	1988	St.Georg	M.J. Hart
K 548	Avalanche V	1988	Petticro	Capt.T.G. Wade
K 549	Mayfly	1988	Lallow	J.E. Williams I.C.Lallow
K 551	Mystery	1989	Petticro	M.G. Martell
K 553	Fiona	1988	Petticro	G.R. Mellor Mrs F.Mellor
K 554	Ruyjin	1988	Petticro	R.A.H. Perkins
K 556	Harlequin	1989	Petticro	T.C. Allen M.J.Holmes

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NUMERICAL LIST OF DRAGONS OF B.D.A. MEMBERS

K 557	Warrior	1989	Petticro	C.J. Thornton
K 558	Sabbatical	1989	Petticro	R.D. Brown
K 559	Fatal Attract	1989	Petticro	R.J.D. Patterson G.F.Patterson
K 560	Whistle	1989	Borresen	S. Fulford L.A.Fulford
K 562	Gundog	1989	St.Georg	R.A. Flett
K 563	Ganymede IX	1989	St.Georg	P.J.W. Wilson A.Cassell

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NUMERICAL LIST OF DRAGONS OF B.D.A. IRISH MEMBERS

IR 3	Infinity	1984	Borresen	T. O'Gorman
IR 8	Pegasus	1973	Borresen	H.M. Robinson N.Green
IR 10	Andromeda	1962	Borresen	Mr. & Mrs.P Gray
IR 11	Yam	1959	Macario	I. Davidson C.Hurley
IR 15	Gipsey	1937	Johansse	D. Street
IR 16	Hikari	1975	Borresen	J. Kidney
IR 20	Intruder	1984	Glas	J. Sisk
IR 21	Koala	1974	Borresen	J. Mulligan R.McDonough,D.McGloughlin
IR 22	If	1986	Borresen	A. Crosbie M.Cattell
IR 27	Elsa	1986	Borresen	C. Doyle
IR 34	Jane	1962	Pedersen	J. Finnegan
IR 37	Caravelle	1961	Bonnin	N. Scott B.O'Donnell
IR 39	Puff	1963	Abeking	D. Merrick
IR 40	Leprechaun	1964	Pedersen	D.E. O'Connor
IR 42	Melisande	1965	Crosshav	P. Murphy
IR 43	Fafner	1937	Johansse	N. Bendon L.Quirke
IR 45	Titan	1968	Borresen	G. Owens B.Dunlea,J.Meehan,B.O'Connor
IR 46	Taranaki	1972	Borresen	M. Halpenny
IR 53	Rebel	1967	Borresen	S. Billings
IR 55	Philibin	1961	Bjarne A T.	Foley
IR 66	Ragnar	1972	Borresen	C. McMullen
IR 77	Panache	1975	Borresen	B. Keogh
IR 88	Tiamat	1982	Borresen	Dr.G Treacy K.O'Brien,P.Maguire
IR 91	Polly II	1956	Walstead	D. Callanan D.O'Donoghue
IR 93	Flicka	1948	McGruer	S. Pasley
IR 100	Hy-Brasil	1987	Borresen	M. Cotter
IR 101	Double Dip	1989	Petticro	Mr. & Mrs.C Barrington
IR 105	Triona	1962	Clare La	M. O'Gallagher
IR 349	Pan	1957	Bjarne A J.	Toomey F.Murphy,P.Moriarty
IR 405	Triton	1964	Pedersen	P.J. Kingston
IR 460	Tarasque	1971	Borresen	D. Donoghue

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NOTICE BOARD

LOST!

At World Championships at Torquay - One set of sheer legs/mast A-frame belonging to "Union Jack". The boat name is written on them. If you picked them up from outside John Mullins workshop where they were lying with two masts, may we have them back? No questions asked, we would just like them returned.
Contact: Petticrow Boatyard 0621 782115 - ask for Tim or Tina.

FOR SALE!

Cowes:- Substantial 4/5 bedroom house near clubs, shops and ferry terminal. 3/4 reception rooms, kitchen/breakfast room, 3 bathrooms, cloakroom, roof terrace, patio, off-street parking. Fabulous position, magnificent views.

For further details please ring 01-228-7205

MEMBERSHIP DETAILS AMENDMENT FORM

If the entries relating to yourself or your boat in this Newsletter or in the Yearbook are incorrect, please complete this form (IN BLOCK CAPITALS please) and return it to:-

Mike Pollett
41 Perth Road
Milnathort
KY13 7XU

NAME.....

ADDRESS.....

CONTACT TEL.NO.....

FLEET.....

BOAT NO.....BOAT NAME.....

BUILDER.....DATE BUILT.....

CO-OWNERS (IF ANY).....

* * * * *

BOAT SOLD TO.....

DATE.....

BOAT BOUGHT FROM.....

DATE.....

IF YOU ARE NOT A B.D.A. MEMBER, PLEASE
ALSO COMPLETE THE APPLICATION FORM OVERLEAF

* * * * *

APPLICATION FOR MEMBERSHIP

Please include me in your list of members under the
..... Fleet, with effect from

* I am not a Dragon owner and therefore wish Associate
membership @ £5

* I am an owner/part-owner (with.....)
of * K/IR..... Name of Dragon.....
Builder..... Date Built.....
and wish Full Membership @ £10.

My personal details are as follows:-

Name.....
Address.....
.....
.....
Tel. No.....

*Delete where inappropriate

I enclose my cheque made payable to "BRITISH DRAGON
ASSOCIATION"

Mike Pollett
41 Perth Road
Milnathort
Kinross
KY13 7XU

Fleets at:

Abersoch, Aldeburgh, Belfast Lough, Burnham-on-Crouch
Clyde, Cork Harbour, Dublin Bay, Forth, Glandore,
Lowestoft, Medway, Solent, Strangford Lough, Torbay.

In 1789 the men of Paris took the Bastille.

In 1790 James Laphorn moved from Salcombe to Gosport and started sail-making in Quay Lane. On the other side of the Solent, George Rogers Ratsey opened a sail-loft in Cowes.

Then followed 'The Glorious First of June', 1794, The Battle of Cape St. Vincent, 1797, Camperdown, 1797, The Battle of the Nile, 1798 and Trafalgar in 1805.

Heady days for research & development!



Celebrating ~

*A Continuous Family
Sailmaking
Tradition since 1790*

42 Medina Road, Cowes, Isle of Wight, England, PO31 7BY
Tel 0983 294051 Fax 0983 294053

DRAGON WORLD CHAMPIONSHIP 1989

First Poul Richard Høj Jensen.

Dragon by Peticrow Boatyard.

Spars by Peticrow Boatyard.

Sails by North Sails Scandinavia.

Edinburgh Cup 89

1st and 2nd

Cowes Week

1st overall



PETTICROW BOATYARD LTD.

BURNHAM - ON - CROUCH, ESSEX, ENGLAND.

Phone 0621-782115

Fax 0621-785389