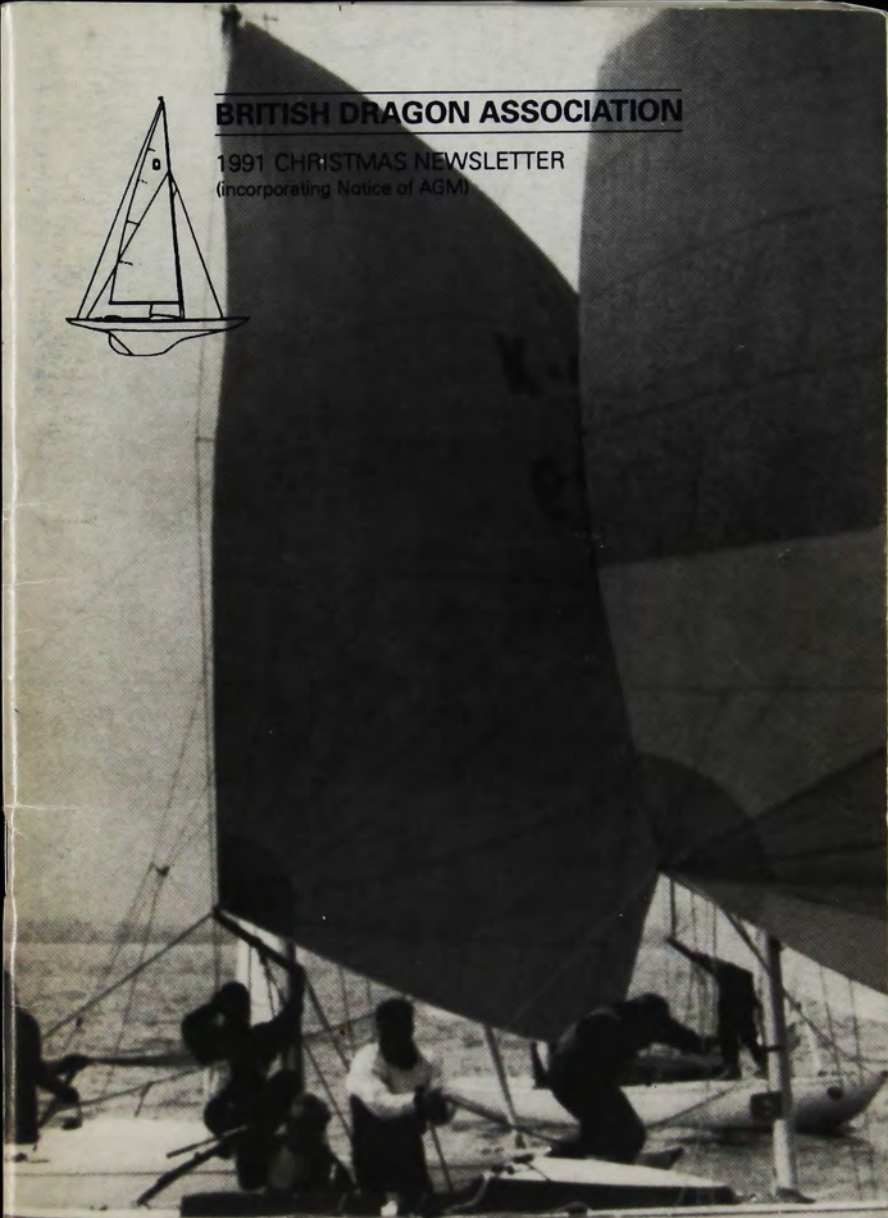




BRITISH DRAGON ASSOCIATION

1991 CHRISTMAS NEWSLETTER
(incorporating Notice of AGM)



WARRIOR

BRITISH DRAGON ASSOCIATION

OFFICERS:

Chairman: N.J. Streeter
Vice-Chairman: R.D. Brown
Hon. Secretary: N.J.C. MacLennan
Hon. Treasurer: M.H.G. Pollett

COMMITTEE:

P.J. Wilson: Aldeburgh
D.S. Baird: Belfast Lough
R. Campbell: Burham-on-Crouch
D.I. Cunningham: Clyde
W. Rudd: Forth
C.McMullen: Irish Dragon Association
N. Blowers: Lowestoft
M.A. Lutener: Medway
J. Fairchild: Solent
A.G. Chambers: Strangford Lough
P. Orford: South Caernarvonshire
C. Adams: Torbay

BRITISH DRAGON ASSOCIATION

1991 CHRISTMAS NEWSLETTER

CONTENTS

	Page
Fixtures List	2
1991 Season Reports:	
• East Coast Championship	3
• South Coast Championship	5
• Northern Area Championship	7
• Edinburgh Cup	8
• European Championship	10
• World Championship	12
• Gold Cup	13
Selection Procedure for European and World Championship Events	14
Boats for Sale	16
Measurement Certificate Stickers	18
From the Hon. Secretary's Desk	20
Notice of 1992 Annual General Meeting and Dinner	23
Accounts for the year ended 31st October, 1991	24
Chairman's Report	26
Fleet Reports	28
Numerical List of Dragons of BDA Members	41
Membership Details Amendment Form	47
Form of Application for Membership of BDA	48
 List of Advertisers:	
Beefeater Gin	4
Harken	29
Hood One Design	19
Petticrow Boatyard Ltd.	Back cover
Ratsey & Laphorn (Sailmakers) Ltd.	27
St. George's Dragons	17

Cover photograph by courtesy of Jenny Martins
'WARRIOR ahead by a nose'

PUBLISHED BY SEESAW MARKETING TEL. 0743 232045

FIXTURES LIST

1992

HOME (Qualifying Events)

South Coast Championship	2 - 4 May	Cowes
East Coast Championship	23 - 25 May	Lowestoft
Edinburgh Cup	20 - 26 June	Lowestoft
Northern Area Championship	5 - 7 September	Forth

OVERSEAS

Netherlands Championship	23 - 26 May	Lake Braasem
Coupe de Bretagne	28 - 31 May	Douarnenez
Irish East Coast Championship	30 May - 1 June	Dun Laoghaire
Irish Championship	12 - 17 July	Dun Laoghaire
European Championship	3 - 8 August	Hanko, Finland
Flavo Races	14 - 16 August	Muiden, Holland
Coupe Alphonse XIII	14 - 19 August	Dinard
Belgium Championship	17 - 20 August	Ostend
Gold Cup	23 - 28 August	Ostend

1993

Martinique International Regatta*	February	Martinique, W.I.
Edinburgh Cup	June	Forth
World Championship		Germany
Gold Cup		Netherlands

1994

Edinburgh Cup	June	Bangor
European Championship		France
Gold Cup		Denmark

1995

Edinburgh Cup		
World Championship		Perth, Australia
Gold Cup		Scotland

* The French fleet are hosting a regatta in Martinique in February 1993. The cost of shipping boat and crew, including hotel accommodation, is approx. 60,000 French Francs. **Entry forms must be returned by 15th February 1992.**

1991 SEASON REPORTS

EAST COAST CHAMPIONSHIP

The suncream and bathing costume memories of Levington 1990 seemed very distant as the Dragon circus rolled down the Orwell and out onto the North Sea for a boisterous series. It was so windy that the committee boat was barely able to keep station and consequently laid a line that could only be crossed on port. Peter Price in his bright yellow, high-tech Wilson boat, got a clear start and despite the conditions - surely no sane person would admit to revelling in them - kept a clean lead the whole way around. The reaches were memorable as the braver crews flew kites, and the runs were a white knuckled, surfing delight. Chris Dicker in his immaculate SKALL III was second and Simon Fulford in his blue Borresen WHISTLE, was third.

The second race was wisely cancelled.

On Sunday conditions were marginally better and the committee laid a line which enabled the traditionalists to start on their favourite tack. Last year's winner, Patrick Gifford in BASILISK, led confidently until the final beat when a bit of unscheduled trawling with his kite put paid to a certain win and let through Bobby Brown. Bobby was the victim of an encounter with the dreaded one minute rule and his work was for naught, which put Simon Fulford into the lead, closely followed by Messrs Dicker and Price.

Race three was enlivened by BASILISK getting so entangled with the inner distance mark that they actually took it round the entire course. Chris Dicker seized an early lead from BARBARY, who in turn was fending off a determined Simon Fulford. A major wind shift turned the beats into tackless processions and by the close of play on Sunday night SKALL III led overall with BARBARY and WHISTLE close behind.

Monday provided a moderate wind and Messrs Dicker, Price and Fulford set forth to do battle. On an excellent course and a comparatively pleasant breeze, WHISTLE drew inexorably clear of BARBARY and that rapid rodent WATER RAT - I. Ratnage helm - for a very close victory over Peter Price who in turn pipped SKALL into third overall.

The series was a fitting end to the Aldeburgh stint as hosts providing vintage



What better way to
quench a Dragon's thirst?

BEEFEATER
GIN



East Coast weather and vintage hospitality at Orwell Park School and the Light Ship. Next year it's Lowestoft for the East Coast Regatta. Let's hope global warming brings back the bathing costumes and sunscreen.

SOUTH COAST CHAMPIONSHIP

It was early in the year when Nicky MacLennan asked me to write a report of the South Coast Championship. Since then the boat has gone into early hibernation following the arrival of the youngest addition to the Dragon crew. All thought of the report had long since vanished until the arrival of a blackmail letter from our beloved secretary. Since I am not sure which of the DOESN'T SHE atrocities Nicky knows about I felt bound to deliver!

This event is popular with my team, the amount of pre-event planning is unbelievable with endless permutations for transport of children, wives, family, numerous cars and organisation of accommodation, baby minders, etc. Having survived the execution of this process we arrived at Race 1, not a hangover in sight, with a light and variable breeze. The race officer resolutely juggled the course trying to avoid the shipping lane and Bramble Bank. (My mind returns to chasing MAIDEN up the Solent last year and going hard aground here on the Monday.)

The record fleet of 47 boats made a clean start. For once the DOESN'T SHE team made the first row on the favoured left-hand end of the line, hit the left-hand corner to lead at the first mark. The boys had said I would have to throw some money at the speed problem (they usually do) and the new genoa must have helped. Chased hard by INDROS, KANPAI and BEBE, DOESN'T SHE held the lead down the 'sausage'. We then took nearly the whole fleet round a second triangle instead of a sausage leg! On the final beat BEBE split to the Beaulieu shore for a large gain to take second place to DOESN'T SHE.

Race 2, a shortened affair was led by BEBE. I didn't see much of this race as we started on the third row of the grid! However, I understand that FLOTATION was second with RAVEN sailing into third. The only smile in this race for us was raised by Andy Cassell making a bid for the NCP Car Park trophy on the Beaulieu shore!

With the prospect of being late for the Beefeater Gin Party at the Squadron, the next race to Cowes moorings and inshore was a keenly contested affair. Many teams, particularly ours, will stop at nothing to win this the most important race of the weekend.

Sunday saw low cloud (possibly Beefeater in origin!) and the sea breeze struggling to fill in for Race 3. The right of the first beat was favoured with WATER RAT leading the pack, and from then the shifting breeze had most people dreaming of huge gains at some stage. We certainly thought it was Christmas when the leading pack on the left of the final beat was caught on the wrong side of a cruel shift. The first ten results of this race were upturned and I remember feeling sorry for KANPAI and WARRIOR amongst others. SALVO won this race with ZARA II second.

In the final race SABBATICAL led up the first beat showing good speed with BEBE and GANYMEDE XI in hot pursuit. Cassell gained the lead on the final run to take the winning gun from BEBE and SANDPIPER.

Congratulations to Steven Skakel, Nicky and James MacLennan on a splendidly consistent series in typically difficult Solent conditions. Also to runners-up Andy Cassell, John Heyes and Alistair Childs. Also thanks to Andy Cassell and the officers and staff of the Cowes Corinthian Yacht Club on again running a successful and enjoyable championship, and Beefeater Gin who as sponsors gave unanimous support on and particularly off the water.

Andrew Gilmour
DOESN'T SHE

Overall results:

- 1st: BEBE Steven Skakel, Nicky & James MacLennan
(Royal Northern and Clyde Y.C.) 6points
- 2nd: GANYMEDE XI Andy Cassell, John Heyes and Alistair Childs
(Island SC) 30points
- 3rd: SABBATICAL Bobby Brown and David Stevens 32 points
- 4th: DOMINO Peter Morton (Island SC) 33.4 points
- 5th: DOESN'T SHE Andy Gilmour
(Aldeburgh YC and Waldringfield SC) 34.7 points
- 6th: KANPAI David Warren (Royal Burnham YC)

NORTHERN AREA CHAMPIONSHIP

21 - 23 JUNE 1991

Trying to write a report five months after the event is proving difficult! For some reason the whole championship seems shrouded in a gin induced haze. Vague memories of a sugar ship that one should always leave to one side or the other (the theory never worked for me), wind shifts that YANKEE DOODLE DANDY mysteriously read aright, excellent organisation and a good fleet (39).

What else, well Glen Foster won, but can never be accused of being a pot hunter... He left it behind, either he did not think much of the design or perhaps the engraving costs are proving prohibitive.

Talking of pot hunters - Andrew Gilmour made a sortie north of the border, only for the Northern Area Championship, equipped with a secret weapon in the shape of Rory Bowman. DOESN'T SHE didn't and seemed rather low in the water. How's the training going Rory?

Stories abounded of domestic strife and crew strikes on board CHAMPIGNON. Vigorously denied by all!

Jason Donovan's guest appearance caused widespread media interest which we hope will lead to great sponsorship in the future and, of course, many congratulations on his forthcoming Bébé.

I hope to have many more years sailing with the Dragon fleet, so perhaps I should stop now, not so much whilst I am ahead, but at least still part of the fleet!

'Shaken Not Stirred'

Results:

- 1st: YANKEE DOODLE DANDY US 294 Glen Foster 14.70
- 2nd: DJINN VIII K 545 Nick Stratton 22.00
- 3rd : SABBATICAL K558 Bobby Brown 32.00
- 4th: MISCHIEF K 431 Simon Pender 36.00
- 5th: GANYMEDE XI K579 Andy Cassel 39.00
- 6th: DANISH BLUE D280 Paul-Richard Hoj Jensen 41.00

EDINBURGH CUP

YANKEE WAS DANDY!

The Home - and Home Rule - contingent appearing on the Clyde in late June were very soon torn between support or envy for either the American special relationship or the Danish link to Europe as to the ultimate destiny for the Edinburgh Cup. Certainly, the third position was the only slot for home helmsman with many past masters of the Class among the back markers.

A masterly performance was provided by Glen 'Wall Street' Foster and his All American College Boys, in defeating what a well-known correspondent called the 'Works' Petticrew, sailed by the big blue Cheese himself, even though his crew compromised an aspiring Olympian and the pride of the back bar of the White Hart at Burnham!

Many of the rest of the British fleet fell between the Scylla of tide races and Charybdis of wind shifts. It was left to Cowes to show that Lallow builds not only cabinet-work finished boats, but very fast pieces of wood indeed. Whereas many, unlike Reggie Perrin, rose only to fall, DOMINO was consistent. Perhaps it was the fact that on the day of a postponed start, while lesser GRP mortals were taking a cleansing ale, l'équipe Morton were sipping cognac with their coffee!

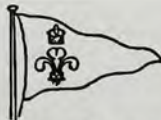
Dicker had some good races but the need for constant pumping took its toll. It could also have been the lack of bloaters for both he and Blowers! MYSTÈRE did get the famous windshift off the start, but not quite as well as the WHITE RHINO with Bwana Melville firmly in the saddle. Perhaps the fabled horn of this beast has navigational qualities as well as those fabled in the Far East! Cassell probably missed Wilson's influence on the soda level in his gin and Doctor Young, despite a new crew - without redbeards - and much practice, could only finish fourth.

The Race Officer and his team did noble work in these difficult conditions - only one race needing care and attention after the start. In fact the 'on water' organisation - from launching, to mooring, to racing and finally to recovery, was handled in great style by RNCYC. There is no doubt that the management of Rhu Marina have got the right men in the right places, 'Chairman' Robertson, 'Chief Executive' Stratton, and 'Foreman' Farouk, with their willing band of wizard helpers, earned full marks. Next time, though, they intend to hire a deaf driver for the crane.

Water had but little place ashore where a constant round of dinners and parties ensured that the alcohol level was permanently in the area where the local taxis were in great demand. The RNCYC Marquee provided a superb location for the main events all of which went with a bang - especially the mission-controlled Crews Union gathering. This was marred only by the absence of Rufus - allegedly said to be launching a take-over bid for BCCI. The fact that a Marquee is pitched and not putted led to an eight-iron contest to hole-out onto its ridgepole. Led by a certain bespectacled crew, his owner's tired - but now shaved - helmsman and the sole Irish representative, the exuberance of one stroke cleared the tent and nearly hit an Edinburgh gent. It is not true that when he heard the cry of 'Fore', he looked down to see if someone had dropped two-thirds of a sixpence. The Birthday Party disco was honoured by a visit from the local equivalent of Jennifer's Social Journal. The photographs printed (Scots Sunday Times - not Harper's or Tatler) were not really true to life. MacLennan, N. was not wearing a dressing gown and Dann is not fatter than Foster.

It was, in retrospect, a week when the rain fell mainly on the mountains - and at night. Scotland and her braves were at their most hospitable. As for the event? Well, for DANISH BLUE, 'twas a week to rue, for YANKEE it was Dandy, but for the rest, the liquor was quicker.

DLD



ROYAL NORFOLK & SUFFOLK YACHT CLUB
Lowestoft

EAST COAST DRAGON CHAMPIONSHIP

Saturday 23 - Monday 25 May 1992

PRE-EDINBURGH CUP SERIES

Full social programme, excellent facilities including
easy craneage and safe moorings

Entry forms will be sent out with programme for Edinburgh Cup in February 1992

EUROPEAN CHAMPIONSHIP

ATTERSEE, SEPTEMBER 1991

The selection trials for British representation at the European Championships took place on the telephone. A call to the 'Dea ex Machina' of the BDA revealed that competition for this honour was lacking, and that therefore we were uniquely selected, despite a rather 'Bolshie' attitude to the BDA's carefully crafted points system, due to partnership ownership, a predilection for foreign travel and the demands of the Cadet class.

Lake sailing is different! The deed of gift of the Coupe Virginie Hériot had to be altered rather substantially to accommodate the geography of Attersee. In particular the requirements that the course should never be less than one nautical mile from shore, and that races could only be shortened due to excess wind were impractical. The first would have required the excavation of several billion cubic feet of earth, and the second the redistribution of the earth's weather pattern by a global warming. However, in contrast to what was originally envisaged, a regime of sitting in the excellently appointed Union Yacht Club, waited on hand and foot, attending the call to sail 800 yards to the start of the next race has its compensations. Zipfer Urtyp doesn't compare with Abbot Ale - sadly, however.

Your team didn't have much idea what to expect. I had sailed on the Ammersee once as a student, George Horton, the middle-man, had sailed a lot on Lake Michigan (rather bigger) and Antony Gifford (foredeck) knows Farmoor Reservoir well (smaller). It rapidly became apparent that there were two different sets of conditions. When the wind blew from the west it shifted vigorously back and forth, in a way familiar to pond sailors. However, when it blew from any other direction there were persistent windbends to be found. The result is that you have to sail to the shift rather than expect it to come to you. There were also quite definite thermal effects at times early in the week before the rain arrived.

We had a good start to the series by winning the practice series and my weight in beer. In the first real race we led to the first mark, but had to give way to Michael Erhard in G605, sailing very fast. Paul-Richard Hoj-Jensen ultimately fluked a win in this race, but nonetheless it marked our moment of glory in the series. Thereafter the form went as follows:

1. G745 Marcus Glos. Utterly reliable in the conditions, and unassumingly fast. As the week went on, victory became very predictable. However, he has done it before, so there may be hope.
2. G605 - Michael Erhard. Very fast, but not as reliable as the winner. Just as much at home on lakes, coming from Ammersee. The only Dragon to have a Goretex cover!
3. OE67 - Helmet Winkler. The only local boat to put a consistent series together. Never very fast, but usually in the right place.
4. S277 - Thomas Haraldson. Acclimatisation took a little while, but last year's Swedish champion got the hang of the lake.
5. D280 - Paul-Richard Hoj-Jensen. Two wins in the first three races looked good. Thereafter it was very reassuring to find that even the mighty can suffer from impatience on 'one-way' courses.
6. G717 - Wolfgang Rappel. Steady, but never spectacular.

So what did we learn, in no order:

1. Cross-ply tyres don't exist in Austria. After a blow-out between Stuttgart and Munich we had to buy five new radials, which made a dent in our holiday money.
2. It is probably better to stay in Muhlbach than in Attersee, if only to avoid church services at 6.30 am.
3. British Dragon sails, made by Hyde, are alive and well in Germany and went very well. So did ours, made by North UK, but that wasn't a surprise.
4. Lake sailing takes practice, and patience.
5. We were slow downwind. The only effect of the changes in the mast position rules appears to be to force the use of rams to push the mast forward off the wind. Expensive for little!
6. 55 foot vertical ladders are an excellent way to inspect the top of the mast. If the problem, as with us, is a recalcitrant halyard lock, Nordic Masts' habit of hiding it inside the mast makes this an academic exercise. However, a really good pull on the backstay enlists gravity...
7. Fresh water is very good for cleaning East Coast mud off the anchor warp. We must have been easily the scruffiest boat there.

All in all it was fascinating and different.

Patrick Gifford

WORLD CHAMPIONSHIP

ROYAL CANADIAN YACHT CLUB TORONTO CANADA

Fresh after their victory in the North American Championships Steve Boyes, Stephen Jackson and Stephen Peel secured the Dragon Worlds at the Royal Canadian Yacht Club during the last race. At the start of Race 7 the Australians could only lose the championship if the Danish boat MISS SOPHIE had beaten them by four places. In the event the Danes, Jesper Bank, Sandy Goodall and Claus Olsen won Race 7, but with the Australians in third place the latter were assured victory.

Racing took place two miles south of Toronto Island and shore side facilities were based at the magnificent setting of the RCYC.

Wind most days was 10 knots and whilst the direction usually remained fairly constant the holes which occurred could produce dramatic differences to the final places.

Race 2 witnessed a 180° wind shift during the second heat and there was the sight of the three leading boats on the run with spinnakers up on starboard gybe and the rest of the fleet on the opposite gybe running up to what should have been the weather mark. The race committee allowed the fleet to fetch down what should have been the run and set a true beat to the finish.

Following the race there was a Toronto line squall which saw the sky blacken. The Canadians who knew what to expect dropped their sails first and waited. It was all over in 15 minutes and wind speeds of 60 knots were recorded.

Top placed British boat was BEBE Steven Skakel (6th) followed by BARBERY Peter Price (7th), WHITE RHINO Bob Melville (11th) and CHAMPIGNON Duncan Cunningham (16th).

The main Dragon builders were well spread throughout the fleet Petticrow (1 & 11), Borresen (2, 5 & 6) Glas (3, 4 & 8) and St. Georges (7).

The championships were splendidly organised both on and off the water and although it was a small fleet the racing was very close with the new European and Australian boats only splitting away in the final race which was sailed in a steady 15 knots of breeze and their greater heavy air experience took them away from the local North Americans.

D.I. Cunningham

GOLD CUP

GKSS KORVETTEN MARSTRAND, SWEDEN

Probably one of the most beautiful settings for a Dragon regatta anywhere, even Canada, and was deservedly well attended with 85 boats. Unfortunately there were only as many British boats (WARRIOR and DOMINO) as British officials.

Lars Jensen won the regatta with 45 points. However, DOMINO got into gear after the first race having used that as practise, by going 2nd and 3rd in the next two races and putting herself into a very respectable 4th overall. Warrior was consistent and lying 16th overall.

The fourth race proved to be a non-event with places of 52nd and 46th for WARRIOR and DOMINO respectively. But with high points being the name of the game DOMINO was still in with a chance. Unfortunately, Peter Morton's regatta was lost through not having read the final chapter in advanced racing tactics on split winds, and he was last seen drifting out towards the Arctic Circle with the crew dreaming of a night in the social house (although kept in good company by YANKEE DOODLE DANDY).

Race 6 was abandoned after a wind shift which seemed to be no different from any other day. In the end anything under 100 points was an extremely good result.

JAM

Results:

- 1st: INGEBOG Lars Jensen (D) 45 points
- 2nd: DA CAPO Lars-Erik Molse (S) 77.4 points
- 3rd: DONALD Vincent Hoesch (G) 82 points
- 4th: DANISH BLUE Paul-Richard Hoj-Jensen (D) 84.7 points

- 12th: WARRIOR John Thornton
- 21st: DOMINO Peter Morton

SELECTION PROCEDURE 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.
3. Selection will be by reference to the helmsman and not to individual boats.
4. 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 preceding the respective Championship as follows:

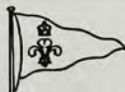
European	Best 3 out of preceding 5
Worlds	Best 5 out of preceding 8
5. Qualifying events are defined as major Open Championship events attracting 20 or more entries, which are staged in the United Kingdom and are approved as such by the committee of the British Dragon Association.
6. The method of awarding 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.

QUALIFYING EVENTS:

	1992 European	1993 World
1991 Northern Area Championship	•	•
1992 South Coast Championship	•	•
1992 East Coast Championship	•	•
1992 Northern Area Championship	•	•
1992 Edinburgh Cup	•	•
1993 East Coast Championship		•
1993 South Coast Championship		•
1993 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 the Hon. Secretary know as soon as possible.



ROYAL NORFOLK & SUFFOLK YACHT CLUB
Lowestoft

EDINBURGH CUP

20 - 26 June 1992

sponsored by

BEEFEATER
GIN

Full programme and entry forms will be sent to all BDA members in February 1992.
Information required prior to that time may be obtained from:

Christopher Dicker, Hill House,
Ranworth, Norfolk NR13 6AB
Tel. 0493 858131

Royal Norfolk & Suffolk Yacht Club
Royal Plain, Lowestoft, Suffolk
Tel. 0502 56672

BOATS FOR SALE

DANISH BLUE IV Petticrow 1990. Hull white, light grey deck. Winner Gold Cup 1990. In 'as new' condition with all possible extras and 1991 cockpit layout. Complete suit of sails. Laying France, £19,000.

MY WAY Petticrow 1989. Hull white with light blue deck, in 'as new' condition with all possible extras. One complete suit of sails. Laying Denmark, £18,500.

WARRIOR Petticrow 1989. Hull white, two complete suits of sails, transport cover. Winner Edinburgh Cup 1989. Laying UK, £17,500.

HARLEQUIN Petticrow 1989. Hull light grey. Complete suit of sails, all extras. Petticrow mast. Laying Petticrows, £15,000.

YANKEE DOODLE DANDY Petticrow 1988. Hull dark blue. Winner British Northern Championships, Belgium Championships, Edinburgh Cup 1990. Two complete suits of sails, two masts (Nordic and Petticrow), transport cover, excellent condition. Laying Petticrows, £15,000.

K569 **STAR FERRY** 1986 Chang. Trailer, 1990 Norths, fully fitted, £14,500. Contact: J. Kelly (O) 081 747 2354; (H) 0968 60846.

K525 **MERLIN** 1987 St. George's. Trailer, 1990/91 Elvstroms, all fine tunes, etc. £13,750. Contact: W. Rudd (H) 031 5524848 (O) 031 557 5255

K522 **CALYPSO** 1987 St. George's. Trailer, bulkheads, 1990/91 Norths, all fine tunes, etc. £13,000. Contact: Dr. C.S. Cairns 0436 820409.

DANISH BLUE I Petticrow 1988. Hull white, blue deck. Winner Danish & European Championships. Complete suit of sails. Laying Sweden, £13,000.

IR66 **RAGMAR** 1972 Borresen. GRP, trailer, spare mast, 1989/90 Norths & Elvstroms. Complete refit 1990. All fine tunes, etc., good racing record, VAT paid. £10,000 (ono). Contact: C. McMullen 010 3531284 3663.

K458 **ASTERISK** 1971 Borresen. Varnished, 1991 Ratseys, good racing record, £8,500 or jolly good offer! Contact: P. Lloyd c/o Lallow 0983 290453.

K414 **CRESSEID** 1964 Burnes Shipyard. Varnished, Holt Allen mast, cradle, £3,500. Contact: N. Stratton 0436 820238.

K558 **SABBATICAL** 1989 Petticrow. Fully equipped, dry sailed, good racing record. Trailer available. Contact: R.D. Brown 031 229 3010.

BOATS FOR SALE

K526 **DOESN'T SHE** St. George's 1988. Boyce mast, well equipped, successful racing record. Contact: A. Gilmore 0473 217592.

K425 **SKAL III** Borresen 1965. Varnished, in tip top condition, very successful boat, full sail inventory and in racing rim ready for next season.

K415 **TALISMAN** Borresen 1965. Teak deck, varnished, Elvestrom spars, trailer. Contact: D. Starbuck 0428 722481.

K401 **PANDORA** Borresen 1963. Teak deck, Boyce spars, generally OK condition. Contact: R. Payne 0394 382900.

ST GEORGE'S DRAGONS

Over 30 St George's boats sail in Dragon fleets here and abroad. They have a proven international record.

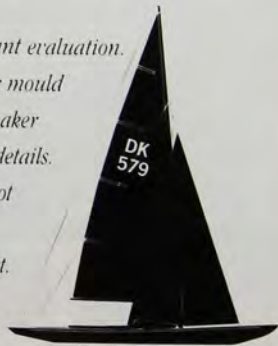
These boats win races and are under constant evaluation.

The current hull for instance has new interior mould details, integral bulkhead and inboard spinnaker sheeting, along with new keel encapsulation details.

St George's principle is simple, it is simply not necessary to equate money with speed.

St George's Dragons finish at the top of the fleet.

Call Peter Wilson on 0728 452019 for more details



Peter Wilson St George's Dragons, Forl Green, Aldeburgh, Suffolk IP15 5DE

ATTENTION ALL BOAT OWNERS

Not reading this notice may seriously affect your ability to race

The 1992 season sees the start of the **BDA Membership Sticker**. Failure to obtain this sticker will result in your boat being technically unable to compete as a Dragon. Under the International Dragon Rules (1.81) 'No Yacht shall take part in class races unless it has a valid measurement certificate and its owner is a current member of a national Dragon Association'.

Therefore to ensure your Dragon is legal you will need to pay your subscription to your local fleet representative prior to the start of the racing season and receive as evidence of payment a sticker with your BDA number and your Sail Number written on it. This should be attached to your boat's measurement certificate. An annual sticker will be issued at the beginning of every year.

During 1990 the RYA sent new style computer generated measurement certificates to all registered boat owners. These certificates have a space for the stickers to be attached. The RYA did this work free of charge. If you did not receive a new style certificate it is probably because you have not informed the RYA of your yacht ownership or informed them of any changes of address. You can of course apply to the RYA for a new style certificate but you will now be required to pay for it. The old style certificates remain valid if accompanied by the appropriate sticker.

Your fleet secretary will be sent supplies of stickers in January.

Boats with multiple owners should ensure that all owners are members. However, only one sticker will be issued.

SAIL FAST, THINK **HOOD**

HOOD'S DRAGON SAILS ARE EASY TO USE
AND REQUIRE MINIMUM ADJUSTMENT ON THE
RACE COURSE

RESULTS 1991

COWES WEEK

1st 'Mayfly'
(main and spinnaker)
3rd 'Monica' (all Hood)

SOLENT FLEET LATE SEASON POINTS

1st 'Monica'
(all Hood)

TO MAKE YOUR
DRAGON FASTER
IN 1992

Contact Ivan Coryn
Hood One Design

Bath Road, Lymington,
Hants., SO41 9RW
Tel: (0590) 675011
Fax: (0590) 673797



NOTES FROM THE SECRETARY'S DESK

Dragon Class Rules and Plans

The class rules are available from the RYA, RYA House, Romsey Road, Eastleigh, Southampton SO5 4YA (tel: 0703 629962). Cost including postage £4.00.

Class plans, rules and measurement forms are available from IYRU, 60 Knightsbridge, London SW1X 7JX (tel: 071 235 6221). Cost £21 inclusive.

Change of Ownership

Boat owners are respectfully reminded that they must notify the RYA (the UK National Registration Authority for the International Dragon Class) of any change of ownership. They are asked to also inform the Secretary of the BDA on the form enclosed at the end of this newsletter.

List of Measurers

D. Chivers: 34 Nelson Street, Brightlingsea, Essex OO7 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

Trailer Maintenance

Owners of boats who travel are advised to check the condition of their trailers. During the last three years there have been several occurrences of failure in the welding of the load bearing supports. These have occurred on surprisingly modern trailers and we advise all owners to do a maintenance check.

RYA Training

All fleets' Secretaries have been written to regarding RYA training weekends given by Bill Egerton, the Dragon National Coach. Local fleets that are interested should contact Bill at the RYA. Training weekends are excellent value especially at the beginning of the season when they give the crew and helmsman a rude awakening as to their excesses of the last six months.

NOTES FROM THE SECRETARY'S DESK

Annual Dinner

The dinner will be held at the Caledonian Club in Halken Street, Knightsbridge. This club has close associations with the Royal Thames and is approximately five minutes away. Accommodation is available at the Caledonian for the Friday night.

In answer to the question, why has the venue changed? We offer the following explanation:

We canvassed several members who habitually attend and discovered that 3rd January was felt to be prohibitively close to New Year. This being the case it was necessary to move the venue to avoid a clash with the Sigma Dinner being held on the same day at the RTYC.

The committee would like to canvass your views for next year and a questionnaire is enclosed with your Dinner Ticket Form.

The Caledonian Club is excellent and it is hoped that attendees will enjoy the opportunity to visit another of the major London Clubs.

International Certificate of Competence

These are not required in the UK but are often demanded abroad. Dragon Helmsmen attending international venues are advised to get one. Like an International Driving Licence they are reviewed every two years and before issuing the Certificate the RYA must be satisfied that the applicant is competent. That may take the form of an appropriate RYA national proficiency certificate or a declaration signed by a Club Flag Officer from an RYA registered club. For copies contact Bill Anderson, RYA 0703 629962.

IDA Rule Changes

The only rule change is rule 2.509 which should now read:

'The deckbeams shall be laminated to the underside of the complete deck moulding by a laminate of not less than 3kg/m² giving a minimum weight on the

(continued overleaf)

NOTES FROM THE SECRETARY'S DESK

(Continued)

(face of the beams of 7kg/m². This laminate shall extend not less than 30mm from each side of the deck beam nor more than 50mm'.

Increased Main Sail Area

Experimental sails are going to be tried out during 1992 and will be available for trial. It is the IDA's intention to vote in October 1992 on the introduction of the new main sail and, if approved, the new style main will be available from 1994.

Membership Details

Whilst every effort is made by your local fleet Secretary and the editor to maintain complete and accurate data on members and their yachts we rely on you to point out any errors. A form for this purpose can be found at the back of the Newsletter. Please use it.

Hon. Treasurer

Mike Pollett who has served the BDA well over the last five years has decided to relinquish his duties as Treasurer. For the meantime his duties will be undertaken by Nicky MacLennan (if approved at the AGM). We thank Mike for all he has done.

BRITISH DRAGON ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING



The Annual General Meeting of the Association will be held at the Caledonian Club, Halken Street, Knightsbridge at 18.45 on Friday 10th January 1992.

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 1991
(see pages 24-25 of this Newsletter).
4. The Chairman's report (see page 26 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 1991.)
6. Report from the International Dragon Association.
7. Any other business.

ANNUAL DINNER

The Annual Dinner will follow the Annual General Meeting at 20.00 at the Caledonian Club, Halken St., Knightsbridge. 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 31st December**. Cheques for £30 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 1991

	£	£	1990 £
INCOME			
Subscriptions			
Current year - Received		3,126	2,800
- Owing		65	150
		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
		3,191	2,950
Advertising revenue		470	570
Banking interest received		233	275
Profit on sale of:			
Tie pins	35		33
Jerseys	32		26
Ties	80		65
	<hr style="width: 50%; margin-left: 0; margin-right: auto;"/>		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
		147	124
Proceeds from sale of car stickers		55	16
Commission on Worlds clothing sales		-	585
		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
		4,096	4,520
ANNUAL DINNER ACCOUNT			
Receipts 104 (118)	3,120		3,245
Less: Costs 104 (118)	3,290		3,092
	<hr style="width: 50%; margin-left: 0; margin-right: auto;"/>		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
(Deficit)/surplus		(170)	153
		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
		3,926	4,673
EXPENDITURE			
IDA subscription	202		967
RYA subscription	24		24
Handbook	521		836
Winter Newsletter	1,000		1,000
Advertising and promotion	110		270
Postage and stationery	548		505
Committee meeting room hire	71		22
Sundries	101		9
	<hr style="width: 50%; margin-left: 0; margin-right: auto;"/>		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
		2,577	3,633
		<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>	<hr style="width: 50%; margin-left: auto; margin-right: 0;"/>
SURPLUS FOR THE YEAR		£1,349	£1,040
		=====	=====

BRITISH DRAGON ASSOCIATION
BALANCE SHEET

for the year ended 31st October 1991

	£	1990 £
CURRENT ASSETS		
Stocks of ties, jerseys, tiepins and stickers	1,534	1,941
Debtors	87	150
Balances with Lloyds Bank		
Deposit account	6,428	4,928
Current account	1,632	1,313
	9,681	8,332
LESS: CURRENT LIABILITIES		
Creditor	308	308
	9,373	8,024
NET CURRENT ASSETS	£9,373	£8,024
	=====	=====
REPRESENTED BY:-		
RESERVES		
Balance at 1st November 1990	8,024	6,984
Surplus for the year	1,349	1,040
	9,373	8,024
Balance at 31st October 1991	£9,373	£8,024
	=====	=====

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

NOTE: ANALYSIS OF SUBSCRIPTIONS

Received in year		
Abersoch	-	80
Aldeburgh	130	240
Belfast Lough	247	200
Burnham	255	274
Clyde	265	210
Forth	230	240
Lowestoft	250	-
Medway	240	145
Solent	530	565
Strangford Lough	94	84
Torbay	220	125
Irish Dragon Association	275	270
Affiliated members	390	367
	3,126	2,800
Owing at end of year: Abersoch	65	-
Lowestoft	-	150
	£3,191	£2,950
	=====	=====

BRITISH DRAGON ASSOCIATION

CHAIRMAN'S REPORT



Once again the class has had a very active season with the Edinburgh Cup and the Area Championships being well supported. Congratulations to Glen Foster on his second Edinburgh Cup and to Steven Skakel, Peter Price, Peter Morton and Pat Gifford on their international performances during the year.

Whilst the level of entries at own regattas has been satisfactory, it is disappointing that so few of the 50 new boats built this year, half of which were built in the UK, were destined for British owners. Your committee is actively seeking ways to promote the class and encourage others to join us, but it is the local Dragon sailor who is best placed to spread the word on the challenging fun that can be had from sailing the modern Dragon combined with the high quality of construction offered by the current builders giving a strong second-hand market.

The IDA, under the chairmanship of Norbert Geissler, has only made one minor technical rule change this year and generally does not believe in seeking change for change's sake. The more contentious proposal that the cross measurement of mainsails should be increased to give a better shape and more drive in lighter airs has been postponed to a vote at the IDA AGM in October 1992 and meantime it is proposed that mainsails of this type be made available to local fleets next season so that an informed movement may be made as to their desirability.

1991 saw the formation of a new Dragon fleet at Falmouth and we wish them every success and I am sure any visiting Dragons will be given a great welcome. This last year has also seen your committee approve a standard set of sailing instructions for Dragon events which we hope will prove of benefit to race organisers and competitors alike. These instructions are being examined by the IDA with a view to their worldwide adoption.

My term as your chairman ends at the AGM in January 1992 and I would like to take this opportunity to thank my fellow officers and all the fleet representatives for all their valuable support over the past four years.

Nicky Streeter

RATSEY & LAPTHORN (SAILMAKERS) LTD

THE COWES SAILMAKERS



GANYMEDE XI LEADING THE FLEET DURING THE 1991 SOUTH COAST
CHAMPIONSHIP TO FINISH 2ND OVERALL

RATSEY & LAPTHORN (SAILMAKERS) LTD

42 Medina Road, Cowes, Isle of Wight PO31 7BY

Telephone: (0983) 294051

Fax: (0983) 294053



Registered in England No. 1558231

FLEET REPORTS 1991

ALDEBURGH

A quiet year with moments of humour and horror. The horror was Levington which after two years of lulling us into a false sense of security made a comeback to its traditional weather. I enjoyed the sail back to Aldeburgh.

Turnouts were down on the previous few years and two boats were sold abroad. However, some very close racing was enjoyed although Patrick Gifford in BASILISK was rarely beaten. His part owner, Mike Hayles, proved only slightly less difficult to get past. BASILISK nearly had a clean sweep of the regatta, only Peter Wilson in the wooden GANYMEDE found a way past Gifford just once! GANYMEDE won the season's points by default, BASILISK having one race too few.

The annual team race versus Lowestoft saw the return of the Trophy to the AYC wall with no cheating by either side. Against the Solent we only managed one race due to lack of wind. We carelessly won this aided by Brian Orr spending a large part of the race charting the mud.

The revolting trophy produced by the Solent fleet is now hidden in a broom cupboard and agreement was reached that the first team to win it twice may decide the method of destruction.

Rufus Gilday lost his elastic-armed mooring catcher of previous years and had to find out how to pick up moorings in a civilised manner. The fact that he did so proves that it is possible to 'teach old dogs new tricks'.

Peter Wilson

BELFAST LOUGH

After the Irish and Northern Area Championships in Belfast Lough and the Gold Cup in Dun Laoghaire in 1990, 1991 was in danger of being something of an anticlimax for the Belfast Lough fleet.

Not so, we had two additions to the fleet, DAPHNE a '50's Morgan Giles and VINGTHOR, a pre-war Johanssen, both yachts with a long history of racing in Belfast Lough. Unfortunately, to offset this, CHIMERA didn't get in the water this year and LIZA JANE only managed late August and September owing to mast problems.

Day Boat gear



These little things in boating have made us the big name worldwide because we put the same degree of thought and care into small boat gear as we do in everything we design and manufacture. Nobody takes more care – in fact, we stake our big reputation on every little thing we do. Write or ring – we'll be happy to send details and price lists.

Write now for your 1992 catalogue

HARKEN

YACHT EQUIPMENT

FREEPOST 17 East King Street, Helensburgh G84 7BR
Telephone: (0436) 71415 Fax: (0436) 71697

Southern Sales Office: Bunting 2, Shamrock Quay, William Street, Norman, Southampton SO1 1GJ. Tel: (0703) 332226 Fax: (0703) 235099



THE DRAGON SHOP

TIES

Navy blue with red & yellow stripes - red Dragon hulls between stripes

£10.00

TIE PINS

9ct. gold - only 6 remaining in stock

£35.00

SWEATERS

New design - Navy, lambswool, long sleeved, Dragon hull in red, 'International Dragon'. Sizes - medium, large and extra large

£22.00

CAR STICKERS

£1.00

Prices include VAT and postage
Payment with order please

Cheques to
'BRITISH DRAGON ASSOCIATION'

All the above available from:

Nicola MacLennan
4 The Charter Road
Woodford Green
Essex IG8 9QU

For the first time for a number of years, it really was impossible to predict who would get the gun in any race. Each year, the Tuesday and Thursday evening points racing gets tighter. This year, all the boats in the fleet had a hard fought race every time they turned out, regardless of where they eventually ended up! The eventual winner of the early season Tuesdays was ADASTRA, the late season Tuesdays, FATAL ATTRACTION and the Thursdays SOU'WESTER.

Unfortunately, owing to date clashes, holidays and the weather, the fleet's attendances at regattas wasn't as good as in previous years. However, four yachts made it to Killyleagh in May for the William Bennett Trophy, SOU'WESTER getting a second after two firsts on the Sunday in extremely fresh conditions.

MEDUSA and FATAL ATTRACTION travelled to Kinsale for the Irish Championship. MEDUSA, regrettably, lost her mast. FATAL ATTRACTION, however, had a third in one of the races and joins that select band of boats ever to have finished ahead of YANKEE DOODLE DANDY.

The Royal Ulster One Design Keelboat Weekend was again a great success. At this event, Royal Ulster invited all the One Design's in Belfast Lough to a four-race weekend regatta.

These included the Fairies and Squibs from Royal North, the Waverleys and Ballyholme Bays from Ballyholme, Sigmas and Dragons.

It was interesting racing in company with the Sigmas, who started five minutes ahead of the Dragons. They were quicker than the Dragons up to the point when they had to put a slab in the main, then the Dragons had the edge up wind. Down wind, the Sigmas were decidedly 'skittish' whilst the Dragons continued to behave, as we all know, like the Dowager she is! I hasten to add that the Sigma is a very fine boat and a lot dryer than a Dragon! Some of my best friends sail and sell them.

The season ended with a four-race series sponsored by Price Waterhouse on the last four Sundays in September. It often happens that some of the best sailing weather comes at this time of year and this year was no exception. SOU'WESTER again took the honour, just pipping TIMBA.

As usual, there are rumours that the world and his wife will be buying a Dragon next year. A definite addition to the fleet will be Dickie Gomes in ZULU. Another offshore sailer returning to his roots!

David Baird

BURNHAM-ON-CROUCH

The Burnham Dragon fleet has enjoyed a fine year even if the early season was extremely cold. The overall number of boats in the fleet may have been down, but this was compensated for by the enthusiasm to sail and the average number of starters was up.

We had the pleasure of four visitors for the Easter Regatta (and more expected next year - plug!). The weekend proved a very uncomfortable experience for HARLEQUIN Mike Holmes and Tony Allen and QUICKSILVER Rob Campbell and Barry Stanford when the former's rudder locked and she rode over QUICKSILVER not only dismasting her but nearly cutting Barry in two. This left AVALANCHE Terry Wade to take the Regatta Trophy with WATER RAT Ian Ratnage taking the All Race Trophy.

For the May Bank Holiday the majority of the fleet went to support the Eastern Area Championship at Levington. As those who were there will know, it proved to be the coldest and most miserable weekend any of the fleet could remember, which was a pity for all those who put in so much hard work for its success. Anyway none of the Burnham fleet took home any booty.

A number of boats went south for the late spring holiday which allowed a new name to appear in the winners frame at Burnham, PINTA II Simon Lucas winning the three day Regatta.

The major domestic prizes, the Saturday and Sunday points, were a closely fought affair, HARLEQUIN winning a trophy for being in the lead at the half-way point. But in the end both series were won by QUICKSILVER Robert Campbell and Barry Stanford by the narrowest of margins.

QUICKSILVER managed to take time out to sail in Holland competing in the Whitsun Trophy at Hoorn followed by the Dutch Championship at Enkhuizen. When asked how they fared a memory lapse ensued, but rumour has it they finished 3rd and 8th respectively.

A second trip to the continent took place for a number of the fleet to compete in the Belgium Championship at Ostend. Mike Patten finally managed to secure a boat and showed us he had not lost his touch by winning. AVALANCHE came 4th, QUICKSILVER 6th and KANPAI David Warren 10th.

While all this foreign travel was taking place the Burnham fleet still managed to send five boats to Rhu for the Edinburgh Cup. The only real success if you ignore

Paul-Richard Hoj-Jensen in DANISH BLUE who spends a great deal of time at Burnham was Bob Melville's race win in his new boat WHITE RHINO. After the week Bob packed the boat up for the Worlds in Canada. You will have to look elsewhere in this newsletter to see where he finished, because he never let on to me.

It was really good to see the whole fleet out during Burnham Week (next year is the 100th Anniversary of the week, so why not come and join us in a very special Regatta!). It proved to be a predominantly light week of fluctuating fortunes with six different boats taking a winner's gun. The final result going to UNION JACK Mike Patten with AVALANCHE Terry Wade, second.

The three late season trophies through to mid-November are currently being contested, the first having been won by HARLEQUIN Mike Homes and Tony Allen . The other two we will have to wait and see!

I hope you can see from this article, that the Burnham fleet is as active as ever, and as I plugged above we hope to have an especially good turnout at Easter. We are hoping a number of Dutch and Belgian boats will be reciprocating our visits, and making the effort, so don't miss it, come and join in.

Mike Holmes

CLYDE

With the departure of Clyde McDragon to deepest Essex, there is now a new compiler of Gaelic gossip. It is remarkable how far the Clyde's tentacles stretch.

Again the fleet was divided to the "Home and Ways" (sounds a bit like an Australian soap opera with a part for Skakel), Stratton more or less cleaning up at home with bursts of glory from CALYPSO Charlie Cairns, CRACKERJACK Stavely Stanley Roberts and MISCHIEF sailed by 'Pookie Pender'. Iain Broadley is the new owner of JASMIN.

Highlight of the year was the return to the Clyde of the Edinburgh Cup, sponsored by Beefeater Gin. The event is reported elsewhere but the writer is still trying to understand any similarity or relationship between himself and silkworms as commented on by the Crews Union 'Elle Presidente'.

BEBE won the South Coast Championship in spite of having to use the wheels at Beaulieu. K537 has now gone to the Forth, leaving the MacClennans to work up a new boat to the same bullet performance.

Clyde Fleet made up half the British team in the Worlds at Toronto and all boats

interest, with fifteen guests enjoying a series of short races followed by an open-air barbecue. We can only assume that the annual Boatmens' Race was a success - no report can be found, the only surviving evidence is a bar bill five times over budget!

1992 promises to be even better. At least one new boat is expected, and Peter and Susan Gray's ANDROMEDA will be back after a re-fastening job. Will TITAN be back? Will Gerry Owens be at the helm? Tune in folks for next year's exciting instalment of: Odyssey!

'Rum Line'

DATES FOR CHAMPIONSHIPS:

East Coast:	Dun Laoghaire RSt.GYC 30th May - 1st June
National Championship:	Dun Laoghaire RIYC 12th - 17th July
South Coast:	Kinsale late September (provisional)

FALMOUTH

SNAP's translation from the East Coast happily coincided with the restoration of two local boats (YOLA and BUCCANEER) to form a nucleus from which it seemed a Falmouth fleet might spring. WOLFHOUND arrived shortly after and now SVANEHVIT has appeared and is being refurbished. Local interest has been kindled and the Royal Cornwall Y.C. has agreed to arrange class racing.

The foundation has been laid for an annual team race with the Torbay fleet and we hope eventually to expand the number of entries for Falmouth and Torbay weeks.

On the social front a laying-up supper organised by Peter Flutter (YOLA) at the Royal Cornwall was a great success.

Alan Dowle

FORTH

Club racing commenced with enthusiasm in April with ten of the fleet's nineteen yachts racing regularly. Sean McLean, star of the previous year's club racing, quickly got to grips with his newly acquired COQUILLE ST. JACQUES and again established himself as the man to beat by achieving good consistent results and winning the Early Points series.

Forth Weekend in June with a strong Dragon Class gave some of the other yachts who had been nipping at Sean's heels a chance of victory. Sailed in variable conditions with Hamish MacKenzie winning the Royal Forth Regatta in KIS, Commodore Will Rudd taking the Royal Eastern Cup in MERLIN and David Young in JANE IV emerging as overall series victor.

Later in June the Forth fleet migrated along the M8 to compete in the Edinburgh Cup on the rival Scottish waters of the Clyde. Was East or West best? At first it was hard to tell as we followed the local boys left, it was right that paid off and when we tried right it was wrong! By the end of the week, however, our David Young in JANE IV must have got something right by working himself up to best Scottish result at fourth overall with Will Rudd in MERLIN working himself down to next best at eleventh.

Dani Sinclair always competitive in TAKITIMU by a feat of organisational genius and consistent sailing won the Clubs Match Racing Series which has now become a popular and enjoyable annual event.

In August the annual Team Racing event between the Royal Forth and the Royal Northern and Clyde Yacht Clubs for the Barge Cup was hosted by the Forth and sailed in Dragons. This year history was made in that the Royal Forth became the first club to win the cup for the fourth time in a row.

September brought the Scottish Dragon Championship to the Forth but unfortunately no visiting yachts. The event was sailed in extremely varying conditions with Robin Brownlie taking MIRAGE to two firsts on the Saturday in winds reaching force 8. In slightly moderated wind conditions Dani Sinclair took Race 3 and Sean Maclean Race 4. Race 5 sailed in light winds was won convincingly by David Young in JANE IV which, combined with his consistent earlier results, gave him the Championship with Robin Brownlie second and Sean Maclean third overall. The Veteran Dragon prize was deservedly won by SOLAR sailed by Les Butler.

The following weekend nine Dragon sailors from Ålesund returned to the Forth from Norway for a weekend race series but alas no racing was possible due to gales. Indoor sporting events proved popular and no doubt a return match in Norway next year will be just as successful off the water with perhaps even a chance to test our sailing skills.

Frank Martin

GLANDORE

Though we have been about for a number of years this is our first contribution to the 'Dragon Newsletter'. The Glandore fleet was first established in 1977 with the arrival of two boats PAN and FAFNER owned by Kieran and Dermot O Donoghue respectively (you know how difficult it is for two brothers to sail together, well you should try sailing against one another!). The fleet grew over the years to the present level of eleven boats, with nine or ten boats active annually, some boats have changed hands within the fleet.

At present we have a vibrant, active and enthusiastic, if somewhat ageing, fleet. Additional interest was brought to the fleet this year with the introduction of the first fibreglass Dragon NATARAJA a Lowell Chang boat built in Hong Kong. This was purchased by Kieran O Donoghue, Liam Quirke and Peter Seiweck. Though showing occasional bursts of speed, she failed to meet the performance of some of the older boats, such as the ALPHIDA Mel Bendon and CARAVELLE A.Bendon. ALPHIDA had an excellent season winning the summer league, the Kowloon Bridge Race and being the best wooden boat in the Glandore Inn Rose Bowl.



Approaching the line in the 3rd Race of the Glandore Inn Rose Bowl, September 91

GLANDORE REGATTA

August brought regatta time and its much coveted Lar Casey Cup. Following the early preparations and usual rush of scrubblings, the fleet was bolstered by the arrival of five of the Kinsale boats, in preparation for the South Coast Championship. The regatta cup went to STORMVOGEL, a St. George's Dragon from Kinsale sailed by Mark Small, second was PHYLOON, Garry O Driscoll and third was GYPSY, Don Street.

ACC BANK SOUTH COAST DRAGON CHAMPIONSHIPS (23rd to 26th August)

This weekend Glandore hosted the South Coast Dragon Championship, sponsored by ACC Bank. This attracted a fleet of 21 boats from Dublin, Kinsale and Glandore. The plan was two races on Friday, two on Saturday and one on Sunday. The series was sailed in a variety of weather conditions.

1st: HIKARI J. Kidney; 2nd: ELSKA Conor Doyle; 3rd: HY-BRASIL Michael Cotter; best wooden boat trophy went to TARASQUE Don O Donoghue. It was the first occasion on which the South Coast Dragon Championship was held in Glandore and it proved a successful event both on and off the water.

We are happy that we have put ourselves on the Dragon racing map for the future and hope to get into the 'Winner's Enclosure' next time out. There is great enthusiasm in our fleet. A number of owners have offered their boats for sale with the view to trading up or turning to plastic, much to the annoyance of our traditionalist Don Street who sails GIPSEY, a 1937 Johanssen. Anyone interested in selling a fibreglass Dragon or good wooden boats should contact the undersigned at The Glandore Inn and I will pass on the information or post it on the notice board.

By the way Dragon sailors, if you are in the area do look us up, we are only 45 miles from Cork, not as far as you thought! We have a very scenic locality and we are just one hour from the ferry post and airport. You will be very welcome, so please do give us a call sometime.

Kieran O Donoghue
Glandore Inn Glandore, Co. Cork

LOWESTOFT

Nine of the eleven Dragons in the Lowestoft fleet have appeared during the 1991 season but commitments have prevented all sailing at the same time.

Chris Dicker and Norman Blowers represented us at the East Coast Championship and at the Edinburgh Cup, whilst Colin Bothway was our representative at

the South Coast event. Chris Dicker's sailing during the season was curtailed by his IDA duties which took him to Sweden at the time of the Gold Cup and Toronto for the World Cup.

The June Regatta was well attended and provided good races - the winner was Chris Dicker and Norman Blowers the runner-up. Lowestoft Regatta was held in August and eight yachts participated to enjoy excellent sailing weather. The clear winner was Colin Bothway, sailing INDROS, with four firsts out of 6 races. Peter Colby in MAMBA was the runner-up. During the Regatta we were able to sail the Junior, Ladies and Crews races - the first time all three events have been completed for many years.

Since 1934 the Royal Norfolk and Suffolk Yacht Club has a Team Race with the Oxford and Cambridge Sailing Society, usually competed for in Dragons. This year the Lowestoft fleet scored a convincing victory but over the 57 years of this event honours are in OCSS's favour. Sailing in the Alde presented the Lowestoft sailors with difficulties and this year's match was won by Aldeburgh but with a narrower margin than usual.

In 1992 we look forward to hosting the East Coast Championship and the Edinburgh Cup. The Regatta dates are:

East Coast Championship	23 - 25 May
Our own June Regatta	13 - 14 June
Edinburgh Cup	20 - 26 June
Lowestoft Week	10 - 15 August

Naturally, we will be very pleased to have yachts stay over from the East Coast event for the Edinburgh Cup and participate in our June Regatta. Nick Truman, Chairman of the Club's Sailing Committee, will be very pleased to discuss with interested parties terms for mooring fees.

John Crockett

MEDWAY

The Dragon fleet at Upnor is having another successful season with 21 boats. We frequently have 18 on the start line on Saturdays providing a good spectacle, especially when they are going round a mark on starboard as the Sonata fleet is trying to go round the same mark on port!! We have new boats in the form of PAPRIKA R. Ridsdill-Smith, ADASTRA R. Green and WATER RAT Ian Ratnage.

Ratnage and D. Dann started the season early at Burnham Easter Regatta before going to Levington. They were joined at the South Coast Championship by

Philip Clarabut and Peter Freeman. David Dann then went to the Edinburgh Cup.

Nearer home, D. Dale (ROGUE) won the Proton Cup for the first four races in May. Then we had our annual Sunday Match Race where eight boats turned up, but the wind stayed at home until half an hour after the racing was abandoned. (Four boats had stayed on so a mini-series was run and three boats dead heated, even after a run off.)

The Regatta in early July got the Fleet out into the Estuary. I am told 35 miles is a long race in a Dragon, perhaps the strawberry harvest did me a favour! ROGUE won overall with WATER RAT taking the weekend trophy.

Unfortunately we haven't travelled to Ostend this year as they seem to be low on numbers at the moment.

Off the water we have had several suppers, the odd dance or two in Jasper's barn, with music by the Buckland Buskers (Woodger is still practising his introductions!). Next month we are off to France for a day-trip to round off the season.

Mike Lutener

SOLENT

It has been a marvellous season in Cowes. Lallow have launched two magnificent new cold-moulded boats, one for Keith Skelsey and the other for Jacques Chevaux. Sadly the latter received a nasty thump in Cowes Week, but is now repaired and Jacques is coming back next year.

The big news is that after six years as the 'bridesmaid' Peter Morton has at last deposed Eric Williams and become Fleet Champion. However, Eric is not a man to let go easily and made a welcome appearance for Cowes Week which he won beating a quality fleet of 41 yachts. This included the Great Dane Paul-Richard Hoj-Jensen who, to our collective surprise, turned up to our local do as did a Dutchman and three Frenchmen (we're becoming rather cosmopolitan!). In fact, Cowes Week was excellent, not only did the breezes generally hold up well but the parties were superb. The Dragon cocktail party is an established highlight, held again at the Mortons and attracting 120 hardened drinkers. We have found that a provision of half a bottle of spirits per person is about right! Fast achieving international fame is Paddy and Brenda Marghams evening of Grand Prix dumper truck match racing accompanied by a splendid barbecue, all held in the grounds of their house just outside town. Sir Robert Smith was the worthy winner of the final run in darkness but for car headlamps. Our thanks go to Paddy and Brenda for arranging this fun event.

We have several new boats in the fleet and it is a pleasure to see Chris Caws finally realizing that a Daring is just not challenging enough and joining the real men with FIREFLY which he shares with the Field family.

The early season points series went to RUYJIN sailed by Richard Palmer and the mid-season to Donald Biddle in his new Petticrow SAPPHIRE II. The late season series was won with a perfect score of 0 by Ivan Coryn in his father's 26-year old Borresen which was refurbished last winter. This series has a smaller turnout but attracts the better boats so it was a good win.

The season's entries were well up and there is no doubt that the standard is increasing with every year. Peter Morton again proved to be best Brit at the Edinburgh Cup and also looked like collecting some silverware after a 2nd and 3rd in the Gold Cup, until the light airs of the last two days caught him out.

We look forward to the new season with hopes of even better competition and greater numbers.

J. Fairchild

OTHER FLEETS:

Abersoch	-	no report available
Cork Harbour	-	no report available
Strangford Lough	-	no report available
Torbay	-	no report available

NUMERICAL LIST OF DRAGONS OF BDA MEMBERS

K	Cornish Chough	1955	Sch. Neptun	G. Bamford
K	Piaf	1935	De Vtiententsh	J. Orr
K 11	Polly	1966	Borresen	J. Armstrong
K 28	Lintie	1936	Johanssen	S. Durk
K 38	Yola	1932	Arendens	P.B. Flutter
K 42	Delphyne	1937	Johanssen	F. Gibson
K 46	Vingthor		Johanssen	J.S. Haggen
K 53	Vritra	1938	Johanssen	D. Whitehouse
K 65	Solan	1938	Johanssen	L. Butler
K 80	Komiza	1938	Svenson	Mrs A.A. Scanlon
K 84	Wanderbird	1938	Swedish Yachts	S. Richardson
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 Bros	Lord Belstead & Miss M. Tudor
K 184	Inge	1948	Johanssen	J.D. Harris
K 202	Meldrum	1952	Camper & Nich	P.S. Armitage
K 218	Chow	1950	Lallow	T.N. Rendle
K 240	Troll	1951	Bjarne Aas	R.N. Snook
K 248	Skal	1957	Borresen	M. Allsop
K 256	Buccaneer	1952	Camper & Nich	P.J. Jackson
K 264	Echo	1954	J. Schlichting	D.J. Brewer
K 267	Amphitrite	1937	Kilbjorsvik	P.V.R. Langton
K 272	Vana	1954	Nunn Bros	N. Sheffield
K 273	Sable	1954	Borresen	R. Jobson
K 277	Timba	1955	Borresen	R. Burns & G. Erskine
K 287	Scampi	1956	Burnes	A. Dunlop
K 289	Rapier	1956	Pedersen	N.R. Vans-Colina
K 292	Snap	1956	Pedersen	Dr. A. & Mrs Z. Dowle
K 294	Skeia	1956	Bjarne Aas	A.G. Chambers J.K. McCormick
K 301	Penguin	1958	Clare Lallow	M.J. Morley
K 304	Asa	1958	Borresen	Mr & Mrs G. Hancock
K 310	Red Herring	1959	Abeking	D. Gatward
K 314	Rangi			B. Buchanan
K 316	Sieglinde	1959	Tucker	E.N. Thompson
K 322	Blue Skies	1959	Lallow	N. Dean
K 327	Cluaran	1951	R. Kristiansand	J.H. Coote
K 328	Svanehvít	1951	Anker & Jensen	Capt. N. Bate

K 329	Nyanza	1959	Fairlie	F. Hanna
K 332	Javelin	1960	Pedersen	J.R. Bradshaw
K 335	Vivi	1957	Pedersen	A. Skakel & R. Skakel
K 337	Pendragon	1959	Pedersen	C. Sykes
K 339	Logie	1960	Nunn Bros	R. Rycroft & Lt. H. Howard RN
K 344	Daphne		Morgan Gres	D.F. Gomes
K 347	Polka	1961	Borresen	W. Burke & G. Baird
K 348	Troika	1961	Pedersen	Dr. I.K. Anderson
K 355	Wizard	1961	Mugel & Spree	J.A. Field
K 363	Mistress	1961	Morgan Giles	M.R. Wharton
K 372	Skal II	1962	Borresen	K.A. Clabburn
K 375	Blue Haze	1959	Pedersen	A.J. Bisset
K 377	Karen II	1962	Borresen	J.K. Dearden
K 380	Chime	1959	Borresen	C.R.F.E. Street R.H. de S.Street & A. Sanders
K 382	Val	1962	Bjarne Aas	Mr & Mrs. P. Acciarri
K 384	Crackerjack	1962	Pedersen	O.S.S. Roberts
K 385	Djinn	1962	Clare Lallow	C.E. Storton
K 386	Odysseus	1962	Borresen	J.P. Hall
K 387	Mahjong	1962	Pedersen	P. Freemantle
K 390	Gem	1963	Borresen	B.E.R. Smith
K 393	Tara	1963	Borresen	R.D. Miller & J. Hart
K 400		1963	Borresen	C.M.E. Foster
K 401	Pandora	1963	Borresen	R. Payne
K 402	Meteor	1963	Borresen	T.J. Henderson
K 403	Lis	1963	Borresen	G.J.M. Evans
K 404	Mestengo	1963	Brites (Port.)	R.L. Catchpole & R.S.H. Green
K 407	Freya	1968	Nunn Bros	J. Bolton
K 411	Aquila	1964	Borresen	P.M.W. Freeman
K 414	Cresseid	1964	Burnes	I.C. Broadley
K 415	Talisman	1965	Borresen	D.H. Starbuck
K 416	Fenrir	1965	Borresen	P. Patenall & G. Bladon
K 417	Drake			Miss W.A. Howland
K 418	Magician	1965	Borresen	M.E.C. Foley
K 419	Meltemi	1965	Pedersen	P.D. Harrison E.W. Pegna & R.M. Snagge
K 421	Mayday	1965	Clare Lallow	C.A. Ward
K 422	Heuschrecke	1966	Pedersen	Dr. A.W. 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	D.D. Caines
K 431	Mischief II	1967	Borresen	D.E. Witton
K 432	Humming Bird	1967	Pedersen	J. Powe
K 434	Moonbeam	1967	Borresen	Dr. W. Uttley
K 436	Sou'wester	1967	Borresen	J.A. & J.R. Gunning
K 437	Wolfhound	1966	Borresen	E.J. Shelton
K 438	Liza Jane	1967	Borresen	M.R. Hendra & S.T.P. Wilson
K 439	Maelstrom	1967	Pedersen	S.J. Day
K 440	Mistral	1967	Pedersen	P.E. Woodger
K 441	Rascal	1967	Borresen	J. Fairchild & G. Merz
K 442	Kali	1967	Borresen	Lady Diana Smith
K 445	Rogue	1968	Borresen	D.M. Dale
K 447	Geryon	1968	Clare Lallow	P.R. Colville MBE & C.J. Lucy
K 448	Tarka II	1963	Pedersen	J.A.B. Taylor
K 449	Monica	1964	Borresen	I.A.H. Coryn
K 451	Adastra	1969	Clare Lallow	G. Dixon, D. Kelso & S. Polly
K 454	Flapjack	1974	Borresen	M. Bohn
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	D.C. Hardy
K 461	Thusnelda	1971	Borresen	R.A.C. Reincke & J.D. Power
K 465	Cekanda	1972	Borresen	J. Hudson-Davies
K 467	Finvola		Borresen	G. Brown
K 469	Puff	1973	Borresen	I. MacDonald A.J.P. Hobbs P.Coldham & R. Boyd
K 470	Mirage	1973	Borresen	R.W. Brownlie & S.D.G. Smith
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	G.D. Jackson
K 480	Salvo	1975	Borresen	G. Mann & P.C. Nicholson
K 481	Blue Flame	1976	Borresen	A.W. Anderson
K 482	Isis	1976	Borresen	M.N. Williams & J. Reeves
K 483	Tamberlane	1976	Borresen	G. Watson
K 484	Chinook	1976	Borresen	N.K.F. Hyde & D. Andrassy
K 485	Wyvern	1979	Aldeburgh	Dr. & Mrs B. Orr & B. Topple
K 486	Matilda	1979	Bellarine	J.V.C. Hunt OBE TD
K 487	Storm	1979	St. George's	A. Elbrick
K 489	Kestra	1976	Borresen	R. Leask
K 490	Leviathan	1980	Borresen	Hon. W.S. Pease & L.D. de Rothschild

K 491	Victoria			R. Aitchison
K 492	Gandalf	1979	Borresen	M.A. Lutener & J.G. Elphick
K 493	Phoenix	1980	Borresen	R. Rutherford
K 494	Moonshine	1980	Borresen	J.P. Wright & S.C.M. Wright
K 495	Coquille St.Jacques	1981	Borresen	D.R.S. Maclean
K 497	Veleta	1982	Borresen	D.S. Baird
K 498	Tana	1982	Borresen	J.E. Crockett
K 500	Ariel	1982	Miller Godsell	R.K. Melville
K 501	Mamba	1985	St. George's	P.G. Colby
K 502	Ming	1985	St. George's	R.D. Cooper
K 503	Loki	1985	Borresen	A.P. Bowman
K 505	Jane IV	1986	Borresen	Dr. D. Young
K 506	Fanfare	1986	Borresen	M.D. Issaias
K 507	Wisp	1986	Borresen	D.C. Barham
K 508	Atalanta	1986	Borresen	A.J. Cator
K 509	Jerboa III	1986	Borresen	P. Dyas & Mrs. T.P. Stevenson
K 510	Raven	1986	St. George's	M. & J.E.A. Ratsey-Woodroffe & B. Roberts
K 511	Vendetta	1987	St. George's	P. Clarabut
K 513	Wee Namara	1972	Borresen	A.J. Figg & M.J. Figg
K 514	Isolde	1963	Bjarne Aas	N. Curran & J. Weir
K 515	Basilisk	1986	Borresen	P.A.F. & Mrs M. Gifford & M. Hayles
K 516	Marco Polo	1986	Borresen	P. Gimpel
K 517	Indros	1986	Borresen	C.H. Bothway
K 519	Orion	1987	St. George's	R. Gilday P. Hunter C. Lloyd & D. Dobell
K 522	Calypso	1987	St. George's	Dr. C.S. Cairns
K 524	Fenris Wolf	1987	St. George's	P.T.L. Dann & D.L. Dann
K 526	Doesn't She	1988	St. George's	A. Gilmour
K 527	Sandpiper	1987	Borresen	N.J. & Mrs P. Stræeter & M.J. Williamson
K 528	Flame	1987	Borresen	D. Hall
K 530	Firefly	1987	St. George's	E.E. Field C. Field A.J. Reeves & C.C. Caws
K 534	Quicksilver	1987	St. George's	R.A. Campbell & B. Stanford
K 535	Takitimu	1987	St. George's	D.H. Sinclair
K 536	Kanpai	1987	Borresen	D. Warren
K 537		1987	Borresen	W.G.T. Rudd
K 540	Joss	1988	St. George's	R.A. Bradbrook & J.R. Sharp
K 541	T'sai	1988	St. George's	T. Wilkinson

K 542 Apache	1988	St. George's	R.F. Gillingham
K 544 Smaug	1988	Petticrow	K.W. Bushell
K 545 Djinn VIII	1986	Bellarine	N. & Mrs L. Stratton
K 546 Nimrod	1988	St. George's	C.J.P. Rigby
K 548 Avalanche V	1988	Petticrow	Capt. T.G. Wade
K 549 Mayfly	1988	Lallow	J.E. Williams & I.C. Lallow
K 552 Water Rat	1988	Petticrow	I.C. Ratnage
K 553 Fiona	1988	Petticrow	G.R & Mrs F. Mellor
K 554 Ruyjin	1988	Petticrow	R.A.H. Perkins
K 556 Harlequin	1989	Petticrow	T.C. Allen & M.J. Holmes
K 557 Warrior	1989	Petticrow	C.J. Thornton
K 558 Sabbatical	1989	Petticrow	R.D. Brown
K 559 Fatal Attraction	1990	Petticrow	R.J.D & G.F. Patterson
K 560 Whistle	1989	Borresen	S. & L.A. Fulford
K 561 Ludmilla	1989	St. George's	L. Hagglof & B. Hodge
K 562 Gundog	1990	St. George's	R.A. Flett
K 563 Aquila	1989	St. George's	J.M. Bielecki
K 565 Champignon IV	1989	Borresen	D.I. & Mrs. A. Cunningham
K 566 Karabos	1985	Ridgeway	Cdr R.S. Agar RN (Retd)
			A.J.S. Agar & Capt D.J. Bradby RN
K 568 Barbary	1990	St. George's	P.Y. Price
K 569 Star Ferry	1986	Lowell Chang	J.M. Kelly
K 570 Scimitar	1990	St. George's	J.M. Sowry & T. Prior
K 572 Domino	1990	Lallow	P. & Mrs A. Morton
K 573 Thunder	1978	Miller Godsell	Dr. P. Rutledge
K 574 Grasshopper	1986	Lowell Chang	G.K. Jenkins
K 575 Flotation II	1991	Borresen	R.J.G. Davies
K 576 Sapphire II	1991	Petticrow	D.F. Biddle
K 577 Gaia	1991	Lallow	K. Skelsey
K 579 Ganymede XI	1991	St. George's	P.J.W. Wilson
K 582	1992	Petticrow	C.J. Thornton
K 583 B��b��	1992	Petticrow	Mrs. N.J.C. MacLennan
K 584	1992	Petticrow	R.A.H. Perkins
K 585 Danish Blue	1992	Petticrow	P.R. Hoj-Jensen
K 586 Skal IV	1991	Petticrow	C.H. Dicker
KH 19			J.A.H. Leigh
US299 Yankee Doodle	1991	Petticrow	G. Foster

IR 3 Infinity	1984	Borresen	T. O'Gorman
IR Aletta			M. McKerns
IR 7 Alphida	1965	Borresen	L. Quirke
IR 8 Pegasus	1973	Borresen	H.M. Robinson & N. Green
IR 10 Adromeda	1962	Borresen	Mr & Mrs P. Gray
IR 15 Gipsej	1937	Johanssen	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 32 Alka			M. Hall & A. McDonnell
IP 37 Caravelle	1961	Bonnin	M. Bendon
IR 40 Leprechaun	1964	Pedersen	D.E. O'Connor
IR 42 Melisande	1965	Crosshaven	P. Murphy & Mrs M. Murphy
IR 45 Titan	1968	Borresen	G. Owens B. Dunlea B. O'Connor & J. Meehan
IR 46 Taranaki	1972	Borresen	M. Halpenny
IR 53 Rebel	1967	Borresen	S. Billings
IR 55 Jabberwocky	1961	Bjarne Aas	S. Cullen
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 93 Flicka	1948	McGruer	S. Pasley
IR100 Hy-Brasil	1987	Borresen	M. Cotter
IR101 Double Dip	1989	Petticrow	Mr & Mrs C. Barrington
IR102 Mystery	1989	Petticrow	Dr. M. O'Rahilly
IR103 Adzar	1990	Borresen	J.J. Finnegan
IR104 Phyloong	1987	Lowell Chang	G. O'Driscoll
IR105 Catriona	1962	Clare Lallow	J. Twomey
IR231 Histoire D'O			M. Sulbout
IR349 Pan	1957	Bjarne Aas	P. Moriarty & F. Murphy
IR405 Triton	1964	Pedersen	P.J. Kingston
IR460 Tarasque	1971	Borresen	D. O'Donoghue

MEMBERSHIP DETAILS AMENDMENT FORM

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

Nicola MacLennan
4 The Charter Road
Woodford Green
Essex IG8 9QU

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 BDA MEMBER, PLEASE ALSO COMPLETE
THE APPLICATION FORM OVERLEAF



APPLICATION FOR BDA 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 @ £5.00

* I am an owner/part-owner (with.....)

of *K / IR.....Name of Dragon.....

Builder.....

Date built.....

and wish Full Membership @ £10.00

* Please delete where appropriate

My personal details are as follows:

Name.....

Address.....

.....

.....

Tel. no.....

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

Nicola MacLennan
4 The Charter Road
Woodford Green
Essex IG8 9QU

FLEETS AT:

ABERSOCH, ALDEBURGH, BELFAST LOUGH, BURNHAM-ON-CROUCH, CLYDE, CORK HARBOUR,
DUBLIN BAY, FALMOUTH, FORTH, GLANDORE, LOWESTOFT, MEDWAY, SOLENT,
STRANGFORD LOUGH, TORBAY



NOTES

The Worlds Fastest Dragons

in 1991

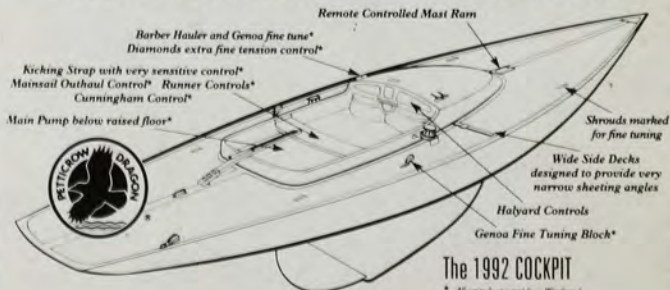
1st & 2nd



in the
EDINBURGH CUP

The FRENCH CHAMPIONSHIPS · TRAVEMUNDE WEEK
The DANISH CHAMPIONSHIPS

1st WORLD CHAMPIONSHIPS · 1st KIEL WEEK
1st BELGIAN CHAMPIONSHIPS · 1st IRISH CHAMPIONSHIPS
1st SCANDINAVIAN CHAMPIONSHIPS · 1st GOLD CUP



The 1992 COCKPIT

* All controls operated from Windward.

The 1992 BOAT. Available in four versions. ① Teak Decked ② De-Luxe ③ Club Racer ④ Complete set of mouldings.
MAST and SAILS. The complete package of Petticrow Spars and Sails by NORTH SAILS SCANDINAVIA are what we recommend.
BOAT SPEED. Our boats are set up and tuned in the Factory. The setting of the Rig and Sails are by Paul Richard Haj Jensen.
DELIVERY. Our delivery dates are normally between 6 - 12 weeks, depending on the time of year.

Call us Now!

PETTICROW BOATYARD LTD

BURNHAM-ON-CROUCH, ESSEX, ENGLAND. Tel: 44 621 782115 Fax: 44 621 785389