

Technical Reviews, Part 2: Autumn 1982

Philip Tolhurst · BDA Magazine 1982 Autumn, p. 23

Summary. A short page of technical news from the 1982 season. It reports that Børresen built over 30 new Dragons in the year, describes attempts to adjust the genoa sheet from the weather side (shock-cord pumping systems, solid rods, and John Boyce's cross-sheeting to the weather winch on the cabin top) and the spread of under-deck 'Warlord II' systems. It notes that sail prices were almost static, with McWilliams and Sunray spinnakers at £255 + VAT, and gives sailmaker news from McWilliams and North.

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BØRGE BØRRESEN tells us that he built over 30 new dragons last year and expects to be building the same number next year – how about some U.K. buyers?

Genoa Sheeting

For many years crews have been pondering the problem of adjusting the Genoa sheet from the weather side. Some ideas have involved a shock-cord pumping system attached to the winch handle; others a solid rod (also attached to the handle!). In 1982, John Boyce launched his new boat and simply cross sheeted to the weather winch mounted on the cabin top. No one – least of all John's crew – will tell you how it is working!

Now news has it that Gordon Mellor – who has just purchased 'Rogue' – is contemplating a 'Warlord II' system (tracks, travellers and power boxes under the deck); whilst 'Warlord's' owner and crew are considering some changes as well – will it all work? The advantages are obvious, but something has to be sacrificed.

Sails

Interestingly, sail prices are almost static – the two notable exceptions are the spinnakers of McWILLIAMS and SUNRAY which names, so to speak, swept all before them in 1982 – both up now to £255 + VAT.

Rumour also has it that 'Warlord II' had time, in the Irish Championships, to try out a few new McWilliams 'white' sails – even more amazing that Connor Doyle and McWilliams were both observers at Burnham with self-same sails in November – methinks this is Irish!

NORTHS, not to be outdone, have taken on Peter Baines to help out with the new designs (apart from driving up to Abersoch and Burnham Week to race). Hamble tells us that with Peter Keye he has now

designed a new spinnaker and also a number of refinements to the headsails for 1983.

[Ed. note – it is hoped both Peter Baines and John McWilliams will be at the Royal Thames on 7th January, 1983 for the Dinner and A.G.M.]

Ultimate Technical Note

It is difficult to think of a boat which is a better candidate for the ultimate in 'tweakiness' than Mick Cotter's 'Tarasque'. To quote IRISH BOATS & YACHTING: "'Triton' has 37 ropes, 'Ragnar' 39 and I (Selwyn Parker) have 40. The cockpit of a Dragon at spinnaker-drop time resembles the floor of a sheep-shearing shed on a Canterbury high station just before 'smoko'." BAH! But does anyone know what they (the ropes) all do?

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