



THE BRITISH
DRAGON
ASSOCIATION



THE BRITISH DRAGON ASSOCIATION

1989 CHRISTMAS NEWSLETTER

IN THIS ISSUE

	<u>Page</u>
Notice of 1989 Annual General Meeting and Dinner	1
Chairman's Report	2
1989 Fixture List	3
Class rules	4
Articles for sale	5
Selection procedure for European and World Championship events	6 - 7
Boats for sale	9
"Of sailing ships and sealing wax ..." - Bill Edgerton RYA Keelboat Coach	11
Edinburgh Cup	12 - 13
European Championship	14
East Coast Championship	16
Prince Phillip Cup - Botany Bay	17
Gold Cup	18
South Coast Championship	20 - 21
Northern Area Championship	22
Fleet reports	23 - 29
Accounts for the year ended 31st October 1988	30 - 31
Numerical list of boats	32 - 36

LIST OF ADVERTISERS

Harken UK	5
Hood One Design	8
Petticrow Boatyard Limited	10
Neil Pryde Sails	12
St. George's Dragons Limited	15
Stephen Ratsey Sailmakers	21
Ratsey & Lapthorn (Sailmakers) Limited	25
Burrough's Mixed Doubles	26
North Sails UK	back cover

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Front cover photograph by Iain McAllister



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 6.45 p.m. on Friday 6th January 1989.

A G E N D A

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 1988 (see pages 30 - 31 of the Newsletter).
4. The Chairman's report.
5. To elect the following officers:-

Chairman
Vice Chairman
Honorary Secretary
Honorary Treasurer
6. Report from the International Dragon Association.
7. To approve a recommendation from the Committee that the annual subscriptions be increased as follows with effect from 1st January 1989:-

Owners and part owners	£10
Other members	£ 5
8. Any other business.

ANNUAL DINNER

The Annual Dinner will follow the Annual General Meeting at 8.00 p.m.
Dress : Reefers or lounge suits.

Tickets for the dinner must be booked in advance using the enclosed form which should be sent to Michael Pollett to arrive not later than 2nd January 1989. Cheques must be sent with the forms.
(Notes: It is anticipated that the Dinner will be fully booked. To avoid disappointments please book early).



BRITISH DRAGON ASSOCIATION

CHAIRMAN'S REPORT

Another season has passed with British Dragon sailors enjoying the multitude of regattas available both here and abroad combined with the racing provided at local fleet level which is the backbone of the class.

Our regional qualifying regattas have all been well supported with the East Coast Championship having the benefit of the best weather and racing whilst the South Coast and Northern Area Championships vied with each other to produce the more testing conditions. The latter event was a very fine initial effort by the local Scottish Dragons who, using the facilities of the Royal Northern and Clyde Yacht Club, gave us a most memorable weekend both on and off the water. Sadly in both events a Dragon succumbed to the conditions and members may well consider the retrofitting of watertight bulkheads to be seamanlike, reassuring and to the mutual benefit of us all when paying insurance premiums.

The Edinburgh Cup won by Simon Fulford in 'Wisp', did not get quite the support it deserved and those that did compete were well rewarded.

Our representatives at the European Championship at Skovshoved, Denmark failed to match the leading continental boats whose 'professional' element may yet prove extremely damaging to the class. However Philip Tolhurst in his beautiful 'Warlord' and Simon Fulford did well to come fifth and seventh respectively, possibly the best truly amateur performance.

Your Association is working with the Royal Torbay Yacht Club to welcome competitors to the 1989 Beefeater Gin Dragon World Championship, the first to be held in this country. We expect more than sixty boats who will be racing in Lyme Bay off Babbacombe and we hope to host a most successful regatta.

Your Secretary, Chris Dicker retires at the A.G.M. after five years service and we thank him for the considerable work he has carried out on our behalf and on a personal note, the support he has given his Chairmen.

I wish you all a most enjoyable season in 1989.

Nicholas Streeter

*** 1989 R. Y. A. TRAINING WEEKENDS ***

The following training weekends are planned for 1989:-

1st/2nd April	Royal Forth Yacht Club
22nd/23rd April	Levington

The British Dragon Association is indebted to Bill Edgerton of the R.Y.A. for his assistance in organising these training weekends.

FIXTURE LIST

1989

Vasco de Gama	26th March - 2nd April	Arcachon
*** East Coast Dragon Championship	29th April - 1st May	Levington
Swiss Championship	3rd - 7th May	Lake Constance
Gardasee Cup	21st - 27th May	Lake Garda
*** South Coast Championship	27th - 29th May	Cowes
Finnish Championship	June	Helsinki
Irish Championship	4th - 9th June	Kinsale
Marblehead Trophy	9th - 11th June	Germany
Kieler-Woche	18th - 24th June	Kieler Forde
North Sea Championship	24th June - 2nd July	Ostend
*** Edinburgh Cup	2nd - 8th July	Torquay
Swedish Championship	6th - 10th July	Marstrand
Scandinavian Championship	13th - 16th July	Frederikshavn
Danish Championship	19th - 23rd July	Aabenraa
Austrian Championship	22nd - 26th July	Attersee
Travemunde Week	23rd - 29th July	Travemunde
Gold Cup	30th July - 4th August	Travemunde
French Championship	11th - 17th August	Douarnenez
Belgian Open Championship	12th - 15th August	Ostend
World Championship Preliminary Series	21st - 24th August	Torquay
World Championship	27th August - 2nd Sept	Torquay
German Championship	29th August - 2nd Sept	Ammersee
Seawanhaka International Challenge Cup (Match Racing Series)	5th - 8th September	Cowes
*** Northern Area and Scottish Dragon Championships	26th - 28th August	Forth
Regates Royales	18th - 22nd September	Cannes

*** Qualifying events - see page 7

1990

European Championship 23rd - 28th July Lake Thun

1991

Gold Cup 1st week July Dun Laoghaire

World Championship Toronto

European Championship Austria

* * *

CLASS RULES

* * *

The following is a precis of the changes to the class rules approved at the recent I.Y.R.U. conference:-

- (i) Only a measurer nominated by a national authority and approved by the I.D.A. shall measure a yacht, its spars and equipment and sign the declaration on the measurement form.
- (ii) Changes of ownership invalidates a certificate and the original measurement certificate must be returned to the national authority with a new application. Re-measurement is not necessary.
- (iii) Buoyancy tanks, bags or compartments are permitted. Any bulkhead shall only be constructed at or within 300mm of stations 5 or 12 or at the forward and aft ends of any internal moulding and shall have a removable panel.
- (iv) GRP Dragons shall only be constructed by builders licensed by I.Y.R.U. Holdings Limited. Sub-contracting by the licensed builder is permitted providing the I.Y.R.U. has been informed in writing. The licensed builder is solely responsible for ensuring that the class rules are complied with.
- (v) Three samples of any proposed lay up of the hull shell shall be supplied to the I.D.A. Chief Measurer for checking that it complies with the class rules and it is available for measurement of hulls using approved electronic gauges.
- (vi) To enable yachts to be measured under cover, the weight of the hull shall not be less than 1,650 kg weighed complete with floor boards, seats, pumps and all fittings normally used on board whilst racing but excluding the following: mast, boom with their fittings, spinnaker boom, standing rigging, halyards and sheets, and loose equipment.
- (vii) The weight of the yacht together with the mast, boom, spinnaker boom and their fittings, standing and running rigging and one set of sheets for each of the headsail, mainsail and spinnaker shall not be less than 1,700 kg.
- (viii) The details of the Swing Test are defined.
- (ix) If the yacht is found underweight the difference shall be made up with lead correctors. Not more than 20 kg of correctors may be fixed at station 8 (or as close as possible to that station) and then not below 508 mm vertically below the underside of the deck.

* * *

OTHER NEWS

* * *

DRAGON CLASS RULES are available from the Royal Yachting Association, RYA House, Romsey Road, Eastleigh, Hampshire, SO5 4YA. (Tel: 0703-629962) Cost including postage £4.

* * *

CHARTER BOATS are urgently required for foreigners competing in the 1989 World Championships. The rates are approximately £750 to £1,000 for the 10 days. If you are prepared to charter your boat please contact Michael Patten on 0245-322428.

* * *

WANTED - Information as to the whereabouts of K121 'Mollasin' - Please contact Mike Pollett on 0577-62606.

* * *

WINTER SAILING - Queen Mary Sailing Club have invited members of the B.D.A. to participate in their winter club racing programme. The R.Y.A. are to provide a crane and pontoon moorings are available. If anyone is interested in winter sailing at Queen Mary's they should contact Nicky Streeter.

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SELECTION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS

(Revised November 1988)

1. The current rules for the European and World Championships provide a total of 9 places to be allocated to boats from England, Wales, Scotland and Northern Ireland. (Revised from 8 following I.D.A. meeting in November 1988).

2. The selection procedure summarised below assumes an allocation of 9 boats but if more places do become available the numbers will be increased pro rata. Of the total number of places available:-

- (i) 7 (or 75%) will be selected on the basis of the results from a number of qualifying events;
- (ii) 2 (or 25%) will be selected by the officers (chairman, vice chairman and 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 3 results from the last four qualifying events preceding the championship (or as otherwise decided by the committee of the B.D.A.).

5. Qualifying events are defined as major open championship events attracting 20 or more entries, which are staged in the United Kingdom and 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) For the Edinburgh Cup boats will be allocated points using the Olympic scoring system.
- (iii) For the East Coast, South Coast and Northern Area Championships (and other events to be determined by the committee of the British Dragon Association) a weighted scoring system shall be used as follows. One place will be added to the finishing position of each boat following which that position will be multiplied by a factor of $\frac{40}{X}$ (where X equals the number of entries) to give the nearest whole number which will represent the adjusted finishing position and to which the Olympic scoring system is to be applied. (In the event of the adjusted finishing position ending in .5 the number will be rounded up).

Example - Assuming 28 entries for East Coast Championship

Finishing position	Add 1	Multiply by Factor $\frac{40}{28}$	Olympic Scoring Points
1	2	3	5.7
2	3	4	8
3	4	6	11.7
4	5	7	13
etc			
27	28	40	46
28	29	41	47

SELECTION FOR EUROPEAN AND WORLD CHAMPIONSHIPS (contd)

QUALIFYING EVENTS

1989 WORLD CHAMPIONSHIP

The qualifying events are - 1988 and 1989 East Coast Championships
1988 and 1989 South Coast Championships
1988 and 1989 Edinburgh Cups
1988 Northern Area Championship

5 out of 7 events to count

Those helmsmen wishing to be considered under paragraph 2(ii) are recommended to participate in all 3 qualifying regattas prior to the 1989 World Championship (1989 East Coast Championship, South Coast Championship, Edinburgh Cup).

ACCUMULATED POINTS TO DATE

The points accumulated by those helmsmen who participated in at least three of the 1988 qualifying events are as follows:-

Adjusted Points					Points	
	East Coast Championship	South Coast Championship	Edinburgh Cup	Northern Area Championship	Best 3 Events	
K548 Terry Wade	10	3	3	-	16	1
K Michael Patten	24	5.7	5.7	5.7	17.1	2
K478 Norman Blowers	8	8	10	19	26	3
K507 Simon Fulford	5.7	26	0	-	31.7	4
K Andy Cassell	28	11.7	16	8	35.7	5
K505 David Young	16	10	18	14	40	6
K527 Nicky Streeter	-	15	11.7	15	41.7	7
K508 Robert Brown	18	20	-	10	48	8
K504 John Thornton	-	23	14	27	64	9
K516 Garry Harrison	29	31	22	-	82	10
K517 Colin Bothway	16	44	28	-	88	11
K467 Ken Bushell	34	26	29	-	89	12

Other helmsmen who have competed in at least two of the 1988 qualifying events include:-

K458 Peter Lloyd	-	14	17	-
K500 Bob Melville	21	29	-	-
K503 Rory Bowman	-	-	8	22
K524 David Dann	23	17	-	-
K536 Philip Tolhurst	29	11.7	-	-
K549 Eric Williams	-	22	19	-

* * *

All helmsmen wishing to be considered for selection for the 1989 World Championship are asked to notify Mike Pollett as soon as possible.

FAST SAILS THAT LAST



Contact Ivan Coryn:
Hood One Design
Bath Road, Lymington,
Hants., SO4 9RW
Tel: (0590) 75011
Telex: 477085

BOATS FOR SALE

- K467 SMAUG 1973 Borresen GRP, modernised over the years, hull stiffened, running and standing rigging to latest ideas, yard maintained, regularly raced. Lying Burnham-on-Crouch.
Price £8,000 Ken Bushell 0279-29210.
- K434 MOONBEAM 1967 Borresen, varnished mahogany, teak deck, one owner since new, maintained in first class condition by owner and McGruer & Co. Ltd, completely refurbished in 1987 for Gold Cup including Boyce spars and standing rigging, spinnaker chute, new deck and sail handling gear, Hood mainsail, consistently one of the top performance Dragons on the Clyde.
Price £6,500 McGruer & Co. Ltd 0436-831313.
- K408 JOANNA 1963 Pedersen, good condition, sails include Stephen Ratsey, Elvstrom, Bruce Banks, several spinnakers.
Price £6,500 Miss J.A. Styles 0202-707815.
- K528 MAGGIE 1987 Borresen, racing specification. £17,000 Fred Harries 0403-63969 or Petticrow Boatyard 0621-782115.
- K550 UNION JACK 1988 Petticrow £19,500 excluding sails.
Mike Patten 0245-322428 or Petticrow Boatyard 0621-782115.
- K337 PENDRAGON 1958 Pedersen, varnished hull, North main and spinnaker (2), Ratsey & Laphorn genoa (1988), road trailer, lying Aldeburgh £3,700 A.L.C. Byatt 022024-532 (Home) 0223-245200 (Office).
- K508 SABBATICAL 1986 Borresen, teak decks, Union mast and all the latest equipment. £18,000, trailer available by negotiation.
R.D. Brown 031-667-4471 (Home) 031-229-9511 (Work).
- K390 GEM 1963 Borresen, excellent condition, complete with all sails and gear, Boyce mast 1987, keel bolts replaced 1987, cockpit cover, genoa cover, road trailer included, 1988 Elvstrom main, very fast hull £5,000.
D.H. Sinclair 041-248-2662 (Day) 031-336-5436 (Evening).
- K393 TARA 1963 Borresen, full racing inventory, good racing record, complete with excellent road trailer (1983) lying under cover in Torquay, £3,950. Peter Cullen, Newton Abbot 0626-64065.



WORLD DRAGON CHAMPIONSHIP

27th AUGUST - 2nd SEPTEMBER 1989

(Preliminary Series 21st-24th August)

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British Southcoast Champ.	1st	Avalanche V
	2nd	Danish Blue
Edinburgh Cup	2nd	Avalanche V
	3rd	Union Jack
Belgian Championship	1st	Union Jack
Irish East Coast Champ.	1st	Union Jack
Irish Helmsman Champ.	3rd	Union Jack
British Northern Champ.	1st	Union Jack

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My early experience in dinghies, on the harbours and waterways of New South Wales, were usually accompanied by the sight of elegant varnished hulls with raked masts and "spherical" spinnakers; Dragons. Very strange they seemed to me steeped in the intricacies of 18ft. planing skiffs with asymmetrical "kites". I was lured into one of these eventually, with promises of bonhomie and good racing, combined with vague mutterings of comparisons to thoroughbred horses. They were right. Dragons were to be the first step on a pathway that has led to Admirals Cup, World Championships, Americas Cup and beyond not only for me, but for many world class sailors. An anecdote which dates from my time in Dragons illustrates well the nature of the class.

Bill Northam was a very competitive sailor often seen in Dragons. On one particular day the wind was very light, with large shifts, current against the fleet and a closely bunched group in the lead. This was making for some fairly intense and terse sailing. Bill leant forward to his crew and whispered a message. One of the chaps disappeared below. Later, on an obviously pre-arranged signal of "now" an enormous din and shouting erupts from the boat. Concentration on the opposition boats is destroyed and Bill seizes the opportunity to sneak around the mark on port and disappears off down-tide. His crew clutching a galvanised bucket and an oar emerges from the front of the boat slightly deafened, but mission accomplished. Bill went on to win Olympic Gold at the Tokyo Games. These are not exactly tactics Dr. Stuart Walker or Dave Perry might propose for the situation, but Dragon sailors have long been noted for being free thinkers.

Of late there have been many more options available, one design classes proliferate, each taking its quotas of crews. It is then to the strength of the basic concept of a Dragon, that we must attribute the resurgence of the class in recent years. The boats have moved with the times, GRP is one of the more obvious manifestations of that, yet sailing a Dragon now is no different and the skills, both sailing and social, required to do well remain unaltered. The "old dogs" can still teach the pups a trick or two and from what I have seen, often do! Few classes can claim this.

So where does the class go next. The obvious answer is that you already have a healthy class, with good growth rate and activity levels, so lets maintain the status quo. That is however, in my opinion, a much more difficult trick than it might appear at first. When the world around moves at such a pace "status quo" means maintaining the same niche in the scheme of things, and to do that you must react to change. Rule changes, such as I.Y.R. 26 might well mean hard choices for a class which has always been associated with the Corinthian spirit. There will be other challenges to meet. I am sure the Dragon sailors will meet them.

Working with the Dragon fleet as a coach I am very encouraged by the attitude of the competitors, who work very hard at their sport. I would like to run more intensive training programmes with all levels of the fleet with training weekends such as those run enlarged upon. A class approach with a class led timetable tied into regattas or areas is the way forward, and a policy should be formulated detailing how many sessions, where and when, and run by whom. This will give an overall picture rather than specific things often only organised by local enthusiasts. Further squad support for boats going to high level, qualified events should also be considered. A coach coming to a regatta is fine, but as in Rugby or any other sport it is only really useful if it is at the culmination of a training programme, including practice sessions, beforehand.

I don't think the Dragon class should have any doubts about where they stand in the sailing heirarchy. Mind you, says he, I have rarely seen a Dragon crew overcome with an inferiority complex. It is a tonic to see however, Simon Fulford sail so well in the Champion of Champions, or Rory Bowman in amongst the worlds best in the Solings. Enough though, you are a self confident bunch already I wouldn't want to swell the heads. As long as you the sailors have the urge to improve the R.Y.A. has the will to help. My thanks to the class for the hospitality extended to me this year and best wishes and good sailing for the next. Let's win the Worlds for Britain in 1989.

Bill Edgerton - R.Y.A./R.O.R.C. National Keelboat Coach

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EDINBURGH CUP

Simon Fulford, crewed by John Brook-Smith and Tim Wilkinson, were the winners of an interesting and very varied series of races at the Dragon Edinburgh Cup at South Caernarvonshire Y.C., Abersoch on 19th - 24th June, without winning a race. This is the second year running that the Edinburgh Cup, national championship of the Dragon Class, has been won by a crew from Aldeburgh Y.C., following Rory Bowman's victory at Lowestoft last year.

Like Bowman, Simon Fulford is no believer in magic boats or equipment and sails an absolutely standard all-glass Borresen Dragon. However, there was good news on the home front as well, as the two new boats from Petticrows of Burnham finished second and third. Mike Patten could have won except for a PMS in the second race while Terry Wade was the only helmsman with two first places.

A new name to note for the future emerged in the form of Robert Smith, brother of Laser champion Colin Smith. Robert, who normally sails a GP Fourteen at Budworth took the helm of a local boat, 'Valhalla' for his first-ever Dragon regatta and shocked the fleet by putting in places 1,6,4,7. He was leading the regatta with two races to go but then fell to pieces when he lost a port and starboard protest with Simon Fulford in race five and was a premature starter in the final race.

The first race was a fluky affair in a breeze that died, swung 30 degrees on the final beat and then flopped back again in the closing minutes while the second one was sailed in a thick mist that had everyone groping around looking for the marks. Many had not realised that race officer John Peters was setting 60 degree reaches and set off from the windward mark sailing much too low. Aboard 'Loki', trudging along in a dismal 15th place, we were lucky enough to spot the mark well up to weather while we could still just lay it under spinnaker. The leaders, when they finally realised that they had overshot, had to drop spinnakers and beat to the gybe mark.

The mist grew even thicker during the sausage leg and 'Loki', now leading, came within a hair's breadth of sailing straight past the leeward mark without seeing it. The last leg was an exercise in navigation rather than Dragon sailing and several boats overstood the finish. Practically everyone agreed that this should not really have been a championship race but as no one protested, the results stood.

After this, there was another rather fluky race in which it paid not to get too close to St. Tudwal's Islands and then things got better and with a light to moderate northerly blowing down Pwllheli Bay, there was smooth water and excellent sailing conditions. Because the wind was offshore, it had big shifts and those that interpreted them correctly prospered.

It does not normally pay to tack a Dragon on every shift as the boat slows down too much but in race four, the shifts were so pronounced that the leaders were doing something like 20 tacks per beat. Alan Crosbie in 'If' and Mike Patten in 'Union Jack' got clear by finding a bend on the first beat and then had a real ding-dong up the final beat with 'If' just getting her bow across the line ahead. Mike Patten had Tim Tavinor crewing for him, and he found it great to have someone to talk to after all those Finn races.

There was another first class battle in race five when 'Valhalla', the early leader, was hunted down with steady determination by Rory Bowman in 'Loki'. The latter was tacking slightly better and managed to cross 'Valhalla' half way up the final beat. Unfortunately for Smith he seemed to misjudge the approach of Fulford on starboard who clearly had to bear away to miss 'Valhalla's' stern.

Going into the final race, 'Wisp' was the only boat not counting a bad result. Terry Wade was the winner in 'Avalanche V' but another second place by Fulford was enough to give him the trophy with points to spare.

The British Dragon fleet seems to be in good shape at the moment. The standard of sailing is getting better all the time and new people are coming into the fleet. What we need now is a British winner of the Europeans or Gold Cup.

Overall Results: 1st Wisp - S. Fulford (Aldeburgh) 29.7; 2nd Avalanche V - T. Wade (Royal Corinthian) 34.0; 3rd Union Jack - M. Patten (Royal Corinthian) 35.7; 4th If - A. Crosbie (Royal St. George); 5th Loki - R. Bowman (Aldeburgh) 46.7.



1989 EDINBURGH CUP

TORQUAY, 2nd-8th JULY, 1989

Notices of Meeting will be mailed during February, 1989.

Enquiries to: The Secretary,
Royal Torbay Yacht Club, Beacon Hill, Torquay, Devon Tel: 0803-22006

EUROPEAN CHAMPIONSHIP

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

The 1988 Dragon European Championship in Skovshoved, Denmark, from 23rd - 29th July, proved to be a tough and testing affair. The first three races were held in highly shifty light to medium conditions and required steady nerves as boats fifty yards away from each other suddenly found separate 30 degree shifts. A much stronger breeze finally arrived on the last two days and was a real test for boats and crews.

Rory Bowman led for much of the first race, held in a shifting 10 - 12 knots, only to find he was over the line at the start. Dane Henrik Reese won from Fred Imhoff who, two weeks previously, captured the Gold Cup in Le Havre.

The second race saw a huge shift favour the pin end of the line dramatically, some two and a half minutes before the start. Most were unable to get there in time, but the closest was Nick Streeter, with Mike Williamson and Bobby Napier in 'Sandpiper', who found themselves well in the lead as the gun fired. Amazingly, the committee let the start go and Streeter had a close tussle around the course with Imhoff, who was the next boat down from the pin. A wrong tack up the last beat let Imhoff and then three others through 'Sandpiper'. Several fast boats were trapped mid-fleet with no chance of recovery and the resulting high scores put the pressure on for the rest of the week. To make matters worse, the light and fluky breeze finally evaporated on the Wednesday and the fleet of 48 Dragons returned to Skovshoved without a race.

The third race provided an even more unstable land breeze, with the windward mark close inshore. Spectators were amazed to see the varying angles at which boats approached the windward mark. Mike Patten, sailing with Olympic representative, Roger Yeoman, had the delight of seeing his new British-built Petticrow Dragons round the second windward mark first and second, however the young Dane Lars Hendrikson slipped through on a gust downward to split the two Petticrow boats, 'Danish Blue' (Poul Richard Hoj Jensen) and Mike Patten's 'Union Jack', which finished third. Philip Tolhurst recovered from a poor start to the regatta to finish sixth, and the next Brit was Simon Fulford in 14th place. 'Danish Blue', now with the bit between the teeth, proceeded to win the first of two races on the Friday in a gusty 20 knots. Imhoff again showed his great consistency to gain a third place, with Tolhurst faster in the breeze to finish fourth and Patten eighth.

The afternoon's fifth race saw a win for the hefty German crew of ex-Star sailor Vincent Hoesch with an even bigger middleman, who was later much in demand by the rest of the German team for lifting out masts by hand! A major shift on the first beat brought several new faces to the fore, but Tolhurst, with a young local aboard as tactician, maintained his improvement with another fourth.

Going into the final race, the championship was still wide open between Hoj Jensen, Hoesch and Imhoff. The breeze was the strongest so far, gusting over 25 knots. Many did not make the start or retired with gear failure.

Hoj Jensen, who had won the Danish Championship the previous week, took the lead on the first upwind, ahead of fellow Dane Reese and gradually extended his lead around the course. Simon Fulford, sailing with Tim Esson, proved that there is more to heavy airs sailing than just crew weight, as one of the lightest crews, they went from fifth to third to record their best result of the week. Surprisingly, the other championship contenders did not feature in the final race (Imhoff tenth, Hoesch eighteenth). Streeter had a much better start and held on to fourth place, but Patten broke his main traveller and had to count a 21st.

In the end Hoj Jensen, who owns the Danish North Sails loft, won the championship by 17.6 point margin from Hoesch second and Imhoff third. The results reflect the standing of the British fleet internationally these days, with three UK boats, three Danes and three Germans in the top ten of a very competitive fleet.

For the first time the British sailors thought of themselves as a British Team and had support and briefing from the RYA Keelboat Coach, Bill Edgerton. Unfortunately,

Bill's bosses and the RORC decided at the last moment that Bill's commitments lay elsewhere and so he could only spend a day in Denmark. Peter Aitkin kindly stepped into the breach and proved useful on the water support.

Overall Results : 1st Richard Hoj Jensen (Denmark) 24; 2nd Vincent Hoesch (W. Germany) 41.6; 3rd Fred Imhoff (Holland) 44.7; 4th Michael Schwarz (Denmark) 62; 5th Philip Tolhurst (UK) 69.7; 6th Rainer Heik (Germany) 80; 7th Simon Fulford (UK) 80.7. Other British Placings : 9th Mike Patten; 18th Robbie Brown; 19th Nick Streeter; 24th Rory Bowman.

W A N T E D

The Committee of the B.D.A. wish to contact the owners of all cruising Dragons who are not members of the Association. If you know of any cruising Dragons not mentioned on the last pages of this Newsletter please contact Mike Pollett, your new class secretary.

* * * * *

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EAST COAST CHAMPIONSHIP

30th APRIL - 2nd MAY - LEVINGTON

As expected, this the first major Dragon event of the year in the U.K. attracted fewer participants than the previous year. However 31 boats competed, drawn largely from the East Coast fleets but with additional boats coming from as far away as Scotland.

For the first time for several years all five races were completed in excellent sailing conditions. The courses except for Race 2 were excellent and a vote of thanks has to go to the personnel and flag officers of the Haven Ports Yacht Club who organised the racing as well as acting as host club on the shore.

The racing was very competitive though as the regatta progressed Simon Fulford in 'Wisp' showed his superiority. The first race was won by 'Chinook' sailed by Tony Allen and Mike Holmes who overtook 'Basilisk' sailed by Pat Gifford on the last beat. Race 2, unfortunately, became a procession and was won by 'Avalanche' helmed by Terry Wade. In races 3 and 4 'Wisp', whilst not in the lead at the first mark managed to establish himself in that position to win both races. In the final race 'Wisp' was a clear leader all the way.

Winds were generally excellent force 2/4 producing a medium chop. There is no doubt that in these conditions Dovercourt Bay can make for some of the best tideless Olympic course racing in South East England.

Overall Results: 1st Wisp - S. Fulford (Aldeburgh Y.C.) 13; 2nd Mystere - N. Blowers (Royal Norfolk and Suffolk Y.C.) 33.4; 3rd Bearable - T. Wade (Royal Corinthian Y.C.) 34.7; 4th Chinook - T. Allen/M. Holmes (Royal Corinthian Y.C.) 40.7 and equal 5th Basilisk - P. Gifford (Aldeburgh Y.C.) 41.7; P. Tolhurst (Royal Burnham Y.C.) 41.7.

Kenneth Bushell

* * * * *

Ken Bushell has now completed his three years as "organiser" of the East Coast Championship. We are all most grateful to Ken and his team for all their hard work in producing some excellent regattas. Peter Bowman, supported by other members of the Aldeburgh fleet, has kindly agreed to organise next years event - we wish him every success!

Christopher Dicker

* * * * *

1989 EAST COAST CHAMPIONSHIP

Haven Ports Yacht Club, Levington

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PRINCE PHILLIP CUP - BOTANY BAY

Sailing a Dragon in January in warm water, sunshine, 15 knots of breeze and only occasionally in oilskins: such stuff as dreams are made of.

The three British Dragons (Bob Melville, Bobby Brown and Mike Williamson) who made the journey to Botany Bay for the Prince Phillip (sic) Cup enjoyed a regatta which would be hard to beat.

Botany Bay (where the First Fleet and Tall Ships arrived later in January) is a circular bay to the south west of Sydney under the flight path of Sydney airport's main runway. The wind was SSE for the first half of the regatta and NE (the sea breeze) for the second half. It dropped below 10 knots only once, and exceeded 20 knots only on a couple of occasions, but it nearly always paid to go in to the nearest land and take the lift up the shore, so that the racing tended to be one sided.

Most of the Australian 1987 World Championship Team were there, in a fleet of 21 starters, so the standard was high. Peter Bowman and Willie Packer did not make the long trek across the Nullabor plain from Perth - 56 hours solid driving - and the only Western Australian boat there was Bunn Lynne's 'Aeolus'. Crewed by his son Richard (ex Kookaburra) and brother-in-law Richard Timms, he stamped his authority on the regatta from the start and won easily, with four 1sts, a 2nd and a 3rd (8.7 points). Geoff Morris (ex Kirribilli but now sailing Intrigue) was second with 25.4 points and Tony Bull in St. George third with 41.1 points.

Bobby Brown sailing 'Jolly Roger', his Australian boat bought last year for the Worlds, was the best British (Scottish) boat in seventh place crewed by Stephen Skakel and David Collins. They always seemed to be up there, or thereabouts, despite a serious nightly study of the Sydney nightlife. Bob Melville (crewed by John and Trish Stanley - ex Burnham) finished ninth and your truly (crewed by Gavia Wilkinson-Cox, Nigel Kaula and others) fourteenth, having made the mistake of winning the first Practice Race.

I cannot speak too highly of our hosts who made us extremely welcome. It was certainly a lot more relaxed without the pressure of the Worlds. Apart from renewing acquaintances with most of the Australian Worlds team it was good to see Peter Jackson (Vice Commodore) Ron Moody (Treasurer) and Jimmy Sim from Geelong for the last few days. They hope to send a full team to Torbay in 1989, and next year's PPC in Hobart will also be their selection trials. Extra competition from the UK will be more than welcome.

They have a mixture of boats: about a third were wood (including Aeolus) 4 or 5 Ridgeway GRP and the remainder Borresen/Bellamarine GRP. The Ridgeway boats (built in Hobart) are finely built with modern kit and at AUD 28,500 all GRP or AUD 38,000 with wooden decks are an attractive proposition with the Australian dollar at 2.50 to £ even after shipping to the UK (AUD 3,000) plus VAT. That makes them cheaper than most European builders (Bob Melville and Bobby Brown have details). Bellamarine are no longer building Dragons, but the AIDA have bought the moulds and are negotiating with a builder to produce an all GRP boat which will probably work out even cheaper than the Ridgeways. Some of these boats will come over for the Worlds, perhaps with the intention of selling in Europe, but other helmsmen will want to charter over here.

The series started with two Practice Races on 31st December and ended on 15th January with 3 lay days, which made for a much less intense programme than we are used to here. All in all, it was a hugely enjoyable and worthwhile trip, both on and off the water. Unforgettable episodes such as dinner at the RSYs with its marvellous views down the harbour (in a 60 knot storm), a Sunday barbecue lunch in perfect weather at Point Piper on Sydney Harbour and a barbecue supper at Ted Albert's summer retreat at Palm Beach overlooking the Pitt water will live long in the memory. Roll on Hobart next year (and Perth in 1990!).

Mike Williamson

DRAGON GOLD CUP

What a Joker

(Yachts and Yachting 5th August 1988 - Reprinted by kind permission of the Editor)

THE DRAGON GOLD CUP was staged in Le Havre between 1st and 8th July by the Societe de Regate Le Havre to coincide with their 150th anniversary. Unfortunately it also coincided with the deepest summer depression since the 1956 Channel gale, and the sun was noticeably absent (except for Tuesday). As the winner Fred Imhoff ('Joker' H13) succinctly put it at the end, 'the bad thing was the weather, the good thing was the food'. The poor weather was compounded by the choice of the area to the north-west of Cap de La Heve for the racing, in stronger tidal streams and more exposed conditions than on the Deauville side. With a programmed start time of 2 pm to allow time for dejeuner, the organisers were soon in trouble as race one on Sunday was postponed on account of strong winds and rough seas, as was race three on Tuesday due to complete lack of wind, and there were fears that insufficient races would be sailed to produce a regatta. So the starts for races four and five were advanced to 11 am on Wednesday and Thursday and race one was held on Wednesday after race four but they never got race three in.

Seven countries were represented in a fleet of 67 and if there were no new boats from the continent, there were at least three from Britain including two newly designed Peticrow boats (Mike Patten and Terry Wade) both of which did well at times although with a retirement and a bad result each in a series without a discard, their final positions of 13th and 16th respectively were disappointing. The other new boat was Eric Williams' cold-moulded 'Mayfly' constructed by and also crewed by Ian Lallow, which ended 5th after some consistent results. It must be something of a record in that the only new boats were British built, and two of them won a race each and the third finished 5th overall. Indeed, three out of the five races sailed were won by British boats. Generally there were always the same ones, and this is very encouraging for British Dragon racing.

Race two was the first sailed, in lumpy conditions, which moderated with the wind during the race and was won by Terry Wade in 'Avalanche V' with 'Joker' 3rd. The third race was cancelled (after 5 pm) due to lack of wind. The fourth race was probably the best race of the week and it was won by 'Sir Donald' (V. Hoesch G681) with 'Cato Burginus' (W. Rappel G717) 2nd and Wade 4th. Race one followed immediately after and was won by Mike Patten in 'Union Jack' who spotted the sudden back of the wind to start on his own at the pin end to clear the rest of the fleet by half a mile. That race was finished at the second weather mark after the wind had veered nearly 180 degrees. The fifth race started in Force 3 which lightened to leave the fleet kedged just short of the finishing line, apart from 'Sir Donald' and 'Basilisk' (Pat Gifford DK515) who managed to cross as the wind died. It reappeared from the opposite side enabling 18 boats to cross the line ahead of Wade who had previously been lying 3rd. The final race, perhaps the most extraordinary for wind, started in Force 2 which faded with the fleet just rounding the weather mark with the tide fortunately slack. It reappeared at Force 4 - 5 with a rain squall half an hour later with 'Harvey' (John Thornton K504), 'Scarebeo' (Stroeh DG) and 'Sandpiper' (Nicky Streeter DK527) about 300 yards clear of the fleet. After lightening on the run it veered sharply in the rain squall enabling spinnakers to be flown on the final beat, 'Harvey' crossing the line ahead of 'Sandpiper' and 'Scarebeo'.

The Gold Cup is unusual in permitting no discard, so that to do well it is vital to avoid a bad race or a disaster and this is what the top five managed to do.

Overall Results: 1st 'Joker' - Fred Imhoff (Holland), 2nd 'Sir Donald' - V. Hoesch (Germany), Best British Placings: 5th 'Mayfly' - Eric Williams, 10th 'Basilisk' - Patrick Gifford, 11th 'Sandpiper' - Nicky Streeter, 13th 'Union Jack' - Mike Patten, 14th 'Quicksilver' - Robert Cambell, 14th 'Avalanche V' - Terry Wade.

(Photograph opposite page - Iain McAllister)



SOUTH COAST CHAMPIONSHIPS - 1988

TERRY WADE TRIUMPHS IN HEAVY WEATHER

This the second year of the event attracted no less than 39 entries including 3 from Scotland and 1 each from Ireland and Wales. Racing was over Olympic courses in the Solent starting near Hill Head and proved to be close and exciting, at times more so than comfortable. In spite of the influx of younger sailors into the class it tended to be the old hands that ended up in front.

On Saturday in wind strengths of 3 to 4 Norman Blowers won a 2 1/2 hour first race in 'Mystere' unravelling the mystery of the near invisible windward mark. Simon Fulford in 'Wisp' continued his East Coast form with a 2nd, Terry Wade in his new Petticrow boat could only manage a humble 23rd. In the shortened afternoon race Mike Patten's brand new 'Danish Blue' showed impressive form to beat 'Ariel' (Bob Melville) to the line.

Sunday brought a good Force 6, and an increasingly nasty Solent chop which produced some spectacular broaching on the first shy spinnaker reach in the gusts rolling down off the Island shore. In the morning 'Avalanche V' (Terry Wade) won followed by 'Tarka' (P. Price) and 'Ganymede VIII' (Andy Cassell). After an uncomfortable lunch on the water, the race officer, David Atkinson, sensibly shortened the second race to one round, hoisting the black flag to enforce the 5 minute rule. In more wind than the morning race, there were several collisions and gear failures; three masts were broken and 'Tarka' and 'Ariel' were severely damaged. 'Fenris Wolf' filled up and sank as she approached the finishing line, David Dann and his crew being picked up by Nicky Streeter, shocked but unharmed. Only 19 finished this race, a few of these even intact. 'Avalanche V' won again, followed by Mike Patten and Colm Barrington's 'Tiamat' from Ireland.

Monday dawned with little wind but the race was cancelled as a result of the forecast of an imminent Force 7 to 8, which in the event did not materialise until prizegiving was under way at Hamble.

The social side was a great success thanks to Ancasta's prizegiving lunch, generous help from Beefeater Gin, and the variety of superior watering holes which Cowes has to offer. There was a cocktail party on the R.Y.S. platform and dinners at the Royal London and Royal Corinthian Yacht Clubs which were very well supported with house full notices.

The winner received the newly designed bronze Fanfare Trophy. Shortly before he died early this year Peter Henson, the late Solent Division Captain, generously gave a sum of money to be used in the purchase of a perpetual trophy for the Championship. A bronze Dragon was accordingly commissioned from Maurice Owen and the result, mounted on a wooden plinth is shown in the attached photograph. The winning crew also received a replica of the trophy to keep. The runner up received the half model Dragon presented by Ratsey & Lapthorn (Sailmakers) Limited.



'Fenris Wolf' was found by sonar immediately after the regatta in 90' of water and raised to be repaired and raced later in the season. Until she was raised it looked as if the total damage bill for the insurers to foot would be £30,000 to £35,000, which at the end of the day has to be paid for out of premiums. The Dragon Class already has a poor record with insurers, and will need to exercise greater care and seamanship, particularly in heavy weather, if insurers are to be persuaded not to increase premiums further not to speak of the risks of injury, or even drowning.

Final Order:

- | | | | |
|------|------|---------------|-------------------|
| 1. | K548 | Avalanche V | (Terry Wade) |
| 2. | K538 | Danish Blue | (Mike Patten) |
| 3. | K478 | Mystere | (Norman Blowers) |
| 4. | K505 | Jane | (D. Young) |
| = 5. | K546 | Ganymede VIII | (Andy Cassell) |
| = 5. | K536 | Warlord | (Philip Tolhurst) |

Mike Williamson and Brian Orr



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NORTHERN AREA CHAMPIONSHIP

"A Winning Patten"

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

The current re-vitalisation of the Clyde Dragon class sees the wheel turn full circle, for it was a small group of Clyde yachtsmen who introduced this evergreen yacht to Britain over 50 years ago.

Royal Northern and Clyde Y.C. was host to the northern area championship (co-billed as the Celtic Dragon Championships) over the Bank Holiday Weekend August 27th - 29th, and they, the class and the weather, all put on an excellent show! The weather was exceptional, even by Scottish standards; the class turnout of 34, comprising three Irish, eight English, nine Forth and 13 home club boats as good as any recent Edinburgh Cup; and despite the adverse conditions, the club's race organisation was of the highest standard. One of the main attractions of the event was its status as a points earner for the World and European championships.

To ensure that no one would be bored of an evening, there was a whisky tasting (courtesy of Whyte and Mackay), a champagne party and the championship dinner on successive evenings. No-one was bored, but many were fatigued!

The real drama, however, was afloat. Saturday was windy - gusting 40 knots - and the first race saw 'Hy-Brasil', 'Takitimu' and 'Blue Haze' with damaged masts. 'Loki' holed and Alec Plett's Forth based 'Idris' sunk. Despite this mayhem, 19 of the fleet got round the course, and the Scots boats 'Merlin' (Will Rudd) and 'Jane' (David Young) were followed home by Mike Patten's 'Union Jack'.

Discretion being the better part of valour, race two, scheduled to follow, was not sailed! Sunday offered more moderate conditions, and the winner of the first race was Rory Bowman in his quickly repaired 'Loki', followed home by 'Mystere' and 'Sabbatical'. 'Union Jack' was damaged and had to retire following a windward mark collision with John Thornton's 'Harvey', but sought and was granted redress in the form of average points.

In the next race Bowman roared into the lead again, but it was all for naught as he had been posted PMS, and had not returned. Andy Cassell won in 'Ganymede VIII'. 'Sabbatical' was second and host club boat 'Disa', steered by Tim Esson, third.

Going into the last race the series was wide open. 'Ganymede' was best placed, but 'Union Jack' was the joker in the pack, for her result would in part determine that earlier race score too. If she finished third or better, she would take the series. The Scots challenge was more or less intact too, with 'Sabbatical' less than a point behind 'Ganymede'.

Monday again dawned wet and windy, but after a few delays as showers swung the wind round, and a submarine did man overboard drill where the windward mark should have been, a somewhat diminished fleet got away for the short, sharp, deciding race.

Mike Patten made a good start at the starboard end of the line, immediately went right for the first beat, and had a very comfortable lead at the weather mark. The course was shortened to a triangle and a final beat with a finish at the windward mark. First there was 'Union Jack', with the championship in the bag.

It had been a long wait - almost two hours in wind and rain - but holding the deciding race meant the winner was decided on the water. Not so the next few places, for a flurry of protests meant that 'Sabbatical' dropped to third after being disqualified for touching a mark, leaving 'Ganymede VIII' in runners up position.

Overall Results: 1st Union Jack - Mike Patten (Royal Corinthian YC, Burnham) 11.5; 2nd Ganymede VIII - Andy Cassell (Aldeburgh) 18; 3rd Sabbatical - Robert Brown (Royal Forth) 20.4; 4th Disa - Colin Craig and Tim Esson (Royal Northern and Clyde) 28.7; 5th Jane - David Young (Royal Forth) 32; 6th Sandpiper - Nick Streeter 33.

FORTH FLEET

EARLY SEASON MADNESS: The Forth Dragon Fleet plus some visitors from the West, actually took to sea in mid February for a training weekend organised by R.Y.A., Scotland. Much to everyone's amazement, the weather despite being windy, was quite warm for the time of year, or perhaps it was doing reach to reach gybes every 50 yards! The whole series was found to be both stimulating and encouraging and it is hoped to run this again. Look out for the snow next year!

We also had the benefit of a North Sails sponsored training weekend and our thanks to John Hayes and the R.Y.A. Coach Bill Edgerton for a further constructive weekend which was especially helpful to those who had enjoyed their hibernation during the winter.

Racing started in April and points races were sailed regularly until September. Somehow the moon, mud and daylight had ganged up against us, to allow very few evening points races. 'Blue Flame' must have enjoyed her free evenings allowing her skipper Sean and Co., to become the fleet champions.

Sean McLean is so overjoyed with his performance being class champion as well as runner-up in the Scottish Championship, that there is a rumour that next season 'Blue Flame's' crew will be equipped with look-alike oilskins and shiny shaven heads to match the owner. With this requirement, it has been suggested that Gordon Morrison now wishes to be only a reserve crew member.

The Scottish Dragon Championships were sailed on the 15th/16th October; started with a Whyte & MacKay sponsored Whisky testing on the Friday night. The haze induced by this was matched with an equally bleak one over the Forth, which miraculously cleared into a brilliant sunny afternoon - no further reports on personal hazes.

From our safe, rearguard position up the middle beat, we had a wonderful view of the close reaching spinnakers headed by an antique green and white one up front - not a mirage, and no, not fog! and it tipped a well-bashed wooden boat up there with the brand new, day-sailed, tip-top plastics. Well done the greens!

Two races were sailed on Saturday, three scheduled for Sunday, of which we achieved one, drifting in light airs for most of the day. It was good to see all the visitors at this late season event, particularly 'Harvey' who came up with his master from deepest England, and went home with fourth place.

The first race was won by Gem, the second by Sabbatical and the third by Jane IV. Final placings were 1st Sabbatical - R.D. Brown, 2nd Blue Flame - D.R.S. Maclean, 3rd Gem - D.H. Sinclair, 4th Harvey - C.J. Thornton, 5th Bebe - N.J.C. MacLennan, 6th Jane IV - D. Young.

Hamish Mackenzie

BURNHAM FLEET

1988 has seen an excellent mid March to mid November racing season on the Crouch, with exceptionally competitive racing taking place. Our new young helms and crews are at long last challenging the supremacy of the elder brethren and improving the standard of all accordingly.

For the first time we organised a one day match racing series which proved to be very enjoyable and beneficial from the boat tuning point of view, with most of us experiencing pre-start tactics for the first time.

The fleet hosted a team racing event against the Cercle Voile de Paris for the Scheldt Trophy, on a light wind and sunny weekend, with the home team retaining the trophy. Currently, in late October, we are enjoying good racing in the usual Indian summer conditions with some thirteen boats actively racing last weekend.

Elsewhere, Crouch boats made their presence felt successfully at the U.K. area championships at Levington, Cowes and Helensburgh, the Edinburgh Cup at Abersoch, Irish Championships in Dublin Bay, Gold Cup in Le Havre and Europeans in Denmark.

The Burnham Fleet has in no small way during the last several years, helped to update the beautiful Dragon into a thoroughly modern racing yacht. The initiation of a new U.K. Dragon boatyard by Petticrows at Burnham earlier this year is a further step toward encouraging the growth of the class. The boats being produced are to a high standard and are quickly proving themselves both at home and abroad.

Next year, our season starts in mid March, with the Easter Regatta, followed by the East Coast Championship at Levington. Why not join us early and tune up for the Levington meeting, in a year which will be stimulated by those of us wishing to qualify for one of the eight U.K. places in the Torbay World Championships later in the season.

Terry Wade

COWES FLEET

The Cowes season was blessed with many highlights, the South Coast Championships, the new Lallow Dragon and Cowes Week were first amongst equals.

After the first of these events David Dann's sunken 'Ferris Wolf' was recovered by a local fisherman and it was astonishing how little damage she had sustained, most of it seemingly having occurred during the act of recovery. Mention must also be made of the winners trophy, a splendid mythological Dragon cast in bronze and donated by the late Brigadier Peter Henson who died last autumn. It is a charming parting gift from a great stalwart of the class who, it should be remembered, won the Edinburgh Cup in 1977 with Nicky Streeter. I can assure all who aspire to this trophy that the winning of it is not diminished by the fact that the beasts wings are fitted back to front! (For artistic reasons the sculptor tells me).

The launching of 'Mayfly' at Lallows yard was a fine occasion in the traditional style as befitting a 20 year wait since the last one. Dressed overall she slid down the ways, her stem running with champagne to three rousing cheers from a happy throng of sailors fueled with Ian Lallows generous supply of wine and food. Already she has proved her worth with a fifth in the Gold Cup etc, etc!

Cowes Week drew an entry of 23 every day and proved a comfortable win for Andy Cassell in 'Ganymede VIII'. Serving notice of things to come was Mike Martell in a 23 year old borrowed boat who had 2 wins and who is currently fitting out a new Petticrow Dragon - you have been warned! Peter and Alison Morton deserve special thanks for throwing open their house and garden for the hugely successful Cowes Week party; if only the survivors were as ready with their brooms the morning after as they were with their right arms the night before.

The class championship went again to Eric Williams, joined this year by Ian Lallow and sailing 'Mayfly'; second was (fairly) new boy Peter Morton in Bill Citron's old 'Nortic' now 'Domino' and third Mark Ratsey-Woodroffe in 'Raven'. Particular mention should be made of Major Philip Colville who although in his late 70's and no longer enjoying good eyesight completed more races than anyone else, save 3, and who unfailingly goes the right way in the strictly Solent tides. Interestingly he sails the penultimate Lallow Dragon.

Cowes Dragons must do the longest race of any in the U.K. - the round the island - which at 48m is quite a hike and the back of the island is not a pleasant place on a rough day. This year the flying doctor, Brian Orr, triumphed in 'Wyvern' a Peter Wilson cold moulded boat.

1988 produced 5 "new" Dragons in the fleet but with one obvious exception oddly little has been seen of them. Finally of our active fleet of 27 yachts it is good to see 10 travelling to away fixtures, although this does make quite a hole in the home fleet at various times. For my money Barry South in 'Flapjack' did well to win at Torquay and Pat Dyas in 'Jerboa III' rather better to survive the gallis hospitality at Arcachon, surely a regatta which should attract every gastronome in the fleet.

Jonathan Fairchild

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TORBAY FLEET

This year we welcomed a brand new Dragon, 'Joss' owned by Richard Bradbrook and Richard Sharp. This is the first new Dragon in the Torbay fleet for many years and as her crew gain experience she is proving to be a fast boat and a threat to the older wooden Pedersen boats.

There are now eight Dragons in Torbay. A full range of weather conditions has provided some exciting racing. Large windshifts have resulted in several races without a beat and other races with a beat on every leg of the course. The oldest boat in the fleet, 'Rapier', has gained two first places in light weather, but had to retire in heavy weather because of gear failure. An added dimension to the racing this year has been the disappearance of a number of the club marks, either because of rough weather or trawled by motorised craft. Finding a mark without a flag in a south easterly swell in the mist has proved fairly difficult.

To celebrate the landing of William of Orange at Brixham 300 years ago, Her Majesty the Queen honoured Torbay with a visit. As part of the celebrations a Sail Past the Royal Yacht Britannia was organised to include the Royal Navy, the Dutch Navy, a visiting flotilla of Dutch boats, the Royal Yacht Squadron and local yacht clubs. His Royal Highness the Duke of Edinburgh's Dragon 'Bluebottle', now kept at the Naval College at Dartmouth, was given special dispensation to lead the fleet. Although the visibility was very poor on the day the Dragon fleet took their turn and dipped their ensigns while in perfect formation, under sail, out of the mist.

'Flapjack' from the Solent joined the fleet for the Torbay Regatta and after showing us how to sail a Dragon properly, the crew were only prevented from carrying away the silver by some quick talking from the club officers. The trophies are now being suitably engraved. 1989 will see the Edinburgh Cup and the Dragon Worlds in Torbay. We look forward to seeing everyone for these events and would also like to invite you to come to the Torbay Regatta which will precede the World Championship.

Sandy Ellis

ALDEBURGH FLEET

The Aldeburgh Dragon Fleet enjoyed one of those very mixed years. Open meetings are the bane of class racing as often the active majority of the fleet are on the road. Having said that sometimes their results do bring credit to the club fleet and the experience learned produces better and more competitive racing at home.

In the Alde it was probably true to say that 'every dog had his day', well perhaps not really 'day' but certainly the odd moments of glory.

The seasons points were deservedly won by Patrick Gifford and Mike Hales in 'Basilisk' with Ricky Gillingham runner up in his new St. Georges boat 'Apache'. The Regatta was interesting. Rory Bowman having failed in the first two races got it right in the other two and looked all set to do the same in the last race but the opposition, all of it, decided that the bar had more charms than the weather and stayed at home leaving an unhappy Rory on moorings with no-one to play with.

We slaughtered the R.N.S.V.C. in the annual team race this year at Lowestoft. We very simply paddled faster and straighter than they did.

The November points series was convincingly won by Peter Wilson. So far only one race has been sailed and it was on his birthday!

Mention must be made of 'Vana' now 34 years young and rudely known as 'Geriatatrix'. Her normal crew whose ages together with the boats age total somewhat over 200 managed to get her near the front of the fleet, keep her near the front of the fleet, and still drink port.

Peter Wilson

M E D W A Y

This season has been another varied and good one for the Medway Dragons, both on and off the water. With a strong fleet on the books at the moment we have had some quite reasonable turnouts of 18 - 20 boats some Saturdays. The rather inclement weather at times keeping a few of the fairer weather sailors at home some days.

Several boats have travelled to various championships this year with mixed fortunes. "Fenris Wolf" (David Dann), which has had quite a campaign of open meetings sank in the Solent during the South Coast Championships and spent a couple of days with Davy Jones before being retrieved. She was repaired in time for the French Championships however. "Reflection" (Chris Ward) did not fare much better in Ireland where she was severely mauled by another Dragon as was "Lis" (Bob Taylor) at Burnham Week. Perhaps it is safer to stay at home!

David Dale (Rogue), who started the season off well by winning the early series on the Medway, had a very successful Burnham Week, and was followed fairly closely by Ian Ratnage (Water Rat).

There has been good close racing all the way down through the fleet this year with seven boats all having had at least one win, with the Wright brothers (Moonshine) having a few more than their share.

The fleet joined in the Medway River Festival. This included an upriver start around a specially laid buoy off Chatham Dockyard with hazards such as 1001 motor cruisers milling around not quite knowing what they were doing and a fire fighting tug with all its water cannons spouting giving anyone who got near it a drenching!

The Medway Regatta in July was a great success with four races sailed in some strong winds followed by some fairly stormy parties ashore afterwards. "Fenris Wolf" won the four day trophy and "Moonshine" won the weekend trophy.

The annual match against the Dragons of the North Sea Yacht Club, Ostend was next on the agenda, it was their turn to come to the Medway and borrow our boats. This match was sailed in glorious weather. The sight of the Medway team band (the Buckland Buskers) on the Saturday night so completely overawed the visitors that the home team were able to win the series for the first time in five years!

Another fixture in our calendar, the race for the Myrtle Cottell Trophy, the Dragon crews race, was sadly abandoned for the year after two attempts on probably the only two Sundays with no wind.

Other social events during the year apart from our monthly suppers included a buffet evening in the Chatham Dockyard, a Pimms evening during Medway Week and recently a day spent with Mike Relling, the sail maker, having a good look at the fleet and dispensing advice.

Jaspar Wright

L O W E S T O F T

In 843 B.C. the wild, fish-eating, spirit-drinking Danes invaded our shores in Dragon Longboats.

In 1938 A.D. another Danish invasion, similar in habit to the first, took place and the DRAGON CLASS became firmly established at the Royal Norfolk & Suffolk Yacht Club.

The very first Dragon race with 3 boats competing was sailed on 31st May 1938. The winner was 'Flica' sailed by Lt. Cdr. Langton, second was 'Chameleon' and third 'Sirenica'. By August 1938 the fleet had grown to six boats.

In its growth, the Class, in keeping with its Dragon image, was very keen on the development of the Port of Lowestoft - the majority in bottles but occasionally a cask was had. All this was halted by that nasty man, Hitler, but in 1945 sailing resumed with the Flavour of the week changing to pink gin.

The Edinburgh Cup has been successfully held at Lowestoft, first in 1970 and on six occasions thereafter. The most recent in 1987 being sponsored by Beefeater who then successfully sold the company to Whitbread - after the event? Lowestoft helmsmen have achieved much, both nationally and internationally with Nick Truman winning the Edinburgh and the Gold Cups. The Class is as active and vigorous as ever and we look forward to the next fifty years and to celebrating with our dinner on 10th December 1988.

Peter Colby

The crew of Peter Colby's 'Mamba' are also celebrating - their respective wives have given birth to no less than 4 babies in the last 2 years - it all started with the "Port" of Enkhuizen and Hurricane Charlie!

CLYDE FLEET

A very active year for the fleet both locally and on the travelling front, the highlight being the inaugural Northern Area Championships held off Helensburgh of which a report appears elsewhere. In local racing top place went to the Esson/Craig team in Disa winning the Clyde Championships with Nicky MacLennan in 'Bebe' second and Charlie Cairns in 'Ptarmigan' third. A raiding party from the Forth carried off top spot in Clyde Weekend helped by non attendance of local boats on the Thursday and Friday due to the previous few weeks trips to Ireland and Wales - obviously Will Rudd is so well paid he doesn't have to work during the summer! Unfortunately the Barge Cup went East as well with Bobby Brown claiming the secret of success in team racing is putting an Alka Selzer in your last whisky the night before! Drug testing was considered for future events but discarded due to the belief that the majority of participants would be incapable of giving a sample of any sort!

The travelling season started early with the dreaded RYA training weekends on the Forth in March which we are assured were great fun for the exalted beings at the blunt end but murder for the crew who had to do the work in approx. 200 tacks and 150 gybes over four days. We hear that next years training course will include a special session for Dr. "T Bone" Young on how to exit a Marina, going round boats rather than through them. The learning curve continued at Levington with "Diesel" Cunningham discovering that flesh Volvo's go better with Petrol in the tank, though our spies tell us that his ensuing sense of humour crisis at midnight on the AI was worthy of an oscar. However it must be said that he did improve later in the season, though the owner of the innocent petrol pump he demolished with his trailer, on the way to Kinsale might not agree.

Unlike any other fleet our representatives at the South Coast's - 'Disa' and 'Bebe' had a fairly uneventful time and were very glad to be back on their trailers in one piece. Dun Laoaghaire followed the next week with 'Bebe' being joined by 'Taki' and 'JR' for an excellent week at the Irish East Coasts and Irish Championship with Mrs. MacLennan's 'Toy Boy' managing 2nd overall in the East Coasts before succumbing to the effects of serious Irish Partyitis, though he did beat Muppet at tennis by the end of the week! Nick Stratton meanwhile was having severe problems on the water trying to finish a race without being disqualified for hitting 'Jolly Rodger' with wife Lucy aboard - don't worry folks Lucy got her own back at the Northern Areas and the problem has been solved for next year as they are both in the same boat. The wind patterns at Abersoch proved to be far too complicated for our representatives! But the results from the Clyde party were John Major in 'Thomas the Tank Engine' 1st in the Garden Grand Prix and Alan Crosbie won the "Open" Golf by one stroke. Stories about the quality of sailing and the restaurants drew 'Champignon' and 'Bebe' to Kinsale in September and they proved true on both counts, though a little less wind would be appreciated for next year particularly by John Kidney's insurance company and Mary Rose's nerves as Colm tried hard to become the first "Green Submarine" with 'Tiamat'.

The Scottish Championships on the Forth was in complete contract with too little wind curtailing the programme, but still allowing a very competitive and enjoyable weekend. Maybe the secret is to have more events in October perhaps under the title of the "Brass Monkey Trophy". The Crews Union of course is prepared to negotiate suitable overtime payments, this is of course after the buoyancy situation is resolved, as there has been too much swimming in 1988!

BRITISH DRAGON ASSOCIATION

INCOME AND EXPENDITURE ACCOUNT

YEAR ENDED 31st OCTOBER 1988

	<u>1988</u>	<u>1987</u>
INCOME		
Subscriptions		
Current year - Received	1,994	1,155
- Owing	133	545
Previous year	2,127	1,700
	-	40
	2,127	1,740
Advertising revenue	435	250
Bank interest received	143	203
Profit on sale of		
Tie pins	-	52
Jerseys	25	11
Tie	48	18
Earrings	13	107
Proceeds from sale of car stickers	86	188
	19	9
	2,810	2,390
ANNUAL DINNER ACCOUNT		
Receipts	3,187	2,632
Payments	3,215	2,599
	(28)	33
	2,782	2,423
EXPENDITURE		
I.D.A. subscription	103	106
R.Y.A. subscription	21	21
Handbook	675	595
Winter Newsletter	700	608
Postage and stationery	310	293
Room hire for committee meetings	60	40
R.Y.A. Keelboat Coach's expenses (net)	85	
Sundries	22	18
	1,976	1,681
SURPLUS FOR THE YEAR	£ 806	£ 742

BRITISH DRAGON ASSOCIATION

BALANCE SHEET31st OCTOBER 1988

	1988	1987
CURRENT ASSETS		
Stocks of ties, jerseys, earrings and tiepins	349	421
Debtors	133	572
Balances with Lloyds Bank		
Deposit account	4,128	3,628
Current account	1,457	605
	6,067	5,226
CURRENT LIABILITIES		
Creditor	85	50
NET CURRENT ASSETS	£5,982	£5,176
REPRESENTED BY:-		
RESERVES		
Balance at 1st November 1987	5,176	4,434
Surplus for year	806	742
Balance at 31st October 1988	£5,982	£5,176

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

Note:

1. ANALYSIS OF SUBSCRIPTIONS

Received in year		
Abersoch	49	49
Aldeburgh	140	108
Belfast Lough	96	73
Burnham	247	155
Clyde	123	85
Forth	197	140
Lowestoft	138	145
Medway (part)	100	211
Solent	427	273
Strangford Lough	72	85
Torbay	75	113
Irish Dragon Association	169	175
Affiliated members	161	88
	1,994	1,700
Owing at year end		
Medway (balance)	133	-
	£2,127	£1,700

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
11	POLLY	1966	Forth	J. Kelly	Borresen
28	LINTIE	1936	-	Mr. and Mrs. P. Beatt	Johanssen
41	BEDOIN	1937	Destroyed in	"Hurricane Charlie" 1986	Johanssen
42	DELPHYNE	1937	Strangford	F. Gibson	Johanssen
49	POSEDON	1938	Royal Ulster	Mr. and Mrs. B. Rebbeck	Johanssen
52	CHIMERA	1938	Royal Ulster	G. and A. Ralston	Johanssen
53	VRITRA	1938	-	D.A. Whitehouse	Johanssen
54	CERES	1938	Destroyed in	"Hurricane Charlie" 1986	Johanssen
65	SOLAN	1938	Forth	L. Butler	Johanssen
73	TAMA	-	-	N.J.P. Chapman	-
80	KOMIZA	1938	Forth	Miss A. Hutchison, A. Ager, A. McIntyre	Svenson & Dahlstrom
84	WANDERBIRD	1938	Solent	D and Mrs. J. Morgan	-
88	GADDI	-	-	Capt. C. and C. Roberts	-
125	SNAPDRAGON	1948	-	G. Fraser	McGruer
127	OCIOR	1947	-	M. Royle	Woodnut
151	HARKAWAY	1947	Aldeburgh	Miss M. Tudor, Lord Belstead	Nunn Bros
194	TYRA	1947	Lowestoft	A.J.P.H. De Jong	Anker & Jensen
199	JABBERWOCK	1948	Solent	J. Fawcett and D.C. Hardy	Camper & Nicholson
200	GRENDEL	1948	Medway	R.A. Lankester, L.J. Edwards	Camper & Nicholson
202	MELDRUM	1948	Solent	J.D.M. Elliott	Camper & Nicholson
221	TAMSIN	1949	Medway	I. Lambert	Mcgruer
240	TROLL	1953	Clyde	C.T. Kinnear	Bjarne Aas
252	PINTA II	1952	Forth	A.C. Allison, S.M. Crombie	A. Robertson
264	ECHO	-	-	P.J. Polley	-
267	AMPHITRITE	-	Medway	P. Langton	Kilbjorsvik
272	VANA	1954	Aldeburgh	N. Sheffield	Nunn Bros
273	SABLE	1954	Lowestoft	R. Jobson	Borresen
275	CARINA	1954	Solent	M. Cooke	Bjarne Aas
276	VIKING	1955	Aldeburgh	P. Cock	Nunn Bros
277	TIMBA	1955	Belfast	R. Burns, G. Erskine	Borresen
281	SEAHORSE	1955	Medway	D.F. Colbeck	Bjarne Aas
287	SCAMPI	1956	Strangford	A. Dunlop	Burne's
289	RAPIER	1956	Torbay	N.R. Vans-Colina	Pedersen & Thuesen
292	SNAP	1956	Aldeburgh	E.H. Sudell	Pedersen & Thuesen
294	SKEIA	1956	Strangford	A.G. Chambers, J.K. McCormick	Bjarne Aas
303	STARLETTE	1958	-	C. Pearson	Auto Yachts
304	ASA	1958	Solent	G. Hancock	Borresen
308	MONATOO	1958	Strangford	J. McCleery, H.W. Strain	Pedersen & Thuesen
310	RED HERRING	-	Solent	L.A. Jackson	-
316	SIEGLINDE	1959	Forth	E.N. Thompson	Tucker Brown
317	ODIN	1959	-	J.F. Underwood	Tucker Brown
322	BLUE SKIES	-	Solent	R.D.L. and Dr. S.M. Thomas	-
323	STARDUST	1959	-	J.R. Bond	C.H. Lavis & Son
324	THERIO	1960	Burnham	R. Hill-Sanders	Nunn Bros
326	EVA	1957	Clyde	A.D.G. Milligan	Pedersen & Thuesen
327	CLUARAN	1951	Abersoch	J.H. Coote	R. Kristiansand
328	SVANVIT	1951	Medway	R.S.M. Green, Dr. I. Vadasz	Anker & Jensen
329	NYANZA	1959	Strangford	F. Hanna	Fairlee Y.S. Ltd
332	JAVELIN	1960	Abersoch	Mr. and Mrs. J. Bradshaw	Pedersen & Thuesen
333	JOSEPHINE	1957	Strangford	R.J.D. and G.P. Paterson	Pedersen & Thuesen
337	PENDRAGON	1958	Aldeburgh	A.L.C. Byatt	Pedersen & Thuesen
338	ULA	1960	Aldeburgh	J. Bielecki	Nunn Bros
339	LOGIE	1960	Burnham	R. Rycroft, Lt. H. Howard	Nunn Bros
348	TROIKA	1961	Lowestoft	Dr. I.K. Anderson & P. Colby	Pedersen & Thuesen
355	WIZARD	1961	Medway	J.A. Field	Mugel & Spree
357	ANEMONE	1961	Destroyed in	"Hurricane Charlie"	Mugel & Spree

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
363	MISTRESS	1961	Solent	M.R. Wharton	Morgan Giles
364	ZULU	1960		I.F. Nelson	Pedersen & Thuesen
372	SKAL II	1962	Lowestoft	K.A. Clabburn	Borresen
375	BLUE HAZE	1959	Clyde	Mrs. M. Heathcote	Pedersen & Thuesen
377	KAREN II	1962	Forth	J.K. Dearden, G.M.C. Lee	Borresen
380	CHIME	1959	Solent	Lt. Col. & Mrs. T.C. Street	Borresen
382	VAL	1962	Solent	Mr. and Mrs. P. Acciarri	Bjarne Aas
383	TROIKA TOO	1962	Aldeburgh	T.A. Dunn & H. Dunn	Nunn Bros
384	CRACKERJACK	1962	Clyde	O.S.S. Roberts	Pedersen & Thuesen
385	DJINN	1962	Medway	C.E. Storton	Clare Lallow
387	MAHJONG	1962	Solent	P. Freemantle	Pedersen & Thuesen
390	GEM	1963	Forth	D. Sinclair & P. Kirkham	Borresen
393	TARA	1963	Torbay	J. Hart & R. Miller	Borresen
395	SALADIN	1963	Lowestoft	J.N. Holmes	Borresen
400	STROLLER	1963	Solent	C. Corrigan	Borresen
402	METEOR	1963	Clyde	T.J. Henderson	Borresen
403	LIS	1963	Medway	R.H. Taylor	Borresen
404	MESTENGO	1963	Medway	R.L. Catchpole & P. Ives	Brites (Portugal)
406	PENGUIN TOO	1964	Medway	E.J. Robertson	Clare Lallow
407	FREYA	1964	Medway	Mrs. R. Bolton, G. Collins, K. Durrant	Nunn Bros
408	JOANNA	1964	Solent	Miss J.A. Styles	Pedersen & Thuesen
411	AQUILLA	1964	Medway	P.M.W. Freeman	Borresen
414	CRESSEID	1964	Clyde	I. Broadley	Burne's Shipyard
415	TALISMAN	1965	Solent	D.H. Starbuck	Borresen
416	FENRIR	1965	Medway	R.D. Cooper, P. Cheeseman	Borresen
417	DRAKE	1965	Medway	P.W. Howland	Borresen
419	MELTEMI	1965	Solent	P.D. Harrison, E.W. Pegna	Pedersen & Thuesen
421	REFLECTION	1965	Medway	C.A. Ward	Clare Lallow
422	HEUSCHRECKE	1966	Torbay	M.J. Ellis, Dr. J. Ellis	Pedersen & Thuesen
425	SKAL III	1965	Lowestoft	C.H. and Col. G.S.H. Dicker	Borresen
427	MIANNA	1966	Belfast Lough	R. McMichael	Borresen
430	RAN	1966	Torbay	J.I. McKenzie	Pedersen & Thuesen
431	PTARMIGAN	1967	Clyde	C.S. Cairns	Pedersen & Thuesen
432	HUMMING BIRD	1967	Torbay	J. Powe	Pedersen & Thuesen
434	MOONBEAM	1967	Clyde	-	Borresen
436	SOU' WESTER	1967	Cultra	J.R. Gunning, J.A. Gunning	Borresen
437	WOLFHOUD	1966	Lowestoft	Mr. and Mrs. M.L. White	Borresen
438	LISA JANE	1967	Strangford	J.F. Cooke	Borresen
439	MAELSTROM	1967	Torbay	S.J. Day	Pedersen & Thuesen
440	MISTRAL	1967	Medway	P.E. Woodger	Pedersen & Thuesen
441	RASCAL	1967	Solent	J. Fairchild	Borresen
442	KALI	1967	Solent	Lady Diana Smith	Borresen
445	ROGUE	1968	Medway	D.M. Dale	Borresen
447	GERYON	1968	Solent	P.R. Colville, C.J. Lucy	Clare Lallow
448	TARKA	1963	Abersoch	J.A.B. Taylor	Pedersen & Thuesen
449	MONICA	1964	Burnham	H.D. Coryn	Borresen
451	ADAstra	1969	Royal Ulster	D. Kelso, S. Polly, G. Dixon	Clare Lallow
453	DRAGONFLY	1969	Medway	P. Ives	Borresen
454	FLAPJACK	1970	Solent	B.J. South	Borresen
455	ROYALIST	1970	Medway	R.S. Dawe	Pedersen & Thuesen
457	ZARA II	1971	Abersoch	P.R. Orford	Borresen
458	ASTERISK	1971	Solent	P.D. Lloyd	Borresen
459	DUNLIN	1971	Solent	E.J.M. Dent & Lt. Col R.G.L. Pugh	Borresen
461	WATER RAT	1971	Medway	I.C. Ratnage	Borresen
465	NORTIC	1972	Solent	P. Morton	Borresen

NUMERICAL LIST OF REGISTERED DRAGONS

NOVEMBER 1988

Boat No.	Name	Year	Fleet	Owner	Builder
DK					
467	SMAUG	1973	Burnham	K.W. Bushell	Borresen
469	PUFF	1973	Solent	A.J.P. Hobbs, I. MacDonald, P. Coldham	Borresen
470	MIRAGE	1974	Forth	R.W. Brownlie, S.D.G. Smith	Borresen
471	MARCO POLO	1973	Burnham	P. Gimpel	Borresen
473	KIS	1973	Forth	H.I. Mackenzie	Borresen
474	CELERITY	1974	Strangford	M. Beers	Borresen
475		1973	-	C.C. Simmonds	Borresen
478	MYSTERE	1975	Lowestoft	N. Blowers & Mrs. C. Pettengell	Borresen
479	VALHALLA	1975	Abersoch	Mr. and Mrs. T. Pearson	Borresen
480	SALVO	1975	Solent	R. and A. Dowding	Borresen
481	BLUE FLAME	1976	Forth	D.R.S. Maclean	Borresen
482	ISIS	1976	Medway	M.N. Williams	Borresen
483	TAMERLANE	1974	Strangford	G. Watson	Borresen
484	CHINOOK	1976	Burnham	M.J. Holmes, T.C. Allen	Borresen
485	WYVERN	1979	Solent	Dr. B. Orr	Aldeburgh
486	MATILDA	1979	Aldeburgh	J.C.V. Hunt	Bellarine Marine
487	STORM	1979	Medway	G.H. Blatch	St. Georges
489	KESTRA	1976	Forth	J. Leask	Borresen
490	LEVIATHAN	1980	Solent	L.D. de Rothschild, The Hon. W.S. Pease	Borresen
491	VICTORIA	1977	Medway	O. Cracknell	Borresen
492	GANDALF	1979	Medway	M. Lutener, J.G. Elphick	Borresen
493	PHOENIX	1980	Abersoch	Mr. and Mrs. R. Rutherford	Borresen
494	MOONSHINE	1980	Medway	J. Wright, S.C.M. Wright	Borresen
495	COQUILLE ST JACK	1981	Burnham	D. Warren	Borresen
496	YANKEE DOODLE	1981	Solent	J. Cole	Borresen
497	VELETA	1982	Belfast	D.S. Baird	Borresen
498	TANA	1982	Lowestoft	J.E. Crockett	Borresen
499	CHAOS	1983	Aldeburgh	K. Skelsey	St. Georges
500	ARIEL	1982	Burnham	R.K. Melville	Miller Godsil
501	MAMBA	1985	Lowestoft	P.G. Colby	St. Georges
502	DREADNOUGHT	1985	Burnham	C. Hall	St. Georges
503	LOKI	1985	Aldeburgh	R. Bowman	Borresen
504	HARVEY	1986	Abersoch	C.J. Thornton	M. Glas
505	JANE IV	1986	Forth	D. Young & M.H.G. Pollett	Borresen
506	MANFARE	1986	Solent	M.D. Issaias	Borresen
507	WISP	1986	Solent	D.C. Barham	Borresen
508	SABBATICAL	1986	Forth	Dr. R.D. Brown	Borresen
509	JERBOA III	1986	Solent	P. Dyas, D.F. Biddle	Borresen
510	RAVEN	1986	Solent	M. Ratsey-Woodroffe	St. Georges
511	DISA	1987	Clyde	C. Craig, T. Esson	St. Georges
512	JASMIN	1986	Clyde	S.N. Mackinnon	St. Georges
513	GREEN COCKATOO	1973	Burnham	J.A. Clare	Borresen
514	YSLDE	1963	Strangford	J. Weir & N. Curran	Bjarne Aas
515	BASILISK	1986	Burnham	P.A. Gifford	Borresen
516	SPINDRIFT	1986	Burnham	G.C. Harrison	Borresen
517	INDROC	1986	Lowestoft	C.H. Bothway	Borresen
518	GANYMEDE VI	1986	Burnham	R.J. Davies	St. Georges
519	ORION	1987	Aldeburgh	R. Gilday	St. Georges
520	CHINATOWN	1987	Solent	N.A. China & Mrs. V. China	St. Georges
521	REFRACTION	1987	Aldeburgh	A. Woodcock	St. Georges
522	CHAMPIGNON	1987	Clyde	Mr. and Mrs. D. Cunningham	St. Georges
523	BEARABLE	1987	Burnham	C.C. Hobday	St. Georges
524	FENRIS WOLF	1987	Medway	D.L. Dann	St. Georges

Boat No.	Name	Year	Fleet	Owner	Builder
<u>DK</u>					
525	MERLIN	1987	Forth	W.G.T. Rudd	St. Georges
527	SANDPIPER	1987	Solent	N.J. Streeter & M.J. Williamson	Borresen
528	MAGGIE	1987	Solent	W.F. Harries	Borresen
530	FIREFLY	1987	Clyde	P. Caplan	
534	QUICKSILVER	1987	Burnham	R.A. Campbell	
535	TAKITIMU	1987	Clyde	J.K. Robertson & N. Stratton	St. Georges
536	WARLORD	1987	Burnham	P.J. Tolhurst	Borresen
537	BEBE	1987	Clyde	Mrs. N.J.C. and J. MacLennan	Borresen
539	DRABIS	1988	Aldeburgh	D. Pocknell	St. Georges
540	JOSS		Torbay	R. Bradbrook & R. Sharp	
541	T'SAI	1988	Aldeburgh	T. Wilkinson	St. Georges
542		1988	Aldeburgh	R.F. Gillingham	St. Georges
543	GANYMEDE VI	1988	Aldeburgh	P.J. Wilson	St. Georges
545	JOLLY ROGER	1986	Clyde	Mrs. Stratton	Bellarine
547	DISTRACTION	1988	Aldeburgh	M.J. Hart	St. Georges
548	AVALANCHE	1988	Burnham	Capt. T.G. Wade	Petticrows
549	MAYFLY	1988	Solent	J.E. Williams	Clare Lallow
550	UNION JACK	1988	Burnham	M. Patten	Petticrows

* * *

C H A N G E O F O W N E R S H I P

* *

Members are reminded that they should notify the Royal Yachting Association and the Class Secretary of changes in ownership.

IRISH DRAGON ASSOCIATION

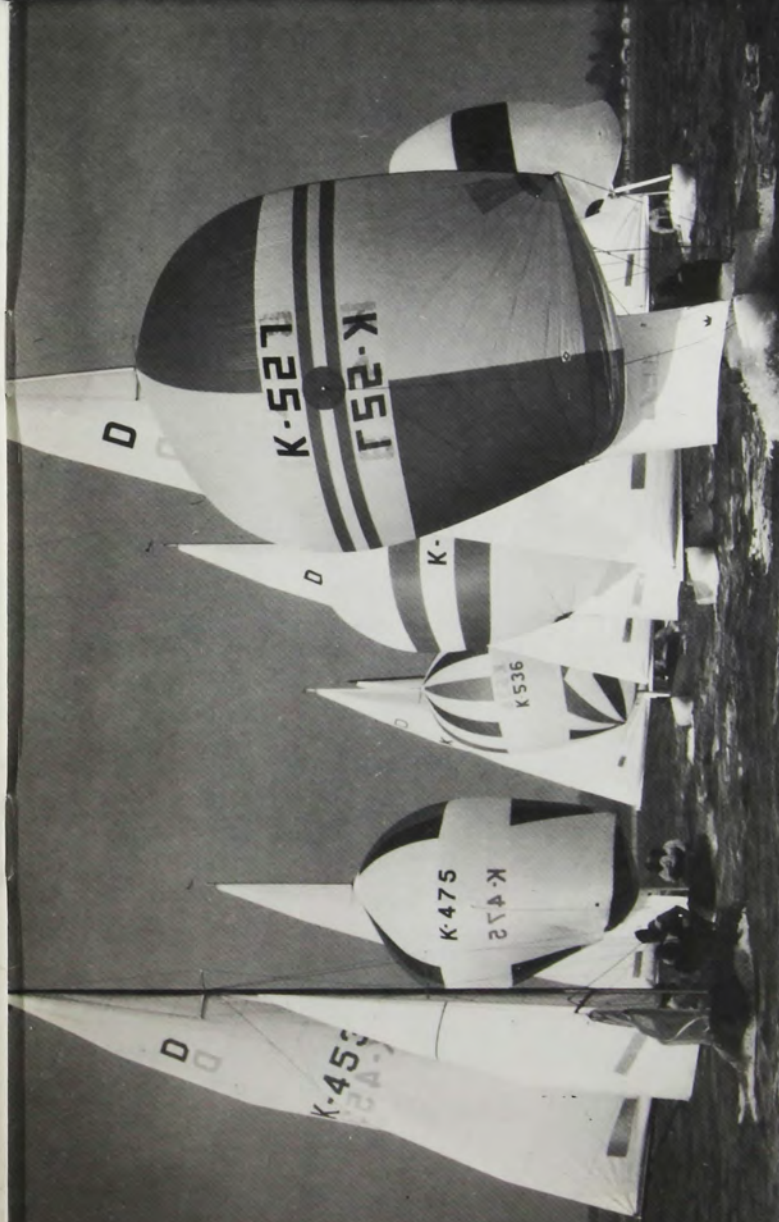
Boat No.	Name	Year	Fleet	Owner	Builder
IR					
3	INFINITY	1984	Cork	T. O'Gorman	Borresen
4	GALAX	1963	Cork	C. Good	Bjarne Aas
7	ALPHIDA	1965	Cork	R.G. Matthews	Borresen
8	PEGASUS	1973	Dublin Bay	H. Robinson, N. Green	Borresen
10	ANDROMEDA	1962	Dublin Bay	P. and S. Grey	Borresen
11	YAM	1959	Glandore	I. Davidson, C. Hurely	Macario
15	GIPSEY	1937	Glandore	D. Street	Johanssen
16	HIKARI	1975	Dublin Bay	J. Kidney	Borresen
20	INTRUDER	1984	Cork	J. Sisk	Glas
21	KOALA	1974	Dublin Bay	R. McDonough, J. Simington, J. Mulligan, D. McGloughlin,	Borresen
22	IF	1986	Cork	A. Crosbie, M. Cattell	Borresen
27	ELSA	1986	Cork	C. Doyle	Borresen
29	SLEUTH	1957	Dublin Bay	G. Stanley, M. Kennedy	Nunn Bros
30	SEAWULF	1958	Dublin Bay	N. Campbell-Crawford, J. Post	Burne's Shipyard
32	ALKA	1963	Dublin Bay	K. O'Brien, C. O'Sullivan	Pedersen & Thuesen
34	JANE	1962	Dublin Bay	J. Finnegan	Pedersen & Thuesen
37	CARAVELLE	1961	Glandore	B. O'Donnell, N. Scott	Bonnin
39	PUFF	1963	Glandore	D. Merrick	Abeking & Rasmussen
40	LEPRECHAUN	1964	Dublin Bay	D. O'Connor	Pedersen & Thuesen
42	MELISANDE	1965	Glandore	P. Murphy	Crosshaven Boatyard
43	FAFNER	1937	Glandore	N. Bendon, L. Quirke	Johanssen
44	CRAZY IV	1963	Dublin Bay	P.J. Madigan, M. Moore	Borsholmen Verft
45	TITAN	1968	Dublin Bay	A. Powell B. Dunlea, Dr. J. Meehan, B. O'Connor, G. Owens	Borresen
46	TARANAKI	1972	Dublin Bay	M. Halpenny	Borresen
53	REBEL	1967	Dublin Bay	Dr. G. Tracey	Borresen
55	PHILBIN	1961	Dublin Bay	T. Foley	Bjarne Aas
66	RAGNAR	1972	Dublin Bay	C. McMullen	Borresen
77	PANACHE	1975	Dublin Bay	B. Keogh	Borresen
88	TIAMAT	1982	Dublin Bay	Mr. and Mrs. C. Barrington	Borresen
91	POLLY II	1956	Glandore	D. Callanan, D. O'Donoghue	Walsteads Boatyard
93	FLICKA	1948	Glandore	S. Pasley	McGruer
96	PANCHO	1963	Cork	D. O'Connell	Borresen
100	HY-BRASIL	1987	Dublin Bay	M. Cotter	Borresen
105	TRIONA	1962	Dublin Bay	M. O'Gallagher, P. Moriarty	Clare Lallow
349	PAN	1957	Dublin Bay	J. Toomey, F. Murphy	Bjarne Aas
370	SALAMANDER	1962	Cork	J. Vaughan	Borresen
405	TRITON	1964	Cork	J. Mulcahy	Pedersen & Thuesen
460	TARASQUE	1971	Dublin Bay	D. Donoghue	Borresen

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Photographs on page 35 and inside back cover -

South Coast Championship by Beken of Cowes

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RESULTS

East Coasts	1(P), 3
Southern Areas	1, 2
Irish Helmsmans	1, 2, 3
Danish Championships	1
European Championships	1
Belgian Championships	1
Northern Areas	1
Edinburgh Cup	1(P), 2, 3

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* = Partial Inventory

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