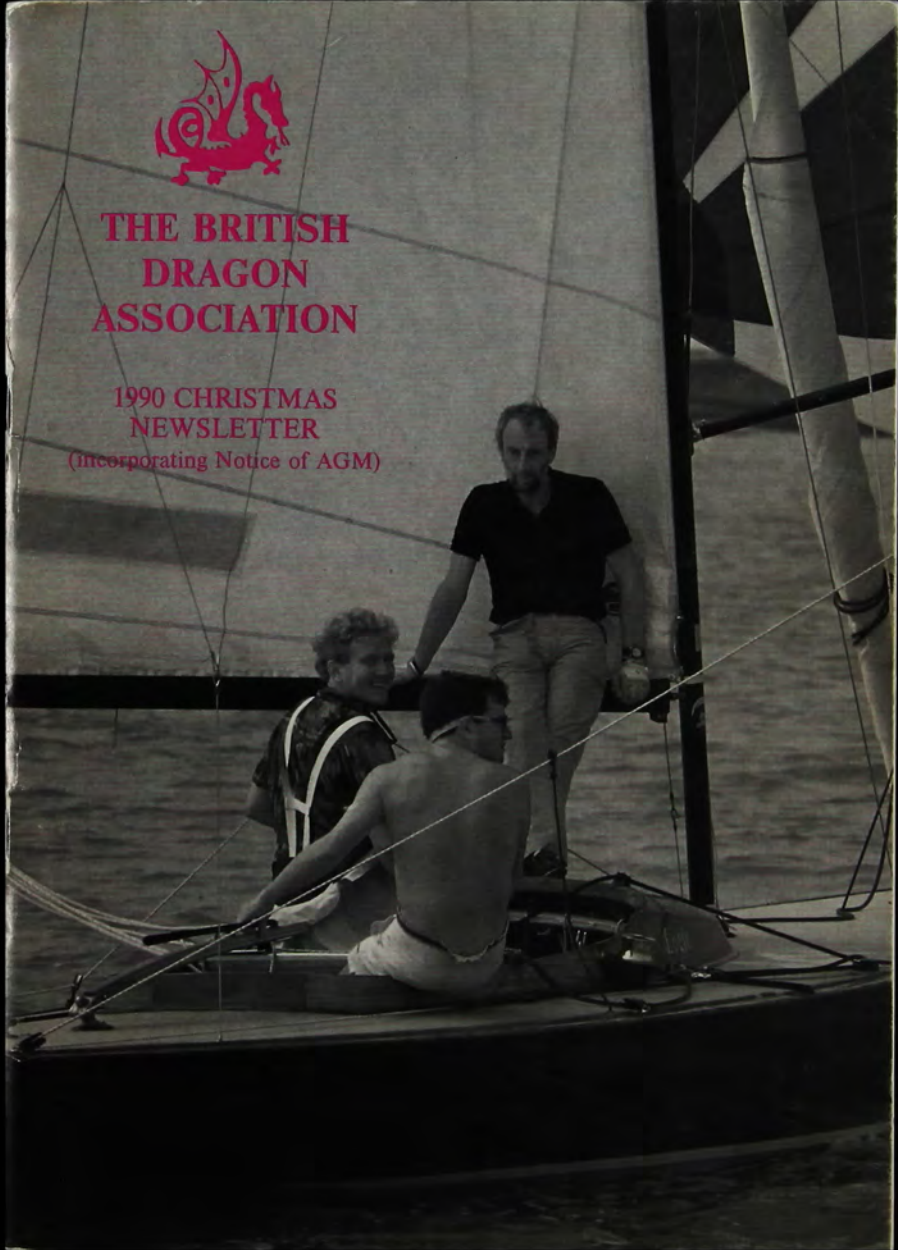




THE BRITISH DRAGON ASSOCIATION

1990 CHRISTMAS
NEWSLETTER
(incorporating Notice of AGM)



THE BRITISH DRAGON ASSOCIATION

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THE BRITISH DRAGON ASSOCIATION

1990/91 CHRISTMAS NEWSLETTER

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Petticrow's Boatyard	Back Cover

Cover Photograph by courtesy of Janet Harber

FIXTURE LIST

1991 Home (All "Qualifying" events)

East Coast Championship	4th - 6th May	Levington
South Coast Championship	25th - 27th May	Cowes
Northern Area Championship	22nd & 23rd June	Clyde
Edinburgh Cup	24th - 29nd June	Clyde

Overseas

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

1992

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

1993

Edinburgh Cup		Edinburgh
Gold Cup		Holland
World Championship		Germany

1994

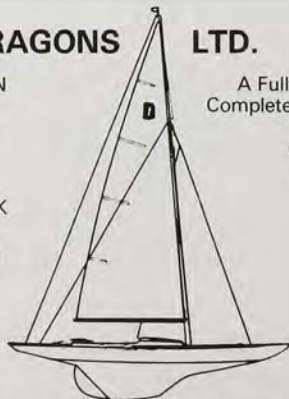
European Championship		France
Gold Cup		Denmark

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2nd SOUTH COAST
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1. East Coast Championships

The East Coast Championships, held again at Levington, were remarkable for three things this year:-

- the surprise day trips to Holland
- the portent of things to come from "Basilisk"
- the Solent Banana Special as performed by Andy Cassell in the last race.

Levington enjoyed, for the second year running, un-characteristically fine weather. This was just as well as the Race Officer in a commendable attempt to keep the racing away from shore and tidal influences, set the course some 3-4 miles off shore. Since this involved a two-hour sail from the marina to the racing course, most boats considered carrying passports.

The heroes of the weekend were Pat Gifford and his team in "Basilisk". No one watching her performance at Levington could be at all surprised by her third place in the Gold Cup later on in the season. Armed with a new mast and new North sails, "Basilisk" proved that she had plenty of boat-speed, which she put to devastatingly good use. By winning the first three races, Pat quickly established a dominance over the Championship. His starting technique and general tactics were immaculate and it took Nick Stratton in "Djinn" winning the fourth race, to break the monotony.

The fifth, and for those other than "Basilisk", the vital race started in light winds. Nicky MacLennan's "Bebe" and "Djinn" were both well placed after the first two reaches to attack John Thornton in "Warrior" who was holding down second place overall at that stage. However it was not to be, as the fleet rounded the leeward mark on what was the second or final beat, only to come to a complete stop as the wind died away. Of the boats at the front of the fleet, it was "Djinn" who was successful in locating the new breeze when eventually it filled in. She snuck ahead of the pack to secure second place in the race and a well deserved 3rd place overall. Line honours, however, went to Andy Cassell in "Ganymede X" who having been well down the fleet, rounded the leeward mark, immediately tacked onto Starboard, and ceremoniously steered around the fleet in the last of the old breeze.

Overall Results: 1st "Basilisk" Patrick and Mary Gifford 8 points; 2nd "Warrior" John Thornton 25.7; 3rd "Djinn VIII" Nick Stratton 28.7; 4th "Bebe" Nicky MacLennan (sailed by Steve Skakel) 31.4; 5th "Whistle" Simon Fulford 42.7; 6th "Ganymede X" Andy Cassell 40.7; 7th "Union Jack" Mike Patten 47.7.

2. South Coast Championship

POINTS FOR DRAGON SERIES
=====

INTERNATIONAL DRAGON CLASS
=====

SOUTH COAST CHAMPIONSHIP 1990
=====

Adjusted for 1 discards.

NO.	NAME	RACE NUMBER															TOTAL	BEST	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Pts	Pts
1	MAYFLY	0.75	0.75	0.75	2.00													4.25	2.25
2	GANYMEDE X	3.00	4.00	2.00	46.00													55.00	9.00
3	DOMINO	46.00	8.00	3.00	3.00													60.00	14.00
4	UNION JACK	10.00	2.00	8.00	7.00													27.00	17.00
5	ASTERISK	6.00	12.00	17.00	4.00													39.00	22.00
6	SANDPIPER	7.00	7.00	27.00	12.00													53.00	26.00
7	DOESN'T SHE	12.00	13.00	9.00	5.00													39.00	26.00
8	RAVEN	15.00	15.00	18.00	9.00													57.00	27.00
9	FENKIS WOLF	19.00	3.00	22.00	6.00													50.00	28.00
10	SABBATICAL	8.00	10.00	14.00	37.00													69.00	32.00
11	ARIEL	16.00	18.00	7.00	10.00													51.00	33.00
12	AWALANCHE II	11.00	5.00	19.00	27.00													62.00	35.00
13	SAPPHIRE	2.00	9.00	25.00	31.00													67.00	36.00
14	WARRIOR	5.00	34.00	13.00	21.00													73.00	39.00
15	ZARA II	46.00	33.00	6.00	0.75													85.75	39.75
16	BASILISK	9.00	21.00	11.00	23.00													64.00	41.00
17	BEBE	23.00	6.00	12.00	25.00													66.00	41.00
18	SPINDRIFT	13.00	23.00	10.00	19.00													65.00	42.00
19	CHAMPIGNON	29.00	36.00	5.00	15.00													85.00	49.00
20	BARBARY	26.00	11.00	15.00	34.00													86.00	52.00
21	TROIKA	20.00	22.00	31.00	11.00													84.00	53.00
22	NIMROD	14.00	16.00	26.00	24.00													90.00	54.00
23	FANFARE	35.00	32.00	4.00	18.00													89.00	54.00
24	WYVERN	31.00	26.00	16.00	14.00													87.00	56.00
25	JERBOA III	22.00	28.00	30.00	8.00													88.00	58.00
26	PAPRIKA	17.00	19.00	38.00	26.00													100.00	62.00
27	LUOMILLA	36.00	17.00	20.00	29.00													102.00	66.00
28	CEKANDA	37.00	20.00	24.00	22.00													103.00	66.00
29	FLOTATION	28.00	14.00	29.00	28.00													99.00	70.00
30	MYSTERE	4.00	45.00	23.00	40.00													112.00	72.00
31	RUYJIN	18.00	25.00	34.00	33.00													110.00	76.00
32	DISTRACTION	27.00	38.00	40.00	13.00													118.00	78.00
33	RASCAL	46.00	24.00	39.00	16.00													125.00	79.00
34	CHINATOWN	24.00	27.00	28.00	39.00													118.00	79.00
35	ATLANTA	33.00	15.00	32.00	46.00													126.00	80.00
36	AQUILA	30.00	48.00	35.00	17.00													130.00	82.00
37	LEVIATHON	34.00	31.00	21.00	30.00													116.00	82.00
38	JOSS	21.00	46.00	36.00	35.00													138.00	92.00
39	GERYON	25.00	35.00	33.00	36.00													129.00	93.00
40	WISP	32.00	39.00	41.00	32.00													144.00	103.00
41	CHIME	46.00	41.00	43.00	20.00													150.00	104.00
42	ORION	38.00	37.00	37.00	38.00													150.00	112.00
43	GEM	39.00	40.00	42.00	46.00													167.00	121.00
44	MELTEM	46.00	48.00	48.00	48.00													190.00	142.00



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BEEFEATER
GIN



3. Edinburgh Cup

POINTS FOR DRAGON SERIES
 =====
 THE BEEFEATER GIN

 EDINBURGH CUP 1990

Adjusted for 1 discards.

No.	NAME	RACE NUMBER																TOTAL	BEST
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Pts	Pts
1	YANKEE DOODLE D	0.00	0.00	8.00	0.00	5.70												13.70	5.70
2	DOMINO	33.00	3.00	5.70	5.70	3.00												50.40	17.40
3	GANYMEDEX	8.00	5.70	17.00	11.70	0.00												42.40	25.40
4	MAYFLY	19.00	8.00	3.00	8.00	11.70												49.70	30.70
5	BASILISK	3.00	13.00	13.00	14.00	14.00												57.00	43.00
6	AVALANCHE V	5.70	11.70	10.00	19.00	20.00												66.40	46.40
7	UNION JACK	17.00	52.00	23.00	3.00	8.00												103.00	51.00
8	COQUILLE ST JAC	10.00	10.00	18.00	18.00	52.00												108.00	56.00
9	BARBARY	13.00	20.00	22.00	15.00	10.00												80.00	58.00
10	ASTERISK	31.00	17.00	0.00	23.00	18.00												89.00	58.00
11	WARRIOR	16.00	19.00	11.70	52.00	13.00												111.70	59.70
12	SANDPIPER	24.00	21.00	28.00	10.00	15.00												98.00	70.00
13	MYSTERE	23.00	15.00	21.00	21.00	19.00												99.00	76.00
14	ARIEL	25.00	14.00	25.00	16.00	28.00												108.00	80.00
15	RASCAL	18.00	16.00	33.00	22.00	27.00												116.00	83.00
16	ZARA II	11.70	22.00	26.00	26.00	32.00												117.70	85.70
17	FENRIS WOLF	22.00	26.00	16.00	52.00	25.00												141.00	89.00
18	RAVEN	29.00	23.00	20.00	20.00	52.00												144.00	92.00
19	INDROS	21.00	32.00	24.00	17.00	34.00												128.00	94.00
20	LUOMILLA	30.00	18.00	19.00	28.00	52.00												147.00	95.00
21	SNAUG	14.00	30.00	27.00	35.00	26.00												132.00	97.00
22	ORION	34.00	35.00	15.00	13.00	52.00												149.00	97.00
23	TROIKA	27.00	24.00	42.00	27.00	22.00												142.00	100.00
24	CEKANDA	26.00	36.00	30.00	29.00	21.00												142.00	106.00
25	CHAMPIGNON	15.00	52.00	52.00	24.00	16.00												159.00	107.00
26	RUYJIN	35.00	31.00	14.00	31.00	52.00												163.00	111.00
27	SPINDRIFT	36.00	25.00	35.00	52.00	30.00												178.00	126.00
28	AQUILA	38.00	52.00	34.00	37.00	17.00												178.00	126.00
29	ELOTATION	40.00	52.00	32.00	34.00	24.00												182.00	130.00
30	PIPRIXA	43.00	28.00	38.00	36.00	29.00												174.00	131.00
31	PUFF	32.00	27.00	31.00	43.00	52.00												185.00	133.00
32	LEVIATHAN	28.00	33.00	37.00	39.00	46.00												183.00	137.00
33	SAPPHIRE	20.00	52.00	36.00	30.00	52.00												190.00	138.00
34	LOGIE	44.00	40.00	46.00	33.00	23.00												186.00	140.00
35	WYVERN	41.00	29.00	44.00	32.00	52.00												198.00	146.00
36	HAMBA	42.00	52.00	29.00	25.00	52.00												200.00	148.00
37	FANFARE	39.00	37.00	52.00	38.00	35.00												201.00	149.00
38	WISP	52.00	41.00	40.00	40.00	33.00												206.00	154.00
39	MELTEMI	37.00	38.00	45.00	52.00	36.00												208.00	156.00
40	JERBOA III	52.00	52.00	39.00	42.00	31.00												216.00	164.00
41	PHOENIX	45.00	34.00	43.00	52.00	52.00												226.00	174.00
42	GERYON	47.00	39.00	47.00	41.00	52.00												226.00	174.00
43	JOSS	46.00	52.00	52.00	52.00	37.00												239.00	187.00
44	ODYSSEUS	52.00	52.00	41.00	52.00	46.00												243.00	191.00
45	GEM	48.00	52.00	52.00	46.00	46.00												244.00	192.00

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

The Forth Dragon Class must have congratulated themselves on saving the Scottish Championships to the end of the season, for they capitalised on the weather and for the first time in the series' history all five races were sailed. In the past at least one has been blown off or it has been so calm that no start could be made. 1990, however, was different.

On the Saturday, the Dragons were craned in and racing began in pleasant, light, sunny conditions with a good quality fleet of 14 taking part.

While the Dragons are old favorites as a class at Granton, this year's fleet is bang up to date with modern, highly competitive boats and throughout the racing was close. Local helmsman, Will Rudd in "Merlin", pulled ahead of the fleet in Race 1 and in the light conditions was never seriously threatened although Danny Sinclair in "Takitimu" and Hamish MacKenzie in "Kis" duelled for second place. In Race 2, however, it was ex-champion Bobby Brown who worked his place to the front followed by David Young in "Jane IV". In both of Saturday's races, an ability to sniff out the wind shifts and handle the spinnaker with smoothness and precision was essential.

On Sunday, after a windless lull, the breeze freshened, filling in strongly from the Southwest and soon the Dragons were carving their way through increasingly heavy gusts. "Thunder" retired due to a broken gooseneck and "Polly" also retired. Clyde Dragon "Djinn" sailed by Tom Hewitson, took the hard weather honours, and it was on to Race 4 which was won by "Jane IV". Readers will note that so intense was the competition that no clear leader had yet emerged after 4 races, and Monday's Race 5 was to prove crucial with four boats in contention for the title as well as those consistently highly placed- such as Danny Sinclair and Hamish MacKenzie, only waiting for the chance to burst through and upset the placings.

A stiff Westerly set in for the final and David Young in "Jane IV" set a cracking pace in the early rounds as the fleet drove hard to windward. No quarter was given and the boats bunched up on the downwind leg with Hewitson lying sixth. Good interpretation of gusts, however, allowed him to climb through the fleet and snatch ultimate victory for "Djinn" and the trio of Tom Hewitson, Miles Stratton, and Allan Manuel of the Royal Northern & Clyde Yacht Club. The series was sponsored by Splashdown, who donated the enviable prize of three of their Splashdown overalls.

Overall Results: 1st "Djinn" Nick Stratton (sailed by Tom Hewitson) 11 points; 2nd "Jane IV" David Young 14; 3rd "Merlin" Will Rudd 16.7; 4th "Takitimu" Danny Sinclair 20.1; 5th "Sabbatical" Robert Brown 34.

FASTER GENOAS

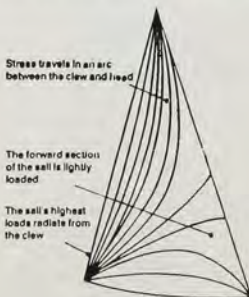
IVAN CORYN of HOOD ONE DESIGN, Dragon sailor, Designer of Championship Winning sails for J24, Flying Fifteen, X.O.D., Sonata and Dragons, gives his thoughts on designing and sailing with today's genoas.

How often does one hear someone say "my boat feels sluggish in waves", "she doesn't accelerate from the starting line", "she's slow out of tacks". Fast sailors have a fine sense of feel for how their boat is performing, as well as an ability to rapidly change gear to respond to changing wind and wave conditions. The way your Dragon is coping with different wind and sea conditions is in part transmitted to the helmsman through the tiller, by feel, that is the amount of lee or weather helm that is present.

:	:	WEATHER HELM	:	TOO MUCH POWER IN MAIN	:
:	:	:	:	:	:
:	TILLER	:	:	:	:
:	:	:	:	:	:
:	:	LEE HELM	:	GENOA TOO POWERFUL	:
:	:	:	:	RELATIVE TO MAIN	:

Too much power generated in the genoa relative to the main develops lee helm and conversely too much power in the main relative to the genoa develops weather helm, either situation making the boat feel out of balance and often slightly sluggish through the water. A well designed Dragon genoa which both you and your crew understand how to use therefore plays a vital role in obtaining optimum speed to windward.

Sail design is a form of construction engineering, understanding the stress map below has allowed me to create a form of construction which best allow the sail shape to respond to adjustment of the controls available on the Dragon,



Principal sail controls available are sheet tension, Barbour haulers, athwartship genoa tracks, halyard tension and running backstay tension; all of which inter-connect in their effect.

When designing a Dragon genoa these controls must be taken into account. A strong low stretch material for the leech makes for easy Barbour adjustment; a light material for the luff gives sensitivity to halyard adjustment. Correct choice and placement of materials means the overall depth of camber is easily controlled by the runners.

To get the best performance from the genoa we must consider how each sail control works individually.

SHEET TENSION: This controls the angle of attack and overall chord depth of the sail for a given point of sailing. On the wind easing sheets develops more power helping the boat to accelerate through the wash of a powerboat for example.

BARBOUR HAULERS: Standard on almost all Dragons, this controls the leech profile of the genoa, and thereby the shape of the slot created between it and the leading edge of the mainsail. Tightening the Barbour reduces twist, increasing the potential pointing ability of the sail. Too much, however, and the sail begins to stall producing a negative effect of boatspeed. A useful guide in a crosscut sail, such as that drawn above, is to set the Barbour so that the seams over the lower 2/3rds of the sail are running off the sail parallel with the side of the boat, whilst those in the upper 1/3rd are twisted off between 5 and 10 degrees.

ATHWARTSHIPS TRACK: This controls the width of the slot for a given Barbour hauler setting, easing the tracks down widens the slot helping keep the hull upright and driving in a strong gust.

HALYARD TENSION: This and runner tension compliment one another, both playing a part in controlling the fullness of the entry of the sail. Halyard tension directly controls the fullness as the sail leaves the forestay wire, thereby widening or narrowing the groove that the helmsman has to steer the boat by. In flat conditions it is easy to sail to a fine entry, however as sea builds one must be able to luff and bear away without stalling the sail, to gain maximum speed to windward.

RUNNERS: These affect the overall camber depth of the aerofoil, hence easing the fine tune, and powering up the rig to compensate for loss of breeze or set of waves. Upwind you should expect to play the fine tuning such that the wire passing through the deck is moving over a range of 2cm. The effect of the sail profile should be monitored through the spreader observation window set in the mainsail.

Whatever the technology the most important ingredient of evolving a fast design or sailing fast is to enjoy one's sailing. Good luck next season.

SELECTION PROCEEDURE

FOR EUROPEAN AND WORLD CHAMPIONSHIPS(Revised October 1989)

1. The current allocation of boats from England, Scotland, Wales and Northern Ireland to the European and World Championships is 11.
2. The selection procedure summarised below assumes an allocation of 11 boats but if more (or less) places do become available, the numbers will be altered accordingly. Of the total number of places available:-

- (i) 8 (or 75%) will be selected on the basis of the results from a number of qualifying events;
- (ii) 3 (or 25%) will be selected by the Officers (Chairman, Vice-Chairman, and Hon. Secretary) of the British Dragon Association.

4. Selection will be by reference to the helmsman and not to individual boats.
5. The qualifying events will be published in January each year (or as soon as possible thereafter). Those helmsmen wishing to be considered for a place in the European or World Championships may count their best results from the qualifying events preceeding the respective Championship as follows:-

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

6. Qualifying events are defined as major Open Championship events attracting 20 or more entries, which are staged in the United Kingdom and are approved as such by the committee of the British Dragon Association.

7. The method of awarding points for the qualifying events will be as follows:-

- (i) The results of each event will be recalculated to exclude all foreign competitors.
- (ii) To the finishing places of each helmsman derived by (i) above will be added, in the case of each event other than the Edinburgh Cup, one place.
- (iii) The revised finishing places derived by (ii) above will then be awarded points using the Olympic scoring system.
- (iv) Where, in any race of a qualifying event, a boat is not helmed by the helmsman seeking selection, such helmsman will be deemed to have scored last place points.

SELECTION PROCEEDURE
FOR EUROPEAN AND WORLD CHAMPIONSHIPS (contd)

QUALIFYING EVENTS

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

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

* * * *

1991 EAST COAST CHAMPIONSHIP

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"YANKEE DOODLE"

US 294. Built Petticrow's 1987. winner Edinburgh Cup 1990. Full sail inventory, and in top-notch condition. £18,500.

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"T'SAI"

K 541. Built St. Georges 1988. White hull, Boyce spars. Fully fitted-out with fine-tune, etc. Elvestrom sails. £12,500.

"DRABIS"

K 539. Built St. Georges 1988. Grey hull, Boyce spars. Fully fitted-out with fine-tune, etc. Two suits of Sobstad sails. £13,500.

"GANNYMEDE X"

K 570. Built St. Georges 1990. White hull, Boyce spars. Very well fitted. Record 1990:- 5th East Coast Champs; 2nd South Coast Champs; 3rd Edinburgh Cup; Overall winner Cowes Week. Ratsey sails. £17,000.

NOTE: A newish trailer is available with any of the last three above for an extra £1600.

Apply: St. Georges 0728-452019

"JASMIN"

K 512. Built St. Georges 1986. In excellent condition with extensive sail wardrobe, and all Class requirements. Includes trailer. Lying Clyde. £10,000.

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NOTICE BOARD

LOST!

2 Dragon Class Trophies! No trace can be found of the Citron Trophy (raced for at the Edinburgh Cup by club teams) OR the Old Boat Trophy (raced for at the same event).

Will anybody who can throw light on their whereabouts, please contact James Robertson (next year's Edinburgh Cup Regatta Secretary) on 0436-820-238.

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Newsletters

B.D.A. members will be surprised, and presumably delighted, to receive, in addition to this Newsletter, a copy of Chris Dicker's I.D.A. publication. In order to avoid duplication, the B.D.A. Newsletter this year has been slimmed down and many of the previous features such as the International Fixture List, details of Rule changes, etc., will now be dealt with by the I.D.A.

"LOST" Dragons

The B.D.A. are always anxious to establish contact with owners of Dragons not included in the list of members' boats set out on pages 32 to 36 in this Newsletter. If you come across, or know of the existence of, any such boats or owners, please let the Hon. Secretary know.

Dragon Class Rules & Plans

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

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

Change of Ownership

Members are reminded that they must notify the RYA (the UK National registration authority for the International Dragon Class) of any change in ownership. They should, of course, also let the Hon. Secretary of the B.D.A. know, and a form for this purpose is on page 37 of this Newsletter.

List of Measurers

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

Full

D.Chivers	34 Nelson St, 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
M.G.W.Macgregor	Altmore, Clynder, Dunbartonshire G84 0GN

Maintenance

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

New Computer-produced Class Measurement Certificates

As indicated last year, the RYA is now in the process of issuing a new form of Measurement Certificate to the whole class.

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

Note to Fleet Treasurers/Captains

As agreed at the October 1990 Committee meeting, annual stickers will be introduced. Each fleet will be asked to send to the Hon. Treasurer in March of each year, cash to "buy" the requisite quantity of stickers for the forthcoming season. This indent will be based on the numbers of fleet boats at the end of the previous season; any subsequent movements being adjusted at a later date. The fleet will then issue to its boat owners, a sticker on receipt of whatever it charges its own members.

It is hoped that this will make all boats racing at fleet level "legal", rather than at present, where if a fleet Treasurer does not send the fleet sub to the B.D.A. Treasurer until the end of the season (or even later in some cases.... Lowestoft, please note!) the owners of fleet boats are actually NOT B.D.A. members, and therefore, their boats are, strictly speaking, not Dragons!

In view of the probability that the issue of some 200 certificates will not be complete by March 1991, the new scheme will start in 1992, but fleet treasurers might like to start making their own arrangements to implement their end of the scheme now.

Hon. Secretary

Mike Pollett, who has succumbed to the lure of West of Scotland cruising, has indicated that he will not be able to act as Hon. Secretary next year. Nicola MacLennan ("Bebe" K 537) has been persuaded to take on the job if elected at the AGM (!).

Nicky's address, etc. is as follows:-

136 Highams Avenue
Chingford
LONDON E4

Office: Tel 071-235-6033
Fax 071-245-6308
House: tel 081-527-9975



BRITISH DRAGON ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Association will be held at the Royal Thames Yacht Club, Knightsbridge, at 1845 on Friday 4th January 1991.

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 1990 (see pages 20 - 21 of this Newsletter).
4. The Chairman's report. (See page 22 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 1990.)
6. Report from the International Dragon Association.
7. Any other business.

A N N U A L D I N N E R

The Annual Dinner will follow the Annual General Meeting at 2000

Dress: Reefers or lounge suits.

Tickets for the Dinner must be booked in advance using the enclosed form which should be sent to Mike Pollett to arrive not later than 28th December 1990. 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 1990

	£	£	<u>1989</u> £
INCOME			
Subscriptions			
Current year - Received		2,800	2,733
- Owing		150	-
		-----	-----
		2,950	2,733
Advertising revenue		570	580
Bank interest received		275	206
Profit on sale of:			
Tie pins	33		67
Jerseys	26		175
Ties	65		224
Earrings	-		-
	----		----
		124	466
Proceeds from sale of car stickers		16	43
Commission on Worlds clothing sales		585	-
Donation		-	20
		-----	-----
		4,520	4,048
ANNUAL DINNER ACCOUNT			
Receipts (118)	3,245		3,173
Less:Cost (118)	3,092		3,163
	-----		-----
surplus	153		10
Entertainment of guests(-)	-		(270)
	-----		-----
		153	(260)
		-----	-----
		4,673	3,788
EXPENDITURE			
I.D.A. subscription	967		317
R.Y.A. subscription	24		24
Handbook	836		745
Winter Newsletter	1,000		880
Advertising and promotion	270		297
Postage and stationery	505		513
Committee meeting room hire	22		70
Sundries	9		25
	----		----
		3,633	2,871
		-----	-----
SURPLUS FOR THE YEAR		£1,040	£917
		=====	=====

BRITISH DRAGON ASSOCIATION
BALANCE SHEET

as at 31st October 1990

	£	<u>1989</u> £
CURRENT ASSETS		
Stock of ties, jerseys, tiepins, and stickers	1,941	1,281
Debtors	150	-
Balances with Lloyds Bank		
Deposit account	4,928	4,328
Current account	1,313	1,375
	-----	-----
	8,332	6,984
LESS: CURRENT LIABILITIES		
Creditor	308	-
	-----	-----
NET CURRENT ASSETS	£8,024	£6,984
	=====	=====
REPRESENTED BY:-		
RESERVES		
Balance at 1st November 1989	6,984	5,982
Add: Previous year's creditor no longer payable	-	85
Surplus for the year	1,040	917
	-----	-----
Balance at 31st October 1990	£8,024	£6,984
	=====	=====

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

NOTE: ANALYSIS OF SUBSCRIPTIONS

Received in year		
Abersoch	80	70
Aldeburgh	240	295
Belfast Lough	200	165
Burnham	274	322
Clyde	210	220
Forth	240	195
Lowestoft	-	175
Medway	145	235
Solent	565	382
Strangford Lough	84	95
Torbay	125	100
Irish Dragon Association	270	170
Affiliated members	367	309
	-----	-----
	2,800	2,733
Owing at end of year: Lowestoft	150	-
	-----	-----
	£2,950	£2,733
	=====	=====



BRITISH DRAGON ASSOCIATION

CHAIRMAN'S REPORT

Rather fewer new boats joined our fleets during 1990 than in recent years but this in no way detracted from the level of entries at the "Home" Championship Regattas. The season commenced with the East Coast Championship held once again at Levington, and this year the event was blessed with superb weather. There were 32 entries and the Giffords won. In Cowes, Eric Williamson put up a fine performance by winning three out of the four races in the South Coast Championship and coming second in the other race. The Edinburgh Cup followed a few weeks later when our American friend, Glen Foster, displayed his talents by a most convincing win. This year saw the Northern Area Championship being sailed in Bangor, Northern Ireland, and it is most pleasing to report that 22 boats supported that event with Nicky MacLennan coming first. Irish hospitality again ensured the success of the Gold Cup at Dun Laoghaire where the efficient organisation both on and off the water gave the competitors a memorable regatta. Poul-Richard Hoj-Jensen, the current World Champion, demonstrated his skills once again by winning that most coveted cup.

Once again in 1990 the weather has contributed to the enjoyment of the racing with just a few blustery days to remind everyone of the necessity to have sound gear and to display the necessary seamanship to ensure that there were no serious accidents.

It is a matter of great concern, that whilst your Associations go to great lengths to ensure that our Dragons conform to the building rules and boats are frequently inspected at regattas to maintain conformity, there seems to be an ever-increasing disregard of the International Yacht Racing Rules which have been devised and continually refined over the years to provide a framework for fair and safe competition to take place. Various International Judges have commented to me that our standard of Rule observance is low compared with some other classes, and if we do not improve, the quality of our racing will further deteriorate and the probability of serious accidents will increase.

The fundamental right of way rules are not difficult to understand and apply; where a collision takes place which is avoidable there is always one party that is in error and either that party should retire or there should be a protest. Sadly in all too many instances there is a reluctance to proceed in this manner and it may well be that we may have to resort to on-the-water policing, which is not entirely satisfactory and will add to the expense of our racing. We are fortunate to belong to the widest spread keel boat class in the world which has given immense pleasure to many over half a century - do not let us put this success into jeopardy.

I wish you all a Most Happy Christmas, and Happy Sailing in 1991.

Nicholas Streeter

SAIL FAST, THINK **HOOD**

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

RESULTS 1990

SOUTHERN AREAS

1st 'Mayfly' (spinnaker)

EDINBURGH CUP

2nd 'Domino' (heavy main)

4th 'Mayfly' (main &
spinnaker)

COWES WEEK

2nd 'Monica' (all Hood)

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IN 1991

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BELFAST LOUGH

I'm pleased to announce that the Belfast Lough fleet has again, after many years reached double figures. We now have ten boats, "Chimera", "Polka" and "Lisa Jane" having acquired new owners and "Monatoo" having joined us from Strangford Lough.

The turnouts for for Club racing on Tuesday and Thursday nights have usually been at least five and often up to nine. The racing is becoming closer with "Timba" and "Monatoo" getting up amongst the leaders. The crews of "Polka", "Lisa Jane" and "Chimera" are rapidly getting to grips with the intricacies of Dragon sailing and will bear watching next year.

The fleet was very pleased to have been given the opportunity to host the B.D.A. Northern Area Championship and the I.D.A. National Championship between 2nd and 8th June 1990. We were surprised and delighted by the response from our Scottish friends from both the Clyde and Forth fleets who provided strong representation at both events. Needless to say, Cork and Dublin were also there although the Dublin numbers were slightly less than expected due to the fact that the Gold Cup was following on shortly at Dun Laoghaire.

Irish hospitality combined with meticulous planning resulted in a Scottish boat "Bebe" winning the Northerns and an Irish one "Infinity" the Irish! Conditions were fresh on a number of days, the racing being close and exciting.

The events proved a great boost to the local class and has certainly caused some of the Offshore fraternity to wonder if racing boat-for-boat might not be more fun than trying to beat a pocket calculator! Our very warm thanks to all our visitors for making the journey.

Three of our fleet - "Adastra", "Fatal Attraction" and "Sou'wester" - made the journey to Dun Laoghaire, all reporting that it was an experience that they would'nt have missed.

The Bangor Marina is proving to be a great boon to the class and to sailing in general in the Lough. Not only are the Dragons more "visible" to other yachtsmen, but for the first time we have extended our season into September with a four-Saturday series. September this year reversed March's reputation by coming in like a lamb and going out like a lion.

1990 provided some of the best sailing on record. Moderate winds, sunshine and close racing. There are already rumours of more Dragons for 1991 and we look forward to increasing our fleet once again.

David Baird

FORTH

The Forth fleet had an active racing year with a number of members attending the Irish Championships at Bangor, Northern Ireland where both the days and evenings were extremely wet, both inside and out. A smaller number of our fleet drove to Dun Laoghaire for the Gold Cup, which again proved to be very much the same format.

Club racing has been well attended, with fourteen or fifteen boats out regularly in the evenings when the tide allows. We are pleased to welcome Phil

Rutledge who has bought "Thunder" a Marty Godsil boat from Canadians, and is making his presence felt. Sean Maclean also went up-market by buying a Lowell Chang import for the 1989 Worlds, which he has named "Demelza" and has rapidly found out how to work all the strings. Danny Sinclair, who bought "Takitimu" from the Clyde last winter has proved very much the man to beat.

This year no doubt inspired by various member's incursions into the Viyelle Cup, the fleet has run its own Match Racing Championship, spread over three weekends. This proved to be fiercely competitive, with Will Rudd in "Merlin" just managing to beat Hamish McKenzie in "Kis" in the final.

Six members of the Forth fleet made the promised return trip to Aalesund in Norway as guests of the Aalesund Seilklubb and the Norske Drakkeklubb, which appear to be more or less the same thing. A memorable weekend was had by all, the hospitality being literally overwhelming. Through the Aquavit-induced haze, there was, if one remembers correctly, a vision of Mike Pollett troll-like in a kilt. Three excellent modern boats were loaned by the local fleet, and amongst a magnificent backdrop of fjords and snow-covered mountains, three pleasant races were held with the Scots managing respectable results. This series now threatens to become an annual event, if we can find sufficient members who are man-enough to participate!

Will Rudd

BURNHAM-ON-CROUCH

As in most seasons recently, the Burnham story is a story of three parts. The early season, the mid season lull when the travellers forage in distant parts and Burnham Week onwards when the fleet comes together again.

The Easter regatta saw only one visitor in the shape of David Dann's boat "Fenris Wolf" who came to join us, but Captain Wade in "Avelanche" took the trophy.

The fleet attended the East Coast Championship at Levington en mass, but it did not help us to bring back the trophy, although everybody enjoyed their weekend's sailing. Members of the fleet also attended the South Coast Championship, the Edinburgh Cup, the Gold Cup, the French Championship, and the Belgium Championship but the nearest anyone came to lifting a trophy was Mike Patten's second in "Union Jack" in the Belgians.

There was a good turn out for Burnham Week, and the result was in doubt until the last race - Mike Patten taking the honours from Terry Wade.

The season's points was won by Robert Campbell and Barry Stanford in "Quicksilver". The Carlton Platter for September saw Mike Holmes and Tony Allen in "Harlequin" in the money, while the late season trophies are still being sailed for at the time of writing.

The high spot of the season for the Royal Corinthian Yacht Club came on 27th October, when H.R.H. the Princess Royal visited the Club with her children to reopen it officially after the recent refurbishment. After meeting local dignitaries and members of the club for lunch, we were honoured by Princess Ann experiencing racing in the Dragon Class, while Zara and Peter sailed in Squibs. The race was sailed in a good Force 4, with the Princess taking the helm of Mike Patten's "Union Jack" with Barry Stamford acting as the second crew member. The Princess finished very creditably in the middle of the fleet.

Mike Holmes



Photograph by courtesy of Colloryan

H.R.H. the Princess Royal at the helm of "Union Jack" - Burnham, 1990

This was, of course, our Edinburgh Cup year, and the results list is printed elsewhere in this newsletter.

The quality of Dragon racing on the Solent is certainly improving. There were three brand-new boats this year and several other significant newcomers to the fleet. "Domino", Peter Morton's new cold-moulded Lallow boat was the most prominent and won the SCRA Medal. This is weighted in favour of those gaining the first few places in races with large entries. Eric Williams and Ian Lallow in "Mayfly" again won the Class Championship Trophy, the former for the sixth year in succession. However we are to have a respite next year when Eric says he will not own a Dragon... no doubt surveying fresh fields of conquest.

Eric with Ian Lallow and Harry Sharp as crew had their most notable triumph in the B.D.A. South Coast Championship run this year by the the Cowes Corinthian Yacht Club. This was a planned four race series and "Mayfly" won the first three managing slowly second in the last. Andy Cassell was second in "Ganymede X"-the latest cup-bearer to Wilson, Peter Morton third in "Domino" and Peter Lloyd bore the standard of the old guard at number five. Burnham, represented by Mike Patten intervened as fourth.

Andy Cassell has won the Ganymede Bowl for Cowes Week before in "Ganymede VII", and this year he half-repeated this success in "Ganymede X". Only half-because Mike Martell helmed the first four days coming 1st, 5th, 2nd, and 1st. This was fairly impressive in his only four Dragon races this year!

The other newly built boat was "Sapphire" a beautiful Navy-blue Petticrow creation owned and sailed by Don Biddle. She did well coming fifth in Cowes Week and winning Round-the-Island.

Cross-Channel raider Phillippe Cospain in "Flawless", a previous Ganymede Bowl winner, had a successful foray with one race win and a third overall.

A new threat to local complacency was provided by Ivan Coryn in "Monica" who was second overall in Cowes Week and then stayed for the rest of the season to demonstrate the virtues of Hood sails.

A notable newcomer late in the season was Crispin Blyth, who having spent the last five years lovingly restoring K 138 "Elska" to showroom condition then demonstrated that she was fast as well. It is a long drive from Kilham, East Yorkshire, but we hope tht Crispin makes many more trips next season.

The Aldeburgh match grows. This year in Cowes, Saturday was lost to a gale, but two races were contrived on Sunday. The results - Cowes 1: Aldeburgh 1 - but the home team won on points.

The average number of starters per race was fifteen. That is thirty in Cowes Week and eleven in the in the rest of the year. We hope that this upward trend continues and that the 15s, 30s, and 11s are not discouraged. At least the trailer fleet disappears for a few weekends and gives the rest of us a chance!

Brian Orr

No fewer than 6 boats spent the major part of the season on their trailers; some to good effect, others not so good. Golf claimed one of our normally more enthusiastic competitors and "Distraction" was sold to a Frenchman between the South Coast Championship and the Edinburgh Cup.

Jack Bielecki won two protests at the Gold Cup. This almost overshadowed Patrick Gifford's 3rd place which coming on top of his East Coast result has to put the lie to the idea that you need new boats and near-professionalism to achieve success.

Seasons points went to Bowman father closely pursued by Peter Wilson in "Garrymede VII" (wooden).

Lowestoft killed us in the team race. Apart from the fact that we sailed like wallies, even Rory Bowman finds it difficult to keep up when he is sailing the only boat with no spinnaker halyard!

At Cowes we met 40 plus knots of wind on the Saturday and contented ourselves with the social scene. The Sunday races gave the opposition a narrow win.

Our final fling was a home match against Seaview YC and I do not mean youth club. We are not really used to aggressive team racing and it took us a bit of time to learn to shout back. It actually made big fleet Dragon racing seem a bit tame. We won.

The Class AGM limited itself to the annual rule change proposals. Apart from the fact that the Aldeburgh fleet together with most of the other British fleets have always considered the Dragon to be One-Design, a view not shared by the IDA Technical Committee, we were unanimous in wondering why the hell they want to go playing around with a well established class which, even with bigger mainsails, totally variable mast bend et al will still not have the performance of an EtcHELLS or the design freedom of a 5.5 metre. Further it is likely to put at risk the enjoyment of the Class by older boats, and helmsmen such as Patrick Gifford who likes to sail with his wife and children, and still be able to be competitive.

Peter Wilson

CLYDE FLEET JOTTINGS - "THE 1990 SOCIAL REPORT"

Well... other fleets cover the sailing, so we cover the important events and anyway it's about time that the B.D.A. were threatened with some libel actions. Put Mike Pollett in a dirty raincoat and I'm sure he could pass for the Editor of the Sunday Sport.

The social scene started early with the unofficial fleet skiing trip to Schlading. Excellent parties... only spoilt by the Fleet captain insisting that his wife skied the bottom of the World Cup Downhill Course. This resulted in Lucy becoming the third member of the Stratton family to increase European steel plate sales - after son Miles and their cat! Nick was'n't missed for the rest of the week but Lucy was.

Good turnout for the B.D.A. dinner, where Skakel got fed up with Gumley referring to him as the sin-in-law so proposed to Sally....party adjourned to the 15th floor of the Hyde Park Hotel and gave the minibar in Muppet's room a hammering. We hear he obtained very favourable terms from a consortium of foreign banks to pay the bill. Meanwhile, Cunningham decided that two Dragons was excessive even for a "Captain of Industry" so sold the black one to Charlie "the Gas Man" Cairns who, in turn sold "Ptarmigan" to David "the Travel Agent" Witton. History doesn't relate if Stratton received any broker's commission on all this.

Off to sunny Levington in May. Only members of the Clyde fleet - with the able help of Jonathon Dykes - could succeed in getting fog-bound on the way back from the dinner. Next year we take the bus unless Jonathon gets radar. Cunningham got annoyed waiting for the taxi and kicked a bollard, severely damaging his toe..... requests from his crew to do it again with the other foot, because they had missed the first show, were not appreciated.

Cowes only notable for "Whizz" almost causing a diplomatic incident by announcing in a loud voice at the pub in Hamble that all anybody needed to pull a bird was a Steinlager tee-shirt. When will he learn that Maxis have a large crew and they all drink in the same pub. Fleet representative at the Edinburgh Cup reported a good time. The august organising club's only failure being in not having divers aboard the Committee boat to sort their propensity to be extremely friendly with the ground tackle of the marks - Note to organisers of 1991 Edinburgh Cup.

Rest of fleet went to Ireland. Serious liver damage ensued at Bangor. lots of wind....crew of "Bebe" demonstrated that a sharp pull on the recovery line when the halyard jams in 35 knots, results in the largest blue and white polo mint ever seen. Gold Cup saw largest gathering of fleet all season. Not sure that B.D.A. Vice-Chairman's application to join Clyde fleet should be approved after his crew's "Harbour Wall-banging" activities in their search for a radical new shape of keel. Appeal started to buy spectacles for Witton and Cassell. As the race officer for next year's Edinburgh Cup was doing the middle on the former, should've had too much of a problem with premature starting.

On the subject of the proposed new Hon.Sec. of the B.D.A. Herself flew to Kinsale leaving her long-suffering and multi-talented crew to catch the ferry (as usual). This was Greek, operated by Irish, and sailed from Wales, so was late... Madame filled in the time posing for the Cork Examiner and after paper out, became known as the Back Page girl. When it was suggested that the photo's placing on the back page rather than page three had something to do with anatomical development, violence ensued.

The season concluded with the fleet captain buying himself a single-seater glider. we are assured that his action was not in any way connected with the fact that his crew won the Scottish Championships without him!

Clyde McDragon

MEDWAY

The Dragon fleet at Upton has had another good season. There were regularly 15 boats starting, although the call of the teapot seems to have produced more retirements than usual! The season seemed to split into two, with plenty of sunshine and wind before the Keel Boat Event in July, and then plenty of sunshine and not so much wind after July.

1990 started with K 502 "Ming" winning the Proton Cup, and the Match Racing. The Keel Boat Event in July took us out into the Estuary with some of us nearly ending up in Gravesend instead of Upton on one day due to lack of wind. Again David Cooper, Phil Cheeseman, and Alan Weeks on "Ming" scooped up the main prize, with David Dale on K 445 "Rogue" taking the weekend trophy.

The Belgians came over in September, sending their younger generation. The weekend went very well on and off the water with the Medway fleet winning comfortably. I still haven't worked out why the Belgians came through Customs twice on Friday night coming into the UK!

The 211 Cup for races after Burnham week has been won by K 411 "Aquila" and Peter Freeman. Peter also won the Irish Bowl for the season's points system, with "Ming" second and K 455 "Royalist" third. K 524 "Fenris Wolf" with family Dann has travelled to various championships. David Dale sailed on the Solent while the rest of us sunned ourselves on the Medway. There were 20 boats in the fleet sailing, and one or two more gathering dust. We will have Ian Ratnage back with us next year, and K 406 "Penguin Too" has just changed hands.

Off the water we have visited the Kingsnorth Power Station, eaten strawberries in the Weald of Kent on one of the few wet nights of summer, jiggered up and down to the Buckland Buskers, had weddings and babies, and eaten and drunk a lot. In other words the Medway Fleet is carrying on as normal.

Mike Lutener

LOWESTOFT

No report

ABERSOCH

No report

TORBAY

No report

STRANGFORD LOUGH

No report

IRISH DRAGON ASSOCIATION

No report

BEEFEATER

GIN[®]



INTERNATIONAL DRAGON CLASS

EDINBURGH CUP

23 - 29 JUNE 1991

NOTICE OF RACE

The Clyde Dragon Fleet of the BDA invites entries for the 1991 Edinburgh Cup Week to be held at Rhu, Dunbartonshire, from 23rd to 29th June 1991.

VENUE

Courses will be laid in the waters of the Upper Clyde Firth off Helensburgh and the event will be organised by the Clyde Dragon Fleet in conjunction with the Royal Northern and Clyde Yacht Club. Berthing and other facilities will be at Rhu Marina and at the RNCYC, where all competitors will be welcomed as Honorary members during the event.

RULES

The Championship will be governed by the International Yacht Racing Rules, the prescriptions of the RYA, the International Dragon Class Rules, the Conditions of Entry and by the Sailing Instructions.

CATEGORY

This is a Category A event.

ENTRY FORMS

Entry forms may be obtained from the Regatta Secretary, James Robertson, Rhu Marina, Rhu G84 8LH. The closing date for entries will be 1 June, 1991. Late entries may be accepted at the discretion of the Race Committee upon payment of a 50% surcharge on the entry fee. The Entry Fee will be £150.

SCHEDULE OF RACES

Sunday 23 June	Practice Race	1430
Monday 24 June	Race 1	1330
Tuesday 25 June	Race 2	1330
Wednesday 26 June	Race 3	1330
Thursday 27 June	Race 4	1330
Friday 28 June	Race 5	1330
Saturday 29 June	Race 6	1230

K 11 Polly	1966 Borresen J. Armstrong
K 28 Lintie	1936 Johansso S. Durk
K 38 Yola	1932 Arendens P.B. Flutter
K 42 Delphyne	1937 Johansse F. Gibson
K 49 Poseidon	1938 Johansse B. Rebbeck
K 52 Chimera	1938 Johansse A. Ralston
K 53 Vritra	1938 Johansse D. Whitehouse
K 65 Solan	1938 Johansse L. Butler
K 80 Komiza	1938 Svenson Mrs A.A. Scanlon
K 84 Wanderbird	1938 McGruer Mr & Mrs D. Morgan
K 125 Snapdragon	1948 McGruer G. Fraser
K 127 Oclor	1947 Woodnutt M. Royle
K 135 Vixon	1947 Woodnutt E.J. Murphy
K 151 Harkaway	1947 Nunn Bro Lord Belstead Miss M.Tudor
K 184 Inge	1948 Johansso J.D. Harris
K 200 Grendel	1948 Camper & W. Harrison B.I. Mercer
K 211 Snapdragon II	1948 Camper & D.J. Brewer
K 240 Troll	1951 Bjarne A R.N. Snook
K 256 Buccaneer	1952 Camper & P.J. Jackson
K 267 Amphitrite	1937 Kilbjors P.V.R. Langton
K 272 Vana	1954 Nunn Bro N. Sheffield
K 273 Sable	1954 Borresen R. Jobson
K 275 Carina	1954 Bjarne A M. Cooke
K 277 Timba	1955 Borresen R. Burns G. Erskine
K 281 Seahorse	1955 Bjarne A D.F. Colbeck
K 287 Scampi	1956 Burne's A. Dunlop
K 289 Rapier	1956 Pedersen N.R. Vans-Colina
K 292 Snap	1956 Pedersen Dr. A. Dowle Mrs. Z. Dowle
K 294 Skeia	1956 Bjarne A A.G. Chambers J.K. McCormick
K 301 Penguin	1958 Clare La M.J. Morley
K 302 Mustang II	1957 Tucker B D.C. Leigh
K 304 Asa	1958 Borresen Mr. & Mrs. G. Hancock
K 310 Red Herring	1959 Abeking D. Gatwood
K 313 Avenger	1959 Pedersen O. Cracknell M. Colley
K 315 Voodoo	1959 Camper & B. Green
K 316 Sieglinde	1959 Tucker B E.N. Thompson
K 322 Blue Skies	1959 Lallow N Dean
K 323 Stardust	1959 C.H. Lavi J.R. Bond
K 327 Cluaran	1951 R. Kristi J.H. Coote
K 329 Nyanza	1959 Fairlie F. Hanna
K 332 Javelin	1960 Pedersen J.R. Bradshaw
K 335 Vivi	1957 Pedersen R.G. Capper
K 337 Pendragon	1959 Pedersen C. Sykes
K 339 Logie	1960 Nunn Bro R. Rycroft Lt. H. Howard RN
K 347 Polka	1961 Borresen W. Burke G. Baird
K 348 Troika	1961 Pedersen Dr. I.K. Anderson
K 351 Sandoola	1961 Abeking C. Lowe
K 355 Wizard	1961 Mugel & J.A. Field
K 363 Mistress	1961 Morgan G M.R. Wharton
K 364 Zulu	1960 Pedersen I.F. Nelson
K 372 Skat II	1962 Borresen K.A. Clabburn
K 375 Blue Haze	1959 Pedersen A.J. Bisset
K 377 Karen II	1962 Borreson J.K. Dearden
K 380 Chime	1959 Borreson Lt. Col. T.C. Street C.F.R.E. Street
K 382 Val	1962 Bjarne A Mr. & Mrs. P. Acciarri

K 383	Troika Too	1962	Nunn Bro H. Dunn
K 384	Crackerjack	1962	Pedersen O.S.S. Roberts
K 385	Djinn	1962	Clare La 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	Climax	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. Evans
K 404	Mestengo	1963	Brites (R.L. Catchpole R.Green
K 406	Penguin Too	1964	Clare La G.H. Blatch
K 407	Freya	1968	Nunn Bro G. Collins K.Durrant, J. Bolton
K 411	Aquila	1964	Borresen P.M.W. Freeman
K 414	Cresseid	1964	Burnes S I C. Broadley
K 415	Talisman	1965	Borresen D.H. Starbuck
K 416	Fenrir	1965	Borresen P. Patenall G.Bladen
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 La 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	Borresen 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. Gunning J.R.Gunning
K 437	Wolfhound	1966	Borresen A.E. Hewkin
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
K 442	Kali	1967	Borresen Lady Diana Smith
K 445	Rogue	1968	Borresen D.M. Dale
K 447	Geryon	1968	Clare La 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 La G. Dixon D.Kelso & S.Polly
K 453	Dragonfly	1969	Borresen P. Ives
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 469	Puff	1973	Borresen I. MacDonald A.J.P.Hobbs, P.Coldham
K 470	Mirage	1974	Borresen R.W. Brownlie S.D.G.Smith
K 471	Marco Polo	1973	Borresen P. Gimpel
K 473	Kis	1973	Borresen H.I. Mackenzie
K 474	Celerity	1974	Borresen M. Beers
K 478	Mystere	1975	Borresen N. Blowers Mrs. C.Pettengell

K 479	Valhalla	1975	Borresen	Mr. & Mrs. T. Pearson
K 480	Salvo	1975	Borresen	Mr. & Mrs. R. Dowding
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	Aldeburg	Dr. & Mrs. B. Orr B.Topple
K 486	Matilda	1979	Bellarin	J.V.C. Hunt,OBE.TD.
K 487	Storm	1979	St.Georg	L. Baldwin
K 488	Encore	1979	Borresen	J. Blackman
K 489	Kestra	1976	Borresen	R. Leask
K 490	Leviathan	1980	Borresen	The Hon W.S. Pease L.D.de Rothschild
K 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.J	1981	Borresen	D.R.S. Maclean
K 496	Yankee Doodle	1981	Borresen	G. Cola
K 497	Veleta	1982	Borresen	D.S. Baird
K 498	Tana	1982	Borresen	J.E. Crockett
K 499	Paprika	1983	St.Georg	K. Skelsey
K 500	Ariel	1982	Miller	G.R.K. Melville
K 501	Mamba	1985	St.Georg	P.G. Colby
K 502	Ming	1985	St.Georg	R.D. Cooper P.Cheeseman,Dr.A.G.Weeks
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 M.Dyas
K 510	Raven	1986	St.Georg	M. Ratsey-Woodroffe J.E.A.Ratsey-Woodrof
K 511	Vendetta	1987	St.Georg	P. Clarabut
K 512	Jasmin	1986	St.Georg	S.N. MacKinnon
K 514	Isolde	1963	Bjarne A	N. Curran J.Weir
K 515	Basilisk	1986	Borresen	P.A.F. & Mrs M. Gifford M.Hayles
K 516	Spindrift	1986	Borresen	G.C. Harrison
K 517	Indros	1986	Borresen	C.H. Bothway
K 518	Ganymede VI	1986	St.Georg	R.J.G. Davies
K 519	Orion	1987	St.Georg	R. Gilday P.Hunter,C.Lloyd,D.Dobell
K 522	Calypso	1987	St.Georg	Dr.C.S. Cairns
K 524	Fenris Wolf	1987	St.Georg	P.T.L. Dann D.L.Dann
K 525	Merlin	1987	St.Georg	W.G.T. Rudd
K 526	Doesn't She	1988	St.Georg	A. Gilmour
K 527	Sandpiper	1987	Borresen	N.J. & Mrs.P. Streeter M.J.Williamson
K 528	Maggie	1987	Borresen	W.F. Harries
K 530	Firefly	1987	St.Georg	G. Jubb
K 534	Quicksilver	1987	St.Georg	R.A. Campbell B.Stanford
K 535	Takitimu	1987	St.Georg	D.H. Sinclair
K 536	Warlord	1987	Borresen	P.J. Tolhurst
K 537	BeBe	1987	Borresen	Mrs.N.J.C. MacLennan
K 539	Drabis	1988	St.Georg	D. Pocknell
K 540	Joss	1988	St.Georg	R. Bradbrook J.R.Sharp
K 541	T'sai	1988	St.Georg	T. Wilkinson
K 542	Apache	1988	St.Georg	R.F. Gillingham
K 544	Smaug	1988	Petticro	K.W. Bushell
K 545	Djinn VIII	1986	Bellarin	N. Stratton Mrs.L.Stratton

K 546	Nimrod	1988	St.Georg	J. Rigby
K 548	Avalanche V	1988	Petticro	Capt.T.G. Wade
K 549	Mayfly	1988	Lallow	J.E. Williams I.C.Lallow
K 553	Fiona	1988	Petticro	G.R. Mellor Mrs F.Mellor
K 554	Ruyjin	1988	Petticro	R.A.H. Perkins
K 556	Harlequin	1989	Petticro	T.C. Allen M.J.Holmes
K 557	Warrior	1989	Petticro	C.J. Thornton
K 558	Sabbatical	1989	Petticro	R.D. Brown
K 559	Fatal Attract	1990	Petticro	R.J.D. Patterson G.F.Patterson
K 560	Whistle	1989	Borresen	S. Fulford L.A.Gulford
K 561	Ludmilla	1989	St.Georg	L. Hagglof B.Hodge
K 562	Gundog	1990	St.Georg	R.A. Flett
K 563	Aquila	1989	St.Georg	J.M. Bielecki
K 565	Champignon IV	1989	Borresen	D. Cunningham Mrs.D.Cunningham
K 566	Karabos	1985	Ridgeway	Cdr R.S. Agar RN (Retd) A.J.S.Agar
K 567	Sapphire	1990	Petticro	D.F. Biddle
K 568	Barbary	1990	St.Georg	P.Y. Price
K 569	Demelza	1986	Lowell	C J M. Kelly
K 570	Ganymede X	1990	St.Georg	P.J.W. Wilson
K 571	Union Jack	1990	Petticro	M. Patten
K 572	Domino	1990	Lallow	P. & Mrs.A. Morton
K 573	Thunder	1978	Miller	G Dr.P Rutledge
K 574	Grasshopper	1986	Lowell	C G.K. Jenkins

Christmas Greetings

**BRITISH DRAGON
ASSOCIATION**



IR 3 Infinity	1984 Borresen T. O'Gorman
IR 7 Alphida	1965 Boressen C. Kilgrew
IR 8 Pegasus	1973 Borresen H.M. Robinson N.Green
IR 10 Andromeda	1962 Borresen Mr. & Mrs. P Gray
IR 11 Yam	1959 Macario I. Davidson C.Hurley
IR 15 Gipsey	1937 Johansse D. Street
IR 16 Hikari	1975 Borresen J. Kidney
IR 20 Intruder	1984 Glas J. Sisk
IR 21 Koala	1974 Borresen J. Mulligan R.McDonough,D.McGloughlin
IR 22 If	1986 Borresen A. Crosbie M.Cattell
IR 27 Elsa	1986 Borresen C. Doyle
IR 32 Alka	M. Hall A.McDonnell
IR 37 Caravelle	1961 Bonnin M. Bendon
IR 39 Puff	1963 Abeking D. Merrick
IR 40 Leprechaun	1964 Pedersen D.E. O'Connor
IR 42 Melisande	1965 Crosshav P. Murphy
IR 43 Fafner	1937 Johansse N. Bendon L. Quirke
IR 45 Titan	1968 Borresen G. Owens B.Dunlea,J.Meehan,B.O'Connor
IR 46 Taranaki	1972 Borresen M. Halpenny
IR 53 Rebel	1967 Borresen S. Billings
IR 66 Ragnar	1972 Borresen C. McMullen
IR 77 Panache	1975 Borresen B. Keogh
IR 88 Tiamat	1982 Borresen Dr.G Treacy K.O'Brien,P.Maguire
IR 91 Polly II	1956 Walstead D. Callanan D.O'Donoghue
IR 93 Flicka	1948 McGruer S. Pasley
IR 96 Pancho	1963 Borresen D. O'Connell
IR 100 Hy-Brasil	1987 Borresen M. Cotter
IR 101 Double Dip	1989 Petticro Mr. & Mrs.C Barrington
IR 102 Mystery	1989 Petticro Dr.M. O'Rahilly
IR 103 Adzer	1990 Borresen J.J. Finnegan
IR 104 Phyloong	1987 Lowell C G. O'Driscoll
IR 105 Catriona	1962 Clare La J. Twomey
IR 349 Pan	1957 Bjarne A J. Toomey F.Murphy,P.Moriarty
IR 370 Salamander	1962 Borresen J. Vaughan
IR 405 Triton	1964 Pedersen P.J. Kingston
IR 460 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 Yearbook are incorrect, please complete this form (IN BLOCK CAPITALS please) and return it to:-

Nicola MacLennan
136 Highams Station Avenue
Chingford
LONDON E4

NAME.....
ADDRESS.....
.....
CONTACT TEL.NO.....
FLEET.....
BOAT NO.....BOAT NAME.....
BUILDER.....DATE BUILT.....
CO-OWNERS (IF ANY).....

* * * * *

BOAT SOLD TO.....
.....
DATE.....
BOAT BOUGHT FROM.....
.....
DATE.....

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

* * * * *

APPLICATION FOR MEMBERSHIP

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

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

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

My personal details are as follows:-

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

*Delete where inappropriate

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

Nicola MacLennan
136 Highams Station Avenue
Chingford
LONDON E4

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F. Leach, who

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

NOTES

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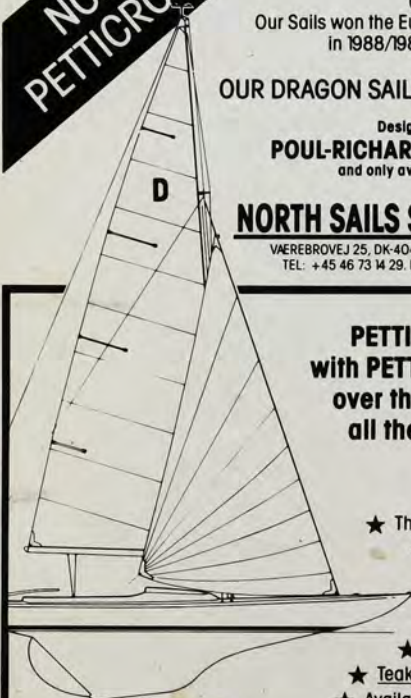
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Our Sails won the European and World Championships
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- ★ Boat and rig comes ready tuned
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