DRAGON NEWS

SUMMER 1997

NEW SELECTION PROCEDURES

FLEET REPORTS

EAST COAST CHAMPIONSHIP

SOFIA TROPHY

TECHNICAL COMMITTEE

CLASSIC NOTES

BRITISH DRAGON ASSOCIATION
SUMMER NEWSLETTER

South Coast Championship 1997

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Reflections

Since taking over as Honorary Secretary from Sarah Threlfall, I now fully appreciate the hard work she put in during her three years. Thanks to Lucilla Herrmann taking on the role of Hon Treasurer, I ONLY have to handle approximately half the workload that Sarah coped with during her tenure. Anyone who has seen me will testify as to how frazzled I have been in the build-up to publishing my first magazine. The learning curve has been so steep that at times I have almost fallen off.

Back to more interesting topics. I have just returned from a very enjoyable Edinburgh Cup where the racing was intense, as usual. The week started very promisingly with sunshine and light winds. In fact it is the first time that I have had the dubious (especially for my fellow competitors) experience of doing a whole race in shorts on the Forth! Unfortunately, two days later we were sailing in torrential rain, complete with 90 degree windshifts, occasionally punctuated with lesser shifts of a mere 20 degrees.

The Race Committee did the best that could be done in such dreadful conditions and all six races were completed. Rory Bowman, with his usual team of Giles Webster and Tom Stevens (aka that generic body "and crew") overcame all comers to equal Tony O'Gorman's fantastic achievement of winning the Edinburgh Cup for the fourth time.

I hope we are going to see as many of you at the Gold Cup as possible. Even if the weather continues to break all records for being completely appalling, it should be "good creigh". So, until Dublin, good sailing!

Owen Pay

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Cover photo: Richard Davies in action at the Gold Cup 1996

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European and World Selection Procedures

AT THE JANUARY AGM many members expressed concern with the selection procedure for the European and World Championship events. Of particular concern was the fact that members intending to attend events were having to book accommodation and make travel arrangements before being informed whether they had qualified, which has been a particular problem with the Worlds in Sweden this year. The BDA officers were tasked with formulating a new selection procedure which is as follows:

1. Based on 1997 fleet numbers, the UK is entitled to select 9 boats.

2. Selection will be based on helmsman's performance.

3. Any helmsman wishing to be considered for selection must notify the Secretary of the BDA of that wish, in writing, not later than 30th September in the year preceding that of the relevant European or World championship.

4. The BDA will notify, in writing, all applicants for places not later than 31st October in the year preceding the relevant championship.

5. Selection will be based on the three best results achieved by the helmsman in the following regattas:
a) Edinburgh Cup in the year preceding the application.
b) Edinburgh Cup in the year in which the application is made; and
c) South Coast, East Coast and Northern Area Championships of the year in which application is made.

6. Of the available places, two will be awarded at the sole discretion of the BDA officers. The remainder will be awarded to the first seven applicants, as calculated from the helmsman's qualifying regatta results added on the Olympic Scoring System per the ISAF Rulebook.

7. All applying helmsmen must be members of the BDA.

8. Where a Championship for which selection is required is to commence between 1st January and 31st March, the deadline for notification of intention to attend must be submitted, in writing, by 31st May in the preceding year (as per paragraph 3 above) and the BDA's allocation of places will be notified, in writing, not later than 30 June in the preceding year. The qualifying regattas from which results can be submitted will be such regional Championships as have been held by 30 June, together with the Edinburgh Cup of the year of application, and all qualifying regattas of the previous year.

9. The BDA Officers reserve the discretion not to consider as eligible the results of any regatta having an entry of 20 Dragons or less.

10. If by the deadline for applications for selection the number of applicants fall short of the allocation available for the BDA, the BDA officers may, at their discretion, make further selections.

This new Selection Procedure was ratified at the committee meeting held during the Edinburgh Cup 1997 and will be followed as of this date.

Fleet Reports

Aldeburgh

THE UNSEASONABLY warm weather in March tempted four Dragons onto the river at Easter, and by May Bank Holiday the fleet had swelled to six. Competition was fierce as the Gifford/Hayles Borresen *Pongo* was edged out by Rory Bowman in the Bank Holiday series (1123 vs 1124).

Masts seem to have had trouble staying up this year

Rory's new Petticrow is due for delivery before the end of May so it is not getting any easier for the rest of the fleet. However, a heavy travelling schedule for the new boats may make the home series more open.

Masts seem to have trouble staying up this year, with three going in the first six weeks of the season, including *Pongo's* that only lasted seven or eight races.

Polly is returning to the river, courtesy of Ricky Newton, and with the overall numbers creeping up, the fleet seems in good shape.

Rick Gillingham

Belfast Lough

THE 1997 season has had a very slow start, with three boats making up the fleet for late April and most of May.

However, the rest seem to be slowly emerging from hibernation and we should be up to full, albeit considerably reduced, strength by early June.

Our reduction has been due to a number of factors. *Lisa Jane* and *Sou'wester* taking a 'year out', *Ragnar* joining the cruisers, and the *Aquila* team going Sportsboat – the Cork 1720. One of the arguments being that for circa £25,000 you can have a new state of the art 1720 as opposed to the £40,000 price tag the Dragon has been saddled with.

On the other side of the coin, we are being joined by *Ranji*, a beautifully maintained '50s boat and hope, later in the year, to see *Dalcoolin*, a '30s Johannsen, at present being meticulously restored by Jack Workman.

At the time of writing, *Challenger*, *Rampage* and *Kin* are competing in Dun Laoghaire in the Bailey Bowl.

So the fleet, at present, is in one of its cyclical downturns from which, I am sure, it will recover as it has in the past.

By June we should have eight to ten boats racing and, in my experience, a reduced fleet (like a narrow majority) increases the commitment on the individual boats to turn out!

David Baird

Burnham

THE BURNHAM Dragon fleet made its usual early start on the weekend before Easter, as a tune-up for the Easter Regatta, which this year was once again sponsored by Holt Allen. With an early Easter following on from a cold, wet spring, entries were down on previous years, but we still managed to muster a fleet of twelve boats which included regular visitors from the Forth, the Medway and Holland.

Near-gale conditions on Good Friday led to the cancellation of the practice race and the first points race. The weather improved considerably overnight and thereafter the regatta was sailed in ideal (if somewhat chilly) north-easterlies. The final race was a cliff-hanger: on the previous four races, Rob Campbell and Barry Stanford's *Quicksilver* had 13 points without discards and Philip Clarabut in *Erratic* had 12. *Quicksilver* won the final race from *Erratic*, so, without discards, the overall result was a tie. *Quicksilver* had a better discard and thereby she won the regatta by a single point.

Six Burnham Dragons visited Cowes for the Southern Area Championship, and seven went to Lowestoft for the Easterns. Burnham boats were well placed at both events.

Jim and Fiona Scorer launched *Komiza* on the morning of May 31st, followed by a Champagne breakfast at the Royal Corinthian for well wishers and friends. After seven years out of the water culminating in an extensive two-year rebuild, it was good to see this 1938-built Dragon back on the water. After a brief shakedown sail, she spent the rest of the weekend taking up, and by Monday most of the incoming water had slowed to a trickle. She looks superb with her new teak deck, and it will be fascinating to see how well she races once a few little teething problems are sorted out.

Clyde

WE HAD AN excellent Dinner here last year to celebrate 60 years of UK Dragon racing. The venue was the Royal Northern & Clyde Yacht Club clubhouse, where it all started, and 90 revelling Dragon sailors, past and present dined.

Alas, the hoped for Clyde revival has yet to materialise, and this in spite of an excellent Northern Areas last August. So these exquisite waters, with highly active racing calendar, remain available and waiting.

At the time of writing, the line-up of boats in commission for local racing remains at three. A fourth is twitching on her trailer awaiting a management decision, while a fifth and sixth are

starting to look like long term restoration projects. A seventh Clyde boat, the vintage *Zerita*, is Arran-based and winters in an old church, and the eighth, *Svalan*, is based at Ardrishaig. The ninth Clyde boat, *Bebe*, our star international representative, deserves a very special mention. *Troll*, a tenth Clyde boat, eludes my fleet records at present.

Bebe was in the course of a fast passage through the centre of France when, without warning, she was luffed by a 40-ton French camion. I am pleased to report that all hands were unscathed, though, sadly, the Lutine Bell was tolled for *Bebe* – and the Range Rover. Of course, the excellent news is that new building is underway and delivery is June. We wish the Maclennans well with the new boat.

I have attempted in the past to trace the ownership of *Elska* during the '50s and '60s when, for part of the time, she may have been in Oban and possibly Clyde-based. Her owner would like to complete her history. Today, superbly restored, she graces Long Island Sound, where I'm told, she is a 'pretty little head-turner'. Please let me know if you can help.

Ian Broadley
Convener and Captain, Clyde Dragon Fleet

Irish Dragons

THE FIRST EVENT in the Irish calendar was held under the burgee of Lough Ree Yacht Club on April 11th-13th, when a fleet of 21 boats competed for the Lisney Cup. This competition is now in its third year and the formula, which provides slick race organization, fresh water sailing on the smooth waters of the Shannon and the facilities of the Hodson Bay Hotel and adjoining taverns, has proved very popular with Dragon sailors and their families.

This seven-race series was keenly anticipated as an early season guide to form in the run-up to the Gold Cup in July. However, sub-tropical weather produced doldrum-like conditions for the weekend and the series was decided on only two races, which were sailed on the Friday in a breeze that rarely got above five knots.

Johnny Ross-Murphy shared a second and a first with previous trophy winner Simon Brien. The tie-break went in Ross-Murphy's favour allowing him and crew Bill Nolan and Aidan Tarbett to put a new name on the Lisney Cup. International Dragon Association Treasurer Andrew Craig came third.

Five brand-new Petticrows have joined the Irish fleet this year and already have made their mark (figuratively speaking, of course). Previous Edinburgh Cup winner, Robin Hennessay, together with Des Cummins in *Rascal Rat*, and ex-world Fireball champion John Lavery with Paul Maguire and Geoff Chadwick in *Das Boot*, finished first and second respectively in the UK South Coast Championship on the Solent. *Rascal Rat*, flying a suit of new Watson & Jameson's, scored an impressive four firsts in the 32-boat fleet. Mick Cotter's *Whisper*, crewed by current Irish champions Simon and Mark Brien, completed the Irish rout with an overall fifth place.

Sub-tropical weather produced doldrum-like conditions

This is an excellent start to the season for the Irish fleet, which has revitalised and upgraded over the last three years, with the addition of almost 20 new or nearly new boats. By the time you read this, the annual Baily Bowl Series and the East Coast Championship will have been sailed, leaving the Irish fleet fully prepared for the major international event of the year, the Gold Cup, hosted by the Royal Irish Yacht Club in July.

Dates for your diary: Gold Cup Dun Laoghaire July 19th-25th; South Coast Championship Glandore September 13th-14th; Irish National Championship Kinsale September 25th 28th.

Tim Pearson

Lowestoft

SO FAR, A SLOW START to our season with many of our fleet not ready for racing before mid-May. The exception was Chris Dicker who yet again set off with *Scorpio* for the warmer waters of the Med.

The Lowestoft fleet now has a web site...

The East Coast Championship over the May Bank Holiday weekend, (report on page 7 of this issue) will launch our fleet into action!

Over the winter a change of fleet representatives took place with Jonathan Butcher (*Secret*) taking over from Nick Truman (*Atlanta*) as fleet secretary, and Ken Clabburn from Norman Blowers (*Mystere*) as fleet captain. Norman remains our BDA rep and has worked hard to arrange the East Coast Championship.

The Lowestoft Dragon fleet now has a Web site, take a look at www.paston.co.uk/users/dragon you will find details of our fleet, club race course, the Royal Norfolk and Suffolk Yacht Club, as well as fleet news.

No more begging for a lift in a half-sunken dinghy

The long awaited marina development has started, work will continue through the summer and will eventually leave us with a super new marina with improved facilities, including floating pontoons. No more begging for a lift in a half-sunken dinghy to get to your Dragon, only to find you have left your sails ashore. A new entrance to the North will put and end to that dreaded swell. It is hoped that the Dragons will then take a break from dry sailing. Although we will not have the benefit of the improvements this season, it will indeed be something to look forward to for the next.

Jonathan Butcher

Medway

THE MEDWAY Dragon fleet boats have now launched and started racing on April 26th. We race at 1430 every Saturday over a long season which starts in late April and lasts until early November. The courses, set by the class captain, are in the Medway estuary and provide tidal, estuary sailing over, on average, 20 to 24 miles. Because this sailing requires the use of tides and current, we find that the wood boats are competitive with the increasing number of glassfibre boats.

The Medway Regatta on July 10-13th uses long courses from the Medway Yacht Club across the Thames Estuary and is associated with parties and much socializing.

Why not join us either for the Regatta or on a more permanent basis? We always race with 12 to 14 boats, and we have moorings available, and a low cost launching and scrubbing facility.

Richard Green has sold *Adastra* (451) and has bought *Sagitta* (606) from Ian Baldwin who has entered one of his retirements from sailing.

Robin Ridsill-Smith
Fleet Captain

Torbay

THE TORBAY FLEET season opened with the sad news that the Vowdens had decided to sell *Riff Raff*. They have been enthusiastic fleet members for some years, starting with an older boat, *Aquila*, before progressing to the fast 1994 St George's Dragon. Jenny has been our fleet secretary for the last two years and we are delighted that she is continuing with this task. For Arthur, the smell of hot Castrol has been too strong and he is returning to motor racing with a car he shares very successfully with his son.

The fleet has not been depleted, as Graham Jenkins sold his share in *Grasshopper* to Mike Gay, and bought *Basilisk* to Torbay. Aubrey Denton has sold his share of *Nimrod* and bought the hot Petticrow *Amazing T*, which he has renamed *Nimrod*. We still hope *Riff Raff* sells locally to augment the number of our starters.

As the early season form unfolds, it is quite apparent that much progress has been made over the winter months. *Joss* and *Asterisk* have already shown the speed that they have demonstrated in the past, and *Skal III* is forever getting more and more into the reckoning. Our fleet captain, Sandy Ellis with *Heuschrecke* will have to look to his laurels if he is to continue as top dog as last year. The 1956 Pedersen, *Rapier*, still shows astonishing speed in light weather. All our boats were in the water early this year, with the exception of Paul Patenall's *Excalibur*. Come on Paul, we are waiting for you!

We have already seen more of Martin Payne this year, sharing the driving on *Nimrod* with Aubrey. His presence is a great stimulant to everyone and he is always willing to share his knowledge to improve our performance.

For Arthur the smell of hot Castrol has been too strong...

The Royal Torbay has divided up the season into several shorter series this year, and despite the demands of holidays, wives, children or golf, it gives everyone something to aim at. A few dedicated members have put an excellent steel fishing boat at the disposal of the club to provide windward, middle of the bay starts. This facility has been incorporated into several of the series.

By way of diversions, we look forward to team racing against Burnham during the Cadet championship in Torbay, and the possibility of starting something on the same lines with Falmouth. Next year the Edinburgh Cup comes to Torbay and we are most anxious to promote the participation of Classic Dragons. We will be putting up several prizes in different categories depending on the ages of the boats entered. Peta Adams, the Royal Torbay sailing secretary, is organizing this event with the assistance of many members who were responsible for the Gold Cup a few years ago.

East

The Royal Norfolk and Suffolk Yacht Club once again hosted the East Coast Dragon Championship from Saturday May 24th to Monday May 26th inclusive. A fleet of 24 Dragons supported the event, now in its 18th year. Local Ford dealers John Grose generously continued their sponsorship of the East Coasts for 1997 and entrants were drawn from nine clubs, including the Royal Torbay, Royal Forth and Island Sailing Club Cowes. Five of the Dragons were newly registered and three of these were facing their first competition. With the new EC-funded marina rapidly beginning to take shape in front of the clubhouse, East Coast competitors expressed their relief that this was the last time that they would have to brave the 'ferry' to their yachts.

Fierce Competition

Conditions for the first day of the event on Saturday were excellent, with the wind blowing Force 3-4, north-north-east. Principal Race Officer Owen Delany (former Irish Olympic helmsman) and his Assistant, Mark Duffield, set a 'beat/run' course. At the start Patrick Gifford in *Pongo*, went further inshore than the other competitors and was first to the windward mark.

Double Olympic gold medallist Poul Richard Hoj-Jensen (*Danish Blue*) and Rory Bowman, in the newest boat in the fleet (*Ygraine*), overtook Gifford on the second beat. The fleet were beating with the tide and running against it, resulting in a very fiercely contested race, which finished on the run with Hoj-Jensen crossing the line first, closely followed by Bowman in second and Gifford in third place.

The wind conditions held steady for the second race, which was as closely contested as the first. Just prior to the start, the tide changed, causing several boats to be over at the start. This resulted in the only general recall of the event. When the Dragons finally got away, the tide was running hard against the wind

Coast Championship

and the competitors faced a choppy sea. Despite the swell, Rory Bowman managed to take the lead early on from Poul Richard Hoj-Jensen, who was unable to regain it. Anne Garrett, overall winner of the 1996 East Coasts in *Dragon Lady*, and her helmsman, Martin Payne, settled for third place, with Patrick Gifford in fourth.

At the end of the first day's racing, Hoj-Jensen and Bowman shared the lead on points, with Garrett and Gifford in equal second position.

Tactical manoeuvres

As the Sunday morning session began, wind conditions were unchanged. However, competitors faced a strong tide which gave an opportunity for some clever tactical manoeuvring. At the start of the third race Poul Richard Hoj-Jensen, Will Rudd in *Merlin* and Anne Garrett all went inshore, out of the tide, and in doing so gained a tremendous advantage. Hoj-Jensen and Rudd capitalised on this and had soon put a lot of water between themselves and the rest of the fleet.

The racing continued apace in their wake, with Anne Garrett ahead of Rory Bowman on the last beat. As Garrett rounded the windward mark, helmsman Martin Payne opted to gybe, while Bowman chose to bear away. Finishing the race on the run, Bowman's decision brought him a closely fought third position, with Garrett in fourth.

Positions reversed

Competitors again stayed at sea for short break between races. As the fourth race began, Will Rudd was first to the windward mark, although he was later declared to have made a premature start. By the end of the second run, Anne Garrett was in the lead rounding the leeward mark first, ahead of Patrick Gifford, although their positions quickly reversed at the start of the beat.

Trying to regain the lead, Garrett's team tacked eight to ten times, but Gifford kept covering them and managed to hold his first place to the line. Poul Richard Hoj-Jensen was content with third and Rob Campbell took fourth place.

Will Rudd returns to port after a successful day at Lowestoft

Neck and Neck

By the final event of the Championship on Monday morning, the wind had dropped to Force 1-2, north-westerly. The fleet sat at sea for an hour waiting for the wind to settle and fill in, and the strong tide made it impossible for the Dragons to make headway. Having left the harbour at 0930, the fleet didn't actually cross the start line until 1140.

Anne Garrett opted for the pin end of the line, crossed at full speed and went immediately out to sea. By the first windward mark, Rory Bowman, Poul Richard Hoj-Jensen and Garrett were grouped together. On the close reach to the spreader mark, Bowman had the inside line, with Hoj-Jensen to windward and slightly behind.

To gain the vital inside overlap Hoj-Jensen freed off to slow down and dropped behind Bowman, quickly sheeting in to accelerate into the inside berth. Both boats then opted to bear away and hoist spinnakers, but Martin Payne, Garrett's helmsman, second-guessed this manoeuvre, re-set his spinnaker pole before the mark and gybed into clear air, away from Hoj-Jensen and Bowman. Nonetheless, Hoj-Jensen still managed to overtake Garrett on the second, and final, beat.

As they made the last run, in difficult conditions against the tide, Garrett recaptured the lead and held it to the finish, hotly pursued by Hoj-Jensen and Bowman. All three crossed the line within seconds of each other.

Popular winner

Poul Richard Hoj-Jensen was a popular championship winner, with Anne Garrett in second place – a testimony to her excellent performance in the final race. Third place went to Rory Bowman and fourth to Patrick Gifford, resulting in double honours for Aldeburgh Yacht Club. Will Rudd, having travelled from the Royal Forth Yacht Club, took fifth position and Ian Ratnage was sixth overall.

Sue Winston
for Lowestoft Dragon Fleet

The Princess Sofia Trophy

Julian and Claire Sowry report from Palma

In the week before Easter, the 28th Princess Sofia Trophy regatta in Palma was a wonderful curtain-raiser to a season of Dragon racing in Europe – preceded only by the Prince Henry the Navigator/Vasco da Gama at Vilamoura in February.

It was a disappointment for the many turned away that the entry was restricted to 30 this year. This was because the generous sponsor, Axa Seguros (the Spanish end of the insurance company) decided, as we all know, that the cost of the Dragon racing was becoming excessive. The deal last year was supposed to include subsidised ferry and full cost of hotel accommodation. The former, at approximately £850, was definitely not subsidised; the latter was, and was gratefully acknowledged by all Dragoners in the very comfortable 4-star Media Comfort hotel on the front at Palma, a short walk from the Real Club Nautico (RCN) where the event is based. In the end, 37 boats were allowed to enter this year.

We had planned to go to Blanes only (I wonder why!) but were also recruited for Palma at short notice, to swell the numbers. *Scimitar* still being in her cowshed in Switzerland after our two-year sojourn abroad, was nearer than some of you might be. We found that the Ferry Rapido (four hours Barcelona-Palma) had been booked for us at a subsidised cost of about £250. But then we had to pay the full cost of the Media Comfort. Seven other Dragon folk in the end had a similar fate. Would it not be better to welcome all who want to go, as last year, but say that there is a finite amount of sponsorship which will be divided equally among the entrants – starting with the fairly prohibitive ferry cost; and then the hotel cost? It is possible to find alternative accommodation at this time of the year in Palma or nearby.

Our IDA Chairman, Chris Dicker, was most active in putting across the case to the organizers, and in every other way the RCN and the organizers were most helpful. The advice is to book and pay (of the utmost importance in Spain) early to beat our predominantly German, Portuguese, Spanish, French and Dutch friends to the entry card. And get out there – you won't regret it. The UK was represented by only two boats: your reporters, and Poul Ricard Hoj-Jensen. A poor performance, but not by PRHJ on the water!

When the funding issue is resolved, this regatta will be a must for all of you, and I have photos to prove it of four days' racing in perfect conditions in the Bay of Palma. From the many other classes racing in Mallorca in the PST, we were paired with the stars, and apart from one confusing finish line, excellent windward-leeward courses were laid in stunning conditions – Force 3-4, occasionally Force 5, moderate seas and clear blue skies to assist us on our way. Water was about 16 degrees centigrade and the air about 18 – no shorts afloat I grant you, but lovely ashore, although colder by night.

Despite numerous general recalls, the 37 Dragons eventually got away smoothly for close and exciting racing with no major mark rounding incidents and boat speed at a premium.

Herm Mueller Spreer, crewed by Vincent Hoesch (second last year) won the event convincingly from Poul Ricard Hoj-Jensen and Cees Nater. So excited were they celebrating their win that VH became a human set of mast legs and took Herm Mueller's mast down singlehanded. Please don't try this yourself, especially after Champagne and a good lunch!.

The standard of racing is very high here, as it is at most venues in the European Dragon fleet. Do make the effort to go (Dragons will fit in the Tunnel now) and you will be well rewarded. Also well honed for the South Coast Championship in early May, having competed in 14 races and two regattas, if you go to Blanes the following week as well, but that is another story...

An invitation to all Dragon sailors

IRELAND IS THE PLACE to go this summer. The Gold Cup in Dublin in July is followed by a month of racing on the south coast of Ireland. From the last week in August to the last weekend in September, there will be approximately 32 races in four weekends.

The Dragon Derby is on August 30-31st, 14 short races inside Glandore Harbour. On September 6-7th there are six races, outside the harbour for the Rose Bowl. Both these regattas will be sponsored by Mount Gay Rum – plenty of complimentary rum and hats. The South Coast championship is on September 12th, 13th and 14th in Glandore; on the 26th, 27th and 28th the Nationals are in Kinsale.

In Glandore it is five minutes from your mooring to the starting line of the Dragon Derby – even when racing is outside it is no more than 20 to 30 minutes.

If we get a large group of visiting yachts, the Derby fleet will be split in half, one half starting in the morning and the second section starting in the afternoon. Saturday's top half will sail on Sunday afternoon for the Gold Cup (a Mount Gay decanter which *Iolaire* won in the Caribbean in the early '80s). The Silver fleet will race in the morning.

I am sure that crews who do the South Coast series will not be disappointed.

Don Street

The IDA Technical Committee

Patrick Gifford

explains the work and objectives of an often misunderstood group of people

I have the dubious honour to sit on the Class Technical Committee. The Dragon Class, as you all know, is a one-design and the purpose of the Technical Committee is to ensure that the one-design principles are properly controlled, while at the same time permitting the legitimate aspirations for improvement of the suppliers to the class, whether of boats, sails or rigs. This inevitably tends to mean that the committee is unpopular. Its most common expression is probably "No". However, its activity in various fields over the last year or so will have an impact on most Dragon sailors.

Sail Measurement

Probably the most important work is in the area of sail measurement, and to some extent, more general measurement at regattas. As some of you know, both at the Gold Cup in Douarnenez, and the European Championship in Pwllheli, there were considerable problems of sail measurement. It is vital that everybody races with sails that both measure and have been measured. Douarnenez revealed an alarmingly lax attitude to the need to have one's sails measured, as well as one specific measurement problem. Pwllheli revealed that, with one or two honourable exceptions, there were minor measurement problems coming from a wide variety of sailmakers.

The Committee is determined that it should be possible for any Dragon sailor to buy from a loft a sail that has been properly measured, whether by an internal or external measurer, and that the measurement should be acceptable wherever the boat is sailed. We are, however, intending to move towards more effective policing of the measurement process, rather than simply checking that sails have, at least in theory, been measured. May I remind you to ensure that any sails that you use are already measured, and that if there are any problems, it is the sailmaker's responsibility to put them right.

Keels

The Committee has also spent many hours discussing keels. It is clear that there is a gap in the existing rules once keels began to be encased in sheaths made either from epoxy resin or glassfibre. The original rules refer only to the measurements and templates for a bare iron keel, and do not control the shape of the finished keel. After much discussion, new measurements and templates have been adopted which will make it easier for the class to preserve its Dragon character and ensure that keel reshaping is not permissible.

Construction

The third area that has been important to us over the last year has concerned the construction method. Petticrows, one of the largest builders, proposed a different mould which would result in the join between the two parts of the whole mould being in the turn of the bilge rather that at the top of the keel. After much discussion, this was accepted, since the committee came to the conclusion that it did not affect the one-design principle and would not have any impact on either the shape or speed of the boats.

The Process of Change

Other issues continue to be raised in the Committee, and it is important that members of the class should understand how the process of change works.

Any proposal for a change in the rules, including a change in materials, has to be debated by the Technical Commitee which will then make a recommendation to the general committee of the class. If that recommendation is accepted, it is then put to the ISAF and if they agree with the proposal, it then goes to the ISAF meeting. If passed at that meeting, the proposal will then be incorporated in the Dragon Class Rules.

This process should give plenty of scope for consultation, and the members of the Committee are of course open to any class member who wishes to express a point of view. Naturally this may mean a harder life for the Committee members, but it is in the interests of the greatest possible openness in the class and consensus about the class objectives.

Philip Colville

Extracts from the Daily Telegraph Obituary May 28th 1997

PHILIP COLVILLE, who has died aged 86, was a stockbroker for 40 years, with a reputation as one of the shrewdest investors in the City.

Educated at Harrow and Trinity College Cambridge, where he read mathematics, he enlisted in September 1939 and was commissioned in the Grenadier Guards. As a platoon commander, Colville took part in a series of rearguard actions. He used to say that if he had not sailed up the Seine before the war, he would not have known of the ferry at Caudebec, and would consequently have been captured.

Apart from bridge, his recreations were shooting and sailing. He was a compulsive sailor,spending every summer weekend at Cowes, sailing and racing his Dragon. From 1943 he was a member of the Royal Yacht Squadron, of which he was Rear Commodore from 1972 to 1976. He was a stalwart of the RNLI of which he became vice-president in 1974. He never married.

Classic Notes with Simon Holt

I continue to answer curious and varied queries from potential restorers, most of whom seem to have cruising, rather than racing, as their intention. I encourage them to join the Association, and to purchase their Dragons from members of the BDA, rather than from farmers in whose fields derelict and broken Dragons have been dumped to die. I also stress that Dragons being restored must be faithfully restored, since they should measure accurately or they will cease to be Dragons. Funny additions such as portholes and cabins should be discouraged. I have ploughed through a vast number of back copies of newsletters by sending them to aspiring owners and restorers.

Lis, DK 403, owned by Robert Spencer and I, nears completion of her complete rebuild (see opposite page), and she will be taking part in the Scottish and Edinburgh Cup.

The arrangements for the Northern and Classic championship on Windermere are in place and we have an indication that we may expect an entry in excess of 25, which will be excellent. There will be a free launch and recovery. Base camp seems to be being established at the Old England Hotel, which overlooks the lake and is conveniently situated next to the Windermere Yacht Club, where I can guarantee an hospitable welcome. We even have already a handsome cap for the event, which can be purchased in advance at a price of £8 or three for £20. There have been enquiries from Ireland, France and Norway, that is for the race, rather than the cap.

Huldreveien in Norway is the headquarters of the European Classic Yacht Union, which I have joined and they are including our classic fleet among those to whom they circulate their magazine 'Classic Lines'.

Among the queries is one that I am sure can be answered by some BDA members, but not by me. It is an enquiry from Mark Lewin of Corfu, who believes he has purchased the Dragon which won Gold in the 1960 Olympics. I would like to hear from anyone who knows this boat and its history, so that I can pass details back to Mr Lewin, together with the host of other information he has requested.

Restorers Please Note

Anyone attempting this level of restoration should take particular care to ensure that the restored boat conforms to the class rules. You have the choice of restoring the boat under the rules that applied when it was first measured (not when it was first built!) or the latest rules. However, if the repairs are major ie. a re-decking, replacing ribs, moving the keel, then the boat will also need to be swung tested.

Rule 10.20 "yachts first measured after March 1st 1989 or after a major repair or alteration shall be subject to the swing test."

If in doubt, ask the IDA.

Boats for Sale

VRITRA GBR 53 1938 Johanssen. Good state of repair, surveyed '95. £4,000 David Whitehouse 01730 814404 .

MELODY GBR110 Incomplete restoration, new unused mast. £1,250 Steve Corbett 0151 9203338.

CORVI GBR122 1939 Woodnutt. Recent survey, new rig, plus sails. £2,500 Diane Carr 01670 362278.

OUROBOROS GBR211 1948 Camper & Nicholson. Complete refit with Harken. £4,500 Peter O'Donnell 01326 212425.

SCAMPI GBR287 1956 Burne. Good condition, raced regularly. £4,000 Peter Cooke 01960 340871.

WIZARD GBR355 1961 Mugle & Spree. Modern refit, raised floor. £4,000 John Field 01622 812706.

MISTRESS GBR363 1961 Morgan Giles. Full restoration to racing spec. POA Mark Harrison 01983 299098.

PANDORA GBR401 1963 Borresen. Full restoration by Blyth Classic Yachts. POA Crispin Blyth 01262 470566.

MUSTANG IV GBR443. 1967 Joas Santo Brites. Full restoration to racing spec. POA Mark Harrison 01983 299098

TARANAKI IRL46 1972 Borresen GRP New Borresen spar, '95 Norths. IR£9,250 Michael Halpenny 00 353 1 2801315.

RAGNAR GBR466 1972 Borresen GRP Raised floor, Harken gear, trailer. £8,995 George Baird 01247 853424.

PEGASUS IRL8 1973 Borresen GRP Elvstrom mast, spare spars, trailer. £8,950 Henry Robinson 00 353 1 280 6343.

SALVO GBR480 1975 Borresen GRP Nordic mast, 2 suits of sails. £7,500 Christopher Burt 0181 788 7405.

TAMERLANE GBR482 1976 Borresen GRP Boyce mast, Harken throughout. £9,950 David Kelso 01232 763805.

THUNDER GBR573 1979 Miller-Godsill New mast, full Harken refit, respray. £9,750 Philip Rutledge 0131 552 4774.

TANA GBR498 1982 Borresen GRP Teak deck, trailer, yard maintained. £9,500 Simon Treadwell 01428 606456.

LOKI GBR503 1984 Borresen GRP Four Edinburgh Cup wins, Nordic mast. £15,000 Rory Bowman 01462 452509.

SANDPIPER GBR527 1987 Borresen GRP All fine tunes, ready to race. £14,000 Mike Williamson 0171 835 1086.

QUICKSILVER GBR534 1987 St Georges GRP Boyce mast ('96) trailer. £12,000 Peter Flutter 01326 316189.

SMAUG GBR544 1988 Petticrow GRP Harbeck trailer, extensive sails. £13,500 Ken Bushell 01279 429210.

HECTIC GBR550 1988 Petticrow GRP Harbeck trailer, 3 suits of sails. POA Danny Sinclair 0131 336 5436.

JABBERWOCKY IRL107 1988 St Georges GRP Harken throughout, trailer. IR£11,500 Stephen Cullen 00 353 1 2856906.

HARLEQUIN GRB556 1989 Petticrow GRP Professionally updated, trailer. £15,000 Mike Hughes 01702 558831.

GUNDOG GBR562 1990 St Georges GRP Trailer, Harken/Borresen fittings. £13,500 Alex Flett 0131 312 6821.

ULYSSES IRL106 1990 Borresen GRP New spars, latest racing layout. £18,500 Chris Flemming 00 353 1 6604879.

SCARAMANGER GBR587 1992 St Georges GRP Trailer, full racing specification. £15,500 Peter Colby 01953 605301.

CHINATOWN GBR589 1992 St Georges GRP Trailer, Harken throughout. £13,500 Nick China 0171 274 8165.

RIFF RAFF GBR603 1994 St Georges GRP Trailer, Harken throughout. POA Arthur Vowden 01803 326005.

IMPULSE GBR602 1994 Petticrow GRP 2 suits of sails, trailer, hardly used. £28,000 Eric Dragten 0181 547 2700.

The *Lis* story

Simon Holt recalls how one thing led to another with his restoration project

"What you really need is an old Dragon. We can put it on Windermere, try to join the Royal Windermere Yacht Club and cruise up and down having picnics." Thus did a chance suggestion (in the local after golf at Lytham, to a friend who had expressed interest in taking up the far more sensible and less emotionally punishing pastime of sailing) lead to a search ending with the joint purchase and co-ownership of *Lis* DK 403 some weeks later.

The aim had been to limit a purchase to something old but well maintained, and spend about £3000. *Lis* (a 1969 Borresen] was a little more than that, but had been raced recently and possessed a 1994 Boyce rig and, despite some fairly crude repairs to what initially appeared to be only a few cracked ribs, was irresistible. She was accordingly bought, towed North and launched and we were accepted as temporary members at the RWYC, where we immediately managed to sink in our dory in front of the club and under the disapproving eye of the bosun.

It soon became jointly clear to us that while we could sail up and down and look respectable, we were heavily out varnished and *Lis* would need some work if we were to display the image we wanted.

Again a chance remark in the same pub to a friend entering into the umpteenth year of restoring a wooden cruising yacht, led to Skipool Creek below the Shard Bridge on the Wyre estuary and the yard of David Moss, master wooden boat builder. If you have ever been in the presence of an ornithologist who sees a rare and beautiful bird unexpectedly land on his front lawn, you would have instantly recognized the look on the face of D. Moss, master wooden boat builder, when *Lis* rolled up to his sheds.

Innocently we said "We thought a revarnish and perhaps we could put a marine ply deck on it and smarten it up a bit." Again to use an analogy, one could image Pope Julius saying to Michelangelo, "I think this ceiling could do with a lick of paint and, if you like you could pop in a few angels, it might smarten it up a bit."

Lis was, to our eyes, systematically demolished. Every fitting, the keel, and deck came off; the crudely repaired ribs, and those cracked and not repaired came out; the cuddy was deemed irreparable and thrown away, and *Lis* for a time resembled a skeleton. Teak, larch and oak were ordered; there was even talk of rare sandalwood for the top of the complete new cuddy. Other Dragons were photographed and the photographs discussed and analysed. The Harken catalogue was scrutinized, exotic rigging ideas were discussed and disapproved in favour of simplicity. A Scandinavian varnish known only to master wooden boat builders was applied in teens of coats, rubbed down and reapplied.

Time passed, indeed so much that the young boy apprentice, stood beside D. Moss when we first arrived, grew and became a man.

Lis is now outside for the first time for two and half years (see photo below) looking 25 years younger. The new fittings are in place and after she has taken some moisture she will be taken inside again to dry for her final varnishing and finishing. And lo! three years and many thousand pounds later we have what looks like a new wooden Dragon to take her place in the Classic Fleet.

The use of Epoxy Resin in old Wooden Boats

The Technical Committee has issued the following statement on the use of epoxy resins in old wooden boats. This statement **does not** apply to strip plank or cold moulded boats:

- Epoxy resin may be used in all timber built boats as adhesive only without any additional reinforcement materials.
- The exterior of a timber built boat may be covered with epoxy resin and one woven mat to a total thickness of not more than 1.5mm.
- The thickness of the hull planking and the covering must not be less than the original thickness required by the class rules.

...and then they ALL came together for the EUROPEAN CHAMPIONSHIP and found the Petticrow Dragon and Høj Jensen Design Sails an UNBEATABLE combination!

1st & 2nd

The 1996 European Championship

Photo: Rick Tomlinson

1st

The 1997 Season

"I enjoyed very much the excellent racing and atmosphere of the Dragon Fleet this last season and we should now all be preparing for the big events of 1997! I have sailed many times on the sea's where next year the World's and Gold Cup will be held. Why not give me a call? I will be happy to discuss with you the ways that you can get your Dragon up to speed for 1997".

Paul Richard Høj Jensen.

Høj Jensen Design

Petticrows

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Petticrows 1997 Early Season Results

1st. Villamoura
2nd. Villamoura
5th. Villamoura
1st. Palma
2nd. Palma
3rd. Palma
4th. Palma
5th. Palma
1st. Blanes
2nd. Blanes
3rd. Blanes
5th. Blanes
1st. French Championships
2nd. French Championships
3rd. French Championships
4th. French Championships
5th. French Championships
1st. South Coast Championships
2nd. South Coast Championships
4th. South Coast Championships
5th. South Coast Championships