



BRITISH DRAGON ASSOCIATION

Summer Newsletter 2002

CHAIRMAN'S REPORT

The class continues in good order, with increased entries at all our events. We had 33 boats at the Royal Corinthian YC in Burnham for the Easterns. The Island SC at Cowes hosted the Southern with 36 boats, although regrettably this became a non-event due to high winds. The following weekend the Royal Corinthian hosted the Edinburgh Cup with 47 entries at Cowes. The final event this year, the Northern, is again being held on the Clyde at the Royal Northern and Clyde YC, from 6th to 8th September. Those who went last year had a great time and I hope more will travel north this year.

Apart from the good sailing area, good facilities and excellent hospitality, this year there is another important reason to attend the Northern. In 2003, the European Championship is being held at Kinsale. This will be a popular venue and I expect qualification will be necessary. The detailed rules about qualification are elsewhere in this newsletter, but the Northern gives us all the opportunity to improve our chances of qualifying. The following weekend, 14th and 15th September, the Scottish Championship is being held in Edinburgh. I hope members will find this a convenient excuse to leave their boats in Scotland for some more competitive late season racing.

Our raffle for a free Dragon is now in full swing. The Dragon has now been named *Jubilee* reflecting the fact that she will be raffled in 2004, the year of the Dragon Class 75th anniversary. Full details are on our website. It is a wonderful and creative vehicle for promoting the class, both in the UK and Ireland – do tell all your sailing friends about it and encourage them to join the Dragon fleet!

I would like to thank Aberdeen Asset Management for their sponsorship. I would also like to thank Borresen and Holt Allen for providing the prize at an affordable price and they both have good websites detailing their latest products. Aberdeen Asset Management is obviously looking for a return on their investment! In addition to the normal advertising etc, they have asked us to arrange six days of active corporate hospitality in Dragons over the next 18 months. These will each be for around 12 guests and will be at different venues. We will need to provide boats and people to make these a success and I hope you will all rally round! Gavia Wilkinson-Cox has generously agreed to manage these events and our overall relationship with Aberdeen Asset Management. I think it is likely we will gain new crews and even

owners from these events, making them really worthwhile for everybody.

The BDA website is now, I believe, really vibrant and I thank Dave Ross for managing it. It is getting more and more hits. Dave makes one plea – please can everyone give him results and other information by email AS SOON AS POSSIBLE so that he can keep it up to date.

Class promotion will always be important and this needs creative ideas. Please read the article in this newsletter about another new idea, a Champion of Champions event for keelboats, to be sailed annually in Dragons. This would be similar to the Endeavour Trophy, which is sailed in dinghies at the Royal Corinthian Yacht Club in Burnham each year. To date, this is only an idea, so let us know what you think.

The International Dragon Association has just appointed David Dale, from our Medway fleet, as class secretary. This is excellent news, keeping the British at the centre of the worldwide class organisation.

Weight limits have been in force at BDA events this year and I feel that this novel control has been introduced with very few problems.

I wish you all good sailing for the rest of this year.
Robert Campbell

BRITISH DRAGON ASSOCIATION

Chairman: Robert Campbell

Dragon House, Ship Road,
Burnham-on-Crouch, Essex CM0 8JX
Tel: 01621 782683 (home) email:
rob.campbell@geminternational.ltd.uk

Hon Secretary: Richard Jordan

1 Bewick Street, London SW8 3TA
Tel: 0207978 2271 (home)
0207 759 6587 (office)
email: richard.jordan@lawgram.com

BDA Website: www.britishdragons.org

Douarnenez 2002

For the third year running, Douarnenez in springtime has been the centre of attention for the Dragon class where a truly international fleet, with entries from 13 countries, gathered for the Banque Federal Finance and Petit Navire-sponsored regattas during the week of April 27th 2002.

Situated in NW Brittany, Douarnenez has always been a favourite destination for the Dragon class where the large non-tidal bay open to the Atlantic provides a superb racecourse. The added attraction to this week was the Prize Boat. The brand-new Petticrow Dragon and Harbeck trailer, which sat atop the entrance to the marquee for the duration of the Regatta, was to be given away to one lucky owner as a lottery prize at the end of the week.

A total of twenty-five boats representing the British and Irish fleets made it on to the 100-boat capacity entry list. In addition, our resident Burnham boat-builder was sailing for his other club, The Royal Danish YC.

Sixty-five boats came to the line for the first regatta, The Banque Federal Finance Trophy, being five races over two-mile windward/leeward courses. Gus De Groot from Holland, sailing his Petticrow cold-moulded boat, made his intentions clear by winning the first race. He was able to maintain his spot on the leader board after three windy races, which was enough to win the Regatta as the last day, Monday, fell victim to too much wind.

The Dragon fleet then had the luxury of two days ashore as Tuesday was the scheduled lay day prior to the main event.

The fleet numbers swelled to just short of 100 for the Grand Prix Petit Navire. A three day, seven-race Regatta, again of two-mile windward/leeward courses, which concluded with the lottery draw for the Petticrow Prize Boat. Lottery tickets were awarded to every finisher of each race with the top five receiving additional allocations. In addition the top overall placings received extra tickets so that by the time of the Prize Giving 900 tickets had been issued. The winner was determined by three spins of a wheel, each spin determining one digit of the winning number and each spin being made at hourly intervals thus building the tension and excitement to the very end.

However, before the serious business of the lottery there were seven races to be completed. The weather was kinder and all seven races were sailed as scheduled in generally medium to light conditions. Congratulations to Rory Bowman, Chris Pank and Duncan Grindley, last year's winners who this year finished fifth. Congratulations also to Julian and Claire Sowry and Andy Marshall, long time Dragon travellers, for their very creditable 13th overall in a very competitive fleet. Finally, congratulations to Poul Richard and his crew, Chris Brittain and Jeremy Jordan, for winning the Regatta. Needing a good last race result, Poul Richard gave a master class in how to sail the last race, first to the windward mark, first to the finish and first to the crane. Counting results of

three firsts, a third, a fourth and 16th gave him, what in the end, was a comfortable 30-point win and left no one in any doubt that he is still very much the man to beat.

And the Petticrow Prize Boat? The final ten potential winners looked very nervous on stage prior to the last spin of the wheel, as only one was to be lucky recipient of the boat. For the record, and for those who have not caught up with the gossip, congratulations go to our own Mike Holmes who has come home with the brand-new Petticrow Dragon. On stage he promised, 'to sail it' if he won it and we look forward to seeing the addition to the Burnham Fleet on the water.

Lastly and most importantly our congratulations and thanks to Louis Urvois, the Societe de Regates de Douarnenez and the sponsors, Banque Federal Finance and Petit Navire for organising a world class regatta week.

Dournenez...Mike Holmes explains the sailing is not everything!

THE ATTRACTION of this early season event not only lies in the superb venue and strong competition, 92 boats on the starting line with a fair splattering of Olympic gold medalists, but every competitor has a chance to win a new Dragon!

I will not comment on sailing, as that is reported elsewhere, so I will relate the story of the Dragon.

The racing over, 500 exhausted sailors and hangers-on sit down to a four-course dinner with unlimited wine. At the end of the room above a stage sits what looks like an overgrown roulette wheel stood on its side. Instead of going from zero to 32 it goes from 0 to 9, three times. Every entrant is given four numbers, the rest of the 900 tickets are awarded on how successful you have been on the water. *Hat Trick* had 9 tickets, while Poul Richard and Hoj Jensen, who won, had 43.

The nail-biting ritual starts soon after the guests sit down to dinner and the welcoming speeches have been concluded. The wheel is rotated to select the unit number on the ticket. The pointer in the shape of an anchor settled on the number 7 eliminating all but 100 tickets. *Hat Trick* was still in with two chances. The wheel was spun again mid-way through the evening for the 10s unit which would leave just nine tickets in the draw, and *Hat Trick* was still there with 267.

The last nine ticket holders now had to wait until after the dinner, speeches and prize giving were over, when they were invited on to the stage. First the microphone was passed around to ask the competitors what they would do with the boat if they won it, dragging out the proceedings for as long as possible, well that is what it felt like. I was standing next to Danny Sinclair the only other English ticket (GBR 670) with 367 the number next to mine when the wheel was spun. It spun for what felt like an eternity and although the momentum kept slowing on and on it went, it crept past the high digits crawling to Danny's 3 clicked on to the 2 making its way towards the 1 before rocking back and firmly pointing at the 2! My knees buckled under me. A brand-new Dragon is now sitting in my drive.

Mike Holmes GBR 597 *Hat Trick*

A Swim in the North Sea

It was a beautiful Saturday afternoon, weather forecast westerly Force 4-5 gusting, wind and tide together: a wonderful day for sailing off Lowestoft, and so three Dragons and four Squibs decided to brave the elements.

On the first beat down to the south mark the wind suddenly dwindled, veered back 30 degrees and increased to 35, topping 40 knots (wind gust recorded by a local fishing boat).

Merlin, being offshore and out of the lee of the land, took the full brunt of the gust and although the main was dumped she experienced a knockdown and filled with water. She came upright but the waves were slopping over the coamings and she immediately sank at the stern.

In less than a minute and a half the crew and myself were swimming around the North Sea with just three feet of *Merlin's* mast sticking out of the water. It was cold, but the inflatable lifejackets worked well, and after about ten minutes the Cavalry arrived in the shape of the Club's rescue boat, *Skylark*, and we were salvaged from the watery deep (24ft exactly!)

I attempted to raise *Merlin* with the Club's facilities but to no avail. All we succeeded in doing was moving her from the main shipping channel inshore out of the coastal traffic.

On Sunday, the wind gusted 6-7 and *Merlin* was still on the bottom. Monday arrived and I contacted my insurance company, who informed me it was my responsibility to attempt to recover the boat.

I contacted DiveTech of King's Lynn, who arrived on Monday evening in the shape of three divers and Paul the boss. We went to inspect *Merlin*, who now had 2ft of mast sticking out of the water at high tide. The wind was a modest Force 5 and Paul seemed confident that tomorrow (Tuesday) we would recover her.

Tuesday dawned. *Skylark* and a big RIB were being used for the operation, *Skylark* as the dive boat and the RIB as support. The divers were using an umbilical cord, which meant that *Skylark* had to be anchored within 10ft of the sunken Dragon in a tide that reached about three knots and a cross wind of up to a Force 4. Not easy to achieve, but we managed it by using two anchors and the rudder.

The divers had a window in which to operate of no more than an hour and a half. This was in the last hour of the tide and up to when it changed, the reason being that they could only stay on the bottom at slack water.

The first day went. We were attempting to lift *Merlin* with airbags strapped around the hull on slings, which, due to the wonderful profile of the Dragon, were very difficult to attach.

Visibility in the silt was no more than four inches. Everything had to be carried out by touch in the cold North Sea. No success. Due to the wind and tide, no bags were attached.

On Wednesday, the following day, we were up at 4am. We managed three slack waters and one bag attached to the bow

On Thursday – success – we managed to get a

stern bag on and inflate it as we had done with the first. However, the boat would not come clear of the water.

The bags we were using had a lifting capability of one ton, but having been down there four days, the boat was filling up with sand and silt.

Although we raised the boat from the seabed, we hadn't got enough buoyancy to take her in to the harbour, and we had to babysit her all night. Paul and I slept on board *Skylark*, which has no accommodation, and the floorboards were hard.

On Friday morning, we managed to tuck an airbag under the cuddy and one more under the stern, which gave us enough lift to tow a very waterlogged boat into Lowestoft harbour and into the yacht basin, where she was lifted clear of the water by the Club crane.

After six to seven days on the bottom, I expected the Dragon to be holed and badly scraped, but due to the way she was constructed, she came up all in one piece and in surprisingly good condition – a credit to her builders.

Points learnt:

1. Always wear a good quality lifejacket and warm clothing. The North Sea is very cold and very, very wet!
2. Do not expect the buoyancy of the Dragon to keep it afloat. From our experience, it will not stay above the surface longer than two to three minutes.
3. If you do lift the boat, use the cuddy and the helmsman's compartment to place the airbags. And...
4. Make sure that you have a good insurance company.

Peter Colby

Latest News

CONGRATULATIONS also to Neil Payne who is being asked to speak at the International Juror's Christmas party. An evening of great entertainment is guaranteed.

DO YOU KNOW of any Dragons in need of restoration? If you do, please contact the BDA Secretary as somebody in Dublin is looking for a project!

EDINBURGH CUP PHOTOS – want to see how much you were hiking? If so, I suggest you visit www.aquasolutions.co.uk where you might see some lovely pictures of yourself racing at the Edinburgh Cup. Photos are also available from Hamo Thornycroft and Beken.

BURNHAM EASTER REGATTA PHOTOS – and also pix from Cannes, take a look at Hugh Bourn's website at www.photosail.co.uk

South Coast Championship — Cowes 2002

Sailed on the preceding weekend to the Edinburgh Cup, it was not surprising that the entry levels for this year's South Coast Championship reached almost 40. An impressive number of visitors travelled from afar for five races over two days.

When I awoke on Saturday morning, I had hoped to draw the curtains and see a beautiful sunny sky with a gentle SW Force 3-4. Unfortunately, the curtains had been blown clean off the rail by the Force 7 hooley whistling past the windows. Despite winds in the region of 28-32 knots the race officer from Island SC took the fleet around the corner to what he hoped would be the calmer waters of Osborne Bay.

About 25 boats made it to the start area of which 16 finished. On the water the race was won by Peter Nicholson ('the Silver Fox') in *Virago*.

However, special mention must also go to Mr Neil Payne sailing *Rampage*. Neil sailed a good first beat to lead at the windward mark but then set off after the leeward mark, which was firmly secured in a

brokendown RIB doing two knots down tide. Having gone round the leeward committee vessel in every possible way (other than the right one) he was later redressed to first equal place.

Other highlights of the race included the dashing Toby Tracey falling off the back of *Perspicacity* (was he pushed?) and Andy Cassell losing his feet (!) when Chinese gybing in a gust in excess of 30 knots.

Alas, the mechanical problems with the RIB continued and racing was unable to continue without that support. The battered fleet returned to port from where they watched the wind build. Unfortunately it did not relent until Sunday evening by which time all of the races had been abandoned and the series was incomplete.

Thanks to the Island SC for the immense amount of work both on and off the water, but more importantly, thanks to the visitors who travelled for this compact weekend.

Richard Jordan

Eastern Area Championship

On Friday 29 March, 32 Dragon crews descended on the narrow waters of the river Crouch to blow away the cobwebs of the 'off-season' with the inaugural event of the sailing season, the BDA's annual Easter East Coast Championship regatta, hosted by the Royal Corinthian YC. It was especially heartening to see that visitors outnumbered the local boats, with boats travelling from as far as Ireland and Torbay to enter the regatta.

The Burnham Dragon fleet captain, Colin Woodcock, and his team had worked especially hard for this year's event, and had not only secured sponsorship from the likes of Stella Artois, Greene King, Suzuki, Peticrows and Bollé, but had practically covered the RCYC's white concrete with sponsors' banners and flags, creating a fantastic spectacle for those competing.

After a largely uneventful practice race, controversy hit the first race to count when navigational differences of opinion caused the fleet to split neatly in two. From the laid inflatable windward mark set in the middle of the river, race officer Kim Allen, had decided to send the fleet back upriver under spinnaker along the north shore, leaving Coleward to port, towards channel mark Number 1, and then downriver to Clarkes on the south bank. The intention had been to prevent collisions between those who might have chosen the southern shore to cheat the strongest of the ebb tide on the long run down to number one mark.

However, almost half the Dragon fleet misunderstood the course displayed at the committee boat at the start, assuming that the figure '1' (displayed as a single vertical line) was in fact a gap between the Perspex sheets used to denote the various marks. So, once the fleet had reached, and in some cases passed, Coleward, one by one they peeled off to rush headlong with the tide towards Clarkes without passing

No.1 to port.

Once boats started to drop their spinnakers and start the beat to Clarkes, it created an air of indecision amongst the tightly-packed fleet, with those retaining the courage of their convictions sailing either to No.1, or mistakenly, to Clarkes. Those who were caught in the middle, including Burnham fleet captain Colin Woodcock, were forced in the worst of both worlds, choosing initially to follow the fleet heading to Clarkes, before deciding that they must have been wrong and turning back to the original course to No.1, losing precious places to the fleet still heading west.

The rest of the race was polarised into the two separate fleets, sailing what they believed was the correct course, but enjoying the 'champagne sailing' of close racing in brilliant sunshine in a light to moderate breeze, with those who sailed the shorter course naturally finishing ahead of their competitors in the 'B' fleet sailing the longer route.

However, the 'B' fleet, sailing the longer course, were not happy with finishing behind despite having sailed the apparently 'correct' course, and lodged a protest against the opposing group. Of course this caused uproar in the bar afterwards, with each camp arguing their respective case, but the matter was resolved by a most patient protest committee, who, presented with evidence from the race officer, found in favour of those who had sailed the longer course and threw out the rest.

So, with the matter resolved, the race was eventually found to have been won by Robert Campbell, sailing in *Tsunami*, borrowed from her new owner Nigel Cole whilst Rob's own boat, *Quicksilver*, received tender loving care from Peticrows. Second place went to Chris Dicker in *Scorpio*, whilst Aldeburgh's finest, Rory Bowman, took the bottom step of the podium.

Race two was less controversial, although no less tightly fought, with the biggest box of chocolates eventually going to Peter Dann, Owen Pay, and Dominic Stenislus in *Njord*, trailed by Chris and Mark Dicker and Jonathan Webster in *Scorpio*. The *Njord* boys were themselves followed by the ubiquitous Rory Bowman, Chris Park, and Duncan Grindley, who were seldom out of the top three for the extended weekend.

Races three and four saw dominance by locals Mike Holmes, Tony Allen, and Alex Burnett in *Hat Trick*, who scored a pair of firsts. However, they were chased hard by Sue Shapiro, Aisling Bowman, and Nick Milton, who rose from their mid-fleet doldrums to take a second in race three, only to be bumped back down to thirteenth in race four, while Len Jones in *Chouette* took the second spot. Once again, Rory Bowman was never very far away, scoring a third in race three, and a fourth in race four.

Races five and six proved a challenge for race officer Kim Allen, who was presented with an increased southerly breeze, and very little water to sail on due to the timing of the spring tides. However, the PRO was undaunted, and was able to get the fleet away after a postponement and a general recall as crews got used to the claustrophobic situation. Race five eventually was won by Mike Hayles in *Pongo*, whilst Rory

Bowman in *Yeah Baby* scored his highest placing in second, followed by Ricky Gillingham's *Navaho* in third.

Race six saw Rob Campbell in *Tsunami* recover from his grounding before the start to take his second win of the series, whilst Ricky Gillingham's second catapulted him up the overall series placings. Third place was taken by the ever-consistent Rory Bowman, which allowed him to walk away with the silverware for the series, despite never having won a race.

The overall standings finished with Rory at the head of the list, some six points ahead of the chasing pack, whilst Mike Holmes's double first in *Hat Trick* in races three and four allowed him to retain a second overall despite some mediocre results on the final day. Third overall was taken by Rob Campbell, Jonathan Hill, and Richard Foulger, proving to *Tsunami's* new owner that the boat is indeed quick in the right hands.

All in all, the consensus was that the regatta was the best that the Dragons had attended on the Crouch in living memory, with an excellent mix of superb racing and highly entertaining social events, and prompting a flood of positive feedback in the Corinthian postbag. We look forward to the next event with eager anticipation.

Toby Marshall

Qualification for the Europeans 2003

DO YOU WANT TO GO TO KINSALE FOR THE EUROPEANS?

If you do, please read the qualification procedure set out below.

1. The BDA has nine places available for its members at each European and World Championship. Two of these are awarded at the discretion of the BDA Committee and seven are awarded on merit.

2. Applications for one of the places, either on merit or at discretion, must be made in writing to the BDA Secretary no later than 30th September in the year preceding the year of the appropriate Championship (30/9/02 for Kinsale). Applications received after this date will only be considered if places remain available. The BDA will notify successful applicants no later than 31st October of the same year.

3. The total score of the helmsman's three best overall results (discounting the results of non-BDA members) in the qualifying events will determine his or her selection.

4. The qualifying events are:

a) the Edinburgh Cup, South Coast, East Coast and Northern Area Championships in the year the application is made and

b) the Edinburgh Cup in the year preceding the year of application.

5. When calculating the total score the low points scoring system will be used

6. If a series is not completed (such as the South Coasts 2002), or if a helm does not enter a qualifying event, the helm shall be deemed to have an overall finish in that event of the number of BDA entrants in that event plus one.

7. Notwithstanding Rule 2 the BDA committee reserve the right to ignore the results of a qualifying event if the number of entrants does not exceed 20.

8. These rules are varied where the Championship is held between 1 January and March 31st (such as in Tasmania). In such circumstances the application must be made to the BDA secretary by 31 May in the preceding year and successful applicants will be notified by 30 June of that year. The qualifying events for such Championships shall be such of the 3 regional events as have been completed by 30 June in the year in which the application is made together with the Edinburgh Cup of that year and all qualifying events of the previous year.

Having not completed a series in the South Coasts 2002, if you did not go to the East Coasts in Burnham you must compete in the Northern Area Championships on the Clyde in September of this year to be certain of qualification!
Clear?

EDINBURGH CUP

Cowes Corinthian Yacht Club 2002

On June 1st 47 boats came to the start line for the opening race for the Edinburgh Cup, hosted by the Royal Corinthian YC, Cowes.

Competition this year promised to be hot with a number of big names competing – Poul-Richard Hoj Jensen, Rory Bowman, Andy Cassell, Martin Payne and Andrew Craig to name but a few.

Race One

Principal race officer Ian Lallow had the benefit of some excellent conditions on which to set a course and the line was set just to the east of Sunsail. The wind was from the east, blowing at around 15 knots, the sun was shining, and England were 1-0 up against the Swedes. It doesn't get any better than this.

Racing got under way at 1100 on the dot, the fleet immediately split with the majority favouring the left hand side of the course. Andrew Craig in the Irish boat *Chimaera* soon built up a substantial lead and had the race tied up by the end of the first beat. Second place was a hard fought affair with Rob Campbell, Poul Hoj Jensen, Rory Bowman, Martin Payne, and Richard Jordan all in with a shout. In the end Hoj Jensen grabbed second, with Payne in third. Bowman secured a fourth, Campbell a fifth and Jordan sixth. The day, however, belonged to Craig and his trusty crew of Graham Elms and Anthony Shanks.

Race Two

A 15 knot south-westerly blew straight down the course allowing Ian Lallow to set the windward mark just to the south of the Brambles Bank.

Racing got under way at 1100 and at the windward mark, Owen Pay found himself at the head of the fleet, Julia Bailey, Martin Payne and Richard Jordan in hot pursuit. For the next four legs the lead boats engaged in a pretty monumental battle, the lead changing hands on a number of occasions.

Again it was a good day for the Irish with Neil Hegarty taking the bullet, Hoj Jensen having another solid day to take second, and the ever consistent Stavros Payne in third. Other front runners included Ted Sawyer in fourth, Andrew Craig taking fifth and Peter Nicholson, the seasoned campaigner, sixth.

Race Three

Someone turned the fan off for race three, Ian Lallow was forced to postpone racing for over an hour but patience paid off when a south-easterly set in.

Racing got under way just after midday, the windward mark set just off Peel Bank. The first beat was tricky, the choice was either the building flood tide on the right of the course or the expected building wind

on the left. The majority of boats went for the tide which unfortunately did not pay – two local Cowes boats, *Apalala* (Chris Caws) and *Frantic* (Eric Williams) took the left-hand side and came into the mark smelling of roses. These two had a battle all the way to the finish with Caws holding off the challenge of Williams in second, and Rory Bowman in third. Poul Hoj Jensen, in *Danish Blue*, managed another solid result taking fourth, Peter Nicholson again up there in fifth and a welcome result for Mike Issaia in sixth.

Race Four

For the first time this week the fleet was treated to a northerly – it was without doubt a day for recoveries, with the exception of course of Poul-Richard Hoj Jensen who was constantly at the top of the fleet and pulled off another win.

Andrew Craig in *Chimera* also had a solid day, after he had a good first beat and challenged for the lead all the way round, he eventually posted a second. Stavros Payne had a bit of an up and down day, always up at the right end and, when he wasn't bouncing off other boats, did well enough to post a third.

The comeback kid of the day award belongs to Rory Bowman who after rounding the first

windward mark in 19th came back to post a fourth – his crew obviously finding the right gears for his sails. The USA-registered *Clairvoyant* also had another solid result with a fifth, Ted Sawyer's crew and Dragon legend Vincent Hoesch proving they could put the results in.

Star of the day though was *Moonbeam*, a rather splendid wooden Dragon built by Borresen, she held off the challenges of the plastic and cold-moulded boats to secure a sixth place – fellow competitors amazed by the pace shown of a boat which was built over 30 years ago, driven by Ian Luscombe and crewed by Peter Visick and David Jephcott, they had a truly great day at the office.

Race Five

Tricky conditions greeted the fleet for Race 5, a south-west wind varying in strength between 5 - 10 knots fanned the course. PRO Ian Lallow set the windward mark just to the south of the Brambles Bank. The tide was still ebbing to the west so the majority of boats decided that the left-hand side was the place to be, all the lead boats round the first windward mark came in from this side.

Hoj Jensen, who has been as consistent as ever this week, had a bit of a shocker posting an 11th. Star of the day was Stavros Payne who held his nerve to post the only result that would keep his championship

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hopes alive and he got the bullet. Second was local Cowes boat *Frantic* helmed by Eric Williams; *Quicksilver*, helmed by Burnham man and Dragon Class Captain Rob Campbell, was third.

So with one race to go four boats had a shot at the title; both Ireland's Andrew Craig and Rory Bowman from Aldeburgh had a mathematical outside chance, but the smart money had to be on either Payne or Hoj Jensen.

Race Six

A south-westerly greeted the fleet for the final day and at the start, Ted Sawyer, Andrew Craig and Richard Jordan got away well at the pin end of the line on starboard tack – the majority of the fleet opting for the left-hand side to take advantage of the ebb west-flowing tide.

Unfortunately 80 per cent of the fleet overlaid the windward mark by some distance with the exception of Ted Sawyer crewed by Vincent Hoesch and Will Willetts, who, either through skill or luck, got round with a monumental lead and from there were never challenged. Hoj Jensen, crewed by Chris Brittain and Noddy Nordon had a bit of work to do but crucially led Payne round the course to finish second and with it take overall honours. In third place Andrew Craig with Shanksy and Elmo had a blinding result to also take third overall.

Stavros Payne was the comeback kid of the day – at the first mark he was dead and buried rounding in the mid twenties, but he held his nerve, his crew, Ruddy Jurg and Paul Pattenall trimming him out of trouble all

the way home to take sixth place and with it the runners-up spot overall.

As for the other leaders in the overall standings, American Ted Sawyer with his brilliant win on the final day moved up the rankings to take fourth place overall. Rory Bowman and his crew, Duncan Grindley and Chris Pank didn't have the best day at the office on the last day but still did well enough for a top five finish overall. A popular result for local Cowes hunk Richard Hoj Jordan crewed by Paul Raper and the Littlelad who took sixth overall – these loveable rogues have a promising future in Dragons ahead of them.

In the classics Ken Freivokh in *Spitfire* took the honours. However, a special mention must go to Ian Luscombe sailing *Moonbeam* who had a superb regatta with some very impressive results.

A new trophy presented by the Jordan family in memory of Richard Jordan Senior was presented and raced for this year. This proved to be a very popular prize, the Jordan Bell was awarded for the best placed boat overall without a top five finish in an individual race.

By a quirk of fate, Richard Jordan junior was looking good for the Bell up until he stupidly put a fourth place in on the Thursday and blew his chances. Worthy winner was Jonathon Bourke sailing *Puca*, he came all the way over from Ireland, so good to see him go back with something for his efforts.

All in all an excellent week, thanks must go to the RCYC for all their efforts and especially PRO Ian Lallow who again proved that he is the true course master of the Solent.

Matthew Armstrong

The Late Richard G Jordan (1944 to 2002)

One of the privileges of being the BDA Secretary is that I can ambush the publications if I want to say something. I would just like to briefly summarise the life of my father, an old fashioned Dragon sailor, who sadly passed away earlier this year.

My father first raced Dragons at Bridlington on the East Coast of Yorkshire at the age of 17. At that age he owned his first boat, known as *Kestral* (DK207). She was a little bit heavy and not particularly fast (or so he said). Two years later he upgraded to what was then an all-singing all-dancing Borresen known as *Falk* (DK415). He competed in Edinburgh Cups in Lowestoft, on the Forth and in Torquay. In fact, I believe I was conceived at the Regatta in Torquay.

My mother has kept the newspaper clippings of when he led the Edinburgh Cup after four races in Lowestoft in the mid-1960s. Unfortunately, she appears to have lost the reports for the Thursday and Friday which confirms my suspicions that he had peaked too early. Nevertheless, he did win a race (in the fog!) as some of you already know.

The Dragon class began to wane in Bridlington in the early '70s and my father moved to another class.

However, in 1990 the graceful lines caught his eye again. It took my father (with the help of my cousin Crispin Blyth) a year to properly and thoroughly restore *Vivacious* (GBR426), Nicky Streeter's former ride, to magnificent glory. He raced this very quick Pedersen and Thuesen down in Cowes while I continued to sail my Squib.

At the end of one Cowes Week my father insisted that I helmed *Vivacious* in the last race. My crew had a few scary moments while I came to terms with the extra 11 feet in the pre-start manoeuvring. Nevertheless, the lines and beauty of these boats were immediately apparent and, more importantly, I struggled to compete with the leaders. After eight years of learning I am almost there!

In short, the great man that was my father loved these boats which we sail and was desperate for me to share that passion. Thank you dad for introducing me to these lovely ladies.

Richard Jordan, BDA Secretary

Crew's Union...

To: All Dragon drivers
From: Dragon Helm High Command
Subject: Intelligence Briefing –
Edinburgh Cup Crews Union 2002

IT HAS COME to the attention of the Dragon Helm High Command that whilst the superiority and sophistication of the helms has been confirmed yet again some worrying developments have taken place in the activities of the Crews Union (herein referred to as 'the enemy').

These activities need careful monitoring to ensure that the helm's natural authority and superiority within the boat remains unchallenged.

With reference to data gathered by our field agents at a gathering of the enemy known as 'the Crews Union party' at the 2002 Edinburgh Cup, the High Command believe that there are strong indications that the enemy may be developing weaponry which could change the balance of power within the boat, and this must be stopped at all costs.

According to our agents, the enemy has, in the intervening period since the High Command last gathered intelligence, developed a projectile weapon capable of being fired over the traveller beam (or 'border' as we have come to know it). Our agents have confirmed that testing of said weapon took place at the aforementioned Crews Union party, and that although several of the agents were forced to affect a tactical withdrawal to a safe distance, they were able to gather additional information on said weapon.

We believe that the nature of the projectile has yet to be decided, as the enemy were testing several projectile types: one, a cylindrical wheat-based slug,

appears highly accurate, but lacks range, whilst a second, an amorphous gelatinous projectile is capable of startling accuracy over comparatively large distances and will detonate on impact with devastating results. Another, formed from amorphous lumps of frozen dairy product, also seemed to have similar impact damage qualities, but it appeared that range and handling difficulties will rule this particular prototype out.

However, despite the development of projectile weaponry, the natural hierarchy of helms over the enemy appears to be assured, since there were several incidents that marked this undeniable fact. Amongst these incidents was one in which a group of crews lead by one of the ringleaders, Dave Ross, appearing to be under the influence of an intoxicating substance, were under the mistaken impression that they were able to adequately perform a rendition of Queen's Bohemian Rhapsody. Whilst this appeared to appeal to their fellow crew compatriots, the agents we placed at the event were not so impressed.

One might have thought that this new low in terms of taste and decency would be the end of it, but there appeared to be some elements who could stoop to new depths, and decided to make indecent attempts to cool off, despite the inclement weather outside.

The gathering broke up after some uncoordinated flailing of limbs on the dance floor and further alcohol intake, but, not to be outdone, some highly dubious characters decided that setting fire to one's posterior was the intelligent course of action. This was much to their regret the following day, when they discovered that sitting or hiking out was not as comfortable as it was the day before.

Kate Cole

Sailing with Stavros and the Dragon Master Class

As most of you will know, I e-mail a monthly update of Dragon news. A large number of you expressed interest and have encouraged me to continue, as I will do.

For this newsletter I would like to share some views of Poul-Richard and myself which we discussed while competing at La Baule, France, just recently. During this 'Dragon Derby', which attracted 29 boats and was sailed in a bay with beautiful scenery, we pondered (between tacks and informing Jeremy to "genoa in come, come", and while yours truly trimmed the kite – "ease as much as you can", "pole up, pole down", "sit forward in the boat" etc) if we should introduce a Dragon Master Class. This, I'm pleased to inform you, will be up and running by this winter/next spring.

The Dragon Master Class will basically be a step up from the tuition I have given around most clubs, and

the information 'The Man' gives to his customers whenever asked. We want to bring the British fleet up to International level, so that when club boats make the effort to travel abroad and take part in International events, which incur evermore financial expenses, GBR sailors will compete and not just make up the numbers. Let's share our experience and professional skills with all, so that everyone can improve, enjoy their racing more and understand why certain 'bits of string' along with attention to detail, make the boats go faster.

You will all soon hear more details of Poul-Richard's and Stavros's Master Class, until then or the next regatta, Citius, Altius, Longius – to go "faster, higher, longer".

Martin Payne

PS. We won La Baule, or should I say 'The Man' won La Baule!

Round the Island Race 2002

Eight Dragons set out on this annual circumnavigation. If you feel you need to practise your starting manoeuvres, this is the place to do it. The Dragons started with 150 other one-design dayboats and sportsboats including the Etchells, 707s and Melges.

A SSW breeze meant there was only place to be on the Squadron line and never has there been such a concentration of testosterone in one place. It was carnage.

Quick out of the blocks were *Rampage* (Duncan Grindley and Dave Ross) and last year's runner up *Persipacity* (sailed by the Tracey boys) who led the way down to Hurst Point. You have to bear in mind that this is the longest beat (about 10 miles) to

windward a Dragon probably does. After one and a half hours *Chaotic* (Rich Jordan) led the Dragons past the Needles, inside the wreck due to their shallow draft, and reached off to St Catherines under kite.

Fistral, *Coconut* and *Vanity* (sailed by the champagne machine Rupert Boyle) were all in touch and nipping at the heels of the leaders. By heading further inshore than most, *Fanfare*, helmed by Mike Issias, cheated the tide down the back of the Island and moved through the field to within striking distance of *Chaotic*. At St Cats the fleet squared their kites and ran downwind in glorious sunshine flanked by 1,600 spinnakers on boats of all different sizes. A wonderful

sight and a great place for a picnic, as the Dragon crews opened their hampers and uncorked the wine.

A tactical error rounding Bembridge Ledge Buoy by cards salesman Justin Biddle on *Fanfare* allowed *Chaotic* to extend their lead up to the forts. However, the race is often (as last year) won on the beat from the forts, in close to the Ryde Sands, to the finish.

Apalala engaged *Persipacity* and their old rival *Rampage*. *Rampage* won this battle to come in third,

with *Apalala* fourth, but the young Traceys while on port tack mistakenly engaged a Sonar on starboard and were disqualified.

Only slightly further back, *Fistral*, *Coconut* and *Vanity* had a private battle of their own, eventually finishing in that order and with *Fistral*

almost coming up into fourth.

This left *Fanfare* and *Chaotic*, the two veteran helmsmen of this race, going head to head all the way to the finish. Having beached *Chaotic* at Ryde (while going in on starboard!) and due to some fine upwind work from *Fanfare*, the battle for the lead was a close run thing. Some say it came down to the crews, and it is most likely the unfit Biddle (*Fanfare*) was no match for the tireless Mrs Nicola Jordan (*Chaotic*), but whatever the reason, *Chaotic* just managed to hold on to win by three minutes from *Fanfare* and take home the lovely Royal Singapore YC Trophy for the fifth time.

Richard Jordan

**...and it is most likely
the unfit Biddle (*Fanfare*)
was no match for the tireless
Mrs Nicola Jordan (*Chaotic*)...**

FORTHCOMING UK DRAGON EVENTS

July 10th - 14th

Classic Nationals, Medway

August 3rd - 10th

Cowes Week

September 6th - 8th

Northern Area Championship, Clyde

September 14th -15th

Scottish Championship, Edinburgh

BRITISH DRAGON ASSOCIATION

Chairman: Robert Campbell

Tel: 01621 782683 (home) email:

rob.campbell@geminternational.ltd.uk

Hon Secretary: Richard Jordan

Tel: 0207978 2271 (home)

0207 759 6587 (office)

email: richard.jordan@lawgram.com

BDA Website: www.britishdragons.org

DRAGON PHOTOS

Marine photographer Hugh Bourn has photographs of Dragons racing this season at the Burnham Easter Regatta and at Cannes. To view these and pictures from other regattas, visit his new website:
photosail.co.uk

BOATS FOR SALE

KEDRON GBR521 St George 1987. Boyce spars 1992, excellent sails, Hoj-Jensen main and jib 5 races, 2 other suits, four-wheel Beccles trailer £6500. Ian Broadley, 01436 820 868. icbroadley@tinyworld.com Firefly;

GBR530 St Georges 1987 £7500. Glyn Davies 01983 294523

FLIRT IRL115 Petticrow 1989. Inc trailer/sails £12,500. Paul Moriarty 00 353 (0)12803546 or moriarti@indigo.ie <mailto:moriarti@indigo.ie>

RASCAL RAT IRL139 Petticrow 1997. Inc Harbeck trailer, covers and 2000 sails £26,000. Des Cummins on 00 353 (0)87 243 7916 or cummins@indigo.ie

RAPIER D289 Pedersen & Thuesen 1956. Excellent survey May 2001, mahogany and oak, sailed and raced last year, galvanised trailer, lying Torquay £5,500. Also available 2 metal masts will split. Kevin Vans-Colina 07958 715 527 or Norman Vans-Colina on (UK) 01803 294 252

SNAP GBR252 Pedersen & Thuesen 1956. Believed to have been built for the 1956 Olympics. Sailed and raced last year and recorded some good results, two year old Nordic mast with mast ram, four sets of sails, trailer, in good order, lying Burnham-on-Crouch £6,500 ono. Daniel Wastnag 01621 785173 or mobile 07771 896 798.

DAS BOOT IRL138 Petticrow 1997. Petticrow/Harbeck trailer, covers etc £25,000. Barry Lynch on 00 353 (0)862 540 507 or good@eircom.net

IRL 124 1991 Borresen. Good condition, inc. accessories and steel trailer £12,000. Barry Lynch on 00 353 (0)862 540 507 or good@eircom.net

WILLIWAW US 23 Borresen 1964. Olympic class winner 68 in Mexico City, mahogany hull, ply with teak strip deck, aluminium mast and boom, 1990 unused jib, used main, no spinnakers. Hull restorable, rudder, and deadwood need replacement. This would be a fine boat when restored. Ken Hoesterey e-mail: WILLIWAWUS231@AOL.COM

RAFFA SWE642 Borresen 1998. Blue hull, teak deck with mahogany rail etc £30,000. Peter Klock +46 (0)702 688 650

BRAVE HEART NED 190 Borresen 1967. Rebuilt '96 by Doomernik, stiffened and new teak deck, excellent condition all round, fast boat with first class record, sails, covers and Harbeck trailer inc £26,000. Jaap Hendrikse 0031 111 450520 or aquavitesse@zeelandnet.nl

PEDERSEN & THUESEN 1958. Good classic racer, inc trailer, sails and many Harken fittings. £6,900 (can deliver) E Cancrinus 0031650222290 or www.draken.nl

AUS 150 Bellarine B, Geelong 1975. Lying Melbourne, Australia, new standing and respray in 2001. AUS\$ 25,000. Robert Boyd at robertb@boydboyd.com.au

GBR 595 St Georges 1993. With trailer and full set of H-J 2000 sails £11,500. Tristram Wilkinson 0207 7354734 or 07801 045641 or twilkins@kcc.com

KIN IRL165 Petticrow April 2001. Full Petticrow de luxe spec, additional Vincent Hoesch spec with upgraded fittings and additional purchases on control lines, new stiffer profile Petticrow mast (Sept 2001), Harbeck trailer with 3 fitted sail storage boxes, full fitted transport cover, fitted mast cover, over boom cockpit cover, full suit of Hoj-Jensen Design sails: mainsail MC2, genoa DM3 (Spheretex), spinnaker CR1 used for championships only (no club racing), all in absolutely perfect condition. Contact Simon Brien (H) 00 44 28 90 427111, (B) 00 44 28 90 668888, (MOB) 00 44 7721 767777, or simon.brien@ericcairns.co.uk

JOCK ROBBIE Pedersen & Thuesen 1963. Lying Australia, good order and excellent racing record. Jeremy Jordan in (UK) 07775 916046 or Nick Chapman at nchapman@bradmill.com.au

ELFIN D UK IRL 50 Hj. Johansson Johanssons Boatyard, Langedrag, Sweden circa 1938. Length 8.893m Breadth 1.962m. Scandinavian pine hull on oak frames, cast iron keel, wood rudder and tiller, teak inlaid deck and cuddy, mast and boom, aluminium equipment, new all-weather boat cover, set of sails, trailer, sheets, jammers etc, anchor, chain. This Dragon requires finishing as in layout of deck equipment jammers. Stored in a shed and not been launched since the refit has been undertaken. Total rebuild of the deck and superstructure, new stern and stern post, deck fittings 2000 to the highest standard, plus hull stripped to bare timber and six coats of paint fared and rubbed

down, and new stainless steel interior frame for shrouds. Original papers available, including the original yard registration, a paper trail of the many certificates in the form of measurement and registration documents in the UK and Ireland. Papers held in trust by the Irish Sailing Assoc HQ in Dublin. £6,900 sterling. Contact David Knight kmassoc@esatclear.ie

TIAMAT IRL 88 Borresen 1982. Green, trailer, lying Dublin, £5,000. William Lacy - Tel 00 353 16624260 Day 00 353 18325067 evenings or lacywalsh@internet-ireland.ie

SHADOW Den 196 Borresen. Blue, all equipment for race or daycruising, top kvalitet, lying Copenhagen Dk, 8,700 euro. Michael Jensen at mic-vvs@oncable.dk

PENGUIN TOO GBR 406 Clare Lallow 1963. Trailer, sails, rigging etc all in good working order, out of the water at Hythe, Southampton, £4,500. Alan Northeast 023 8084 9089 or alan@alannortheast.fsnet.co.uk

CREW FOR COWES WEEK

Does anyone need crew for CowesWeek? Got a few spare bods kicking around, some for all of the week, some for part of it. Let me know if you have any requirements. Regards Crews Union Admiral Armstrong 07764 198124

Please notify the website manager: mail@britishdragons.org or the BDA secretary if your boat is either sold or no longer for sale.

EDINBURGH CUP 2002 Final Results

- 1st 665 *Danish Blue* (P.R. Hoj-Jensen, Noddy Nordon, Chris Brittain) GBR (11.0 disc) 11.0pts,
- 2nd 576 *Excalibur* (Martin Payne, Paul Patenal, Rudy Jurg) GBR (18.0) 16.0,
- 3rd 160 *Chimaera* (Andrew Craig, Graham Elmes, Anthony Shanks) IRL (25.0) 18.0,
- 4th 310 *Clairvoyant* (Ted Sawyer, Vincent Hoesch, Will Willetts) USA (10.0) 24.0,
- 5th 662 *Yeah Baby* (Rory Bowman, Chris Pank, Duncan Grindley) GBR (23.0) 25.0,
- 6th 602 *Chaotic* (Richard Jordan, Paul Raper, Little Lad) GBR (11.0) 35.0,
- 7th 159 *Phantom* (Neil Hegarty, David Williams, Peter Bowring) IRL (27.0) 40.0,
- 8th 598 *Frantic* (Eric Williams, Wright, Jo Richardson) GBR (30.0) 53.0,
- 9th 162 *Puca* (Jonathon Bourke, Tim Bourke, Norman McDonnell) IRL (48.0) 53.0,
- 10th 609 *Virago* (Peter Nicholson, Nick Burgin, Tim Squire Sanders) GBR (33.0) 57.0,
- 11th 572 *Quicksilver II* (Rob Campbell, Johnathan Hill, Richard Foulger Wade) GBR (48.0) 60.0,
- 12th 675 *Water Rat* (Ian Ratnage, Mike Gagg, Jono Ratnage) GBR (33.0) 61.0 ,
- 13th 660 *Aimee* (Julia Bailey, Graham Bailey, David Heritage) GBR (19.0) 62.0,
- 14th 627 *Apalala* (Chris Caws, Jeremy Field, Chris Jones) GBR (48.0) 69.0,
- 15th 623 *Pongo* (Mike Hayles, Nick Hayles, Fraser Elms) GBR. (25.0) 76.0,
- 16th 678 *Spitfire* (Ken Freivokh, Mark Spruce, Chris Stimpson) GBR (48.0) 76.0,
- 17th 653 *Njord* (Owen Pay, Steve Richardson, Josey Roberts) GBR (26.0) 78.0,
- 18th 614 *Rampage* (Neil Payne, Dave Ross, Jon Mortimer) GBR (48.0) 84.0,
- 19th 670 *Eclipse* (Danny Sinclair, Clive Hurn, Donald Milne) GBR (24.0) 86.0,
- 20th 610 *Rackham* (Rob Gray, James Campbell, Ali Hall) GBR (29.0) 89.0,
- 21st 586 *Scorpio* (Chris Dicker, Selina Dicker, Mark Dicker) GBR (48.0) 92.0,
- 22nd 625 *Sandpiper* (Nicholas Streeter, Mike Williamson, David Nolan) GBR (26.0) 94.0,
- 23rd 649 *Comanche* (James Mehew, Paddy Margham, Gavia Wilkinson Cox) GBR (30.0) 95.0,
- 24th 677 *Rumours* (Len Jones, Mark Simpson, Jeremy Jordan) GBR (31.0) 101.0,
- 25th 1 *Luder* (Andy Cassell, Fred Solly, Jenny Stutley) CAY (48.0) 104.0,
- 26th 584 *Fanfare* (Mike Issaias, Michael Steele, Jenny Issaias) GBR.(40.0) 108.0,
- 27th 593 *Sapphire 3* (Donald Biddle, Justin Biddle, Sanju Vaswami) GBR (34.0) 113.0,
- 28th 434 *Moonbeam* (Ian Luscombe, Peter Visick, David Jephcott) GBR (48.0) 119.0,
- 29th 575 *Flotation* (Richard Davis, Tristan Nelson, Joanne Elliot) GBR (48.0) 124.0,
- 30th 641 *Delilah* (Mottram Rankin, Simon Howard, Teresa Wade) GBR (48.0) 136.0,
- 31st 600 *Tarakona* (Sue Shapiro, Katie Cole, Gillian Hamilton) GBR (33.0) 136.0,
- 32nd 636 *Seafire* (David Crabb, Barry Woolley, Nigel Cole) GBR (43.0) 146.0,
- 33rd 515 *Basilisk* (Graham Jenkins, John Tilbrook, Finn Houlihan) GBR (48.0) 149.0,
- 34th 553 *Perspecacity* (Toby Tracy, Peter Tracey, John Crooks) GBR (36.0) 152.0,
- 35th 669 *Supremacity* (Richard Cullen, Alistair Childs, Mark Hart) GBR (48.0) 153.0,
- 36th 506 *Phase 2* (John Dudley, Tim Cole, Matthew Rawlings) GBR (48.0) 156,
- 37th 633 *Fei Lin's Flirt* (Ron James, Julie Walsh, Derek Gibbon) GBR (48.0) 162.0,
- 38th 390 *Gem* (Brian Smith, Tim Wilkes, Andrew Knights) GBR (48.0) 169.0,
- 39th 363 *Mistress* (Bill Daniels, William Loran, Pippa Marks) GBR (42.0) 173.0,
- 40th 465 *Reprise* (Keith Skelsey, Matt Hill, Paul King) GBR (48.0) 185.0,
- 41st 626 *Ygraine* (Sarah Sullivan, Ian Simons, Nick Oliver) GBR (48.0) 188.0,
- 42nd 304 *Asa* (Ben Hancock, James Collett, Jenny Gilday) GBR.(48.0) 189.0,
- 43rd 635 *Fistral* (John Hall, Fred Hall, Myles Hamer) GBR (48.0) 192.0,
- 44th 620 *Black Mark* (Mark Rountree, David Black, Bruce Noble) GBR (48.0) 198.0,
- 45th 443 *Mustang 4* (Michael Johnson, Mark Watts, David Harford) GBR (48.0) 204.0,
- 46th 256 *Buccaneer* (Ian Wiznar, Mark Webster, Mike Coldary) GBR (48.0) 205.0,
- 47th 509 *Ariadne* (John Mellows, Phil, Gilles) GBR (48.0) 218.0.

**Race placings and points can be found in the full results
published on the Solent Dragon page of the BDA website:
www.britishdragons.org**

